

Final



vision 2020

A JOINT COMPREHENSIVE PLAN

*Middlesex Township, Butler County
Richland Township, Allegheny County*

Resolution

RESOLUTION NO. 04-31

A RESOLUTION OF THE BOARD OF SUPERVISORS OF MIDDLESEX TOWNSHIP, BUTLER COUNTY, PENNSYLVANIA.

**ADOPTING THE RICHLAND-MIDDLESEX JOINT
COMPREHENSIVE PLAN, FINAL DRAFT, DATED FALL, 2004,
AS PREPARED BY THE RICHLAND-MIDDLESEX JOINT
COMPREHENSIVE PLAN STEERING COMMITTEE (THE
"COMMITTEE"), AS FACILITATED BY ENVIRONMENTAL
PLANNING & DESIGN, LLC (THE "COMPREHENSIVE PLAN"),
PURSUANT TO ACT 247, AS AMENDED, ARTICLE XI OF THE
PENNSYLVANIA MUNICIPALITIES PLANNING CODE.**

WHEREAS, the Pennsylvania Municipalities Planning Code authorizes the COMMITTEE, a Committee with representatives from the Township of Middlesex, Butler County and Township of Richland, Allegheny County, to prepare and adopt the COMPREHENSIVE PLAN addressing land use and development, transportation, infrastructure and civic amenities within the Townships; and

WHEREAS, the COMPREHENSIVE PLAN has proposed an action plan with respect to planning, zoning ordinances, subdivision regulations, operations and capital improvements and governmental collaboration; and

WHEREAS, the COMPREHENSIVE PLAN also incorporates data with respect to demographics, land policy analysis, existing zoning and land use, environmental characteristics, transportation, public water and sewer infrastructure, community facilities, public cost analysis and community involvement; and

WHEREAS, the participating Townships agree to discuss specific policies and actions for implementation of the COMPREHENSIVE PLAN within a reasonable time frame following the adoption of the COMPREHENSIVE PLAN; and

WHEREAS, all the participating Townships agree to charge their administrative staff personnel with continuing dialogue with the participating Township's for collaborative efforts, and with providing periodic updates on the matters to the government of each participating Township; and

WHEREAS, a copy of the COMPREHENSIVE PLAN, which includes the text, maps, charts and any other items which form the whole of the COMPREHENSIVE PLAN, is attached hereto as Exhibit "A"; and

WHEREAS, the COMPREHENSIVE PLAN was sent to the Middlesex Township Planning Commission on October 26, 2004; and

WHEREAS, the COMPREHENSIVE PLAN was sent to the Butler County Planning Commission on September 16, 2004; and

WHEREAS, the COMPREHENSIVE PLAN was sent to all contiguous municipalities and the local school districts on September 16, 2004; and

WHEREAS, the TOWNSHIP has not received comments from any contiguous municipality or the local school districts within forty-five (45) days of submission of the COMPREHENSIVE PLAN; and

WHEREAS, the TOWNSHIP has received comments from the Butler County Planning Commission within forty-five (45) days of submission of the COMPREHENSIVE PLAN and has revised and responded as appropriate; and

WHEREAS, the Richland-Middlesex Joint Comprehensive Plan Steering Committee received public comment at their November 29, 2004 meeting and recommended to the Board of Supervisors approval of the COMPREHENSIVE PLAN as submitted; and

WHEREAS, notice of a public hearing was forwarded to the Butler Eagle on November 15, 2004 and published on December 1, 2004 and December 8, 2004; and

WHEREAS, the COMPREHENSIVE PLAN has been made available for public review in the township offices; and

WHEREAS, the TOWNSHIP held the public hearing on December 15, 2004; and

WHEREAS, comments were received from the public at the public hearing on December 15, 2004 and have been duly noted; and

WHEREAS, the TOWNSHIP closed the public hearing at the public meeting on December 15, 2004; and

WHEREAS, the TOWNSHIP, after consideration of the comments received (or lack thereof, as the case may be), has determined that the COMPREHENSIVE PLAN, as originally set forth in the attached Exhibit "A" should not be substantially revised in whole or in part; and

WHEREAS, the TOWNSHIP has found the COMPREHENSIVE PLAN is beneficial to the health, safety and welfare of the citizens of the TOWNSHIP; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF MIDDLESEX TOWNSHIP, and it is hereby resolved and enacted by the authority of the same:

SECTION 1 The Board of Supervisors, by this resolution, adopts the COMPREHENSIVE PLAN, as attached hereto as Exhibit "A", pursuant to Article XI of the Municipalities Planning Code.

SECTION 2 The Middlesex Township Comprehensive Plan, dated March 1981 is hereby repealed.

RESOLVED AND ENACTED THIS 15th DAY OF DECEMBER, 2004.

ATTEST:

MIDDLESEX TOWNSHIP



Township Manager/Secretary



By: 
Chairman, Board of Supervisors

Joint Comprehensive Plan

**OFFICIAL
RICHLAND TOWNSHIP
RESOLUTION NO. 26 OF 2004**

**A RESOLUTION OF THE TOWNSHIP OF RICHLAND ADOPTING THE JOINT
COMPREHENSIVE PLAN PREPARED BY THE MIDDLESEX TOWNSHIP AND
RICHLAND TOWNSHIP JOINT COMPREHENSIVE STRATEGIC PLANNING
COMMITTEE (THE "COMMITTEE") PURSUANT TO ACT 247 OF 1968 AS AMENDED;
ARTICLE XI OF THE PENNSYLVANIA MUNICIPAL PLANNING CODE, AS THE
OFFICIAL COMPREHENSIVE PLAN FOR RICHLAND TOWNSHIP**

WHEREAS, the Pennsylvania Municipalities Planning Code, 53 PS § 10101 et seq. ("MPC") grants the governing bodies of Pennsylvania municipalities authority to cooperate with contiguous municipalities for the purpose of developing, adopting and implementing a Comprehensive Plan; and

WHEREAS, on March 19, 2003 Middlesex Township, Butler County and Richland Township, Allegheny County entered into an Intergovernmental Cooperation Agreement for the preparation of a Multi-Municipal Comprehensive Plan; and

WHEREAS, said agreement called for the establishment of a committee, with representatives from both Middlesex and Richland Township, to prepare and adopt a Joint Comprehensive Plan pursuant to the powers granted by the MPC, and

WHEREAS, the Committee and both Townships have completed the procedural process set forth within Article XI of the Pennsylvania Municipal Planning Code required prior to the adoption of the Comprehensive Plan; and

WHEREAS, comments received from the public at public hearings, and from the Allegheny County Planning Department have been duly noted; and

WHEREAS, the Townships' appointed Steering Committee and each Township's Planning Commission has reviewed and recommended the approval of the Comprehensive Plan that addresses community objectives, current and future land use, civic amenities, infrastructure and regional relationships; and

WHEREAS, the Comprehensive Plan has also proposed an action plan with respect to planning, zoning ordinances, subdivision regulations, operations and capital improvements and governmental collaboration; and

WHEREAS, the Comprehensive Plan also incorporates data with respect to demographics, land policy analysis, existing zoning and land use, environmental characteristics, transportation, public water and sewer infrastructure, community facilities, public cost analysis and community involvement; and

WHEREAS, the participating Townships agree to discuss specific policies and actions for implementation of the Comprehensive Plan within a reasonable time frame following the adoption of said Plan; and

WHEREAS, both of the participating Townships agree to charge their administrative staff personnel with continuing dialogue for collaborative efforts, and with providing periodic updates on the matters to the government of each participating Township.

WHEREAS, a copy of the COMPREHENSIVE PLAN which includes the text, maps and charts and any other items which form the whole of the COMPREHENSIVE PLAN is attached hereto as Exhibit "A";

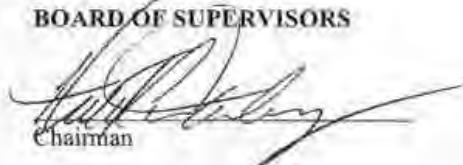
NOW THEREFORE BE IT RESOLVED AND ENACTED BY THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF RICHLAND, that the Comprehensive Plan attached hereto as Exhibit "A" be adopted as the Official Comprehensive Plan for Richland Township, and that all prior Comprehensive Plans are hereby repealed.

RESOLVED AND ADOPTED this 16th day of December, 2004.

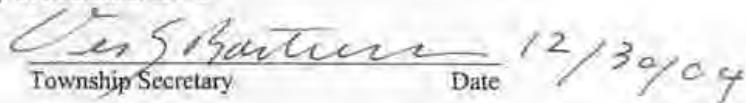
ATTEST:


Dean E. Bastianini
Township Secretary

BOARD OF SUPERVISORS


Chairman

I, Dean E. Bastianini, Township Secretary of the Township of Richland, do hereby certify that the foregoing is a true and correct copy of the Resolution adopted at the regular meeting of the Board of Supervisors, held on the 16th day of December 2004.


Dean E. Bastianini
Township Secretary
Date 12/13/04

Joint Comprehensive Plan

Executive Summary

Overview

The Joint Comprehensive Plan (JCP) for Middlesex and Richland Townships is one of the most unique multi-jurisdictional planning efforts in Southwestern Pennsylvania. The JCP not only spans municipal boundaries, it transcends county boundaries. Through this comprehensive planning process, Middlesex Township, Butler County and Richland Township, Allegheny County have collectively begun to address key growth issues and leverage important assets for each community's quality of life.

Combined, the two communities encompass more than 24,000 acres, are populated with more than 14,700 residents and are strategically situated between the Southwestern Pennsylvania region's important commerce centers of Downtown Pittsburgh, Cranberry Township and Downtown Butler. The communities share similar characteristics that provide the opportunity to share common solutions. Yet, distinctive differences also exist. Richland's significant population growth over the past 20 years and extensive infrastructure system is uniquely different than the rural character of Middlesex Township where development pressures are increasing because of the beginning construction of public sanitary sewer. Consequently, where unique patterns exist, distinctive solutions will be required.

Throughout the comprehensive planning process, concerns did not focus on the question of "growth" versus "no growth." Rather, the communities focused on "what type of growth makes sense?" and "where is the best place to allow it occur?" Examining these questions in relationship to existing opportunities and challenges as well as desired goals and objectives, the communities have formulated the JCP as an integrated policy plan with respect to future land use, infrastructure expansion, natural resource conservation and the enhancement of community assets.

Key Opportunities and Challenges

Both communities are facing opportunities and constraints that will impact the extent to which future growth can occur. In essence, these issues provide the foundation for many of the Plan's planning concepts and recommendations. The communities' opportunities focus on land use, zoning, demographic trends, infrastructure capacity as well as the character and accessibility of community facilities. Some of the communities' greatest opportunities and challenges include:

Middlesex Township

- More than 73% of Middlesex Township's land area is available for future development. Approximately, 4,000 acres of this land is planned to receive public sanitary sewer service within the next 5 to 10 years.
- Virtually no townhouses or duplexes currently exist within the Township.
- Middlesex Township provides property owners and developers with a PRD zoning overlay that permits flexibility in lot size, building setbacks and development density in return for open space dedication. Based on the current requirements, the PRD overlay grants a 4-fold density increase over the base zoning densities.
- Based on corridor alignments studied as part of the Pennsylvania Department of Transportation's Route 228 feasibility study, Middlesex Township could experience development pressure in areas where highway interchanges are expected to be constructed.



Richland Township

- The population of Richland Township grew by 4% between 1990 and 2000. However in the same period, the number of households in the Township increased by more than 8%. This trend is indicative of shrinking household sizes and could lead to demands for alternative housing products.
- The Township's tax base is based largely on residential uses and will remain as such as the community is nearing build-out. Consequently, the Township

will need to exercise fiscal responsibility by maintaining residential property values and encouraging strategic non-residential opportunities.

- Based on the community's build-out projections, there could be a future need for neighborhood parks as well as passive recreation opportunities such as trails and open space.
- The Route 8 Corridor, in some portions of the Township, has the "capacity" to support additional traffic. These segments of the Corridor provide opportunities for non-residential development.
- While the community has expanded public sanitary sewers throughout the eastern and central portions of the Township, some pockets of "unsewered" land remain. These pockets continue to suffer from failing septic systems.

Community Goals and Objectives

Based upon the JCP's analyses, planning concepts and participation process, a series of goals have emerged. In addition to the Joint-Municipal goals, the Townships have outlined individual goals to guide their individual decisions related to community growth, character and quality of life.

Joint-Municipal goals include:

- Optimize the use of available fiscal resources and multi-municipal collaborative efforts to leverage federal, state and other funding sources
- Maximize the effectiveness of infrastructure within watersheds common to both Middlesex and Richland Townships
- Address issues that transcend traditional jurisdictional boundaries by concentrating political efforts

Middlesex Township's goals include:

- Preserve the community's rural character by protecting important agricultural and natural resources.
- Broaden housing options in response to shifting residential needs.
- Strengthen the Township's tax base by expanding economic development opportunities.

- Create civic amenities and public facilities that address future community needs.
- Exercise fiscal responsibility by balancing operational and capital expenditures with available resources.
- Enhance the delivery of public services.

Richland Township's goals seek to:

- Preserve the community's semi-rural/suburban residential character while accommodating new development.
- Locate commercial and residential development within the Route 8 Corridor and at strategic intersections along Gibsonia Road and Bakerstown Road.
- Enhance the quality of life for community residents and businesses.
- Improve the Township's growth management practices to control development and population growth.
- Continue to plan and capitalize community services that meet the future needs of Township residents.



Plan Components

Building upon these opportunities, challenges, goals and objectives, the Comprehensive Plan is composed of a series of parts or interconnected components. Each component deals with an assortment of quality of life resources that when viewed individually establishes a set of policies to guide the protection and use of these resources.

The first component deals with development activity and provides for a wide range of recommended land uses that can flexibly respond to time and real estate dynamics. Interaction between land uses can only successfully occur within the framework of the communities' other components.

The second JCP component deals with transportation and public service infrastructure. These systems extend throughout the Townships and in some cases reaches beyond its boundaries. Moreover, infrastructure acts as the backbone around which the communities' development activities take form.

The third component addresses the communities' resources – natural, cultural and social. These elements add richness to Township life and embellish the "sense of place." The component identifies areas that are most suitable for enhancing the Townships' parks, open space systems and trail network.

The integration of these three components is illustrated on the following page. When viewed collectively, the components form a plan that balances community needs, available resources and envisioned character at "build-out." Build-out has been defined as the communities' desired development threshold or as how much development is bearable with respect to potential demands on land use, and available resources.

Recommendations

Along with the following selection of key recommendations, the Townships have categorized each of their anticipated actions as "immediate," "short-term" and "long-term" as part of the JCP's overall implementation strategies.

- Middlesex and Richland Townships should jointly create watershed-specific stormwater management ordinances to better optimize stormwater management improvements and capacity.
- The communities should jointly prepare common commercial/ business district provisions along Route 8 to address parcel size, intensity and types of uses within the Corridor.
- The municipalities should each adopt an urban service boundary to delineate the extent of future infrastructure improvements.
- Both Middlesex and Richland leaders should institutionalize the preparation of annual reports to monitor the Joint Comprehensive Plan's implementation.

- Each of the Townships should explore ways in which additional parks and inter-connected open spaces can be incorporated into development and high quality natural resources areas.
- Middlesex Township leaders should revise the community's PRD Ordinance to align anticipated development intensities with planned infrastructure improvements.
- Richland Township should update zoning district boundary designations and ordinances based on the Future Land Use Map.

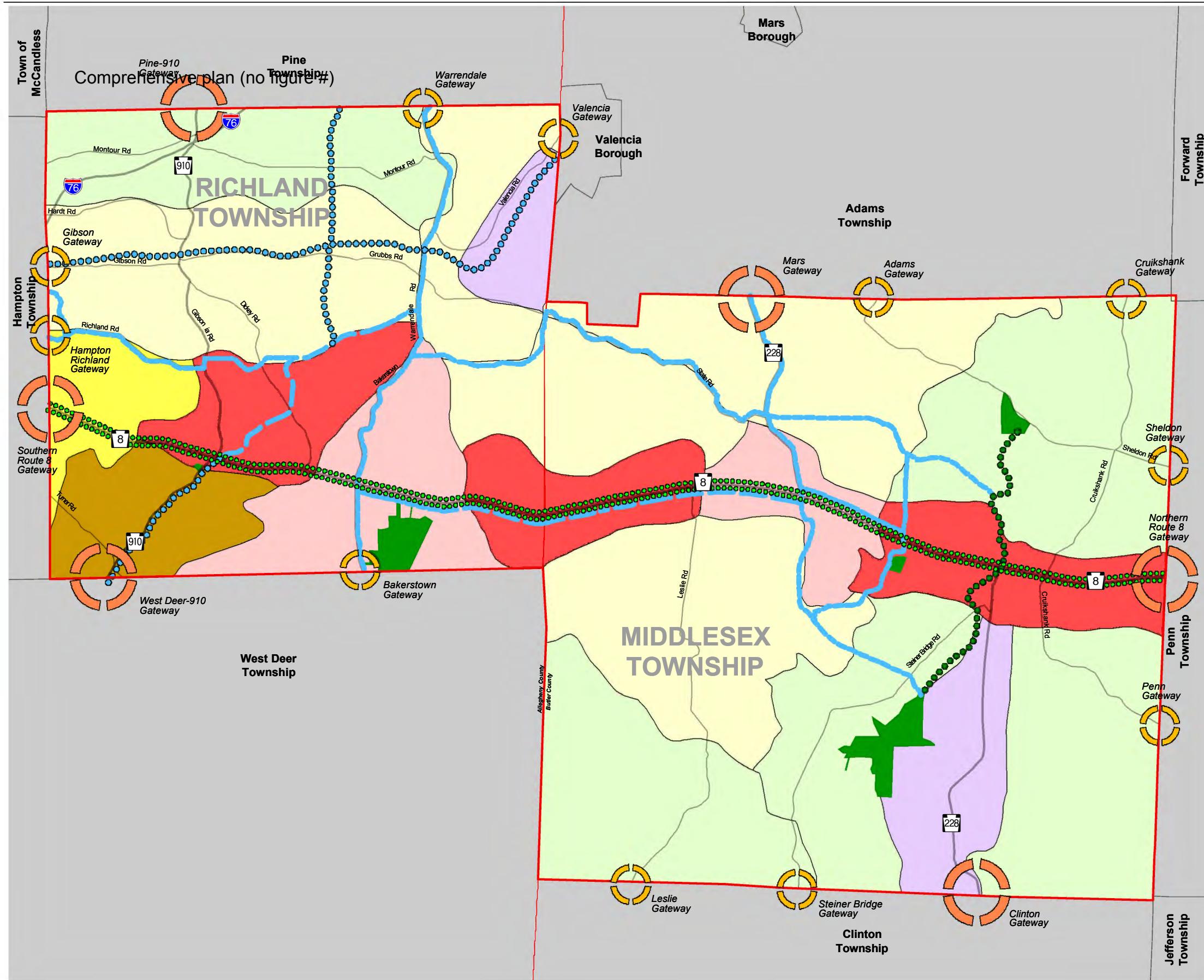
Planning Process

A nine-person Steering Committee, composed of residents, Planning Commissioners and business owners, led the comprehensive planning process beginning in the summer of 2003. Administrative staff and Board of Supervisors of both communities supported the Steering Committee. The Committee met more than 15 times throughout the 18-month long planning process. The Committee reviewed facts, identified issues, explored alternative planning concepts, established objectives and made informed decisions regarding policies and recommendations.

The Steering Committee also held a series of public hearings, several key stakeholder workshops and elected official briefings at strategic points in the planning process to inform residents and community leaders of planning issues, to review alternatives and to obtain feedback.

Conclusion

While the JCP does not represent the "perfect solution" for all residents, business owners and community leaders, it does strike a "balance" between issues, opportunities and objectives. The concepts and recommendations incorporated in the JCP are based on the consensus opinion of the Steering Committee members and the communities at-large. As adopted, the JCP is a public declaration of the objectives, policies and actions to guide the incremental decisions of the Townships' elected officials, property owners and other public and private sector partners and stakeholders as the communities continue to grow and approach build-out.



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services.

LEGEND

- Study Area Boundary
- Municipal Boundary
- County Boundary
- Arterial Road
- Collector Road
- Planning District

PREDOMINANT FUTURE LAND USE

- Agriculture
- Low Intensity Residential
- Medium Intensity Residential
- High Intensity Residential
- Neighborhood-Scale Commercial
- Regional-Scale Commercial
- Light Industrial
- Public Park/Open Space

PEDESTRIAN FACILITIES

- Trail Connection
- Share-the-Road Bikeway
- Cooperative Effort Trail

GREENWAYS

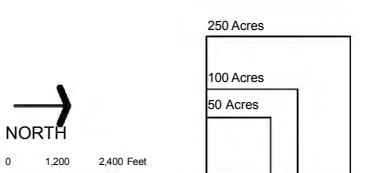
- Greenway Connection

STREETSCAPE/SIGNAGE IMPROVEMENTS

- Route 8 Corridor
- Major Gateway
- Minor Gateway

GENERAL DEVELOPMENT INTENSITIES (Residential Use Only)

Predominant Future Land Use (Residential Use)	General Intensity (DU/Acre)	
	Richland	Middlesex
Agriculture	0.1	0.1
Rural Residential	0.5	0.5
Low Intensity Residential	1	1
Medium Intensity Residential	2	2
High Intensity Residential	12	8



(This page intentionally left blank)

Table of Contents

Resolutions	i
Executive Summary	ix
Acknowledgements.....	xxi
Preface.....	xxiii
Planning Approach.....	xxiii
Context	xxiv
Organization	xxv
Part One: A Blueprint for the Future	1-1
Overview	1-1
Opportunities and Challenges.....	1-3
A. Middlesex Township.....	1-3
B. Richland Township	1-5
Goals and Objectives.....	1-8
A. Joint-Municipal Goals and Objectives.....	1-8
B. Middlesex Township.....	1-9
C. Richland Township.....	1-11
Planning Districts and Future Land Uses.....	1-14
Planning Districts	1-14
Future Land Use and Housing Plan.....	1-14
1. Montour Run District	1-19
2. Willow Run District	1-20
3. Crouse Run District.....	1-21
4. Gibsonia District.....	1-22
5. West Deer Creek District.....	1-22
6. Bakerstown/Deer Creek District	1-23
7. Pine-Valencia District.....	1-25
8. Valencia District	1-26
9. South Glade Run District.....	1-27
10. County Line District.....	1-27
11. West Glade Run District.....	1-28
12. Cooperstown.....	1-28
13. East Glade Run District.....	1-29
14. Sandyhill District.....	1-30
15. South Glade Mills District	1-30
16. Glade Mills Park District	1-32
17. North Glade Mills District.....	1-33

18. North Route 8 District.....	1-33
19. Fuelgraf District.....	1-34
Transportation and Public Transit Plan.....	1-35
Transportation.....	1-35
Public Transit	1-39
Infrastructure Plan	1-43
Sanitary Sewer Service Areas	1-43
Water Service Areas	1-44
Natural Resource Plan.....	1-47
Civic Amenities Plan	1-51
Trails.....	1-51
Community Gateways.....	1-53
Public Facilities and Recreation Areas.....	1-53
Education.....	1-54
Comprehensive Plan.....	1-58
Regional Relationships	1-61
Adjacent Land Uses.....	1-62
Traffic Improvements	1-62
Stormwater Management.....	1-62
Part Two: Actions for Implementation.....	2-1
Part Three: The Past and Present	3-1
Overview	3-1
Demographics.....	3-3
1. Overall Population.....	3-3
2. Age.....	3-7
3. Income	3-8
4. Households	3-9
5. Length of Residency	3-11
6. Housing Units.....	3-13
7. Age of Housing Stock.....	3-14
8. Housing Characteristics	3-17
9. Housing Values	3-18
10. Education	3-23
11. Occupation.....	3-24
12. Industry of Employment	3-26
13. Race.....	3-30
14. Commuting Time.....	3-31
Land Patterns	3-33
Zoning.....	3-39
Existing Sanitary Sewer.....	3-45
Transportation.....	3-52
Slopes	3-54

Table of Contents

Landform.....	3-56
Hydrography	3-58
Farming and Forestry.....	3-60
Environmentally Sensitive Areas	3-62
Community Facilities.....	3-64
1. Education	3-64
2. Parks, Recreation and Open Space.....	3-68
Public Cost Analysis	3-70
Refined Scenario	3-71

AppendicesA-1

List of Figures

Figure 1: Regional Context	1-2
Figure 2: Planning Districts	1-15
Figure 3: Future Land Use and Housing Plan	1-17
Figure 4: Transportation and Public Transit Plan	1-41
Figure 5: Infrastructure Plan.....	1-45
Figure 6: Natural Resource Plan	1-49
Figure 7: Civic Amenities Plan	1-55
Figure 7B: Civic-Oriented Zoning Overlay	1-57
Figure 8: Comprehensive Plan	1-59
Figure 9: Population Density Map	3-5
Figure 10: Housing	3-21
Figure 11: Existing Land Use Map	3-35
Figure 12: Zoning Map	3-43
Figure 13: Current Public Infrastructure Systems.....	3-51
Figure 14: Transportation Map	3-53
Figure 15: Slopes	3-55
Figure 16: Landform	3-57
Figure 17: Hydrography Map.....	3-59
Figure 18: Farm and Forestry.....	3-61
Figure 19: Environmental Sensitive Areas	3-63
Figure 20: Community Facilities Map	3-65

List of Tables

Table 1: Joint Action Plan.....	2-2
Table 2: Middlesex Action Plan	2-4
Table 3: Richland Action Plan.....	2-7
Table 4: Total Population	3-4
Table 5: Age Distribution.....	3-8
Table 6: Median Household Income.....	3-9

Table 7: Household Comparison.....	3-11
Table 8: Length of Residency.....	3-12
Table 9: Housing Units.....	3-14
Table 10: Age of Housing Stock.....	3-16
Table 11: Housing Characteristics.....	3-18
Table 12: Housing Values	3-19
Table 13: Educational Attainment.....	3-24
Table 14: Occupation	3-26
Table 15: Industry of Employment.....	3-28
Table 16: Commuting Time.....	3-32

Acknowledgements

Steering Committee Members

Herbert C. Dankmyer, Richland Township

Kevin Dougherty, Richland Township

Robert Goetz, Richland Township

Andy Lutzic, Middlesex Township

Judy Manjerovic, Middlesex Township

David J. McMaster, Middlesex Township

Sean Pambianco, Richland Township

James E. Wilkinson, Middlesex Township

Board of Supervisors

Middlesex Township

John B. Grau

David McMaster, Chairman

Alonzo Van Atta

Richland Township

George P. Allen

Charles W. Burdick, Vice Chairman

C. Lindsay Chappell

Herbert C. Dankmyer, Chairman

Raymond Kendrick

Planning Commission

Middlesex Township

Richard Brooks

Denise Hoover

Jeff Leslie, Chairman

Calvin J. Miller, Jr.

Alan Terek

Richland Township

Kevin Dougherty, Secretary

Tim Gaichas

Robert Goetz, Chairman

Joseph Pillart, Jr.

Diane Pontoriero, Vice Chairman

Township Staff

Middlesex Township

Roger Dunlap, Township Manager

William Sloan, Township Zoning Officer

Richland Township

Dean Bastianini, Township Secretary

Jeff Walzer, Township Zoning Officer

Planning Approach

The Middlesex-Richland Township Joint Comprehensive Plan (Vision 2020) is the product of many months of input and analysis. As part of the planning process, the two Townships have examined various land use scenarios, transportation recommendations and potential infrastructure improvements that have potential impacts on their growing communities. Several concurrent Township efforts, including the evaluation and preparation of traffic impact fee ordinances, have been coordinated with the comprehensive planning process and have provided valuable technical data and insights. Middlesex and Richland Townships are seeking to achieve a sustainable balance of growth and conservation. To determine such a balance, the communities evaluated the potential impacts of “build-out.” To develop a greater understanding of potential build-out implications, Middlesex and Richland Townships examined different growth scenarios. These growth scenarios explore the implications of:

- (1) Land capacity through an assessment of land use, environmentally sensitive areas and zoning;
- (2) Fiscal responsibility by evaluating potential municipal and school district revenues and expenditures from projected land uses;
- (3) Infrastructure demands through an estimation of the daily sewage demand for residential and non-residential uses; and
- (4) Transportation impacts by calculating the average number of daily trips that proposed development may generate in the future.

The final build-out scenario seeks to balance the demands of each of these capacities and serves as the basis for the Joint Comprehensive Plan’s vision and specific recommendations. Vision 2020 defines the physical, environmental, social and fiscal goals that both communities have established and will use as they manage issues related to infrastructure improvements, zoning concerns, sensitive

natural resources, housing opportunities and municipal spending. Moreover, the goals and their corresponding objectives establish a conceptual policy framework that balances the relationship between land use, transportation facilities, infrastructure improvements, civic amenities, and fiscal resources. This balance is designed to enhance quality of life aspects, to preserve community values and to ensure a sustainable future.

The components of Vision 2020 are not intended to be absolute or inflexible. Rather, each component is intended to provide a structure within which development proposals can be evaluated, informed decisions can be made and community growth can occur in a coordinated manner over the next 15 years. From time to time, the components of Vision 2020 may need to be refined or amended as new trends and patterns emerge.

Implementation of Vision 2020 requires the actions of many individuals and organizations from both the public and private sectors. Most importantly, the success of all implementation efforts requires the continued spirit of cooperation and commitment instilled by the community leaders who have developed Vision 2020.

Context

Over the past several decades, Richland Township, like much of northern Allegheny County, has undergone a transformation from a primarily rural area to a suburban community composed of residential neighborhoods and commercial development. This suburbanization has brought new challenges and problems such as increasing traffic congestion, the loss of farmland, woodlands and open space, growing demands for schools and recreation facilities as well as escalating investments in infrastructure and municipal services.

Development patterns in Middlesex Township are different than those of its southern neighbor. The Butler County community's growth has been relatively slow and has allowed its agrarian character to be largely retained. However, growth pressures are

increasing as residential and commercial development makes their way from the north, south and west. Consequently, the future of Middlesex Township is expected to evolve in a manner similar to Richland Township's recent past.

Trends indicate that the population of Richland will continue to steadily grow and the population of Middlesex will begin to blossom as transportation and sanitary sewer improvements are constructed in the near future. Therefore, it is extremely important that future growth be directed in a manner that preserves the key assets that make the communities desirable places to live and do business. The Joint Comprehensive Plan Steering Committee, composed of appointed representatives, elected officials and the public-at-large, have worked to prepare a Joint Comprehensive Plan (Vision 2020) that is built upon a foundation of facts, consensus and vision. In some instances, this vision is shared and dependent upon continued multi-municipal collaboration between the communities. In other instances, the vision is unique to each community and reflects community-specific aspirations with no dependency upon its neighbor.

Organization

Vision 2020 is comprised of 4 components or parts:

Part One: A Blueprint For the Future outlines the vision for Middlesex and Richland Townships. The vision is based on key facts and findings that were identified throughout the planning process. It addresses the community development issues related to future land uses, transportation and transit facilities, infrastructure systems, civic amenities and natural resources.

Part Two: Actions for Implementation defines a series of steps or actions that are needed to implement Vision 2020. The actions, representing specific projects, policies and strategies and are derived from the detailed recommendations outlined in Part One. Accompanying each action is a timetable for completion and a listing of

key participants responsible for overseeing its completion. The goals, defined in Part One, relative to each action are also identified.

Part Three: The Past and Present contains detailed summaries of the factors that have shaped Part One and Part Two. Background facts and the conclusions of technical analyses regarding demographic trends, land use patterns, zoning classifications, park and recreation facilities, housing characteristics and infrastructure systems are briefly described and mapped.

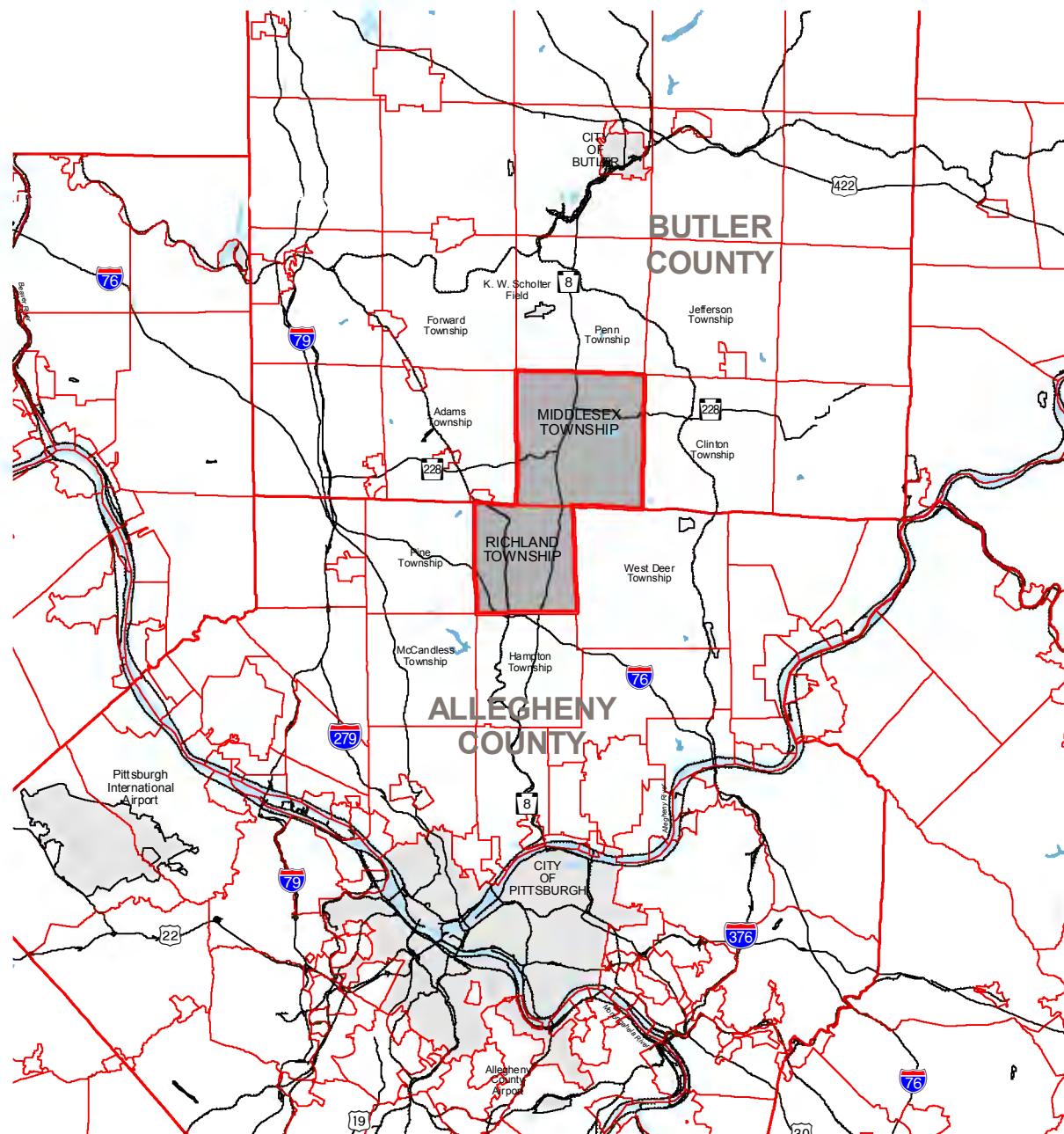
Part Four: Appendices contain a series community involvement summaries and meeting observations from the various Steering Committee meetings.

Part One: A Blueprint for the Future

Overview

Vision 2020 (The Plan) is a comprehensive guide for addressing and formulating Middlesex and Richland Townships' planning, development and policy decisions over the next fifteen years. The ideas and strategies created as part of this joint comprehensive planning effort define a range of development and conservation opportunities. Moreover, the Plan identifies a series of actions relevant to the future operations of the individual Townships as well as to their collective efforts.

Part One outlines four main components: key issues that the Townships are currently facing, the Townships' goals and objectives, key recommendations and the relationship of Middlesex and Richland Townships to their surrounding communities. The Plan's key recommendations focus on future land use, infrastructure improvements, civic amenities and natural resources. Figure 1: Regional Context, on the following page, illustrates the location of Middlesex and Richland Townships within the context of the greater Pittsburgh metropolitan region.



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission.

NORTH
0 6,000 12,000 Feet
Figure 1:
REGIONAL CONTEXT MAP

Opportunities and Challenges

The future growth and development patterns of Middlesex and Richland Townships will strongly be influenced by key opportunities and constraints with which both are faced. The Joint Comprehensive Plan seeks to proactively address the communities' key issues. More importantly, the key issues provided the foundation for many of the planning concepts and recommendations incorporated into the Plan. In brief, these key issues focus on: land use and zoning patterns, demographic trends, infrastructure capacity as well as the character and accessibility of community facilities.

A. Middlesex Township

1. Land Use and Zoning
 - a. Today, 27% of the Township has been developed thus leaving 73% of Middlesex's land area available for future "development." Much of this area is located outside of the public sanitary sewer service area. However, more than 4,000 acres of developable land will receive public sanitary sewer service as part of the Act 537 Plan update for the Saxonburg Municipal Authority.
 - b. Middlesex Township uses a "floating" PRD district that is permitted within the AG-A and AG districts. Generally, the PRD allows a 4-fold density increase over the base zoning densities. This density increase when compiled with the provision of public sanitary sewers could stimulate explosive residential growth.
 - c. Today, virtually no townhouses or duplexes exist in the Township; only 2.5% of the housing stock contains 2 or more units. The Township's current residential development regulations encumber multi-family

options and should be re-evaluated to better accommodate future residential needs.

2. Demographics

- a. Middlesex Township has a 10 to 1 ratio between residential and non-residential uses. This proportion places a heavy burden on the residential tax base to pay for municipal services such as parks, recreation, public safety and road maintenance. As the Township's demographics continue to change, there will most likely also be a greater reliance on the growing senior population to sustain these municipal services.
- b. Based on the build-out analysis conducted for Middlesex Township, Mars School District's student enrollment could quadruple if development occurs in accordance with the community's sewer plans; the estimated number of students could increase 10-fold if the maximum permissible PRD density were applied in all residential zones.
- c. The Township has seen a 28% increase in the number of non-family households between 1990 and 2000. The increase in the number of individuals living alone or non-relatives will most likely impact the request and demand for suitable public recreation and social services.

3. Infrastructure

- a. The Township's existing roadway system is, in some areas, inadequate to support current traffic volumes. With the burgeoning development of the public sanitary sewer systems, the Township's roadway system will undergo additional pressures to transport people to new housing, retail

and employment centers. This pressure will further exacerbate traffic limitations.

- b. The Pennsylvania Department of Transportation (PennDOT) is currently evaluating the feasibility of constructing major transportation improvements within the Route 228 corridor. Depending upon the specifics of the selected Rt. 228 roadway alignment, the Township could experience significant impacts on land use patterns. The future character of Middlesex Township will be largely shaped by the decisions concerning the alignment's location, character and the roadway's interchange locations.

4. Community Facilities

- a. A shortage of neighborhood parks currently exists. According to an initial park analysis conducted as part of the joint comprehensive planning process, Middlesex would need more than 18 acres of neighborhood parks to meet the existing population's needs. An additional 142 acres of neighborhood parks would be needed to support the community's projected population at build-out.

B. Richland Township

1. Land Use and Zoning

- a. Approximately 3,200 acres of vacant land in Richland Township could be considered developable. This land consists of vacant land, agricultural areas and residential lots greater than 5 acres in size. Of this land, 41% is readily accessible to public sanitary sewer. As a result of discussions during the early parts of the joint comprehensive planning process, the Township evaluated its planned residential development (PRD) ordinance and completed a series of amendments.

One of the more significant issues that arose in discussions included the level of permitted density bonuses. It is too early to know whether the amendments are affective. Consequently, the Township will need to re-evaluate the amendments in the next 3 to 5 years.

2. Demographics

- a. Similar to Middlesex Township, Richland has a residential to non-residential land ratio of 10 to 1. This ratio creates a heavy burden on the residential tax base to pay for municipal services. Furthermore, the number of seniors (age 85+) in the Township has continued to grow over the past two decades, and the demand for senior housing is most likely to continue to increase. As the Township's demographics continue to change, there will also be a greater reliance on seniors to sustain these municipal services.
- b. The number of households within the Township grew by 8% between 1990 and 2000. If the trend were to continue, increases in the number of households will most likely be spread throughout all age groups, but the largest increase will probably occur in households with persons over the age of 45.

3. Infrastructure

- a. Based on traffic data compiled as part of the Route 8 Economic Development Study and during the joint comprehensive planning process, it was determined that some portions of Route 8 in both Richland and Middlesex Townships have some reserve capacity (volume). This additional capacity could support additional residential and non-residential development provided that development specific impacts are properly integrated.

- b. However, because of the limited number of arterial roads, a large majority of the existing traffic volume feeds onto Route 8 via local roads. Despite the areas of additional capacity, additional trips generated by increased development have the potential to degrade the local roads' level of service (LOS).
- c. Expansions of the Township's sewer and water infrastructure systems have occurred as new development has been constructed. Although new systems and updates to the overall system have been made, some chronic septic system facilities still exist.

4. Community Facilities

- a. Based on Richland's build-out analysis, the Richland proportion of the Pine-Richland School District's student enrollment could double if additional public sanitary sewers were constructed as planned.
- b. As noted in Middlesex Township, a shortage of neighborhood parks exists. According to initial parks analysis, Richland needs more than 15 acres of neighborhood parks to meet existing population demands. Additionally, more than 30 acres of neighborhood parks would be needed to support the community's projected population at build-out.
- c. While the Township possesses an adequate supply of community park land, low-density residential dwellings typically are found immediately adjacent to these facilities. Such development patterns make pedestrian access in higher density areas more difficult to construct and increases the reliance on the automobile for families and individuals to visit the community's parks.

Goals and Objectives

Based upon the conclusions and preferences of numerous studies, analyses and planning concepts as well as from input contributed by the project's Steering Committee members and the public at large, a series of goals and objectives have emerged. The goals and objectives capture the essence of the Joint Comprehensive Plan and should serve as a guide for property owners, residents, developers and political leaders when making policy decisions.

A. Joint-Municipal Goals and Objectives

Goal #1: Optimize the use of available fiscal resources and multi-municipal collaborative efforts to leverage federal, state and other funding sources.

Objectives:

- a. Identify and prioritize capital improvement projects that can be addressed collectively.
- b. Share fiscal and staff resources in the construction and maintenance of selected public improvements.
- c. Identify programs available for funding of potential projects.
- b. Identify appropriate partners to which program efforts could be focused.

Goal #2: Maximize the effectiveness of infrastructure within watersheds common to both Middlesex and Richland Townships.

Objectives:

- a. Reduce the amount of storm water run-off associated with development.
- b. Coordinate the timing, scale and extent of transportation and sanitary sewer improvements to minimize negative impacts on existing development.

Goal #3: Address issues that transcend traditional jurisdictional boundaries by concentrating political efforts.

Objectives:

- a. Maximize traffic capacity and public safety by coordinating access management strategies and transportation improvements along the Route 8 Corridor.
- b. Approach PennDOT, transit authorities and other regional agencies with a unified vision and voice.
- c. Maximize the value of economic development opportunities by promoting unified development along the Route 8 Corridor.
- d. Explore the feasibility of utilizing school district facilities for community-oriented activities during off-peak hours.

B. Middlesex Township

Goal #1: Preserve the community's rural character by protecting important agricultural and natural resources.

Objectives:

- a. Protect the continuation of agricultural endeavors, especially in the areas where prime agricultural soils and agricultural security areas exist.
- b. Encourage higher intensity residential development in strategic areas in order to maximize infrastructure investments and to provide adequate open space.
- c. Discourage development in areas that possess prime agricultural soils and environmentally sensitive resources.
- d. Protect high quality streams through creative storm water management strategies.

Goal #2: Broaden the community's housing options in response to shifting residential needs.

Objectives:

- a. Permit the development of alternative single-family housing products such as townhouses, duplexes and apartments.
- b. Encourage multi-family residential development in existing mixed-use areas or where the provision of new infrastructure systems is expected.
- c. Provide opportunities for housing options that are oriented toward seniors and smaller households.

Goal #3: Strengthen the Township's tax base by expanding economic development opportunities.

Objectives:

- a. Encourage the strategic development of non-residential uses and mixed-use communities through the Route 8 and Route 228 corridors.
- b. Promote the availability of land suitable for commercial and industrial development.
- c. Build upon existing mixed-use areas.
- d. Cooperate with neighboring communities, Allegheny County and PennDOT to take a proactive approach to planning and implementing improvements to Route 8 and the major east-west connecting roads.

Goal #4: Create civic amenities and public facilities that address future community needs.

Objectives:

- a. Assess existing needs and project future park and recreation demands.
- b. Improve physical connections between residential areas and parks.
- c. Optimize the use of existing public facilities.

Goal #5: Exercise fiscal responsibility by balancing operational and capital expenditures with available resources.

Objectives:

- a. Form partnerships with property owners/developers to construct major capital improvements.
- b. Coordinate the expansion of improvements with development opportunities.

Goal #6: Enhance the delivery of public services.

Objectives:

- a. Construct sanitary sewer and public water improvements in a strategic manner.
- b. Ensure that local highways possess the capacity necessary to accommodate future development,
- c. Coordinate the timing and extent of transportation and infrastructure improvements servicing both residential and non-residential uses in accordance with planned infrastructure expansions.
- d. Balance residential densities and development patterns with the land's carrying capacity and environmentally sensitive areas.
- e. Continue to provide financial support to local volunteer fire departments, and assist them with the recruitment of new volunteers, including the investigation into reward and incentive programs.

C. Richland Township

Goal #1: Preserve the community's semi-rural/suburban residential character while accommodating new development.

Objectives:

- a. Encourage new residential development in locations where the preservation of existing neighborhood character and densities can occur.

- b. Maintain a positive environment for low density, single-family neighborhoods, and, when appropriate, mixed residential developments which are conducive to providing a variety of housing types.

Goal #2: Locate commercial and residential development within the Route 8 Corridor and at strategic intersections along Gibsonia Road and Bakerstown Road.

Objectives:

- a. Encourage the strategic development of “transitional” areas, where properties, buildings and uses can be incorporated into former residences in order to minimize undesirable physical and visual impacts.
- b. Optimize the use of existing infrastructure.
- c. Strengthen the character of existing and future mixed-use developments through enhanced Township ordinance regulations.
- d. Cooperate with neighboring communities, Allegheny County and PennDOT to take a proactive approach to planning and implementing improvements to Route 8 and the major east-west connecting roads.

Goal #3: Enhance the quality of life for community residents and businesses.

Objectives:

- a. Continue to expand the sanitary sewer system into areas currently impacted by failing septic systems.
- b. Expand existing and develop planned Township-wide and neighborhood park facilities.
- c. Ensure that local highways possess the capacity necessary to accommodate future development.
- d. Exercise fiscal responsibility.

Goal #4: Improve the Township's growth management practices to control development and population growth.

Objectives:

- a. Promote housing densities and uses within zoning districts that do not overburden the capacity of sanitary sewer and water systems and roads.
- b. Balance residential densities and development patterns with the land's carrying capacity and environmentally sensitive areas.
- c. Update the Township's performance and development standards to address modern residential development practices and new regulatory requirements.
- d. Adopt new regulations that protect existing neighborhoods from any potential impacts created by new development.

Goal #5: Continue to plan and capitalize community services that meet the future needs of the Township residents.

Objectives:

- a. Expand and improve the Township's recreation programs to service all age groups of the growing population.
- b. Anticipate the administrative and public safety needs of future residents and provide services and facilities to support these needs.
- c. Implement capital improvements as per the Township's various programs and ordinances.
- d. Continue to provide financial support to local volunteer fire departments, and assist them with the recruitment of new volunteers, including the investigation into reward and incentive programs.

Planning Districts and Future Land Uses

Planning Districts

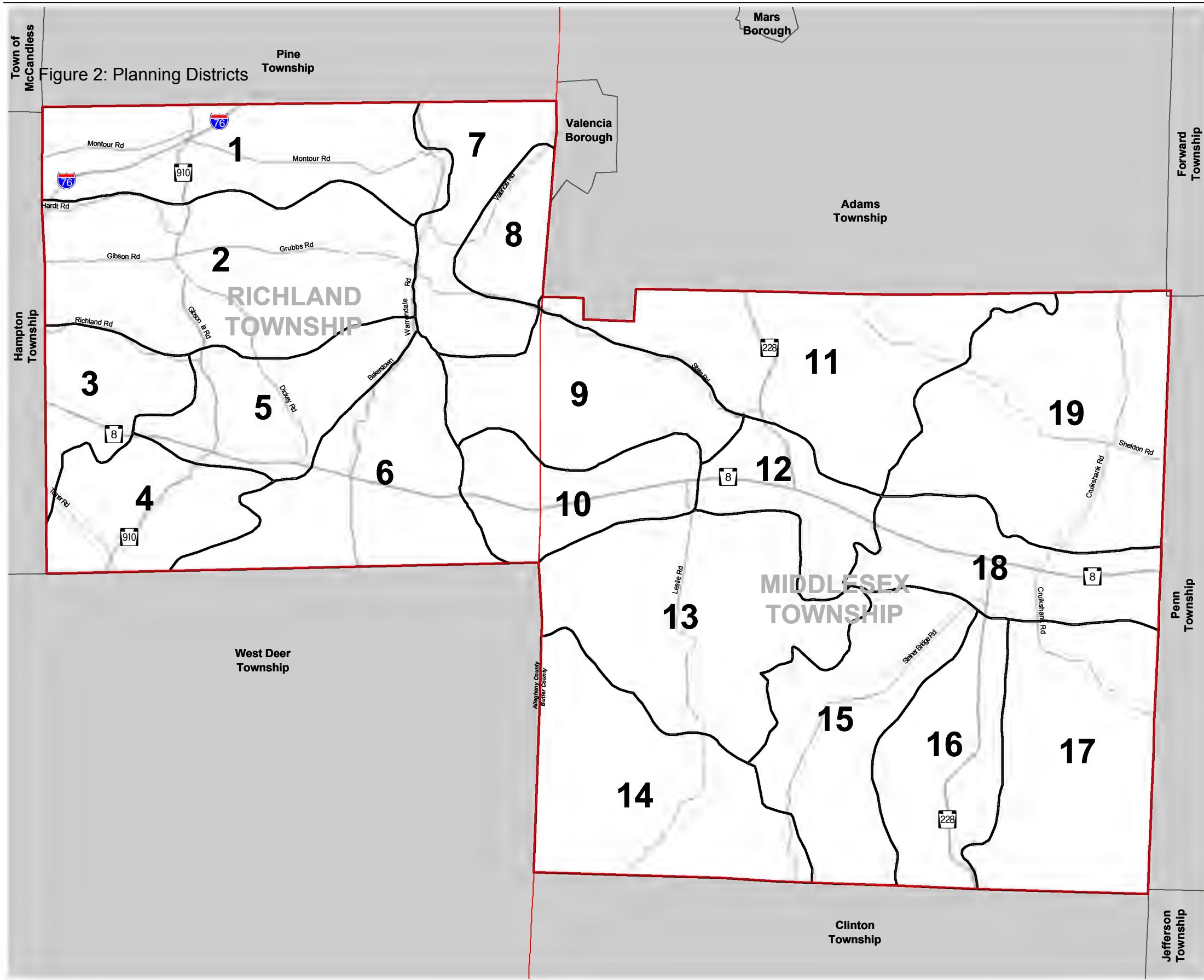
The Comprehensive Plan defines a series of planning districts by which the Townships can strategize and prioritize the ways in which they develop and conserve land.

Watersheds generally serve to delineate the limits or boundaries of each planning district. In some cases, where significant differences in land use patterns exist within a watershed, several Planning Districts were defined to distinguish these differences. In general, nine planning districts exist within Middlesex and eight in Richland. Two “shared” districts exist along the Allegheny and Butler County border. As illustrated on Figure 2: Planning Districts, the districts are numbered sequentially starting in the southern portion of Richland and extending northward to the Middlesex-Penn Township boundary.

Future Land Use and Housing Plan

The Future Land Use and Housing Plan responds to a variety of issues and seeks to maximize potential opportunities of existing development patterns, zoning as well as the real estate market. It defines a diverse and balanced range of housing, commercial uses, recreation opportunities, cultural amenities and institutions for both Townships. The Planning Districts map (Figure 2), findings from the Joint Comprehensive Plan process and public input form the basis of the Future Land Use Plan.

The communities have explored opportunities for new development, redevelopment and conservation. Several iterations of detailed land use studies were completed prior to the finalization of the Plan. Each iteration was evaluated respective of the Townships’ other concurrent planning-related studies, including proposed Traffic Impact Fee Ordinances. Each Planning District’s predominate land use character is described on Figure 3. Recommendations for future land uses are general; recognizing that specific market trends will continue to shape the Township’s land use patterns to some degree, parcel-specific recommendations are very limited within the Joint Comprehensive Plan.



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services.

LEGEND

- Study Area Boundary
- Municipal Boundary
- County Boundary
- Arterial Road
- Collector Road
- Planning District

1	Montour Run District
2	Willow Run District
3	Crouse Run District
4	Gibsonia District
5	West Deer Creek District
6	Bakerstown/Deer Creek District
7	Pine-Valencia District
8	Valencia District
9	South Glade Run District
10	County Line District
11	West Glade Run District
12	Cooperstown District
13	East Glade Run District
14	Sandy Hill District
15	South Glade Mills District
16	Glade Mills Park District
17	North Glade Mills District
18	North Route 8 District
19	Fuelgraf District

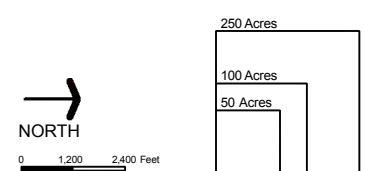
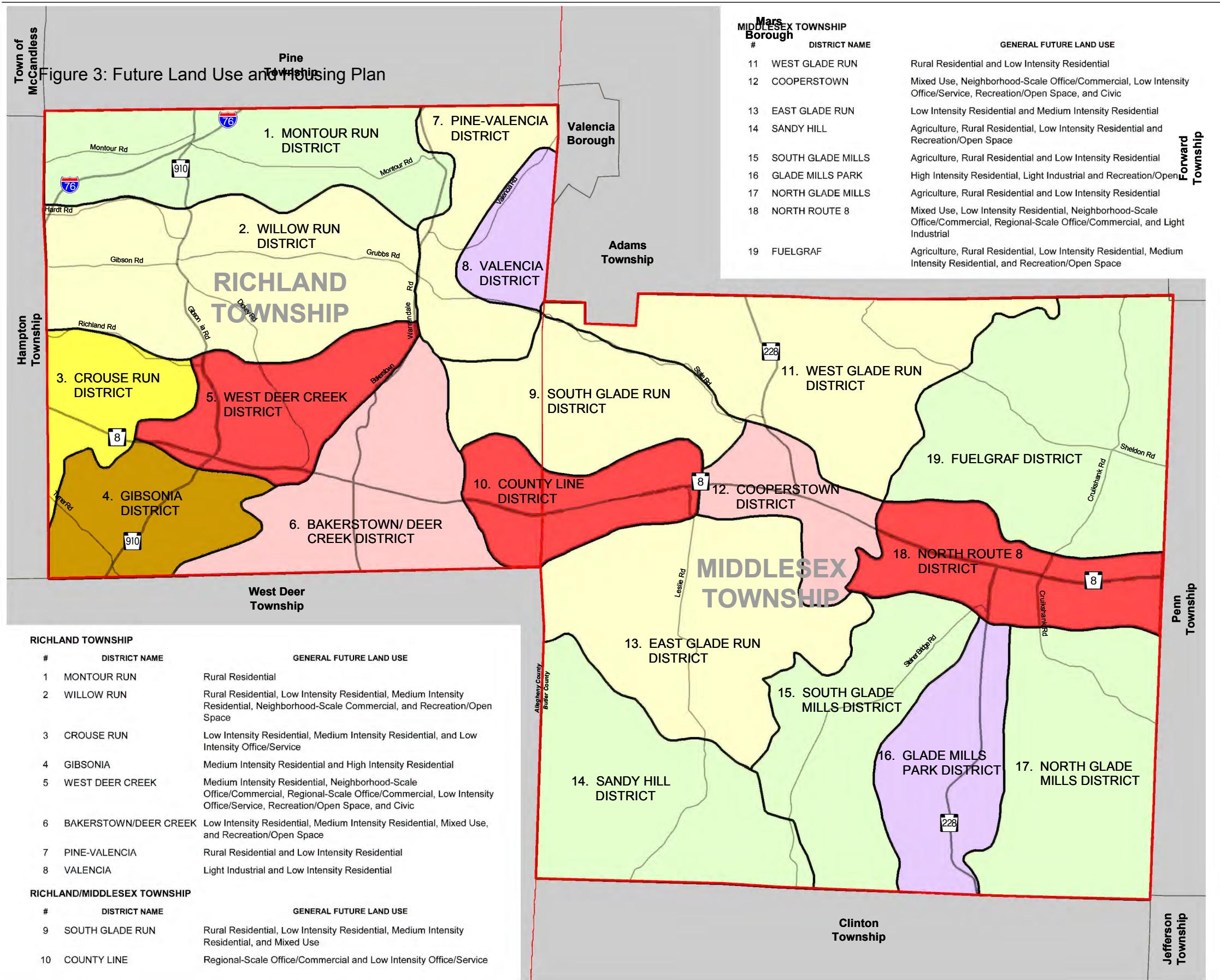


Figure 2:
PLANNING DISTRICTS

(This page intentionally left blank)



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services.

LEGEND

- Study Area Boundary
- Municipal Boundary
- County Boundary
- Arterial Road
- Collector Road
- Planning District

PREDOMINANT FUTURE LAND USE CHARACTER

Agriculture
Low Intensity Residential
Medium Intensity Residential
High Intensity Residential
Neighborhood-Scale Commercial
Regional-Scale Commercial
Light Industrial

GENERAL DEVELOPMENT INTENSITIES (Residential Use Only)

Predominant Future Land Use (Residential Use)	General Intensity (DU/Acre)
Agriculture	0.1
Rural Residential	0.5
Low Intensity Residential	1
Medium Intensity Residential	2
High Intensity Residential	12
Middlesex	0.5
1	1
2	2
8	8

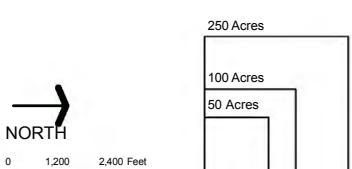


Figure 3:
FUTURE LAND USE
AND HOUSING PLAN

(This page intentionally left blank)

For future development and redevelopment, general residential development intensities for both Townships have been defined by the Steering Committee. These development intensities have been formulated to reflect existing general development patterns and ways to best leverage investments in transportation or infrastructure systems. The intensities of future residential development represents a balance of future growth in terms fiscal resources as well as the opportunity for the Townships to diversify their housing stocks in order to meet the future needs of its shifting demographics. With such intensities the Townships can incorporate a variety of dwelling types including detached and attached single family units, townhomes, quadplexes and apartments. Also, in the case of Richland Township, the presence of St. Barnabas along with its unique role in the community and

region provides a wide range of potential housing opportunities for the region's growing older population.

Predominant Future Land Use (Residential Intensity)	General Intensity (DU/Acre)	
	Richland	Middlesex
Agriculture		0.1
Rural Residential	0.5	0.5
Low Intensity Residential	1	1
Medium Intensity Residential	2	2
High Intensity Residential	12	8

1. Montour Run District

Today, the Montour Run District is predominately composed of larger tracts of open fields and woodlands. The character of the land that is situated in Pine Township abutting the Montour Run District is rural residential with a predominance of estate-type homes. No major infrastructure improvements are planned for this area nor have any long-range commitments been considered. Consequently, the future capacity of the road network, sanitary sewer and potable water infrastructure systems located within the Montour Run District is not anticipated to change over time.

To not over-burden these systems, Richland Township should encourage continuing to utilize land in this District for rural residential uses with the possibility of estate development. The future land use character should also be compatible with the land uses and intensities currently found within the adjoining portion of Pine Township.

Where accessibility and topography permit, light industrial development could also be encouraged in close proximity to the Pennsylvania Turnpike. Industrial uses should be limited to flex space, light assembly or contracting services. Proper bufferyards and setbacks should be established to protect adjacent residential areas from potential impacts of industrial development.

2. Willow Run District

The primary land uses within the Willow Run District currently include a mixture of rural and low intensity residential uses, small-scale industrial facilities and the CSX railroad. A portion of land held and operated by the St. Barnabas Health System, one of Richland Township's larger landholders, is also located in this District. Rural residential is a suitable future land use in the Willow Run District. However, as the Township anticipates future infrastructure expansions, low intensity residential development could also be accommodated. If medium intensity residential land is to be developed within the Willow Run District, traffic demands on the District's road network should be balanced as part of the development approval process. Based upon the potential opportunities that the St. Barnabas property provides, Richland Township could benefit from collaboration with St. Barnabas to ensure that any new development remains compatible with surrounding residential uses and character.

As residential development increases in the Willow Run District, neighborhood-scale commercial development to support the "convenience-type" needs of these residents is encouraged at or in close proximity to the intersection of Route 910, Gibson and Grubbs Roads. This location offers a central accessible point for the residents of the Montour and Willow Run Districts. The addition of neighborhood-scale activity is also intended to reduce the necessity of trips to Route 8 for "essential" goods and services. These neighborhood-scale commercial uses should be



limited in building size and should be oriented to locate parking and service facilities in a manner that is visibly unobtrusive to adjacent residences. Moreover, the neighborhood-scale commercial uses within the District could be encouraged to locate near the proposed Hampton-Richland-Valencia (HRV) Rail-Trail (See Civic Amenities Plan). Such commercial uses could include bike shops, sandwich shops or recreation-oriented businesses. Examples of similar successful trailheads within supporting commercial uses can be found in the Borough of McDonald (Washington County) along the Montour Trail or in the Borough of Boston (Westmoreland County) along the Yough River Trail.

3. Crouse Run District

Serving as the community's "front door," the Crouse Run District contains the southernmost portion of Route 8 in Richland Township. A formal "gateway" should be constructed within the district and in close proximity to the Township boundary to acknowledge arrival into and departure from the community. A mixture of commercial, office and residential uses occur along Route 8. To minimize traffic impacts along the road, low intensity office and specialty services should also be encouraged for future development on vacant and underutilized parcels in proximity to Route 8.

Residential development comprises a majority of the Crouse Run District. To complement the district's low and medium intensity residential development, the Township should encourage the continuation of these uses. The Township should consider evaluating and updating, if necessary, any regulations potentially associated with development on or in proximity to public facilities, such as the Township's Municipal Authority and Hance Elementary School, located within Crouse Run District. The community should also continue to evaluate and expand, as necessary, recreation and open space in response to any future population growth in the District.

4. Gibsonia District

The southeast corner of Richland Township is unique in character to all other Districts identified in the Joint Comprehensive Plan. Its distinctiveness stems from the higher intensity of existing residential uses and supporting infrastructure systems. The area also contains many of the Township's planned residential developments (PRDs).

The Township should encourage the development of the revitalization of vacant and underutilized parcels within the Gibsonia District for future medium and high intensity residential needs. This type of development is often attractive for young families or for seniors that desire smaller homes or lots. In turn, given the adequacy and availability of infrastructure resources, lower intensity uses should be discouraged from this area. Recreational facilities/open space for the district's existing and future residents should be expanded from the one ball field facility currently provided. Developing a network of interconnected open spaces between this and other planning districts could provide economical means of developing/expanding open space facilities for the people of the Gibsonia District.

5. West Deer Creek District

The West Deer Creek District is located in the central portion of Richland. The District's predominate land uses include low and medium intensity residential as well as institutional activity. Some institutional facilities include the



Township's administration building, EMS services, police department, the Pine-Richland Northern Tier Library, places of worship and St. Barnabas Health System. The portion of the Route 8 Corridor within the District's boundaries currently hosts both neighborhood- and regional-scale commercial uses.

The east side of Route 8 is hampered by narrow parcel frontage and smaller parcel size. The close proximity between Route 8 and Community Center Drive (Old Route 8) creates these conditions. Prior to adding or redeveloping commercial uses along this corridor, the Township should explore the feasibility of creating a Route 8 overlay district to address these deficiencies by customizing the relationship of potential building square footage, access and parking issues to parcel size.

Improvements in bufferyard and landscape standards may alleviate some of these impacts. Beginning in the West Deer Creek District, lighting and signage standards for the entire commercial corridor should also be evaluated and refined.

One of the District's growing institutional uses is the St. Barnabas Health System. St. Barnabas provides a range of residential care for the region's older population. As part of expanding its services in response to new market demands, the master planned life care community is presented with growing interest in single-level, attached single-family homes (i.e. quad-plexes). Similar to the Willow Run District, based upon the potential opportunities that the St. Barnabas property provides and if this expansion comes to fruition, Richland Township could benefit from collaboration with St. Barnabas to ensure that any new development remains compatible with surrounding residential uses and character.



6. Bakerstown/Deer Creek District

The Bakerstown/Deer Creek District presents the most diverse planning area within Richland Township. The small scale and higher intensity of Bakerstown's residential and non-residential uses are representative of a traditional "village" and create a unique enclave on Richland's eastern boundary. The diversity of uses in the village includes an auto dealership, retail shops, contracting services, residences, several

churches, cemeteries and parkland. Many suburban communities often try to replicate the mixed-use character and scale of the Bakerstown/Deer Creek area.

There are some inherent conflicts within the Bakerstown/Deer Creek District. For instance, some of the uses do not conform to current zoning regulations despite their historical presence. Many of these conflicts can be mitigated through customized development/design standards that could be incorporated into a village-type zoning district or zoning overlay. Future development opportunities on the east side of the Route 8 Corridor invite the addition or expansion of several land uses including: civic amenities, neighborhood-scale commercial uses (craft shops and florist shops), higher intensity residential (townhomes and apartments) and mixed-use buildings (ground floor commercial/office within upper story residential). For land directly adjacent to Route 8, the Township should encourage the redevelopment of parcels for regional-scale and neighborhood-scale office and commercial uses. To complement the existing residential patterns, low and medium intensity residential development is most suitable for land available to the west of the Route 8 Corridor.



7. Pine-Valencia District

The Pine-Valencia District surrounds Richland's second traditional "village" (See 8. Valencia District below), in which, a diverse mixture of low intensity residences and small-scale industrial uses co-exist. Based upon the availability of infrastructure and the existing traffic capacity of Bakerstown/Warrendale Road, it is most suitable for the Township to encourage the addition of low intensity residential and rural residential development on vacant parcels within the Pine-Valencia District.

The single largest land holding within the Pine Valencia District is owned by Eden Hall Farm. Eden Hall Farm, a non-profit institution of social outreach for working women established in the early 20th century by Sebastian Mueller (a former executive of the H. J. Heinz Co.), has historically existed as a retreat for working women.

Moreover, the Farm is an important agricultural resource and cultural asset for the community and region and is one a few remaining active production farms left in northern Allegheny County. The Farm's land within the Pine-Valencia is used primarily as open space, administration activities, limited agricultural activity and for recreation. Some of the Township's youth soccer teams use ball fields located on the Farm, and the Pine-Richland School District also utilizes the property for athletics including cross country practice.



Eden Hall Farm provides some general public access to its facilities and could continue to play a significant role in the continuation of the Township's rural character and ambience. Consequently, institutional/agricultural use of the property is appropriate for the future. A majority of the working agriculture component of the Eden Hall property is located in the South Glade District.

The Township, the Pine Richland School District and Eden Hall Farm should continue dialogue regarding the possibilities for additional collaboration projects or ventures. In addition, the Township could consider incorporating the Eden hall Farm in to the civic oriented zoning overlay (See Civic Amenities Plan).

8. Valencia District

Valencia, a small village along Richland Township's northern border, is generally characterized by high intensity single- and multi-family residential units adjacent to light industrial-oriented uses. In comparison to Bakerstown, Valencia encompasses a quarter of the land area, but is similar in land use character and density. Valencia is one of Richland's principal industrial employment centers and has seen increased development interest and activity in the recent past. The Township and property owners have been successful at balancing the sometimes-conflicting needs of the industrial and residential uses.

The Valencia District builds upon this success and recommends that the mixture of light industrial and residential activity continue. For areas closer to the Village of Valencia, the Township should encourage the development of medium and low intensity residential uses such as townhomes, duplexes and patio homes. In an effort to provide for the recreation/open space needs of the District's future residents, the Township should explore the possibility of preserving the existing CSX railroad corridor as an alternative form of transportation. The development of a rails to trails-type facility could be a "quality of life" opportunity if CSX ever abandons the use of this rail line.



9. South Glade Run District

South Glade Run District is one of two planning districts that span both Richland and Middlesex Townships. Single family development and a portion of the Eden Hall Farm comprise a significant portion of this District. A majority of land in this district, however, is vacant. Based upon the existing and planned road network as well as the character of existing development, Richland should continue to promote low-intensity residential development in its portion of South Glade Run. Similar to the Pine Valencia District, it is recommended that Richland Township encourage the preservation of open space and as mentioned previously, could work with Eden Hall Farm and Pine-Richland School District regarding increased public access and the conservation of important cultural and agricultural resources.

To complement future low intensity residential activity in Richland, Middlesex should also encourage the development of rural residential and low intensity residential uses along the Allegheny-Butler County line. In Middlesex, topography and future improved access to Route 228 encourage the development of a more intense and diverse mixture of land uses in the northern portion of the district. This node of activity located within the South Glade Run District provides Middlesex the opportunity to incorporate a range of residential and non-residential uses within a concentrated mixed-use development.

10. County Line District

Similar to the South Glade Run District, the County Line District encompasses land in both Middlesex and Richland Township. A majority of the land within the District is also vacant. However, in contrast to the lower intensity uses of the South Glade Run District, the County Line District seeks to promote the future development of more intensive non-residential development.

Land should be evaluated for its ability to support both lower intensity office/specialty services on smaller parcels and the inclusion of regional-scale office/commercial uses on larger available parcels. Access from Route 8 should also be analyzed to ensure safety and visibility can be maintained as development occurs. The Townships' capacities for sanitary sewer infrastructure and traffic will also require analysis. Because similar types and scales of uses may occur within this district, the Townships have the opportunity to formulate unified standards for site amenities and/or development.

11. West Glade Run District

Middlesex Township possesses several remote, or rural, planning districts including West Glade Run located along the Township's western boundary. An anticipated expansion of Route 228 and the construction of an interchange in close proximity to the West Glade Run District suggests a high likelihood that development pressure will influence the existing agricultural and low intensity residential uses found within the district.

Where accessibility from Route 228 is feasible and adequate sewer and water infrastructure can be provided, higher intensity residential uses could also be developed. However, because the district contains areas of prime agricultural soils, the Township should encourage to the greatest extent possible that agricultural and low intensity/estate-scale residential development continue in the future in areas outside the Route 228 commercial zone.

12. Cooperstown

Many of Middlesex Township's commercial uses/services exist within the "village" of Cooperstown. Typically parcels are characterized by their very high density, very small front yard setbacks and limited parking



facilities. Within the Township's geographic center, Cooperstown hosts several key community landmarks including the Municipal Center and the community park. As the "heart" of community, the Township foresees the continuation of the area as a mixed-use neighborhood and desires to reinforce this character.

In the future, mixed-use development and neighborhood-scale commercial activity should be incorporated into the District to take greater advantage of visibility and access from the Route 8 Corridor. However, current plans for the expansion of Route 228, will have an impact on the scale and character of Cooperstown. In response, the Township should explore the feasibility of constructing a new service road on the western side of Route 8 and of providing controlled intersections such as those at Browns Hill Road and Route 8. The service road should be located west of the buildings that front Route 8. Parking access to the parcels and buildings on the western side of the Corridor should then be diverted from Route 8 to this service road. To ensure that the quality and character of development in this area is maintained or enhanced, the Township should formulate new "bulk" and "density" standards for these parcels.



13. East Glade Run District

The East Glade Run District is located in the south-central portion of Middlesex Township. The District currently contains some of the more intense residential development in the Township.

The Township should encourage that low intensity residential be the predominate type of land use in the East Glade Run area. In addition to limited medium intensity development, low intensity residential development is most suitable for this District

given the limited capacity and availability of infrastructure anticipated in the future. Depending upon the population of this District once it is “built-out,” the addition of limited neighborhood-scale commercial services could be warranted.

14. Sandyhill District

The southeast portion of Middlesex Township is also generally remote today and is characterized by very large lot residential and agricultural uses. Because the Sandyhill District is situated beyond the Township’s urban service boundary, sanitary sewer service is not expected to be expanded to this area in the foreseeable future. Furthermore, because the capacity, alignment and extent of the transportation network are limited, consequently, the District should remain rural in character.



By maintaining the rural character and very low intensity of growth in this District, the Township can ensure that:

- a) A valued resource long associated with the community’s identity will be conserved, and
- b) Conflicts between agriculture and more highly intense residential uses will be minimized.

15. South Glade Mills District

Today the South Glade Mills District is agricultural and rural residential in nature. However, planned sewer and road infrastructure improvements will most likely fuel future growth. In order to capitalize the investment in Infrastructure systems, future growth should be



more intense than today's development patterns but should continue to be residential in character. The District's proximity to the Pennsylvania Fish and Boat Commission's Glade Mills Lake, Route 8 and the Glade Mills Industrial Park make the District an ideal residential enclave.

As residential development begins to expand, the Township should ensure that existing agricultural areas and operations are not constrained. Consequently, setbacks and bufferyards should be required in any proposed residential development that adjoins an existing agricultural area. Moreover, the Township should begin to forge public-private partnerships so that open space and pedestrian/bicycle connections to Cooperstown are provided. These connections will provide residents of the South Glade Mills District safer, better access to the Township's Municipal building, Community Park and mixed-use district. Based on the District's population growth, Middlesex Township should continue to evaluate and construct additional neighborhood-type parks so that residents have adequate access and availability of these amenities.

In addition to recreation, it serves as an open space buffer between the residential areas and agricultural areas south of the existing and future industrial park development. To improve the accessibility of Glade Mill Lake to the residents of Middlesex Township, a trail/greenway could be constructed between the Lake and Fuengraf Park (See 19. Fuengraf District).

Glaude Mill's major recreation opportunities. The Lake is generally an underutilized community resource. Originally designed as flood control and given the high quality of habitat for bass and sauger, the Lake should be further evaluated for its potential as a more regional draw for weekend/evening fisherman. Middlesex Township could pursue collaborative efforts with the Pennsylvania Fish and Boat Commission to also make the facility more attractive for local residents that is may better utilized on a daily basis.

Glaude Mill's, a Pennsylvania Fish and Boat Commission facility, provides one of the Township's major recreation opportunities. The Lake is generally an underutilized community resource. Originally designed as flood control and given the high quality of habitat for bass and sauger, the Lake should be further evaluated for its potential as a more regional draw for weekend/evening fisherman. Middlesex Township could pursue collaborative efforts with the Pennsylvania Fish and Boat Commission to also make the facility more attractive for local residents that is may better utilized on a daily basis.



Situated on Route 228 in the northeast quadrant of the Township, the district contains several unique attributes and present many future development opportunities. The Glaude Mill's Park District contains the Township's largest and most modern inventory of industrial land. A significant portion of this industrial land is vacant and available for development. The district's generally rolling topography is suitable for industrial use. Future development can benefit from Route 228's expansion, and are convenient access to Route 8, to the Turnpike, from Route 19, Interstate 79 and Cranberry Township.

16. Glaude Mill's Park District

17. North Glade Mills District

In the future, North Glade Mills is anticipated to be the largest contiguous area of rural residential district within Middlesex Township. A smaller component of low intensity residential could also be developed to complement the rural residential area. Along Cruikshank Road, a limited amount of support commercial development would also be suitable in the future. The commercial uses should target convenience services that are oriented towards the district's population so that there is not a need to travel all the way to Route 8 for such types of businesses. These could decrease the amount of traffic on local roads.

Based on the Steering Committee and public input received throughout the planning process, the community desires for the district to remain rural. If infrastructure is expanded into the North Glade Mills District, Middlesex Township will need to coordinate the character and impacts of the increased development intensity with Penn Township (north of Middlesex).

18. North Route 8 District

The District is generally undeveloped today. This may change in the future as a result of the planned Route 228 improvements (at the southern end of the district) and increasing commercial development that occurring in Penn Township to the immediate north of the Middlesex. Furthermore, based upon a traffic sufficiency analysis, road accessibility and parcel visibility, this portion of Route 8 possesses adequate capacity to introduce mixed-use development, office/commercial and service-oriented uses of both regional- and neighborhood-scale into Middlesex Township. Higher intensity uses should be located in closest proximity to the planned Route 228 interchange; medium intensity residential development could also be encouraged in areas not directly adjacent to Route 8.

19. Fuelgraf District

Located at the northwest corner of Middlesex Township, abutting Adams, Forward and Penn Townships, the Fuelgraf District is also generally rural today. Homes constructed in the past ten years are estate-type residents and are located in close proximity to the Rittswood Golf Course. Homes are generally oriented toward higher market values than those found within other areas of the Township. Based on the success of development, it is anticipated that growth will continue in that area. Based on anticipated infrastructure improvements and the Township's desire for the area to remain semi-rural, it is recommended that, in the future, the Fuelgraf District host a combination of agricultural and low intensity residential activity. So residential uses can continue to co-exist in low intensity/rural residential-oriented districts like Fuelgraf, the Township could develop a formal mechanism for incorporating adequate buffers between residential and agricultural uses. If more intensive residential development were to be constructed within the Fuelgraf District, access to these developments should be located in closer proximity to Route 8.

The trail/greenway extending from Glade Mills Lake will terminate in Fuelgraf Park, the Township's second community park. To ensure that the Township is able to provide adequate park and recreation facilities in the years to come, the Township should evaluate open space surpluses or deficiencies based upon anticipated build-out populations on a per district basis.



Transportation and Public Transit Plan

Transportation

As shown on the Transportation and Public Transit Plan, several Township roadways are classified as arterial roads and collector roads. Arterial roads are main roads providing for the movement of people and goods throughout a community and to surrounding neighbors. Collector roads generally serve as medium capacity throughways connecting neighborhoods to arterial roads. Roads not classified as arterials or collectors are defined as local roads and have not been analyzed as part of the Comprehensive Plan. While some of the arterial and collector roads are Township-owned, several thoroughfares are owned by the State. One of these State Roads, Route 8, is the common arterial road of Middlesex and Richland Townships and functions as their principal commercial corridor or “Main Street.”

The Comprehensive Plan utilizes traffic demand analyses completed as part of concurrent projects – the development of Transportation Impact Fee Ordinances for both communities. The analyses were prepared by Trans Associates (Richland) and HRG (Middlesex). Traffic capacity was projected for each of the preferred land uses proposed on the Future Land Use Plan. Development was strategically located in vacant areas where the roads are capable of handling more traffic than they currently carry. The amount and intensity of the new development was balanced to minimize the impacts on adjacent roads and to maintain their “level of service” at acceptable levels. Level of service is a measurement of traffic congestion. On an “A” – “F” scale, “A” signifies a congestion-free road and “F” is severely congested. The common threshold of acceptability for both roadway segments and intersections, and the one established for Middlesex and Richland Townships, is a level of service “C” or “D.” Based on the roadway sufficiency analyses, acceptable to excellent level of service ratings are generally maintained at build-out on most of

the communities' roadways during peak hours of travel. The following summarizes the key findings of the Townships' roadway sufficiency analysis.

Richland Township¹

As part of its Roadway Sufficiency Analysis, 43 intersections and 12 roadway segments in Richland Township were studied. Currently 9 intersections operate at a level of service below D. A travel demand model, TransCAD, was calibrated with existing traffic volumes. Future volumes were generated based on the future land use assumptions. Traffic impacts, both existing and future, are based upon 3 kinds of trips – current traffic counts, future pass-through trips and future trips generated by new development. Current trip counts include those trips created by existing Township development and existing pass-through trips. Two transportation service areas, or transportation districts, (TSA-N and TSA-S) were established in Richland Township to determine future pass-through traffic. Pass-through trips have both an origin and a destination outside of a transportation district. No roadway segment within either transportation district is anticipated to operate at a level of service D. Nine (9) intersections are projected to operate at a level of service below D as a result of present capacity deficiencies. Designated as Type 1 improvements on Figure 4, these intersections include:

- Route 8 and Vistavue Dr.
- Route 8 and Applewood Dr.
- Gibsonia Rd. and Hardt/Lakeside Dr.
- Route 8 and Cook Rd.
- Route 8 and North Pioneer Rd.
- Route 8 and Gibsonia Rd.
- Gibsonia/Turner/McIntyre Rds.
- Gibsonia and Community Center Dr.
- Route 8 and Grandview Dr.

¹ Richland Township Roadway Sufficiency Analysis - Transportation Impact Fee Study. Trans Associates, August 2004 and Transportation Capital Improvements Plan, Trans Associates, November 2004.

For the year 2024, 14 intersections are projected to operate at a level of service below D as a result of traffic from new development, assuming that deficiencies caused by pass-through traffic are mitigated. Additionally, no roadway segments in either transportation district are anticipated to have a level of service below D.

Intersections classified as needing Type 2 improvements (See Figure 4) include the following:

- Bakerstown Rd. and Valencia Rd./
Hillcrest Dr.
- Bakerstown Rd. and Grubb/
State Rds.
- Bakerstown and Meridian Rds.
- Gibsonia and North Montour Rds.
- Gibsonia and Gibson Rds.
- Gibsonia and Dickey Rds.
- Gibsonia and Ewalt Rds.
- Gibsonia and Grubbs Rds.
- Route 8 and St. George Dr.
- Route 8 and Ewalt Rd.
- Route 8 and Kenneth Dr.

Middlesex Township²

Following a similar analysis methodology, existing intersections that are deficient in Middlesex Township and require Type 1 improvements include the following: (See Figure 4)

- Route 8 and McFann Rd.
- Route 228 and Parks/Harbinson Rds.

For the year 2024, 14 additional intersections are projected to operate at a level of service below D as a result of increased traffic from normal growth and from future development beyond normal growth. Designated as Type 3 improvements on Figure 4, these intersections include:

- Route 8 and Cruikshank Rd.
- Route 8 and Route 228E
- Route 228E and Mekis Rd.
- Route 228E and Overbrook Rd.
- Route 228E and Logan Rd.
- Route 8 and Browns Hill Rd.
- Route 228W and Davis Rd.
- Route 228W and Old Route 8
- Route 8 and Route 228W/Overbrook Rd.
- Route 8 and Parks/Leslie Rds.
- Leslie and Browns Hill Rds.
- Route 8 and Denny/Dwellington Rds.
- Route 8 and Central Dr.
- Route 8 and Old Route 8

² Report on roadway sufficiency for Middlesex Township completed by Herbert, Rowland & Grubic, Inc. (HRG), 2004.

Upon completion of the roadway sufficiency analyses and the adoption of the Joint Comprehensive Plan, the Townships should each adopt transportation impact fee ordinances so that funding can be collected to complete the mitigation improvements as necessary. While mitigation needed to correct deficiencies caused by pass-through traffic cannot be funded by impact fees, mitigation to correct the impacts of new development can be funded by such fees.

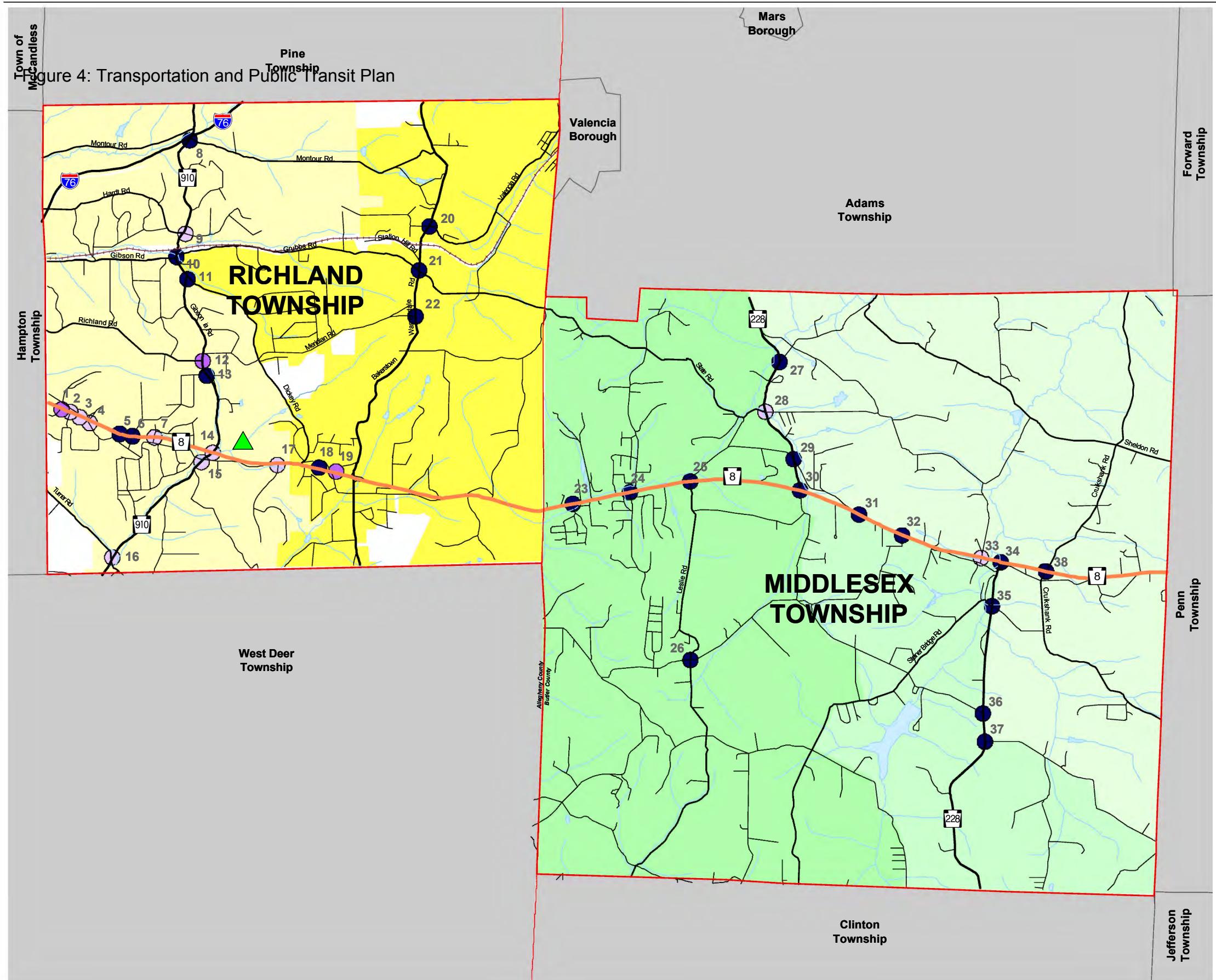
Moreover, to minimize future vehicular conflicts while optimizing land use opportunities, Middlesex and Richland Townships should consider developing an access management overlay. The overlay should promote, where feasible, the consolidation of driveways intersecting with Route 8 in several strategic locations. The intensity, scale and relationship of existing development south of the Bakerstown area contrasts with the generally larger and/or undeveloped parcels to Bakerstown's north. Based on these characteristics and the potential challenges associated within gaining consensus among the myriad of property owners to produce a functional plan, the feasibility of establishing the overlay south of the Bakerstown area is difficult. The Townships, therefore, should focus their efforts on establishing the access management overlay on Route 8 to the north of the Bakerstown area extending to the northern boundary of Middlesex Township.

Public Transit

Public transit (bus) service is almost non-existent in either Township. The Port Authority of Allegheny County currently operates service to Hampton Township but offers no formal service to Richland Township. Myers Coach Line operates a transit route in Middlesex Township (no formal stops are designated). Future public transit service recommendations include the continuation as well as the enhancement of these mass transit opportunities in both Middlesex and Richland Townships in order to support the communities' expanding population. Rather than designate multiple bus stops, a potential opportunity exists to enhance service through the collaboration of the Port Authority, Richland Township, Middlesex Township and property owners. Collectively,

these stakeholders should explore the feasibility of extending service to the Townships and transforming in Richland an underutilized parking area to a park-and-ride (or kiss-and-ride) lot. A park-and-ride facility could also be located at near the intersection of Route 228 and Route. Where feasible, by coupling the park and ride with retail uses, the Township can encourage some small-scale economic development while leveraging existing facilities and investments. An example of such a project is the park and ride facility constructed through the collaboration of the Port Authority and the Borough of Carnegie.

In addition, a Cranberry Area Transit Study is being conducted to evaluate other public transportation opportunities for Cranberry Township and southern Butler County. The Study, which includes all of Middlesex Township, is being completed as a collaborative effort with Southwestern Pennsylvanian Commission, Butler County, Butler Township/City Joint Municipal Transit Agency and Cranberry Township. Middlesex Township leaders and residents are encouraged to continue identifying transit needs and proactively pursue opportunities to cooperatively address those needs in the region.



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Richland traffic improvement information is taken from the 'Final Roadway Sufficiency Analysis', Richland Township and Draft Transportation Capital Improvements Plan, prepared by Trans Associates, Inc. Middlesex traffic improvement information is taken from the 'Roadway Sufficiency Analysis' prepared by Herbert, Rowland & Grubic, Inc.

PUBLIC TRANSPORTATION

- Myers Coach Line Bus Route
- Proposed Park-N-Ride Facility

TRAFFIC IMPROVEMENTS

- Type 1: "Existing Intersection Deficiency"
- Type 2: "Pass Through Traffic Deficiency"
- Type 3: "Deficiency Based on Future Developments"

Type 1 Improvements

- Route 8 and Vistavue Dr.
- Route 8 and N Pioneer Rd.
- Route 8 and Cook Rd.
- Route 8 and Applewood Dr.
- Gibsonia Rd. and Hardt Rd./Lakeside Dr.
- Route 8 and Gibsonia Rd.

- Gibsonia Rd. and Community Center Dr.
- Gibsonia Rd. and Turner Rd./McIntyre Rd.
- Route 8 and Grandview Dr.
- Route 228 W and Parks Rd./Harbinson Rd.
- Route 8 and McFann Rd.

Type 2 Improvements

- Route 8 and Ranalli Dr.
- Gibsonia Rd. and Richland Rd.
- Route 8 and Heckert Rd.

Type 3 Improvements

- Route 8 and Kenneth Dr.
- Route 8 and Ewalt Rd.
- Gibsonia Rd. and N Montour Rd.
- Gibsonia Rd. and Grubbs Rd.
- Gibsonia Rd. and Dickey Rd.
- Gibsonia Rd. and Ewalt Rd.
- Route 8 and St George Dr.
- Route 8 and Browns Hill Rd.
- Bakerstown Rd. and Valencia Rd.
- Bakerstown Rd. and Grubbs Rd./State Rd.
- Route 8 and Meridian Rd.
- Route 8 and Central Dr.
- Route 8 and Denny Rd./Dwellington Rd.

- Route 8 and Parks Rd./Leslie Rd.
- Leslie Rd. and Browns Hill Rd.
- Route 228 W and Davis Rd.
- Route 228 W and Old Route 8
- Route 8 and Old Route 8
- Route 8 and Browns Hill Rd.
- Route 8 and Route 228 E
- Route 8 and Logan Rd.
- Route 8 and Overbrook Rd.

PROPOSED TRANSPORTATION SERVICE AREAS

- North Richland
- South Richland
- North Middlesex
- Middle Middlesex
- South Middlesex

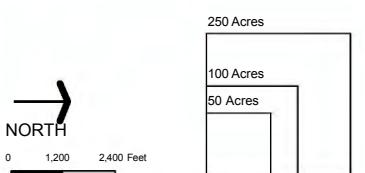


Figure 4:
TRANSPORTATION AND
PUBLIC TRANSIT PLAN

(This page intentionally left blank.)

Infrastructure Plan

The Joint Comprehensive Plan's third component focuses on the communities' infrastructure systems: sanitary sewer service and water service. Understanding the opportunities and implications created by the extension of these systems is essential to optimizing the relationship between future development opportunities and investments in public improvements. In accordance with the Pennsylvania Municipalities Planning Code, a public infrastructure area, or urban service boundary, can be identified as part of a multi-municipal comprehensive plan. The urban service boundary, in this case, is defined by the extents of future sanitary sewer improvements outlined in the communities' Act 537 Plans. The Infrastructure Plan reflects the Townships' general urban service boundary which becomes a designated growth area where public infrastructure services are provided. Conversely, areas outside of the boundary do not require public infrastructure services to be publicly financed. The Townships should incorporate the urban service boundary designation into the communities' zoning ordinances and maps as a zoning overlay.

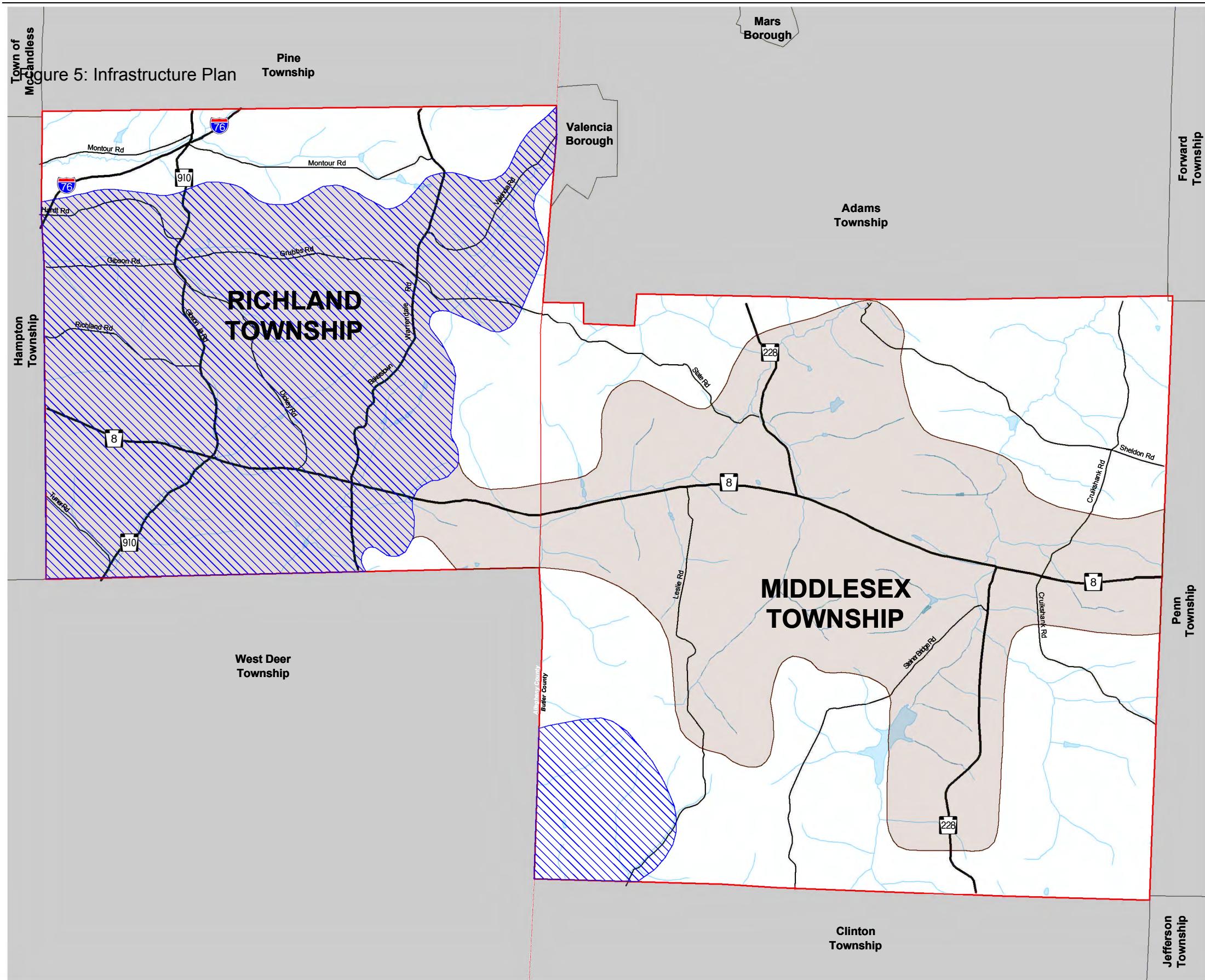
Sanitary Sewer Service Areas

It is generally anticipated as part of the Joint Comprehensive Plan that approximately 75% of land in Richland Township will utilize sanitary sewer infrastructure and the remaining 25% will rely upon on-site septic systems at build-out. The pattern of future land uses as depicted in the Future Land Use and Housing Plan reinforces this expectation. While the construction of gravity sanitary systems is more costly and often more challenging, the impacts of on-site systems can produce groundwater issues such as groundwater/soil contamination if not properly sited or if standards are not enforced. Expanding upon the findings of Richland's Act 537 Plan prepared by the Richland Township Municipal Authority, The focus of Richland's public sanitary sewer expansion is to address and resolve historical problems rather than to promote new economic development and the expansion of more intense development. Therefore, the system's extension in the near future focuses on neighborhoods that have been plagued by chronic on-site septic system failures. Although none of Middlesex Township is

currently serviced by public sanitary sewer, the community anticipates that in accordance with the recommendations of the Township's Act 537 Plan as prepared by the Saxonburg Area Authority, 40-45% of the land area will have such service. The construction of the sanitary system is currently under construction and is anticipated for completion by 2007. The future service area, as illustrated on the Infrastructure Plan, generally extends equally east and west from the Route 8 Corridor. To optimize the use of the future infrastructure capacity and the fiscal investment of the sanitary sewer expansions, development within the urban service boundary should be targeted for medium to higher intensity uses. The areas of the Township beyond the urban service boundary should be reserved for agricultural and lower intensity residential activity. In the future, as the Township grows and the Joint Comprehensive Plan is updated, the limits of the urban service boundary should be revised as appropriate.

Water Service Areas

For the most part, portions of Richland Township to be serviced with sewer are also anticipated to have potable water, or treated drinking water, service. Areas of the Township without potable water rely upon groundwater (private wells) for their water supply. Notably, as illustrated on the Infrastructure Plan in Richland Township a small percentage of the area anticipated for sanitary sewer service will most likely not have potable water service. Similar to today, a majority of Middlesex Township will continue to rely upon groundwater from private wells for drinking water. Only a very small service area owned/managed by the Oakmont Water Authority currently exists. While Oakmont currently provides a small area of water service to Township residents, it is not anticipated that the Authority will be expanding service into the Township. Consequently, the Township has initiated discussion with Saxonburg Water Authority about the expansion of water service. Those discussions have led to initial studies and analyses. Some improvements are planned for the near future, and these improvements could be further expanded so that Saxonburg would become the major water supplier in Middlesex Township.



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services. Richland Township sanitary sewer information provided by Shoup Engineering Inc. Middlesex Township sanitary sewer information provided by Herbert, Rowland & Grubic, Inc.

LEGEND

- Study Area Boundary
- Municipal Boundary
- County Boundary
- Arterial Road
- Collector Road
- Stream/Pond

SANITARY SEWERS

- Urban Service Boundary (Proposed Generalized Sanitary Sewer Service Area)

WATER SERVICE

- Proposed Generalized Potable Water Service Area

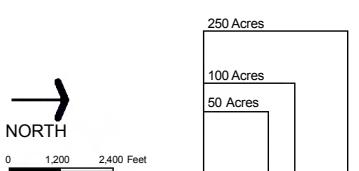


Figure 5:
INFRASTRUCTURE PLAN

(This page intentionally left blank)

Natural Resource Plan

The Natural Resource Plan (Figure 6) illustrates many of the characteristics that define the Townships' landscape and environmental character. Based on Steering Committee and public input throughout the joint comprehensive planning process, many people expressed that these are the characteristics that make Middlesex and Richland Townships unique. Moreover, to optimize natural resource conservation and passive recreation opportunities, the Plan's features should be evaluated in conjunction with the expansion of the communities' civic amenities. It is also recommended that leaders in both communities incorporate provisions to identify and evaluate the resources into their respective development approval requirements and processes. The development standards can also be used to address public health, safety and welfare issues related to poor soils, floodplains and landslide prone areas.

Flood Prone and Wetland Areas

To minimize private property damage, to maximize public safety and educational opportunities and to prevent the loss of flood capacity during heavy wet weather events³, future development within flood prone and/or wetland areas should be discouraged. As seen throughout the Southwestern Pennsylvania region, Middlesex and Richland has the opportunity to transform these features into assets. Communities have found that incorporating passive open space within flood prone areas provides unique recreation/leisure opportunities while reducing stormwater management impacts. Disturbances that occur within these areas should utilize best management practices including proper erosion and sedimentation controls. In combination with best management practices, wetlands identified by the National Wetland Inventory or site specific investigations could also be incorporated into stormwater management plans.

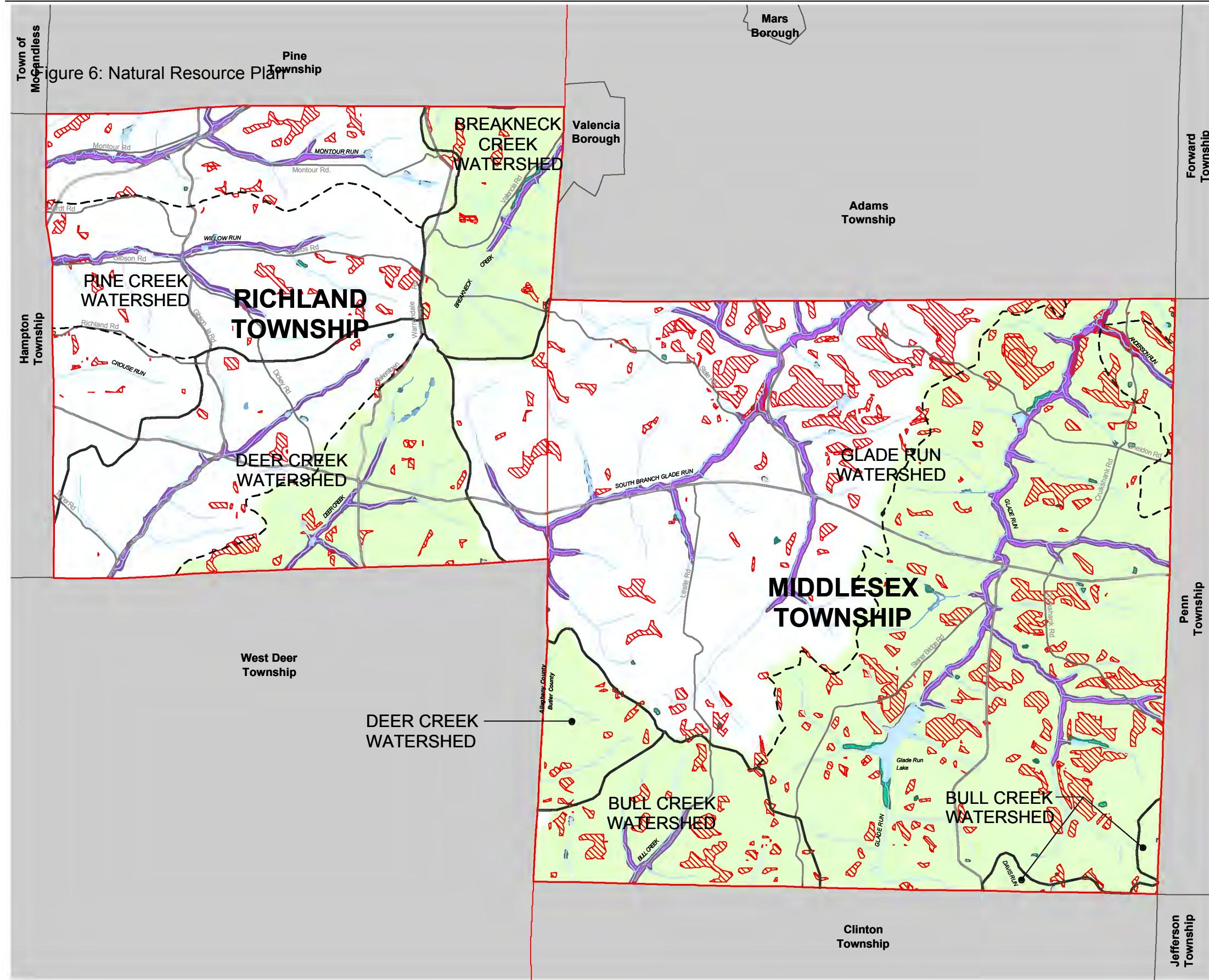
³ Rain fall and/or snow melts per Three Rivers Wet Weather – Allegheny County, PA
www.3riverswetweather.org

Prime Agricultural Soils

Prime agricultural soils comprise nearly 20% of Middlesex's land cover and more than 10% in Richland Township. To conserve this irreplaceable resource, communities throughout Pennsylvania including Allegheny and Butler Counties are now typically discouraging new development in these areas. In Richland, remaining prime agricultural soils are scattered in a fragmented pattern throughout the Township and generally are surrounded by existing development. The practicality of these soils supporting productive agricultural endeavors is extremely limited. Consequently, the protection of prime agriculture soils for agricultural purposes is challenging. The Township should consider adopting strategies to protect these resources in new developments by requiring the soils to be incorporated into the developments' open space areas rather than be disturbed as part of built areas. In Middlesex Township, there are much more expansive areas of prime agricultural soils, and opportunities exist to utilize the soils for agricultural purposes. To the greatest extent possible, areas that currently contain these soils have been designated as part of the rural residential district; consequently, the Township should develop strategies to encourage these areas to continue to be utilized for agricultural, conservation or rural residential activities.

High Quality Watersheds

One of the most significant elements of the Natural Resource Plan is the extent of high quality watershed areas. More than 25% of Richland's land area and 50% of Middlesex's land area is in a watershed that consists of high quality and exceptional value streams as designated by the Pennsylvania Department of Environmental Protection. These areas, such as the Pine Creek and Deer Creek Corridors, are also identified as significant features in other planning efforts such as Allegheny County's Conservation Corridors Plan. In relationship to each of the Township's total area, the proportion of land within these "high quality watersheds" is unique to most other communities in the Southwestern Pennsylvania region. The presence of high quality or exceptional value streams has decreased in Western Pennsylvania significantly over the past 100 years. The existence of these streams presents the Townships with some unique opportunities to maintain the important habitat areas, provide recreational opportunities for fishing and swimming, retain their riparian vegetation and to leverage their significance as a quality of life aspect.



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services.

LEGEND

- Study Area Boundary
- Municipal Boundary
- County Boundary
- Arterial Road
- Collector Road
- Stream/Pond
- Primary Watershed Basin
- Secondary Watershed Basin

ENVIRONMENTALLY SENSITIVE AREAS

- Flood Prone Areas
- Wetlands
- High Quality Watershed Areas
- Prime Agricultural Soil (vacant and/or undeveloped land only)

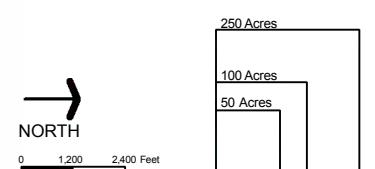


Figure 6:
NATURAL RESOURCE PLAN

(This page intentionally left blank)

Civic Amenities Plan

The Civic Amenities Plan is an overall depiction of the communities' public places (places of worship, cemeteries, places of education, as well as public administration and health/safety facilities). The future quantity, location and service areas of these facilities are highly dependent upon the population and the patterns of land use. As the population increases or the land use patterns shift, it may become necessary to re-evaluate the types and locations of services that are provided as well as the means of funding such civic improvements or enhancements.



Trails and Greenways

Based on Steering Committee discussion as well as input from the general public, the lack of pedestrian connections between neighborhoods, commercial areas and other recreation facilities was noted as an untapped opportunity. A clearly defined system of pedestrian-oriented paths (including trails, bike lanes, bikeways and conservation easements) could enable residents to safely bike, run or walk throughout Middlesex and Richland Townships. Three components of the proposed comprehensive trail system include trail connections, share-the-road bikeways and "cooperative effort" trails.



Where opportunities exist, the communities should explore the feasibility of strategically incorporating conservation easements into future subdivisions/land developments where practical. Through this process, the community can turn its share-the-road routes (designated in the short-term) into a distinctive system inter-connecting residential, non-residential and institutional uses. Concurrently, the Townships may

want to evaluate the feasibility of amending its ordinances to ensure that pedestrian facilities such as sidewalks, bike paths or other such publicly accessible easements are incorporated into future development.

In addition to several trail links in Richland, cooperative effort trails are a unique opportunity for the Township. Cooperation between the Township, utility companies and private property owners to jointly use right-of-ways or conservation easements in the central portion of the community so that trail users can travel from Bakerstown-Warrendale Road to Route 910/Route 8 with minimal vehicular crossings. In developing these types of trails, the Townships should work with the utility companies to address any security issues that may be present. Several examples of these types of relationships exist and could be used as guides in successfully completing this joint project.

One of the regionally significant proposed trail routes links Hampton, Richland and Valencia. For the purpose of this Joint Comprehensive Plan, the route is referenced as the Hampton-Richland-Valencia (HRV) Trail. Through cooperation with Hampton Township's leaders and residents, this trail could be constructed within the CSX right-of-way if the railroad were to abandon its use. The trail could span more than 6 miles as well as potentially connect to other regional trails and to North Park. The development of the trail in the lifetime of the Joint Comprehensive Plan could happen. When evaluating trailhead locations for the HRV Trail, Richland should consider the successes other regionally-oriented trails such as the Yough River Trail or Montour Trail. Trailhead locations like West Newton or Boston (along the Yough) and McDonald (along the Montour) have benefited from the facility both economically (through small-scale development) and from the quality of life standpoint.

In Middlesex Township, based upon the proximity of Glade Run Lake and Fuelgraf Park along with the pattern of existing terrain, a greenway could also be created to strengthen the connection between these two amenities.

Finally, both Middlesex and Richland should explore the funding opportunities of PennDOT's Home Town Streets/Safe Routes to School Program. The program offers an 80/20 match for the construction and improvement of pedestrian facilities between development and a school. Examples of improvements include: sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, and raised medians. Both Townships have the opportunity improve the safety of their residents by pursuing this program and connecting existing residential developments, village areas and other civic amenities to their schools. A Safe Routes to School project is currently being designed and constructed in Indiana Borough of Indiana County.

Community Gateways

Gateways establish a unique identity for communities and provide memorable visual icons. Whether through signage, special landscaping, or another common element, gateway designs should complement the character and quality of Middlesex and Richland Townships' other amenities. To further build community pride, publicly service-oriented groups, such as Boy Scouts, garden clubs, etc., could help design, construct and/or maintain the various gateways. Potential major gateways are primarily located along arterial roads. Minor gateways are generally proposed at the intersections of collector roads and the Townships' boundaries. Gateway locations are designated on Figure 7: Civic Amenities Plan.

Public Facilities and Recreation Areas

The extent and quality of municipal services and community-oriented facilities contribute to the communities' perception of "livability." The Civic Amenities Plan identifies Township municipal administrative buildings, facilities geared toward protecting public safety, places of worship, open spaces and recreation facilities. To ensure that the continued level of civic outreach can be maintained as the Townships' populations expand, Middlesex and Richland should periodically evaluate and plan for the expansion of these types of facilities as necessary.

Rather than define specific private properties that could be suitable for future park use, the Civic Amenities Plan focuses on Township-controlled parcels. This approach was preferred to minimize the potential for land speculation. One example of a future park location includes land adjacent to Richland's existing administrative offices and the site of the proposed Township Municipal Center. Throughout the following years, the Township should continue to collaborate with developers to expand this network and to identify future neighborhood park opportunities as part of the subdivision/land development process. More detailed analysis of specific future parks and recreational needs is anticipated to occur following the Joint Comprehensive Plan's adoption.

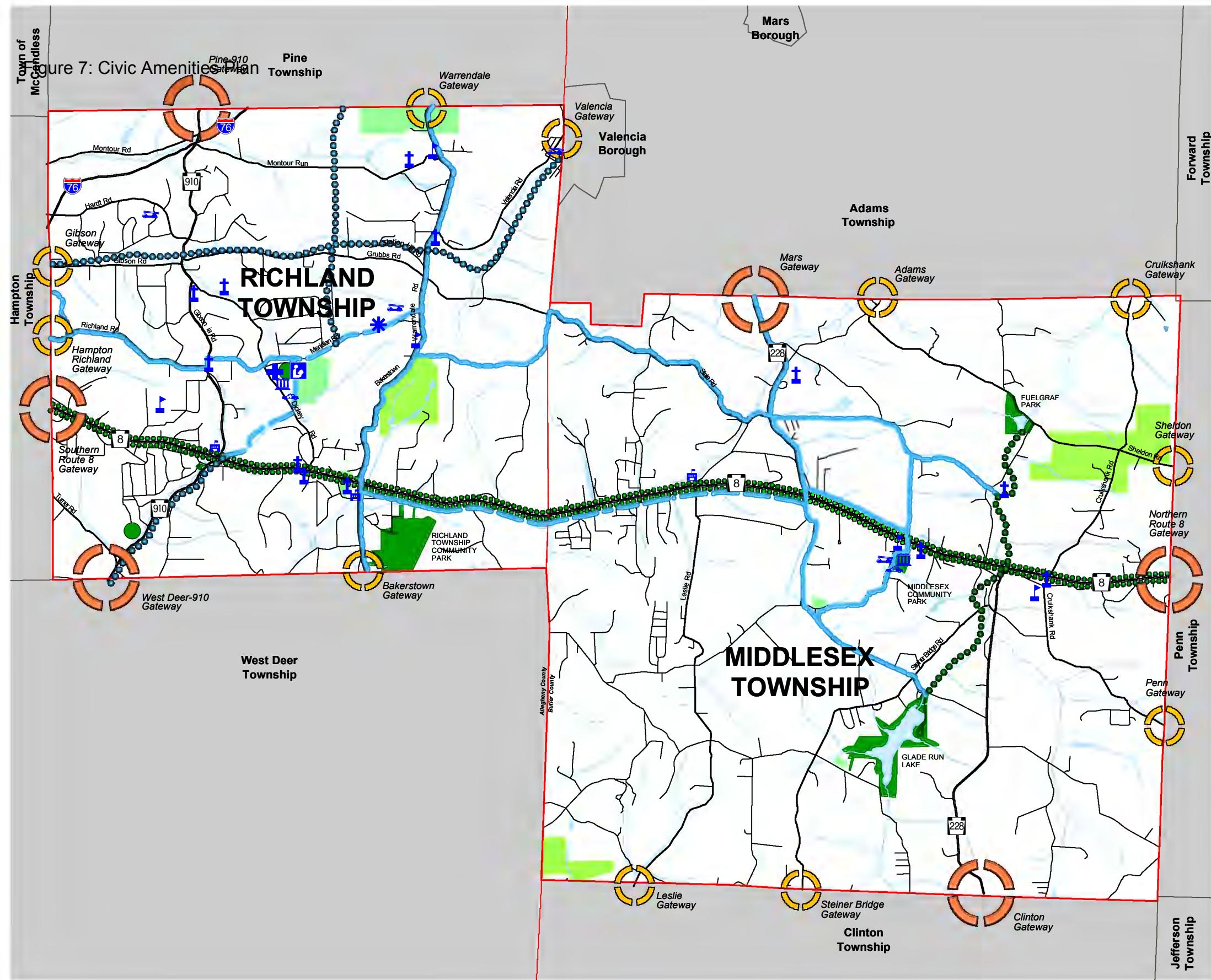
Education

The residents of Middlesex and Richland Townships are mindful of the quality and costs of public schools. Richland Township is a member of the Pine-Richland School District. Middlesex is a member of the Mars School District. As the Townships school-age populations continue to grow it will be important for Township leadership and residents to proactively work with their respective school districts to plan for adequate facilities and educational opportunities as well as to identify ways that school facilities can be shared for athletic and special events where practical.

The Northern Tier Regional Library, at the Richland Township Municipal Center, is another important facility not only for the collections and distribution of information and resources but for community activities. The facility serves as a meeting spot for all age groups and for many community groups conducting regular meetings as well as special events.

Civic-Oriented Zoning Overlay

As numerous Southwestern Pennsylvania communities have experienced, the concentration and site demands of civic or institutional uses, such as St. Barnabas Health System, schools and municipal facilities, from time to time can be difficult to manage with respect to surrounding residential character. Given the diversity of civic



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission.

LEGEND

- Study Area Boundary
- Municipal Boundary
- County Boundary
- Arterial Road
- Collector Road
- Other Road
- Railroad
- Stream/Pond

PUBLIC SERVICES

- Emergency Medical Service
- Fire House
- Library
- Municipal Facility
- Place of Worship
- Police Station
- Post Office
- School
- Township Building
- Quasi-Public Life Care Facility

PEDESTRIAN FACILITIES

- Trail Connection
- Share-the-Road Bikeway
- Cooperative Effort Trail

GREENWAYS/FUTURE PARKS

- Potential Future Park
- Greenway Connection

STREETSCAPE/SIGNAGE IMPROVEMENTS

- Route 8 Corridor

IMPACTS

- Major Gateway
- Minor Gateway

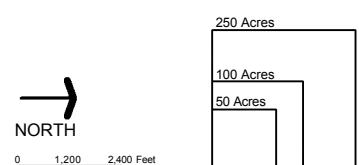
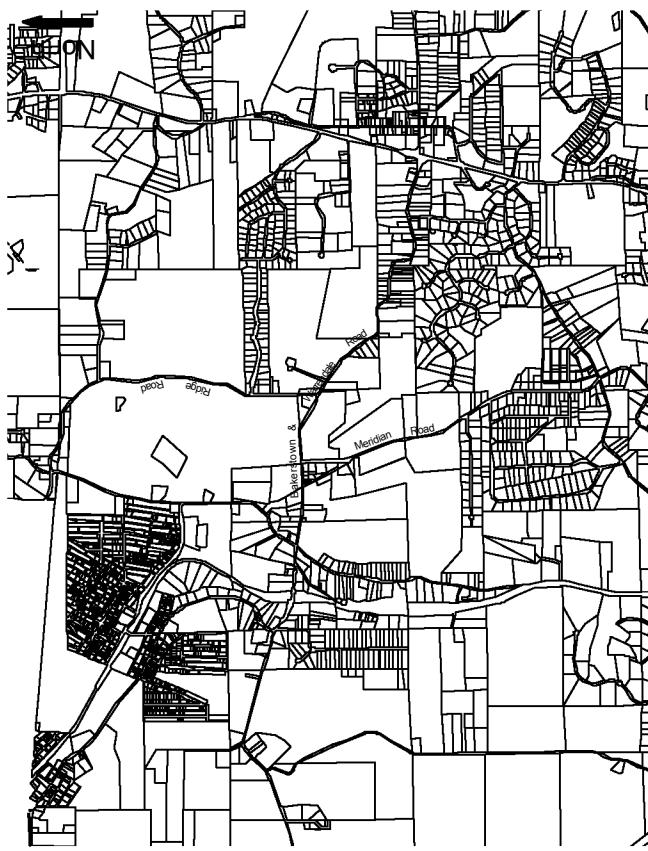


Figure 7:
CIVIC AMENITIES PLAN

(This page intentionally left blank)

Figure 7B: Civic-Oriented Zoning Overlay



The hatched area depicts the recommended zoning overlay area. The area is generally bound by the Richardson area to the north, between the Township's northern boundary and the largest geographic portion of the Township's overlay, between the Township's northern boundary and the Bakertown/Warrendale Road, and encompasses Eden Hall. The institutional nature of Eden Hall's farm and outreach programs for working mothers offers opportunities to strengthen collaborative efforts between community organizations, the Township and the Pine Richland School District.

Through the designation of a Civic-Oriented Zoning Overlay, the communities can address issues that commonly arise between institutions and residential uses. Community has a unique opportunity to develop a planning strategy to specifically accommodate institutional uses such as schools, parks, social services, public buildings, etc. Customized or institution-specific site development standards can be created to control building setbacks, building height or service/loading areas, landscape buffers, parking locations, lighting, etc. These standards can help protect the character of abutting residential neighborhoods while recognizing unique needs of institutions and providing a more fluid development review process for these uses.

The hatched area where specific development standards can be created to define an area where specific development standards can be created to accommodate institutional uses such as schools, parks, social services, public buildings, etc. Customized or institution-specific site development standards can be created to control building setbacks, building height or service/loading areas, landscape buffers, parking locations, lighting, etc. These standards can help protect the character of abutting residential neighborhoods while recognizing unique needs of institutions and providing a more fluid development review process for these uses.

Comprehensive Plan

The Joint Comprehensive Plan map for Middlesex and Richland Townships is a compilation of the five key components that make up the communities and define their identity: future land use, infrastructure, transportation, civic amenities and natural resources. The Joint Comprehensive Plan, as illustrated on the following page, provides a graphic representation of the integrated key components.

The relationship and interaction of the components is critical to the Plan's overall composition as well as its significance to future growth and development. For instance, a community's quality of life is dependent upon the mix and placement of land uses, such as residential, commercial and industrial areas. Land use decisions, in turn, are highly dependent upon the traffic network, community services and natural features of any given location.

The Joint Comprehensive Plan provides a 10-15-year vision of what Middlesex Township and Richland Township could be. In addition to identifying, analyzing and attempting to resolve the key issues facing the communities, the Joint Comprehensive Plan also suggests a method to leverage the communities' opportunities.

Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services.

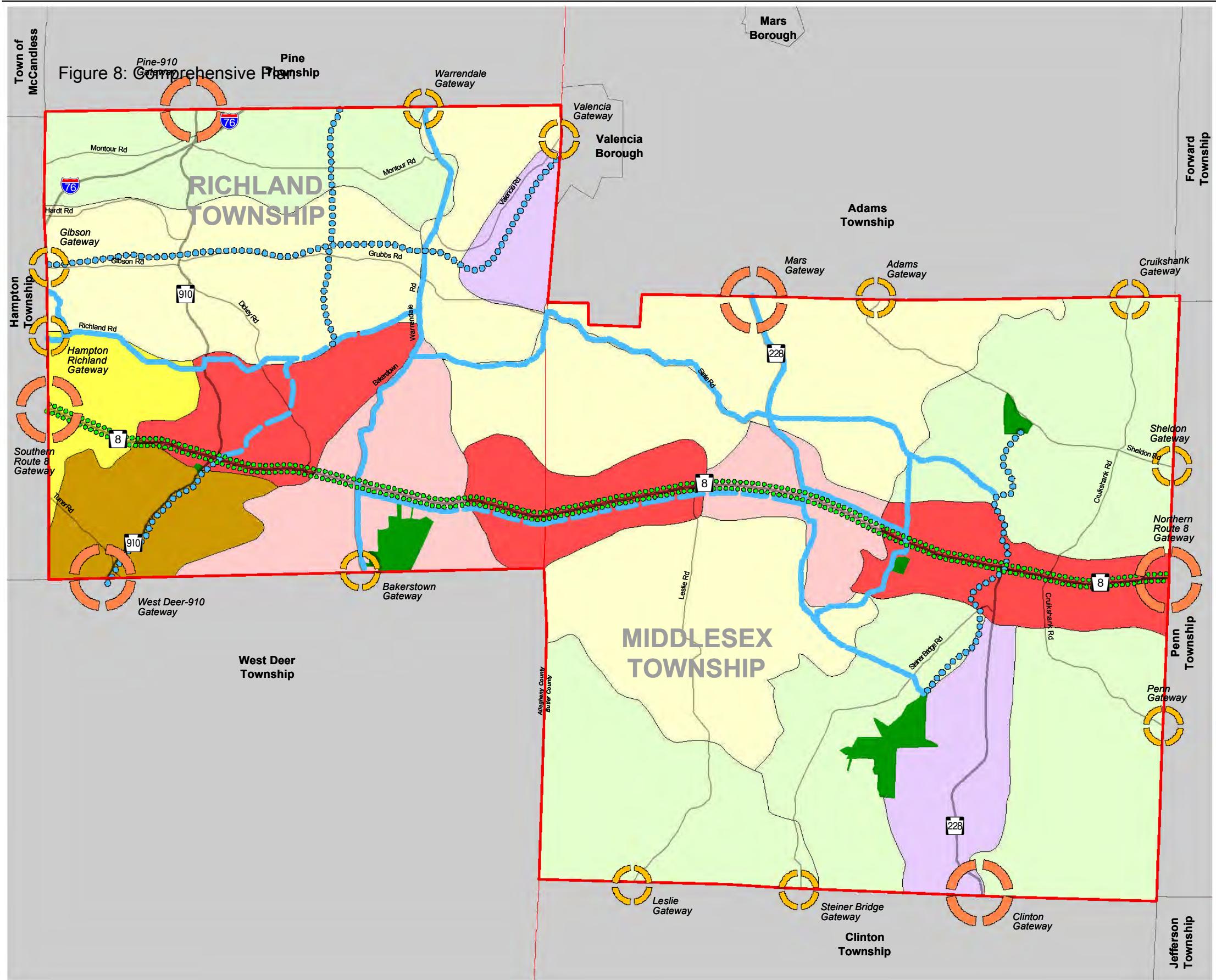


Figure 8:
COMPREHENSIVE PLAN

(This page intentionally left blank)

Regional Relationships

As evidenced by continuing participants in such the Route 8 Partnership and the Route 228 planning effort, the leaders and residents of Middlesex and Richland Townships have the spirit to think and plan beyond their respective municipal boundaries. Middlesex and Richland Townships' future is an exciting one that boasts of a sustainable continuation of many of the Municipality's current strengths, such as attractive neighborhoods, a strong school system, a responsive public government and its rural character. In addition, Middlesex and Richland Townships will responsibly enhance the existing character of the community with the preservation of active agriculture and woodland areas, a greater diversity of non-residential development, a larger mixture of housing options and a more extensive park and trail system. Under these build-out conditions, Middlesex and Richland Townships' land use, infrastructure, facilities and services are carefully optimized to create a positive balance between taxes and public operating costs.

The implications of "Vision 2020" for Middlesex and Richland Townships are discussed throughout this document and are perhaps best captured in the Policies and Actions detailed in the following section. Worthy of mention, however, are also the implications that the Joint Comprehensive Plan will have on its surrounding municipalities, Allegheny County and Butler County.

The Middlesex and Richland Township Joint Comprehensive Plan has defined a practical strategy with which to develop a responsible community. This vision requires that the Comprehensive Plan's objectives, components and policies be carefully formulated to balance one another. This balance is based not only on *internal*, or municipal, factors but also considers *external*, or regional factors. The principal regional factors include adjacent land uses, traffic improvements and stormwater management.

Adjacent Land Uses

The future land uses defined by the Joint Comprehensive Plan reflect the area's market realities and are compatible with the existing land use patterns of the communities' immediate neighbors. Some examples of these relationships include:

Middlesex Township

Lower density development in the Township's eastern portion coincides with development patterns of Clinton Township. Non-residential development in the north-central portion of the Township extends activity from Penn Township. Low to moderate intensity in the western and southern portions of the Township compliment the land use character of Adams and West Deer Townships.

Richland Township

Rural residential development toward the western boundary mirrors the development character found in adjoining Pine Township. The continuation of lower, medium and higher intensity residential uses in the southern and eastern portions complements the adjacent development in Hampton Township to the south and West Deer Township to the east.

Traffic Improvements

For both Townships, the roadway sufficiency analyses and potential traffic impact ordinances were being prepared simultaneously with the Joint Comprehensive Plan. The analyses have also anticipated traffic generation from the adjacent communities. The communities seek to respond to and minimize potential negative impacts that may develop over the next 10 to 15 years both inside and outside of their boundaries.

Stormwater Management

Stormwater issues are an area where both Townships can make some additional strides. Stormwater and flooding, the result of poor resource management, transcend political boundaries and are best dealt with on a watershed basis.

Consequently, the most effective stormwater management strategies are formed as multi-municipal efforts. Both Middlesex and Richland Townships could pursue dialogue with their neighbors to develop practical solutions to the growing issues related to stormwater management.

Public Safety

As part of the Joint Comprehensive Plan, Middlesex and Richland Townships focused on:

- 1) Identifying general household costs related to public safety services such as police, fire and EMS; and
- 2) Evaluating what these costs could become given the communities' future growth potential.

In order to properly protect the life and property of Township residents, while maintaining fiscal well-being, the communities recognize the benefits of collaborative public safety efforts. The communities should work with neighboring communities, as well as county and State public safety agencies to improve the efficiency and economy of the local public safety system. These efforts should focus on; a) meeting the demands of future growth, b) optimizing the manner, location and type of agencies responsible for delivering public safety services, and c) controlling, and where possible reducing, the cost of providing essential public safety services. Collaborative efforts and successful solutions, however, will take time to evolve because of the complexity of public safety issues.

As an example of such multi-municipal efforts, the eleven communities within the Sewickley Valley region are evaluating the costs savings of collaborating on providing public safety services. Efforts like this could serve as a guide post for Middlesex, Richland and possibly their neighbors. Using this example as a starting point, the communities adjoining the Allegheny-Butler County line could address issues related to the maintenance/acquisition of specialized equipment, developing

Joint Comprehensive Plan

training and the recruitment of public safety personnel, as well as the provision of joint services where practical.

Part Two: Actions for Implementation

Based on the observations and recommendations identified throughout the Joint Comprehensive Plan (or “Plan”), the Townships face numerous physical, economic and social changes in their futures. To address these changes and to implement the recommendations outlined in Part One, Middlesex and Richland Townships will need, both individually and collectively, to undertake a series of projects and will need to implement a series of policies or actions.

Outlined below are specific projects, policies and actions recommended for completion. The projects, policies and actions address a wide range of activities or themes. Themes generally focus on planning, zoning and subdivision, administrative, and coordination/collaboration issues. Some of projects, policies and actions require multi-municipal collaboration while others can be completed at the individual municipal level. Therefore, the projects, policies and actions have been organized into three groups: Joint Action Plan, Middlesex Action Plan and Richland Action Plan. Each project, policy and action will require the commitment and cooperation of civic leaders, authorities, residents, institutions and businesses. To implement complex projects, the cooperation and collaboration of multiple parties will most likely be needed. Complex projects also will typically have a high level of direct involvement with elected Township officials and Township staff. Smaller-scale projects, like constructing gateways, should be initiated by Township leaders but could be supported by other community groups such as the Boy Scouts. In all cases, primary participants or a primary individual should be defined to see the various projects, policies or actions through from conceptualization to completion. Recommended primary participants are outlined on the following Action Plans. Finally, each project, policy and action has been prioritized into four different timeframes. These timeframes include:

- Immediate 6 months to 2 years;
- Short-Term >2 to 5 years;
- Long-Term > 5 years; and
- On-Going.

Joint Comprehensive Plan

Table 1: Joint Action Plan

Implementation Timeframe			
Immediate - 6-months to 2 years Short-Term - 2 years to 5 Years Long-Term - >5 Years On-going			
Actions for Implementation	Priority	Primary Participants	Goal
A. Planning			
1 Explore the feasibility of creating an Unified Access Management and Transportation Improvement Strategy for the Route 8 Corridor.	Immediate	MS/RS/PennDOT/SPC	A1, A3
2 Prepare a joint comprehensive park and recreation plan in order to better leverage available funding and address community needs.	Short-term	MBS/RBS/Recreation Boards	A1, A3, B4, C3
3 Assess the cost effectiveness of establishing joint recreation programs and retaining a joint recreation director through existing DCNR programs.	Short-term	MBS/RBS/Recreation Boards/DCNR	A1, B4, C3
4 Establish formal discussions between the Townships and the School Districts regarding the joint use of school facilities such as athletic fields, gymnasiums, computer centers, etc.	Long-term	MBS/RBS/Recreation Boards/Pine-Richland School District/Mars School District	A3
5 Prepare 10-year update of the Joint Comprehensive Plan.	Long-term	MBS/RBS	A1, A2, A3
6 Prepare an annual summary of regional collaborative efforts and incorporate into the annual Comprehensive Plan status reports.	On-going	MS/RS	B6, C4
B. Zoning and Subdivision			
1 Develop a Route 8 overlay district to address Joint Access Management issues.	Short-term	MPC/RPC/PennDOT	A3
2 Develop ordinance provisions for permitted uses, setbacks, development densities etc. for mixed-use districts. (Adoption of ordinance remains individual Township responsibility.)	Immediate	MPC/RPC	A1
3 Create watershed specific stormwater management ordinances to better optimize stormwater management improvements and capacity.	Long-term	MS/RS/Allegheny County and Butler County Conservation Districts	A2

Table 1: Joint Action Plan (Continued)

Implementation Timetable			
Immediate - 6-months to 2 years			
Short-Term - 2 years to 5 Years			
Long-Term - >5 Years			
On-going			
Primary Participants			
MS - Middlesex Staff	RS - Richland Staff		
MBS - Middlesex Board of Supervisors	RBS - Richland Board of Supervisors		
MPC - Middlesex Planning Commission	RPC - Richland Planning Commission		
Actions for Implementation	Priority	Primary Participants	Goal
C. Operations and Capital Improvements			
1 Evaluate the feasibility of creating joint stormwater management improvements within the South Glade Run and County Line Districts.	Long-term	MS/RS/Allegheny County and Butler County Conservation Districts/DEP	A2
D. Collaboration and Community Involvement			
1 Initiate bi-annual update meetings between the Townships, PennDOT and SPC.	Immediate	MBS/RBS/PennDOT/SPC	A3
2 Leverage PennDOT's context sensitive design program to define uniform lighting standards and traffic control/directional signage for Route 8 public right-of-way.	Immediate	MBS/RBS/PennDOT	A1
3 Explore the feasibility of utilizing PennDOT funding through the Safe Streets Program to designate and/or construct pedestrian and/or bicycle routes.	Short-term	MS/RS	A1
4 Assess the cost effectiveness, practicality of developing joint operational and capital improvement efforts related to public works, parks and recreation, code enforcement or use of specialized equipment or labor.	Short-term	MS/RS	A1
5 Adopt an inter-municipal agreement for implementation of a Joint Access Management Strategy.	Short-term	MBS/RBS	A3
6 Work with PennDOT on an annual basis to identify transportation improvement projects that are suitable for inclusion in SPC's regional Transportation Improvement Plan.	On-going	MBS/RBS	A1, A3

Joint Comprehensive Plan

Table 2: Middlesex Action Plan

Implementation Timeframe Immediate - 6-months to 2 years Short-Term - 2 years to 5 Years Long-Term - >5 Years On-going			
Primary Participants MS - Middlesex Staff MBS - Middlesex Board of Supervisors MPC - Middlesex Planning Commission			
Actions for Implementation	Priority	Primary Participants	Goal
A. Planning			
1 Become a member of the Route 8 Partnership with the Borough of Etna, Shaler Township, Hampton Township and Richland Township.	Immediate	MBS	A1, A3
2 Develop a detailed Township Pedestrian/Bicycle Master Plan to inter-connect neighborhood parks, schools as well as other civic amenities.	Immediate	MS/Recreation Board	B4
3 Designate centrally located and accessible areas within the Township for the future development of civic amenities.	Short-term	MBS	B4
4 Create the Glade Run Greenway to provide an open space connection between Fuelgraf Park and Glade Mills Lake Park.	Short-term	MBS	B1, B4
5 Continue participating in the Route 228 Partnership with Cranberry Township, Adams Township, Clinton Township as well as the Boroughs of Mars and Seven Fields.	On-going	MBS	A3
6 Monitor the implementation of Joint Comprehensive Plan by creating an annual status report of Township planning and policy activities.	On-going	MS/MPC	B6
7 Encourage the development of regional scale of commercial/employment centers in conjunction with appropriate infrastructure in County Line District and at planned Route 228 interchange areas.	On-going	MPC/MBS	B6
B. Zoning and Subdivision			
1 Revise the Township PRD Ordinance to address density issues.	Immediate	MPC/MBS	B6
2 Update zoning district boundary designations and ordinance regulations, by Planning Area, based upon the preferred future land use plan.	Immediate	MPC/MBS	B6

Table 2: Middlesex Action Plan (Continued)

Implementation Timeframe Immediate - 6-months to 2 years Short-Term - 2 years to 5 Years Long-Term - >5 Years On-going			
Primary Participants MS - Middlesex Staff MBS - Middlesex Board of Supervisors MPC - Middlesex Planning Commission			
Actions for Implementation	Priority	Primary Participants	Goal
3 Adopt an Official Map that incorporates key existing and planned public facilities related to infrastructure, transportation, public works and parks recreation.	Immediate	MPC/MBS	B6
4 Amend the zoning map to include transportation improvements.	Immediate	MBS	B6
5 Create areas of agricultural zoning to conserve high quality agricultural soils and to protect existing Agricultural Security Areas and to maintain the community's rural character.	Immediate	MPC/MBS	B6, B1
6 Amend residential zoning district regulations to include a wider variety of residential housing options.	Immediate	MPC/MBS	B6, B1
7 Delineate and adopt an urban service boundary.	Immediate	MPC/MBS	B2
8 Create uniform signage and landscape requirements for private development along the Route 8 Corridor.	Short-term	MPC/MBS	B1
9 Incorporate mixed use regulations into Township Ordinance and update Zoning Map.	Short-term	MPC/MBS	B6
10 Create development standards to inter-connect commercial developments where practical.	Short-term	MPC/MBS	B3, B2
11 Adopt watershed specific storm water management ordinances to better optimize storm water management improvements and capacity.	Long-term	MPC/MBS	B1
12 Re-evaluate building setbacks along roads anticipated to require future capacity improvements and, where appropriate, expand setbacks.	Long-term	MPC	B6
13 Create overlay district for Route 8 that limits the scale, intensity and type of use for commercial development depending upon parcel size, lot size and availability of safe access.	Long-term	MPC	B6, B3

Joint Comprehensive Plan

Table 2: Middlesex Action Plan (Continued)

Implementation Timeframe Immediate - 6-months to 2 years Short-Term - 2 years to 5 Years Long-Term - >5 Years On-going			
Primary Participants MS - Middlesex Staff MBS - Middlesex Board of Supervisors MPC - Middlesex Planning Commission			
Actions for Implementation	Priority	Primary Participants	Goal
C. Operations and Capital Improvements			
1 Develop estimates for other capital improvements projects recommended as part of the Comprehensive Plan strategies.	Short-term	MS	B5
2 Demarcate key local roads as pedestrian/bicycle routes in accordance with Pedestrian/Bicycle Master Plan.	Short-term	MBS	B4
3 Explore the feasibility of creating a service road to access parcels that adjoin the west side of Route 8 in proximity to Browns Hill Road.	Short-term	MS	B3, B6
4 Establish a dialogue with SPC and Myers Coach regarding the development of a park & ride/kiss & ride facility in the northern portion of the County Line District.	Short-term	MBS/SPC/ Myers Coach	A1, B6
5 Develop formal Township gateways as defined in the Joint Comprehensive Plan's Civic Amenities Plan.	Long-term	MS/MBS	B4
6 Prepare and adopt an annual Capital Improvement Program that incorporates capital costs of projects including those identified in the Joint Comprehensive Plan.	On-going	MS/MBS	B5
7 Construct key transportation improvements in accordance with the Township's Roadway Sufficiency Analysis.	On-going	MBS	B6, B5
8 Construct sanitary sewer capital improvements in accordance with the Authority's Act 537 Plan and available funding.	On-going	MBS/MS/ Township Municipal Authority	A1, B6, B5
D. Collaboration and Community Involvement			
1 Collaborate with the Mars School District regarding recreation programming.	On-going	MBS	B4
2 Maintain discussions with Mars School District to coordinate future school expansion with respect to the Township's projected student population growth.	On-going	MBS	B6, A3
3 Expand opportunities to collaborate with regional and local entities on potential mass transit projects through the Cranberry Area Transit Study	On-going	MBS	B6, A3
4 Work with PennDOT and other Route 228 Partnership communities to adopt uniform lighting and traffic control/directional signage for the Route 228 Corridor.	On-going	MBS	A1, B6

Table 3: Richland Action Plan

Implementation Timeframe Immediate - 6-months to 2 years Short-Term - 2 years to 5 Years Long-Term - >5 Years On-going			
Primary Participants RS - Richland Staff RBS - Richland Board of Supervisors RPC - Richland Planning Commission			
Actions for Implementation	Priority	Primary Participants	Goal
A. Planning			
1 Evaluate the feasibility of developing a Hampton-Richland-Valencia (HRV) Rail Trail.	Immediate	RS/Recreation Board	C3, C5
2 Identify and address recreation deficiencies based on current and projected populations.	Short-term	RS/Recreation Board	A3, C5
3 Develop a detailed Township Pedestrian/Bicycle Master Plan to inter-connect neighborhood parks, schools as well as other civic amenities.	Short-term	RS/Recreation Board	A3, C5
4 Encourage senior-oriented housing opportunities/mixed-use communities to accommodate future population needs by amending permitted and conditional uses to related to townhomes, quadplexes, patio homes, duplexes and life care facilities.	Long-term	RPC	C1, C4
5 Monitor the implementation of the Joint Comprehensive Plan by creating an annual status report of Township planning and policy activities.	On-going	RS/RPC	C4
6 Pursue planning and policy efforts to ensure that an adequate diversity of housing types is provided in the future	On-going	RPC/RBS	C1
7 Encourage the development of regional scale commercial/employment centers in conjunction with appropriate infrastructure in the County Line District.	On-going	RPC/RBS	C2
B. Zoning and Subdivision			
1 Update zoning district boundary designations and ordinance regulations, by Planning District, based upon the preferred future land use plan.	Immediate	RBS	C1, C2
2 Delineate and adopt an urban service boundary.	Immediate	RBS	C3, C4
3 Adopt and maintain an Official Map that incorporates key existing and planned public facilities related to infrastructure, transportation, public works and parks/recreation.	Immediate	RPC/RBS	C4

Joint Comprehensive Plan

Table 3: Richland Action Plan (Continued)

Implementation Timeframe Immediate - 6-months to 2 years Short-Term - 2 years to 5 Years Long-Term - >5 Years On-going			
Primary Participants RS - Richland Staff RBS - Richland Board of Supervisors RPC - Richland Planning Commission			
Actions for Implementation	Priority	Primary Participants	Goal
4 Create overlay district for Route 8 that limits the scale, intensity, materials and type of use for commercial development depending upon parcel size, lot size and availability of safe access.	Immediate	RPC/RBS	C2
5 Enhance the bufferyard standards between non-residential/multi-family residential and single-family residential, particularly for parcels on Route 8.	Immediate	RPC/RBS	C1, C2, C4
6 Create uniform signage and landscape requirements for private development along the Route 8 Corridor.	Immediate	RPC/RBS	C2
7 Create development incentives related to the inter-connection of open space areas associated with proposed developments.	Immediate	RPC	C1, C4
8 Re-evaluate building setbacks along roads anticipated to require future capacity improvements and, where appropriate, expand setbacks.	Immediate	RPC	C3
9 Establish uniform re-zoning procedures that incorporate development impact analysis criteria.	Short-term	RBS	C4
10 Explore the feasibility of creating and potential provisions for a Civic-Oriented Zoning Overlay.	Short-term	RPC, RBS	C4
11 Continue to protect watersheds and streams with means such as enhanced requirements and standards for forested riparian buffers or conservation subdivisions	Short-term	RPC, RBS	C3
12 Adopt mixed use regulations into the Township ordinances.	Short-term	RBS	C4
13 Create a rural residential zoning district in order to broaden the Township's housing alternatives, to protect natural resources in environmentally sensitive areas and to reduce infrastructure investments.	Short-term	RPC/RBS	C4
14 Adopt watershed specific storm water management ordinances to better optimize storm water management improvements and capacity.	Long-term	RPC	A3, C4, C5

Table 3: Richland Action Plan (Continued)

Implementation Timeframe			
Immediate - 6-months to 2 years			
Actions for Implementation	Priority	Primary Participants	Goal
C. Operations and Capital Improvements			
1 Demarcate key local roads as pedestrian/bicycle routes in accordance with Pedestrian/Bicycle Master Plan.	Short-term	RS/Recreation Board	C4
2 Develop estimates for other capital improvements projects recommended as part of the Comprehensive Plan strategies.	Short-term	RBS	C5
3 Improve the recreation facilities within the Community Park.	Short-term	RBS/Recreation Board	C3, C5
4 Develop neighborhood park facilities within the Municipal Center located at Meridian and Dickey Roads and at the former site of the Orchard Park sewerage treatment plan on Arborwood Drive.	Long-term	RBS/Recreation Board	C3, C5
5 Construct a new Municipal Center facility capable of sustaining the Township's administrative and public safety operations in the future.	Short-term	RBS/Recreation Board	C5
6 Develop formal Township gateways as defined in the Joint Comprehensive Plan's Civic Amenities Plan.	Long-term	RS/RBS	C1
7 Work with the other government units to evaluate the community's maintenance and operational costs associated with potential road/sewer/water infrastructure projects.	On-going	RBS	A1, A3
8 Prepare and adopt an annual Capital Improvement Program that incorporates capital costs for projects included in the Joint Comprehensive Plan.	On-going	RS/RBS	A3

Table 3: Richland Action Plan (Continued)

Implementation Timeframe Immediate - 6-months to 2 years Short-Term - 2 years to 5 Years Long-Term - >5 Years On-going			
Primary Participants RS - Richland Staff RBS - Richland Board of Supervisors RPC - Richland Planning Commission			
Actions for Implementation	Priority	Primary Participants	Goal
9 Construct sanitary sewer capital improvements in accordance with the Authority's Act 537 Plan and to eliminate malfunctioning septic systems.	On-going	RBS/RS/ Township Municipal Authority	C3, C5
10 Construct key transportation improvements in accordance with the Township's Roadway Sufficiency Analysis and Transportation Capital Improvements Plan.	On-going	RBS	C3, C5
D. Collaboration and Community Involvement			
1 Establish a dialogue with SPC, Port Authority and Myers Coach Line regarding the development of a Park & Ride/Kiss & Ride facility at Northtowne Square.	Short-term	RS/SPC/Port Authority/Myers Coach	A1, C3
2 Maintain discussions with Pine-Richland School District to coordinate future school expansions with the Township's projected student population growth.	On-going	RBS/Pine-Richland School District	C5
3 Continue collaborating with Pine, Hampton and other Townships regarding public works programs and cultural resources.	On-going	RBS	A1, C3, C5
4 Continue participating in the Route 8 Partnership with Hampton Township, Shaler Township and the Borough of Etna.	On-going	RBS	A1, A3, C3
5 Continue to provide financial support to local volunteer fire departments and assist them with the recruitment of new volunteers, including the investigation into reward and incentive programs.	On-going	RBS	C5

Part Three: The Past and Present

Overview

Part Three of the Joint Comprehensive Plan provides a summary of the demographics and land use patterns that have shaped Middlesex and Richland Townships over the last several decades. This historical investigation provides a basis for the vision, policies and actions formulated during the comprehensive planning process. These analyses also help to illustrate the mutual benefits each Township can gain by working collaboratively on this comprehensive plan and the projects outlined within it.

Middlesex and Richland are unique communities with very different settlement patterns and characters. Richland Township, Allegheny County is approximately 60% developed with a mixture of residential and commercial land uses; new residential subdivisions continue to be expanded; commercial and industrial development has been occurring on a much more frequent basis and is beginning to slow down, since most of the remaining land is encumbered by environmental or traffic constraints. Across the county line, Middlesex Township, Butler County has not had the same development pressure, and, in comparison to its southerly neighbor remains largely undeveloped and agricultural in nature. Given their locations in two separate counties, Middlesex and Richland have different county and municipal services and fees and separate school districts that also influence how the communities have developed over time.

Despite the differences in the two communities, Middlesex and Richland do share common issues, strengths and weaknesses. Most notably, both are concerned with the appearance and community development of State Route 8 (Route 8) that traverses north-south through the length of each Township. This transportation corridor is a major arterial thoroughfare connecting these communities to Pittsburgh and Butler, and serves as the center/spine of commercial activity. In addition,

planned realignment of State Route 228 (Route 228) that bisects Middlesex Township has the potential to significantly alter the development patterns within that community. Other key issues for both communities include:

- (1) Declines in the percentage of population in the 20-34 year age group (a key age range for family formation and initial housing purchase)
- (2) Reduced household sizes
- (3) An aging housing stock (majority of homes constructed between 1940 and 1979)
- (4) Limited diversity in housing stock beyond single-family homes
- (5) Lengthen commuting times (40 minutes or more)
- (6) Limited public sewerage service areas

These issues have impacts on future land uses within the Townships in the same way that each individual community's land use decisions impact its neighbor. With clear recognition of these facts, Middlesex and Richland Townships are working together to collectively address their issues and plan for the next 10 to 15 years. Parts One and Two of this document detailed the vision for the communities' futures and the means of implementation. Part Three, as follows, investigates what has happened in the past and provides context for the recommendation of the communities' futures.

Demographics

To build the Townships' demographic profiles and to understand the region's historic and developing trends, information concerning population trends, economic characteristics and housing was gathered and analyzed. In addition to the data for Middlesex and Richland Townships, information about neighboring municipalities, both counties as a whole and the Commonwealth was also collected to provide additional points of reference. Unless otherwise stated, the information sources for the figures and statistics analyzed are based on the U.S. Census Bureau's decennial censuses and generally focus on the period between 1980-2000.

1. Overall Population

The population of Richland Township increased by 11% between 1980 and 1990 and continued to grow by over 7% between 1990 and 2000. This rate of growth is very similar to the growth of Hampton Township, but lags behind several other northern Allegheny County communities, including Marshall and Pine.

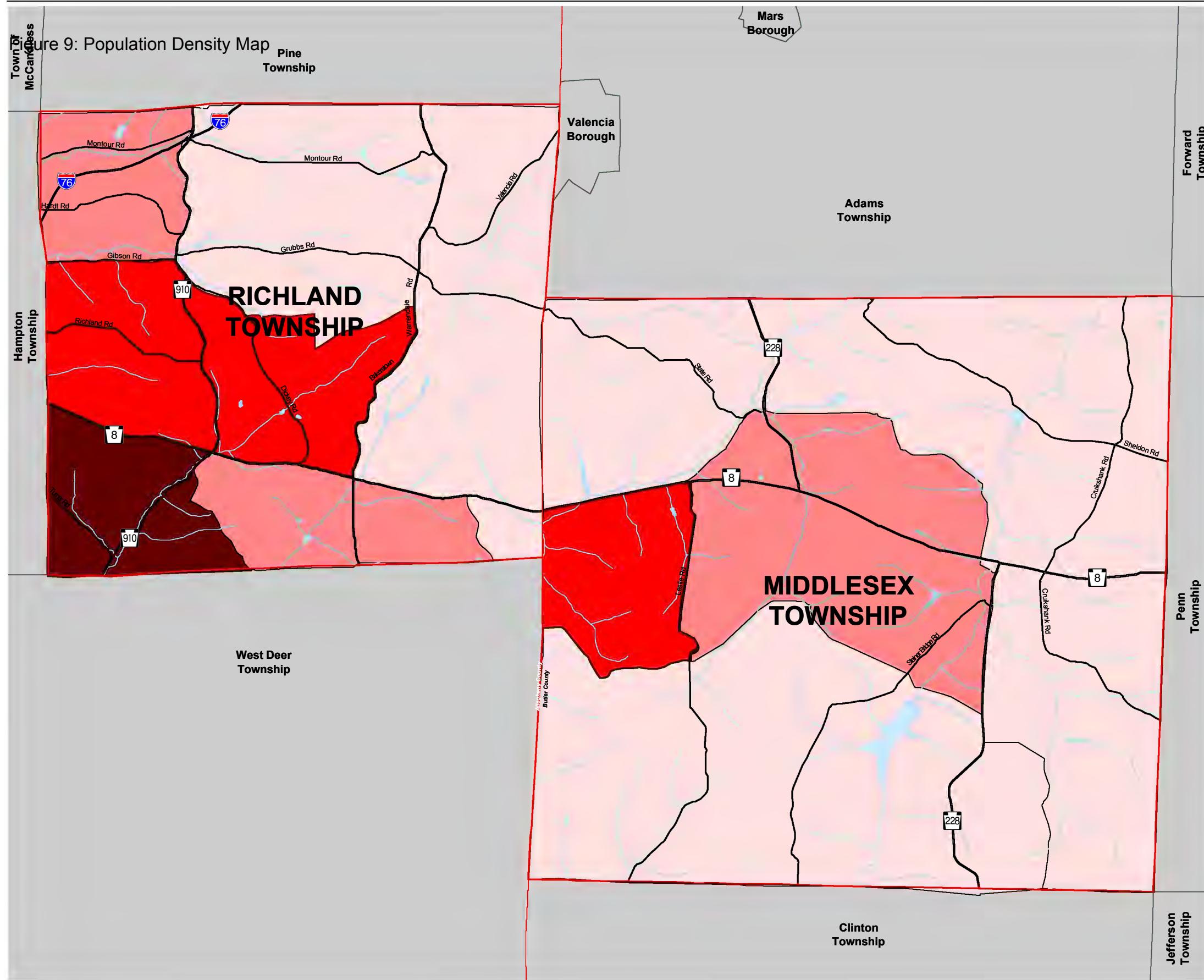
Middlesex Township's population has remained nearly constant for the last twenty years. Between 1980 and 1990 Middlesex's population increased by nearly 2% and by less than 1% (only 8 additional people) between 1990 and 2000. Neighboring Adams Township demonstrated a similar rate of growth between 1980 and 1990, but saw a population increase of nearly 75% between 1990 and 2000. As a whole, Butler County's population increased by nearly 3% between 1980 and 1990 and by almost 15% between 1990 and 2000.

Middlesex and Richland Townships have seen very different growth patterns, as shown in Table 4: Total Population and on Figure 9: Population Density Map. Both Townships grew at a faster rate between 1980 and 1990 than they did between 1990 and 2000. In general, Richland Township has seen a higher rate of population growth. This may be caused by its closer proximity to the region's core city of Pittsburgh, more developed infrastructure systems and convenient access to the

Turnpike and Route 8. Middlesex Township, with one of the slowest rates of growth of any of the neighboring communities with the exception of McCandless, appears to be at least 20 years behind its southern neighbors with respect to population growth. The different growth patterns will likely cause a change in demand for housing, social services, and parks and recreation.

Table 4: Total Population

Community	Total Population			Percent Change 1980-1990	Percent Change 1990-2000
	1980	1990	2000		
Richland Township	7,749	8,600	9,231	11.0%	7.3%
Middlesex Township	5,480	5,578	5,586	1.8%	0.1%
Hampton Township, AC	14,260	15,568	17,526	9.2%	12.6%
Marshall Township, AC	2,594	4,010	5,996	54.6%	49.5%
McCandless Township, AC	26,250	28,781	29,022	9.6%	0.8%
Pine Township, AC	3,908	4,048	7,683	3.6%	89.8%
Adams Township, BC	3,816	3,873	6,774	1.5%	74.9%
Cranberry Township, BC	11,066	14,816	23,625	33.9%	59.5%
Penn Township, BC	5,219	5,094	5,210	-2.4%	2.3%
Allegheny County	1,450,085	1,336,449	1,281,666	-7.8%	-4.1%
Butler County	147,912	152,013	174,083	2.8%	14.5%
Pennsylvania	11,863,895	11,881,643	12,281,054	0.1%	3.4%



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission. Population density is based on GIS data provided by ESRI and utilizes statistical data collected during the 2000 census.

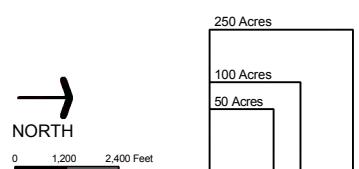
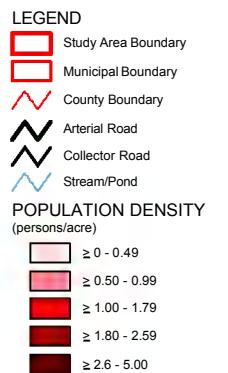


Figure 9:
POPULATION DENSITY ANALYSIS

(This page intentionally left blank)

2. Age

Richland Township has seen an increase in the number of school-age children (5 to 19 years old), particularly in the middle to high school age groups, increasing by 22% between 1990 and 2000. The number of people in the 45-54 almost doubled (80% increase) during the same period. The number of older seniors, 85 years and older increased by over 76%. Conversely, those in the 20-34 age group, a group considered to be in the key housing and family formation years, declined considerably, from 20% of the overall population in 1990 to only 11% in 2000.

Middlesex Township actually saw a 1% decline in the school age population from 1990 to 2000. This group represents 22% of the overall population. The 20-34 year age group saw a significant decline in population, from 21% of the overall total population in 1990 to 12% of the overall total population in 2000. Similar to Richland Township, the 45-54 year age group increased by over 50% during the same period and made up 38% of the total population in 2000. While the 75-84 age group increased by almost 70% between 1990 and 2000, seniors 85 years and older decreased by 35%. This decrease is dramatically different than Richland Township.

While the percentage of the school age population in both Townships is the same at 23% of the overall population, Middlesex has seen an actual decline of 1%, while Richland experienced an actual increase of 22% between 1990 and 2000. Both Townships have seen large increases in the 45-54 age group, and have experienced large drops in the 20-34 year age group (from 20% of the overall population to almost 10% between 1990 and 2000). This loss may influence new housing construction within both communities since households in the retirement age years have a preference for smaller, single homes with much smaller lot sizes. Moreover, these trends may indicate that the student population may decrease in the next decade. Finally, the social and recreational needs of the two communities may be impacted by the demographic shifts, social services and recreational activities targeted by the population sectors may need to be developed in the next 10 years.

Table 5: Age Distribution

Age	Richland Township		Middlesex Township					
	1990	2000	1990	2000	1990	2000	1990	2000
No.	%	No.	%	No.	%	No.	%	
0-19	2,392	27.8%	2,728	29.6%	1,690	30.3%	1,621	29.0%
19-64	4,924	57.3%	5,073	55.0%	3,319	59.5%	3,248	58.1%
64+	1,284	14.9%	1,430	15.5%	569	10.2%	717	12.8%
Total	8,600	100.0%	9,231	100.0%	5,578	100.0%	5,586	100.0%
Median Age		39.9					39.5	

3. Income

In Richland Township, the median household income increased by 48% from 1990 to 2000, from \$38,968 to \$57,672. Between 1990 and 2000, the US Department of Labor – Bureau of Labor Statistics' Consumer Price Index (CPI) increased by 32.5%. Moreover, Richland Township's median income is 50% higher than the median household income for Allegheny County, which stood at \$38,329 in 2000.

In Middlesex Township, the median household income increased by over 50% from 1990 to 2000, from \$32,318 to \$49,743. As was previously noted, the CPI increased by 32.5% and, thus, indicates that community's median household income the past decade has grown at a greater rate than the overall economic market. Moreover, Middlesex Township's median household income in the year 2000 is 17% higher than the median household income for Butler County which stood at \$42,308.

Both Townships have experienced 50% increases in median household income from 1990 to 2000, compared to a 38% increase for the Commonwealth; and both Townships have a higher median household income than the counties in which they are located. While Richland Township's median household income is 16% higher than Middlesex Township, it's almost half that of Marshall Township and is lower than any of the Townships located to its south and west. The median household income in Middlesex Township's lagged behind its Butler County neighbors. A final note regarding income is that in 2000 both Townships had nearly 30% of their

population report dependency on social security income. This statistic will most likely continue to increase as both communities' residents continue to age and young families choose to live elsewhere. See Table 6: Median Household Income as well as Figure 10: Housing Analysis for a graphical description of the distribution of income in Middlesex and Richland.

Table 6: Median Household Income

Area	Median Household Income		
	1989	1999	Percent Change 1989-1999
Richland Township	\$38,968	\$57,672	48.0%
Middlesex Township	\$32,318	\$49,743	53.9%
Hampton Township, AC	\$45,538	\$60,307	32.4%
Marshall Township, AC	\$54,400	\$102,351	88.1%
McCandless Township, AC	\$46,887	\$62,159	32.6%
Pine Township, AC	\$46,810	\$85,817	83.3%
Adams Township, BC	\$35,417	\$65,357	84.5%
Cranberry Township, BC	\$41,006	\$66,588	62.4%
Penn Township, BC	\$33,425	\$50,025	49.7%
Allegheny County	\$28,136	\$38,329	36.2%
Butler County	\$29,358	\$42,308	44.1%
Pennsylvania	\$29,069	\$40,106	38.0%

4. Households

Households are comprised of a person or group of persons living in a housing unit (the number of households equals the count of occupied housing units). The total number of households in Richland Township increased by just under 8% between 1990 and 2000. This increase approximates the rate of increase in the Township's population over the same period and implies that household size remained nearly constant over the decade. In 2000, the average household size was 2.67 persons per household.

In Middlesex Township, the total number of households grew by nearly 5% between 1990 and 2000 even while the population remained constant. As a result, the

average household size declined over this period and is currently 2.73 persons per household.

Richland Township has a lower proportion of non-family households when compared to the Allegheny County average for 2000 of 38% and Pennsylvania's average of nearly 33%. Non-family households consist of individuals living alone or with non-relatives only. However, in comparison to its Allegheny County neighbors, a greater proportion of Richland households are non-family households. In 2000, over one-quarter of Richland's total households were non-family households. Of the Allegheny County communities, only McCandless had a greater proportion of non-family households (29%).

Non-family households in Middlesex Township have seen a significant increase as a proportion of total households since 1990. In 1990, nearly 17% of the total households were non-family households, but by 2000 non-family households made up 21% of the total households in the Township. This increase (nearly 28%) is significantly greater than Middlesex Township's, Butler County neighbors, Butler County and Pennsylvania's with the exception of Penn Township.

The significant increases in both Middlesex and Richland Townships non-family house populations is consistent with the population decrease in the age group between 20–34 and the dramatic population increase in the age groups over 45 years old. The reduced household size also indicates that the Townships may experience changes in the housing market and the communities' needs for social and recreational services.

Table 7: Household Comparison

	Households	Total Households	Average Household Size	Married-couple Families	Married-couple Families with children under 18	Average Family Size	Nonfamily Households	% of Total Households
Richland	1990	3,113		2,153	1,030	3.19	692	22.2%
	2000	3,353	2.67	2,178	1,112	3.18	861	25.7%
Middlesex	1990	1,955		1,442	695	3.21	322	16.5%
	2000	2,045	2.73	1,407	661	3.12	430	21.0%
Hampton	1990	5,380		4,102	2,013	3.20	882	16.4%
	2000	6,253	2.76	4,304	2,107	3.18	1,354	21.7%
Marshall	1990	1,356		1,093	614	3.28	169	12.5%
	2000	1,944	3.08	1,544	931	3.37	268	13.8%
McCandless	1990	10,463		7,084	3,318	3.10	2,541	24.3%
	2000	11,159	2.49	7,007	3,144	3.02	3,238	29.0%
Pine	1990	1,396		1,089	508	3.13	212	15.2%
	2000	2,411	3.14	1,982	1,178	3.40	291	12.1%

	Households	Total Households	Average Household Size	Married-couple Families	Married-couple Families with children under 18	Average Family Size	Nonfamily Households	% of Total Households
Adams	1990	1,369		1,023	459	3.17	237	17.3%
	2000	2,382	2.80	1,715	877	3.17	464	19.5%
Cranberry	1990	5,172		3,737	2,119	3.24	1,004	19.4%
	2000	8,352	2.81	5,879	3,305	3.23	1,793	21.5%
Penn	1990	1,796		1,262	581	3.17	311	17.3%
	2000	1,896	2.68	1,252	564	3.09	426	22.5%
Allegheny County	1990	540,774		279,441	111,915	3.01	181,165	33.5%
	2000	537,150	2.31	247,549	99,770	2.96	204,913	38.1%
Butler County	1990	55,215		35,268	16,431	3.13	13,962	25.3%
	2000	65,862	2.55	39,384	17,617	3.04	19,023	28.9%
Pennsylvania	1990	4,492,958		2,547,386	1,112,522	3.10	1,316,507	29.3%
	2000	4,777,003	2.48	2,467,673	1,043,071	3.04	1,568,615	32.8%

5. Length of Residency

In Richland Township, the areas with the shortest length of residency are concentrated in the south-central and southeastern portions of the Township. Conversely, those with the longest tenure are located in the southwestern portion of the Township. The south-central portion, though, contains the area with the oldest housing stock, indicating that the area could possibly transform into a community's transition area.

The areas with the shortest tenure in Middlesex Township are located in the eastern and central portions of the Township. The areas with the longest tenure are located southwestern and south central portions of the community and border Richland Township. Collectively, in both Townships the percentage of residents having lived there for greater than twenty (20) years or more is comparable, with 35% in Middlesex Township and 32% in Richland Township. Though the actual numbers differ, they also have comparable percentages of those who moved into the Townships since 1990: 44% in Middlesex Township and 45% in Richland Township. The following tables and Figure 10: Housing Analysis present a graphic depiction of length of residency.

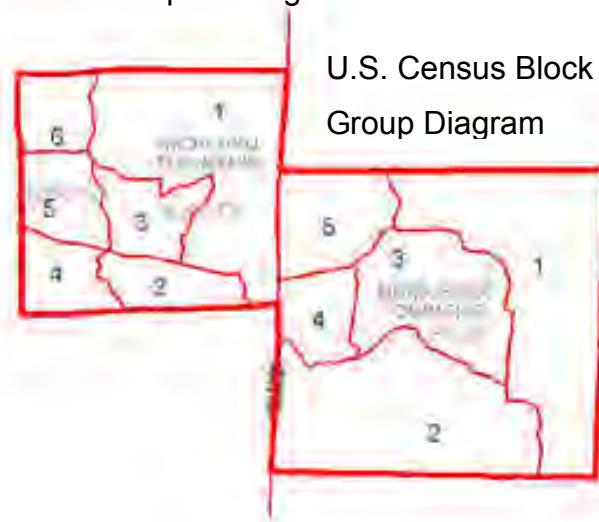


Table 8: Length of Residency

Middlesex		Length of Residency	<10 Years	10-20 Years	20-30 Years	30 Years	TOTAL
Block Group #1	# of Dwelling Units	146	86	39	20		291
	% of Total	50%	30%	13%	7%		100%
Block Group #2	# of Dwelling Units	266	71	130	52		519
	% of Total	51%	14%	25%	10%		100%
Block Group #3	# of Dwelling Units	186	122	79	77		464
	% of Total	40%	26%	17%	17%		100%
Block Group #4	# of Dwelling Units	145	50	89	87		371
	% of Total	39%	13%	24%	23%		100%
Block Group #5	# of Dwelling Units	81	43	21	68		213
	% of Total	38%	20%	10%	32%		100%
Total	# of Dwelling Units	824	372	358	304		1,858
	% of Total	44%	20%	19%	16%		100%

Table 8: Length of Residency (Continued)

Richland

	Length of Residency	<10 Years	10-20 Years	20-30 Years	30 Years	TOTAL
Block Group #1	# of Dwelling Units	52	54	31	88	225
	% of Total	23%	24%	14%	39%	100%
Block Group #2	# of Dwelling Units	248	140	89	112	589
	% of Total	42%	24%	15%	19%	100%
Block Group #3	# of Dwelling Units	143	110	36	86	375
	% of Total	38%	29%	10%	23%	100%
Block Group #4	# of Dwelling Units	551	205	99	98	953
	% of Total	58%	22%	10%	10%	100%
Block Group #5	# of Dwelling Units	233	66	75	97	471
	% of Total	49%	14%	16%	21%	100%
Block Group #6	# of Dwelling Units	49	17	37	85	188
	% of Total	26%	9%	20%	45%	100%
	# of Dwelling Units	1,276	592	367	566	2,801
Total	% of Total	46%	21%	13%	20%	100%

6. Housing Units

A housing unit is a house, apartment, mobile home or trailer, group of rooms, or a single room that is occupied as a separate living quarter or, if vacant, is intended for occupancy as a separate living quarter. Richland Township's total number of housing units increased by 307 units (9.6%) between 1990 and 2000. This figure is less than the 17% increase the Township experienced between 1980 and 1990. The increase between 1980 and 1990 was the highest on record, with the exception of the period between 1940 and 1959, when housing units increased by over 27%. In relation, there has been remarkable stability in the ratio of owner occupied units to renter occupied units. Owner occupied units made up nearly 84% of the total occupied housing units between 1990 and 2000 (an increase of 10.7%). In Middlesex Township, the total number of housing units increased by 115 units, or 5.8%, between 1990 and 2000. The Township's largest housing growth period occurred between 1970 and 1979 when the number of units increased by over 27%

(579 units). Similar to Richland Township, there has been remarkable stability in the proportion of owner occupied units to renter occupied units. Owner occupied units made up over 90% of the total occupied housing units and increased by over 7% between 1990 and 2000.

Based on the population and household changes experienced by the Townships between 1990 and 2000, the constant increase of owner occupied housing may continue in the coming years since the 20 to 35-year-old population sector is decreasing. A large portion of this sector typically occupies rental housing units.

Table 9: Housing Units

Area	Total Housing Units		
	1990	2000	Percent Change 1990-2000
Richland Township	3,201	3,508	9.6%
Middlesex Township	1,990	2,105	5.8%
Hampton Township, AC	5,526	6,627	19.9%
Marshall Township, AC	1,382	2,018	46.0%
McCandless Township, AC	10,933	11,697	7.0%
Pine Township, AC	1,514	2,500	65.1%
Adams Township, BC	1,418	2,544	79.4%
Cranberry Township, BC	5,449	8,724	60.1%
Penn Township, BC	1,829	1,980	8.3%
Allegheny County	580,738	583,646	0.5%
Butler County	59,061	69,868	18.3%
Pennsylvania	4,938,140	5,249,750	6.3%

7. Age of Housing Stock

During the period from 1960 to 1979, Richland Township saw the largest concentration of overall housing development, with over 27% of the existing housing stock built during this period. However, the eastern and south central portions of Richland Township, closest to Route 8 and the community's first infrastructure improvements, contain the oldest housing. These areas possess the largest number of the houses built before 1939 as well as during the WW II post-war period between 1940 and 1959. The central and southeastern portions of the Township have the

largest number of homes built between 1980 and 1994. The southeastern area continues to grow and possessed the largest number of homes built between 1995 and 2000.

In Middlesex Township, the period from 1960 to 1979 also saw the largest concentration of overall housing development, with over 42% of the existing housing stock built during this period in the southern and eastern portions of the Township. The largest number of homes built between 1940 and 1959 is in the central and southwestern portions of the Township adjoining Route 8. The largest number of newer homes built between 1995 and 2000 were built in the northwestern and southeastern portions of the Townships. Nine percent (9%) of the total housing stock was built before 1939.

Interestingly, the southern areas of Middlesex Township, adjoining Richland Township, saw no housing construction built between 1995 and 2000, while in Richland Township the northern area abutting Middlesex Township has seen a large number of housing developments between 1980 and 1994. With the large percentage of homes in both Townships built between 1940 and 1979 (54% in Richland Township and 64% in Middlesex Township), the housing stock in those areas may require greater maintenance and upkeep in the future. See Table 10: Age of Housing Stock as well as Figure 10: Housing Analysis for a graphical depiction of the age of the housing stock within Middlesex and Richland.

Table 10: Age of Housing Stock

Middlesex

		Built 1995 to March 2000	Built 1980 to 1994	Built 1960 to 1979	Built 1940 to 1959	Built before 1939	TOTAL
Total Housing Units	Year Built						
	Block Group #1	# of DU's	30	114	94	58	64 360
		% of Total	8%	32%	26%	16%	18% 100%
	Block Group #2	# of DU's	55	163	308	49	30 605
		% of Total	9%	27%	51%	8%	5% 100%
	Block Group #3	# of DU's	42	52	186	196	37 513
		% of Total	8%	10%	36%	38%	7% 100%
	Block Group #4	# of DU's	0	32	221	100	34 387
		% of Total	0%	8%	57%	26%	9% 100%
	Block Group #5	# of DU's	0	56	71	85	28 240
		% of Total	0%	23%	30%	35%	12% 100%
Total		# of DU's	127	417	880	488	193 2,105
		% of Total	6%	20%	42%	23%	9% 100%

Richland

		Built 1995 to March 2000	Built 1980 to 1994	Built 1960 to 1979	Built 1940 to 1959	Built before 1939	TOTAL
Total Housing Units	Year Built						
	Block Group #1	# of DU's	11	52	108	123	76 370
		% of Total	3%	14%	29%	33%	21% 100%
	Block Group #2	# of DU's	23	137	108	205	182 655
		% of Total	4%	21%	16%	31%	28% 100%
	Block Group #3	# of DU's	55	248	174	113	73 663
		% of Total	8%	37%	26%	17%	11% 100%
	Block Group #4	# of DU's	157	339	268	244	25 1,033
		% of Total	15%	33%	26%	24%	2% 100%
	Block Group #5	# of DU's	22	50	230	196	68 566
		% of Total	4%	9%	41%	35%	12% 100%
	Block Group #6	# of DU's	9	49	74	78	44 254
		% of Total	4%	19%	29%	31%	17% 100%
Total		# of DU's	277	875	962	959	468 3,541
		% of Total	8%	25%	27%	27%	13% 100%

8. Housing Characteristics

One-unit dwellings, characterized as single-family homes, both attached and detached, have consistently been the predominant type of housing unit in Richland Township. One-unit dwellings made up 84% of the total housing units in 2000. The number of multi-family housing structures with 10 or more units actually decreased by 5% between 1990 and 2000. Consequently, the proportion of multi family housing structures with 10 or more units was reduced from 11% in 1990 to 9% in 2000.

Similar to Richland Township, Middlesex Township's housing stock has historically been made up of one-unit dwellings. These homes made up nearly 82% of the total housing units in 2000. In Middlesex Township, no structures with 10 or more units exist but the number of structures with 3 - 9 units has more than doubled from 10 in 1990 to 24 in 2000.

The development of multi family housing units is largely dependent upon population growth in the age group of 20-35 year-olds and the existence of public sewer and water systems. Based on past population statistics and trends it does not appear that demand of current residents for multi family housing units will dramatically increase. However, the feasibility of higher density multi-family housing units could increase in the near future with the construction of traffic, water and sewer improvements.



Table 11: Housing Characteristics

Richland Township				Middlesex Township				
1990		2000		1990		2000		
Units	Number	%	Number	%	Number	%	Number	%
1, Detached	2,536	79.2%	2,787	79.4%	1,588	79.8%	1,701	80.8%
1, Attached	37	1.2%	151	4.3%	10	0.5%	21	1.0%
2	43	1.3%	34	1.0%	23	1.2%	31	1.5%
3 or 4	53	1.7%	38	1.1%	3	0.2%	16	0.8%
5 to 9	34	1.1%	79	2.3%	7	0.4%	8	0.4%
10 to 19	116	3.6%	58	1.7%	0	0.0%	0	0.0%
20 or more	250	7.8%	289	8.2%	0	0.0%	0	0.0%
Mobile home or trailer								
	95	3.0%	72	2.1%	352	17.7%	328	15.6%
Other	37	1.2%	0		7	0.4%	0	0.0%
Total	3,201	100.00%	3,508	100.00%	1,990	100.00%	2,105	100.00%

9. Housing Values

Housing value is generally defined to include the value of land and structures under common deed of ownership. Between 1990 and 2000, the median housing value in Richland Township increased by almost 55%, from \$82,700 to \$128,000, while the median rent payment increased by nearly 65%, from \$518 to \$852. The Consumer Price Index (CPI) between 1990 and 2000 increased by 32.5%; this indicates that the housing values in the community have significantly appreciated. In 1990, the majority of the Township's houses (1,341) were valued between \$50,000 and \$99,999. In 2000, the majority of the houses (1,039) were valued in the \$100,000 to \$149,999 range.

Between 1990 and 2000, the median housing value in Middlesex Township increased by almost 75%. The median home value increased from \$74,600 to \$130,300, while the median rent payment increased by 50%, from \$382 to \$573. As in Richland Township, this significant increase signifies that housing values have appreciated. In 1990 the majority of Township houses (818) were valued between \$50,000 and \$99,999; by 2000 the largest portion of houses (435) was also valued

between the \$50,000 and \$99,999. However, in 2000 almost 30% of the homes were in the \$100,000 to \$149,000 range.

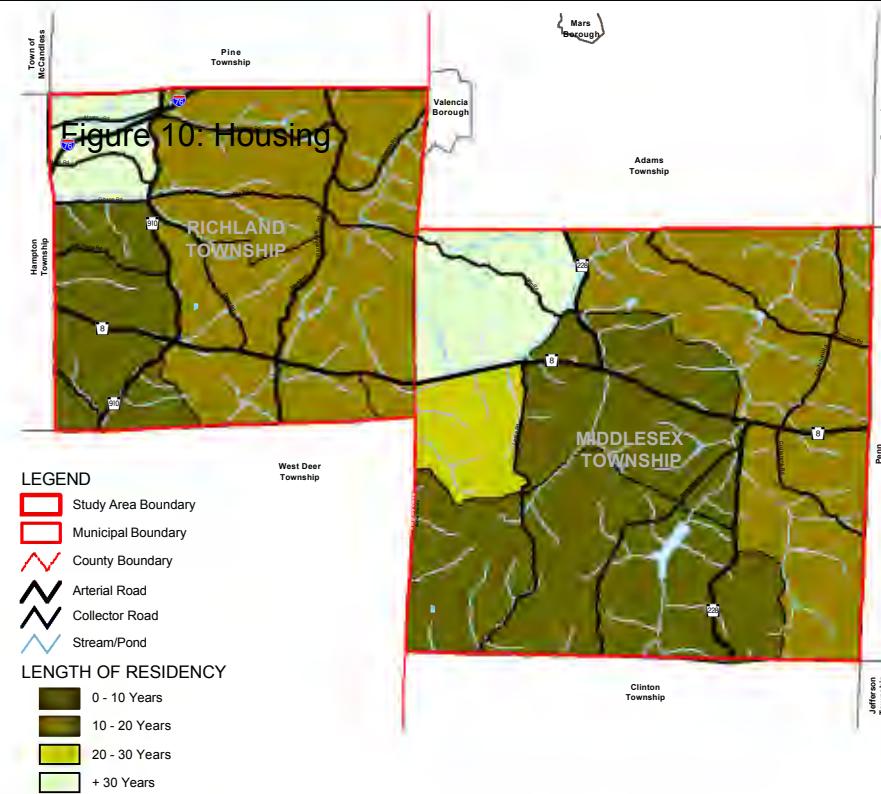
The stability of owner occupancy and the significant appreciation of housing values in Middlesex and Richland is an indication that the communities are desirable locations for homeownership and investment. It appears that the communities will enjoy future housing expansion. See Table 12: Housing Values as well as Figure 10: Housing Analysis for a graphical depiction of the value of housing in Middlesex and Richland.

Table 12: Housing Values

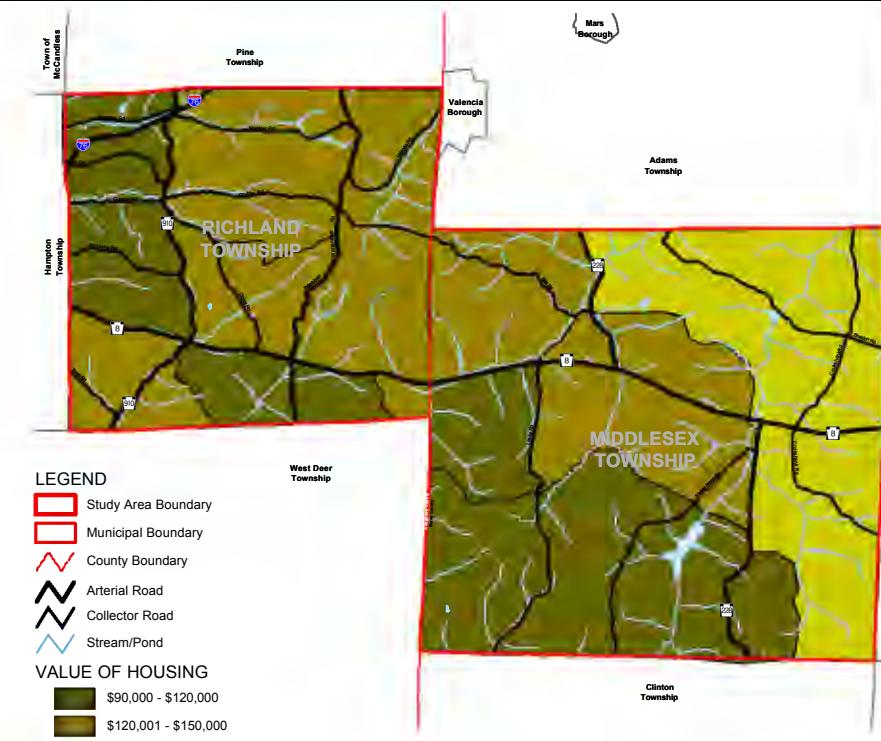
Value	Richland Township				Middlesex Township			
	1990	No.	2000	%	1990	No.	2000	%
Less than \$50,000	245	10.9%	49	1.9%	125	10.5%	0	0.0%
\$50,000 to \$99,999	1,341	59.7%	651	25.0%	818	68.9%	435	32.0%
\$100,000 to \$149,999	423	18.8%	1,039	40.0%	166	14.0%	401	29.5%
\$150,000 to \$199,999	150	6.7%	513	19.7%	60	5.1%	265	19.5%
\$200,000 to \$299,999	72	3.2%	239	9.2%	19	1.6%	192	14.1%
\$300,000 to \$499,999	16	0.7%	97	3.7%	0	0.0%	51	3.8%
\$500,000 to \$999,999	0	0.0%	12	0.5%	0	0.0%	16	1.2%
\$1,000,000 or more	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	2,247	100.00%	2,600	100.00%	1,188	100.00%	1,360	100.00%

Joint Comprehensive Plan

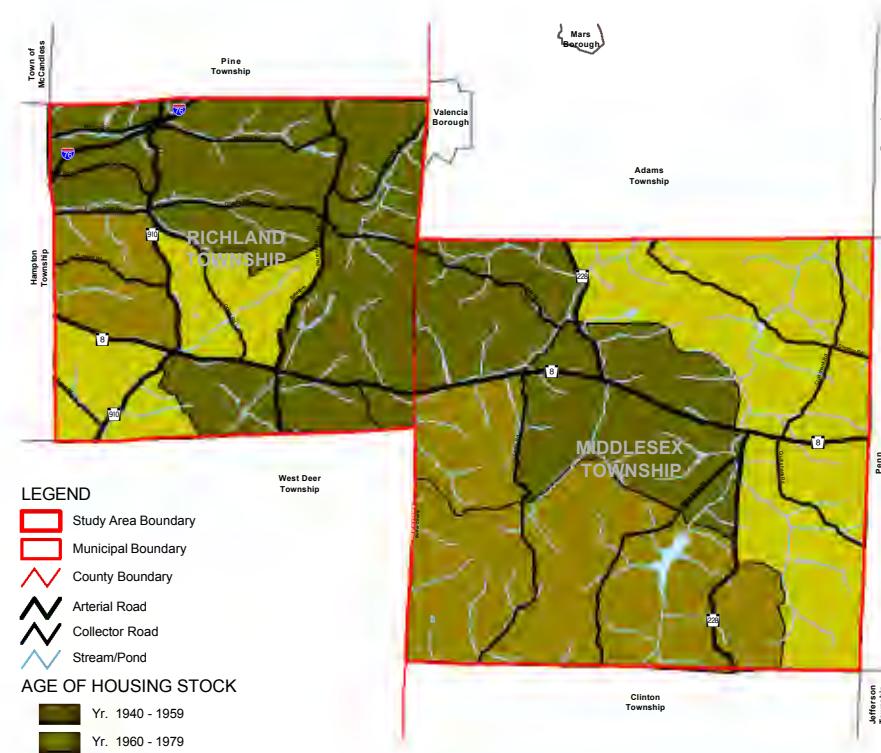
(This page intentionally left blank)



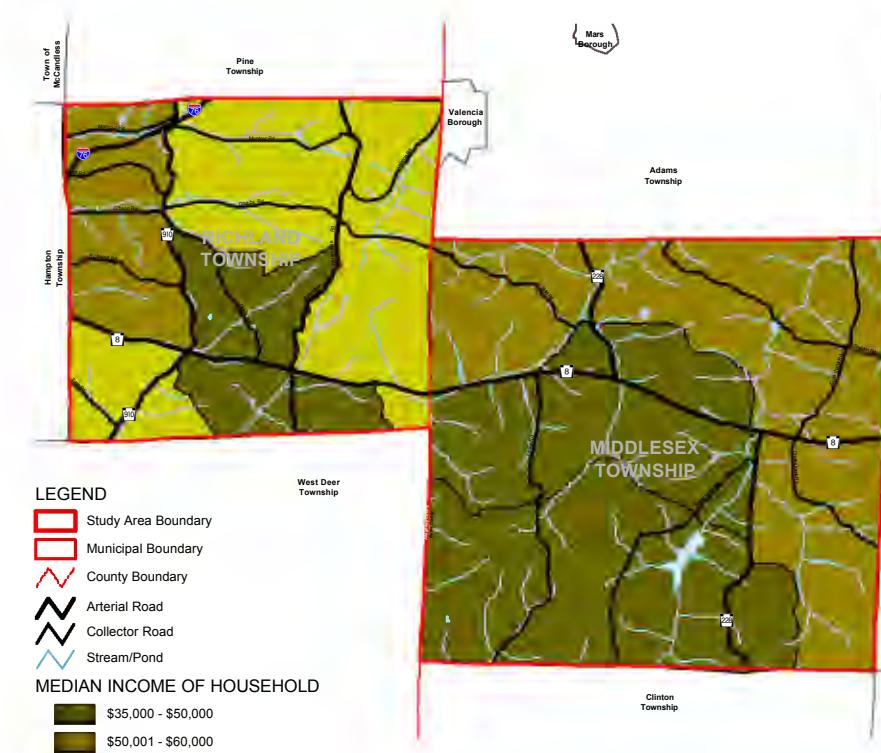
LENGTH OF RESIDENCY



VALUE OF HOUSING



AGE OF HOUSING STOCK



MEDIAN INCOME OF HOUSEHOLD

Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission. The housing analyses are based on GIS data provided by ESRI and utilizes statistical data collected during the 2000 census.

Figure 10:
HOUSING ANALYSES

(This page intentionally left blank)

10. Education

In Richland Township, over 36% of the population aged 25 and older has a bachelor's degree or higher. This compares well to Allegheny County's 28% and Pennsylvania's 22%. In 1990, 518 people had a graduate or professional degree, versus 767 in 2000. This represents a 48% increase in Township residents who possess a graduate or professional degree.

Almost 29% of the Middlesex Township's population has a bachelor's degree or higher. This statistic also compares favorably to Butler County's 23% and Pennsylvania's 22% educational attainment levels. One hundred sixty -nine (169) people reportedly obtained a graduate or professional degree in 1990, versus 465 in 2000. This represents a 175% increase in Township residents with a graduate or professional degree.

Both Townships have higher levels of overall educational attainment level than the counties in which they are located. The increase in education attainment correlates with the increased household incomes and housing values. Given the other statistic trends of the communities, the level of educational attainment will most likely continue to grow in the future. However, Richland Township has a lower educational attainment level than Hampton, Marshall, McCandless, or Pine Township. Middlesex Township's statistics are lower than Adams, and almost half of Cranberry Township.

Table 13: Educational Attainment

Education

Area	Population aged 25 and older	Educational Attainment (2000)			
		High School Graduate	Some college, including Associate Degree	Bachelor's Degree	Graduate or Professional Degree
Richland Township	6,241	1,879	1,508	1,509	767
Middlesex Township	3,750	1,342	1,013	617	465
Hampton Township, AC	11,729	2,833	3,172	2,955	1,931
Marshall Township, AC	3,701	516	711	1,407	879
McCandless Township, AC	20,202	4,454	4,508	6,052	3,965
Pine Township, AC	4,771	934	997	1,559	1,019
Adams Township, BC	4,467	1,310	1,014	1,121	661
Cranberry Township, BC	15,182	3,511	3,766	4,883	2,265
Penn Township, BC	3,556	1,271	907	639	301
Allegheny County	891,171	301,774	214,978	154,369	98,214
Butler County	116,072	45,282	28,179	18,633	8,630
Pennsylvania	8,266,284	3,150,013	1,772,535	1,153,383	694,248

Education

Area	Educational Attainment (2000)	
	School Graduate or Higher	% Bachelor's Degree or Higher
Richland Township	90.7%	36.5%
Middlesex Township	91.7%	28.9%
Hampton Township, AC	92.9%	41.7%
Marshall Township, AC	94.9%	61.8%
McCandless Township, AC	93.9%	49.6%
Pine Township, AC	94.5%	54.0%
Adams Township, BC	91.9%	39.9%
Cranberry Township, BC	95.0%	47.1%
Penn Township, BC	87.7%	26.4%
Allegheny County	86.3%	28.3%
Butler County	86.8%	23.5%
Pennsylvania	81.9%	22.4%

11. Occupation

Richland Township has seen an 8% increase in the number of workers between 1990 and 2000. Eighty-two percent (82%) of the Township residents who are employed are in occupations that include management and professional, service,

and sales and office. Management and service occupations have increased by close to 30% from 1990 to 2000. This is higher than the 22% increase for Allegheny County. Conversely, farming, fishing and forestry occupations have declined by over 90%, from 37 in 1990 to only 3 in 2000.

Middlesex Township experienced a decline of less than 1% in the number of workers between 1990 and 2000. Surprisingly, the number of those employed in management and professional occupations almost doubled during the same period. Service occupations increased by 15%, while the number of jobs in sales and office occupations declined by over 28%.

In both Middlesex and Richland Township, the majority of residents who are employed were in management and professional occupations. Both have also seen significant declines in farming, fishing and forestry occupations. Richland Township saw an increase in employment that was twice the rate of the state, but still lags Hampton, Marshall or Pine Township. Penn Township was the only other Township in the area that saw a decline similar to Middlesex, while most of the neighboring communities saw a sizable increase in the number of those employed.

Table 14: Occupation

		Occupation					
		Management and Professional	Service	Sales and Office	Farming, Fishing and Forestry	Construction, Extraction and Maintenance	Production, Transportation and Material Moving
Richland	Workers (1990)	1,455	389	1,179	37	556	379
	Workers (2000)	1,876	431	1,237	3	382	387
	Percent Change	28.9%	10.8%	4.9%	-91.9%	-31.3%	2.1%
Middlesex	Workers (1990)	599	307	779	45	483	396
	Workers (2000)	1,023	353	559	7	344	308
	Percent Change	70.8%	15.0%	-28.2%	-84.4%	-28.8%	-22.2%
Hampton	Workers (1990)	3,269	764	2,453	45	654	593
	Workers (2000)	4,158	888	2,421	0	576	575
	Percent Change	27.2%	16.2%	-1.3%	-100.0%	-11.9%	-3.0%
Marshall	Workers (1990)	848	149	628	19	135	105
	Workers (2000)	1,631	224	590	0	127	225
	Percent Change	92.3%	50.3%	-6.1%	-100.0%	-5.9%	114.3%
McCandless	Workers (1990)	6,445	1,090	4,987	81	1,056	692
	Workers (2000)	7,801	1,116	3,899	6	744	805
	Percent Change	21.0%	2.4%	-21.8%	-92.6%	-29.5%	16.3%
Adams	Workers (1990)	354	322	482	23	340	377
	Workers (2000)	1,521	368	860	0	311	328
	Percent Change	329.7%	14.3%	78.4%	-100.0%	-8.5%	-13.0%
Cranberry	Workers (1990)	2,357	900	3,041	54	619	733
	Workers (2000)	5,674	1,196	3,773	12	666	971
	Percent Change	140.7%	32.9%	24.1%	-77.8%	7.6%	32.5%
Penn	Workers (1990)	582	382	633	86	319	311
	Workers (2000)	826	240	539	19	350	334
	Percent Change	41.9%	-37.2%	-14.8%	-77.9%	9.7%	7.4%
Allegheny County	Workers (1990)	183,076	85,315	216,007	3,540	54,864	62,121
	Workers (2000)	223,974	93,411	170,055	396	44,338	59,731
	Percent Change	22.3%	9.5%	-21.3%	-88.8%	-19.2%	-3.8%
Butler County	Workers (1990)	15,511	9,962	19,874	1,533	9,373	12,524
	Workers (2000)	26,394	12,163	21,348	365	8,264	14,000
	Percent Change	70.2%	22.1%	7.4%	-76.2%	-11.8%	11.8%
Pennsylvania	Workers (1990)	1,367,084	708,520	1,723,811	90,255	628,076	916,786
	Workers (2000)	1,841,175	838,137	1,525,131	26,722	500,898	921,437
	Percent Change	34.7%	18.3%	-11.5%	-70.4%	-20.2%	0.5%

12. Industry of Employment

In 2000, the educational, health and social service sectors employed more residents in Richland Township (20%) than any other industry category. For purposes of the U.S. Census, an individual's industry of employment is determined by the type of activities at that person's place of work. In Richland Township, the next most common industries of employment are retail trade, at almost 14%, and manufacturing at 13%. Though the percentage of people employed in these categories in Allegheny County is different (24% and 12% respectively), the top two

employment industries are the same. The smallest number of residents employed is in the extractive category (agriculture, forestry, fishing/hunting and mining).

In 2000, the largest proportion of Middlesex Township residents, 20%, was also employed in the educational, health, and social services fields. The next closest is manufacturing, at 17%, and retail trade at almost 13%. While the percentage of people employed in these categories in Butler County is somewhat different (20%, 18%, and 14%, respectively), the top three employment industries are the same. The smallest employment sector is in the extractive sector (agriculture, forestry, fishing/hunting and mining).

Both Townships largely exhibit many of the same industry characteristics, reflecting the larger regional economy as a whole. While educational, health, and social services category is the primary industry of employment for both Townships, manufacturing and retailing still exhibit strong presences in both communities.

Table 15: Industry of Employment

Industry of Employment (2000)	Richland		Middlesex		Hampton		Marshall	
	Number of Workers	% of Workforce						
Agriculture, Forestry, Fishing/Hunting and Mining	15	0.3%	27	1.0%	20	0.2%	0	0.0%
Construction	360	8.3%	262	10.1%	491	5.7%	111	4.0%
Manufacturing	573	13.3%	443	17.1%	801	9.3%	332	11.9%
Wholesale Trade	136	3.2%	75	2.9%	283	3.3%	173	6.2%
Retail Trade	597	13.8%	335	12.9%	1,158	13.4%	193	6.9%
Transportation/Warehousing and Utilities	185	4.3%	178	6.9%	454	5.3%	154	5.5%
Information	112	2.6%	80	3.1%	242	2.8%	80	2.9%
Finance, Insurance, Real Estate and Rental/Leasing	335	7.8%	105	4.0%	793	9.2%	284	10.2%
Professional, Scientific, Management, Administrative and Waste Management	484	11.2%	239	9.2%	1,022	11.9%	465	16.6%
Educational, Health and Social Services	886	20.5%	531	20.5%	2,187	25.4%	681	24.3%
Art, Entertainment, Recreation, Accommodation and Food Services	278	6.4%	194	7.5%	602	7.0%	187	6.7%
Other Services (except Public Administration)	269	6.2%	100	3.9%	353	4.1%	103	3.7%
Public Administration	86	2.0%	25	1.0%	212	2.5%	34	1.2%
Total	4,316	100.0%	2,594	100.0%	8,618	100.0%	2,797	100.0%

Table 15: Industry of Employment (Continued)

Industry of Employment (2000)	McCandless		Pine		Adams		Cranberry	
	Number of Workers	% of Workforce						
Agriculture, Forestry, Fishing/Hunting and Mining	43	0.3%	8	0.2%	38	1.1%	20	0.2%
Construction	679	4.7%	136	4.1%	230	6.8%	668	5.4%
Manufacturing	1,355	9.4%	518	15.7%	744	22.0%	1,602	13.0%
Wholesale Trade	600	4.2%	268	8.1%	119	3.5%	742	6.0%
Retail Trade	1,581	11.0%	284	8.6%	454	13.4%	1,724	14.0%
Transportation/Warehousing and Utilities	585	4.1%	135	4.1%	98	2.9%	883	7.2%
Information	526	3.7%	104	3.1%	104	3.1%	405	3.3%
Finance, Insurance, Real Estate and Rental/Leasing	1,431	10.0%	355	10.7%	315	9.3%	984	8.0%
Professional, Scientific, Management, Administrative and Waste Management	2,022	14.1%	355	10.7%	331	9.8%	1,411	11.5%
Educational, Health and Social Services	3,915	27.2%	720	21.8%	557	16.4%	2,184	17.8%
Art, Entertainment, Recreation, Accommodation and Food Services	755	5.3%	215	6.5%	163	4.8%	932	7.6%
Other Services (except Public Administration)	609	4.2%	159	4.8%	181	5.3%	519	4.2%
Public Administration	270	1.9%	48	1.5%	54	1.6%	218	1.8%
Total	14,371	100.0%	3,305	100.0%	3,388	100.0%	12,292	100.0%

Table 15: Industry of Employment (Continued)

Industry of Employment (2000)	Penn		Allegheny County		Butler County		Pennsylvania	
	Number of Workers	% of Workforce						
Agriculture, Forestry, Fishing/Hunting and Mining	37	1.6%	1,417	0.2%	1,093	1.3%	73,459	1.3%
Construction	222	9.6%	32,142	5.4%	5,585	6.8%	339,363	6.0%
Manufacturing	439	19.0%	53,523	9.0%	15,132	18.3%	906,398	16.0%
Wholesale Trade	144	6.2%	20,413	3.4%	3,621	4.4%	201,084	3.6%
Retail Trade	236	10.2%	70,520	11.9%	11,480	13.9%	684,179	12.1%
Transportation/Warehousing and Utilities	146	6.3%	35,514	6.0%	5,058	6.1%	304,335	5.4%
Information	89	3.9%	19,145	3.2%	1,809	2.2%	148,841	2.6%
Finance, Insurance, Real Estate and Rental/Leasing	154	6.7%	50,452	8.5%	4,080	4.9%	372,148	6.6%
Professional, Scientific, Management, Administrative and Waste Management	154	6.7%	66,081	11.2%	5,780	7.0%	478,937	8.5%
Educational, Health and Social Services	355	15.4%	144,665	24.4%	16,476	20.0%	1,237,090	21.9%
Art, Entertainment, Recreation, Accommodation and Food Services	133	5.8%	48,354	8.2%	6,032	7.3%	397,871	7.0%
Other Services (except Public Administration)	146	6.3%	30,169	5.1%	4,257	5.2%	274,028	4.8%
Public Administration	53	2.3%	19,510	3.3%	2,131	2.6%	235,767	4.2%
Total	2,308	100.0%	591,905	100.0%	82,534	100.0%	5,653,500	100.0%

13. Race

The percentage of non-white residents in Richland Township increased between 1990 and 2000. However, racial diversity remains extremely limited; non-whites only compromised 2.3% of the Township's 2000 population. The percentage of non-white residents in Middlesex Township is even less than Richland Township, with non-whites comprising 1.1% of its 2000 population.

14. Commuting Time

The commuting time reported between 1990 and 2000 in Richland Township increased by 58% for those traveling 90 minutes or more. The travel time from 40-44 minutes increased by 32% during the same period. Correspondingly, the number of those traveling from 10-24 minutes has dropped, with a 25% decline in those traveling 15-19 minutes to their place of employment. This would seem to indicate that residents continue to travel to Pittsburgh to find their jobs. Moreover, it would appear that the regional employment centers found in Monroeville and Cranberry have yet to become Richland's principal employment area. An astounding increase of 259% was reported in those who work at home, reflecting the ability of some of the workers to telecommute, in part, rather than commuting to their place of residence.

In Middlesex Township, a very large increase of 333% (from 6 to 26 commuters) reported traveling 90 minutes or more to their place of employment. The largest increase was in those traveling from 60 to 89 minutes, with a 178% increase (from 86 to 239 reported persons) in the number of commuters reporting the longer commuting time. Correspondingly, those traveling from 5 to 29 minutes dropped, with the largest decrease of 39% in the number of commuters traveling 10 to 14 minutes. Differing from Richland Township, the number of people who reported working at home increased by only 72%.

The two Townships have seen parallel decreases in the number of commuters reporting lower travel time to work as well as comparable increases in the number of commuters reporting increases of 40 minutes or more to commutes to their place of employment. One possible reason is that the places of employment for residents have become dispersed, requiring greater travel distances. Secondly, both Townships have seen increases in those reporting that they worked at home. This could reflect changes in the overall economy, as well as an indicator of the higher level of education and professional employment that exists in both Townships.

Table 16: Commuting Time

Richland Township

	1990	2000	Percentage Change:
Total:	4046	4284	6%
Did not work at home:	3978	4040	2%
Less than 5 minutes	149	185	24%
5 to 9 minutes	375	382	2%
10 to 14 minutes	496	403	-19%
15 to 19 minutes	478	359	-25%
20 to 24 minutes	608	486	-20%
25 to 29 minutes	200	219	10%
30 to 34 minutes	561	715	27%
35 to 39 minutes	185	181	-2%
40 to 44 minutes	244	323	32%
45 to 59 minutes	520	566	9%
60 to 89 minutes	124	161	30%
90 or more minutes	38	60	58%
Worked at home	68	244	259%

Middlesex Township

	1990	2000	Change from
Total:	2562	2,553	0%
Did not work at home:	2480	2,412	-3%
Less than 5 minutes	48	81	69%
5 to 9 minutes	191	145	-24%
10 to 14 minutes	322	198	-39%
15 to 19 minutes	396	303	-23%
20 to 24 minutes	322	280	-13%
25 to 29 minutes	195	143	-27%
30 to 34 minutes	425	425	0%
35 to 39 minutes	60	138	130%
40 to 44 minutes	93	75	-19%
45 to 59 minutes	336	359	7%
60 to 89 minutes	86	239	178%
90 or more minutes	6	26	333%
Worked at home	82	141	72%

Land Patterns

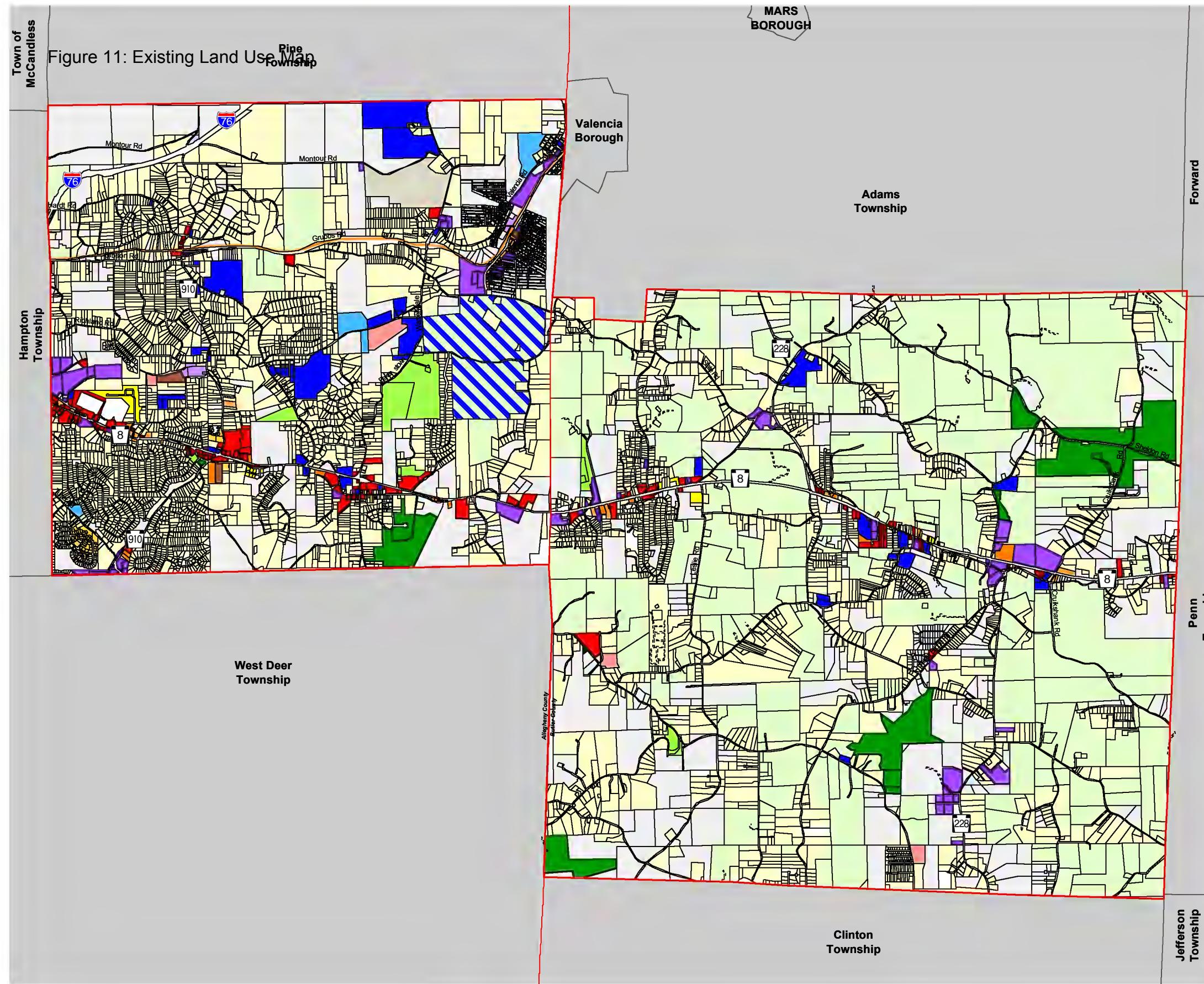
This section describes Middlesex and Richland Townships' existing, physical development and growth patterns. Specifically, it includes an analysis of the existing land use, zoning and infrastructure systems. Information from the individual communities has been combined to create a comprehensive survey of the entire area. The sources of background data for each of the analyses are noted on the corresponding figures.

1. Existing Land Use

The two Townships combined contain approximately 24,058 acres. Middlesex Township is the larger of the two communities with a land area of more than 14,700 acres or 23 square miles. Richland Township is just over two-thirds the size of Middlesex with a total land area of about 9,300 acres, or 14.5 square miles. The Townships have a wide variety of land uses, as shown on Figure 11: Existing Land Use. Nineteen (19) categories of land uses have been identified and inventoried, based on a "windshield" survey of the communities. The actual use of each lot was documented in the field as part of the survey. The land uses include categories such as single family, office/industrial and vacant structure; a complete listing of the categories is present on Figure 11: Existing Land Use and a summarized description of each follows here.

Joint Comprehensive Plan

(This page left intentionally blank)



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services. Middlesex Township parcel information provided by Herbert, Rowland & Grubic, Inc. Richland Township new subdivision information provided by Shoup Engineering Inc.

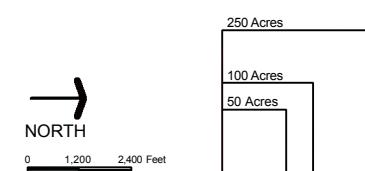


Figure 11:
EXISTING LAND USE MAP

(This page intentionally left blank)

Residential

In Richland Township, nearly half (4,594 acres or 49.3%) of the total land area is used for residential uses. In Middlesex, the majority of existing land use is agricultural in nature. This category includes active agricultural land as well as fallow land. As the second most significant land use, residential uses account for over 26% (3,868 acres) of Middlesex's total area. As shown on Figure 9: Existing Land Use Map, the residential land in Middlesex and Richland is currently intermingled with agricultural and vacant land.

Despite the large predominance of residential uses, the type of existing housing is not very diverse. Nearly 99% of all housing products in Middlesex and Richland Townships are single-family homes. Middlesex has only 1 apartment building, no duplexes and 10 townhouses.

Recent subdivision developments in Richland Township have started to increase the numbers of multi family housing units available in the area, but overall the numbers are still low. The changing demographic trends, towards small household sizes and fewer people in the 20-34 year-old age group, are likely to make an increase in the housing stock diversity increasingly important. The limited multi-family housing options tend to be concentrated along Route 8.



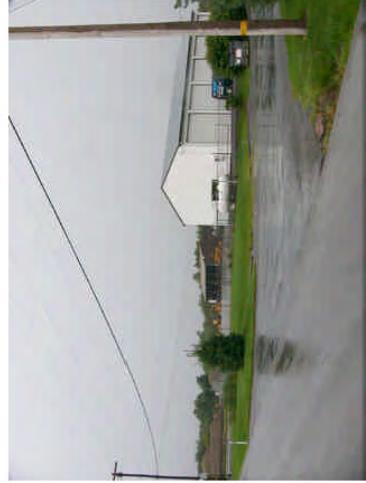
Commercial and Office

Commercial and office uses account for less than 2% (418 acres) of the land in Middlesex and Richland Townships. Land uses in this category include commercial or office establishments situate on their own lot as well as in combination with multi-tenant office buildings, with residential or industrial uses. Of these categories, commercial uses on their own make up two-thirds (279 acres) of the total commercial and office uses.



Industrial

At just over 1% (339 acres) of the total land area in Middlesex and Richland Townships, industrial uses occupy even less space than commercial and office uses. The industrial land tends to be dispersed in small clusters throughout both communities. Despite its larger land area, Middlesex Township has slightly less industrial acreage than Richland Township.



Institutional and Park/Recreation

Slightly over 5% (1,243 acres) of the Townships' land is devoted to institutional and park/recreation uses. The diversification of institutional uses includes both public or private-sector facilities. Consequently, institutional uses include places of worship, schools, Township Buildings, libraries, public works facilities and museums. Park and recreation areas such as the Glade Mill Lake, Richland Township Community Park and the Rittswood Golf Course, are located throughout the Townships. Most of the parks and recreation areas in Middlesex and Richland Townships are large and appear to draw users from beyond the Township boundaries.

Open space and recreational areas are noticeably absent from the southern half of Richland Township and the southwestern corner of Middlesex Township. Given the future growth potential of housing in this area, the creation of new parks could be a particularly beneficial addition.

Active Agriculture

Almost one-third of the land (7,281 acres) in Middlesex and Richland Townships is classified as an agricultural use. In some cases, these uses focus on active agricultural operations as well as fallow ground. Middlesex Township is far more agricultural in character than Richland. In fact, nearly 45% (6,625 acres) of Middlesex's total land area is currently used for agricultural purposes.

Vacant

When surveyed as part of the comprehensive planning process, the locations of both vacant land and vacant structures were recorded. Vacant land typically includes undeveloped areas with no past agricultural use. Vacant structures include buildings or structures that are no longer occupied or in active use. In total, over 20% (5,253 acres) of land in Middlesex and Richland Townships is currently considered vacant.

Zoning

Middlesex and Richland Townships each have separate zoning ordinances and zoning maps. Combined, there are currently 19 zoning districts within the two Townships. Many of these zoning districts allow similar uses and densities. For example, the residential R-3 zoning district in Richland Township is comparable to the R-1 district in Middlesex Township in terms of allowed land uses and is similar in permitted gross densities (1 DU/acre in Richland's R-3 and 1 DU/0.5 acre in Middlesex's R-1). However, there are some differences with respect to setbacks, building heights, etc.

Table 14: Zoning Comparison Analysis summarizes the zoning districts of each Township in matrix form. When similar, the zoning districts are shown on the same

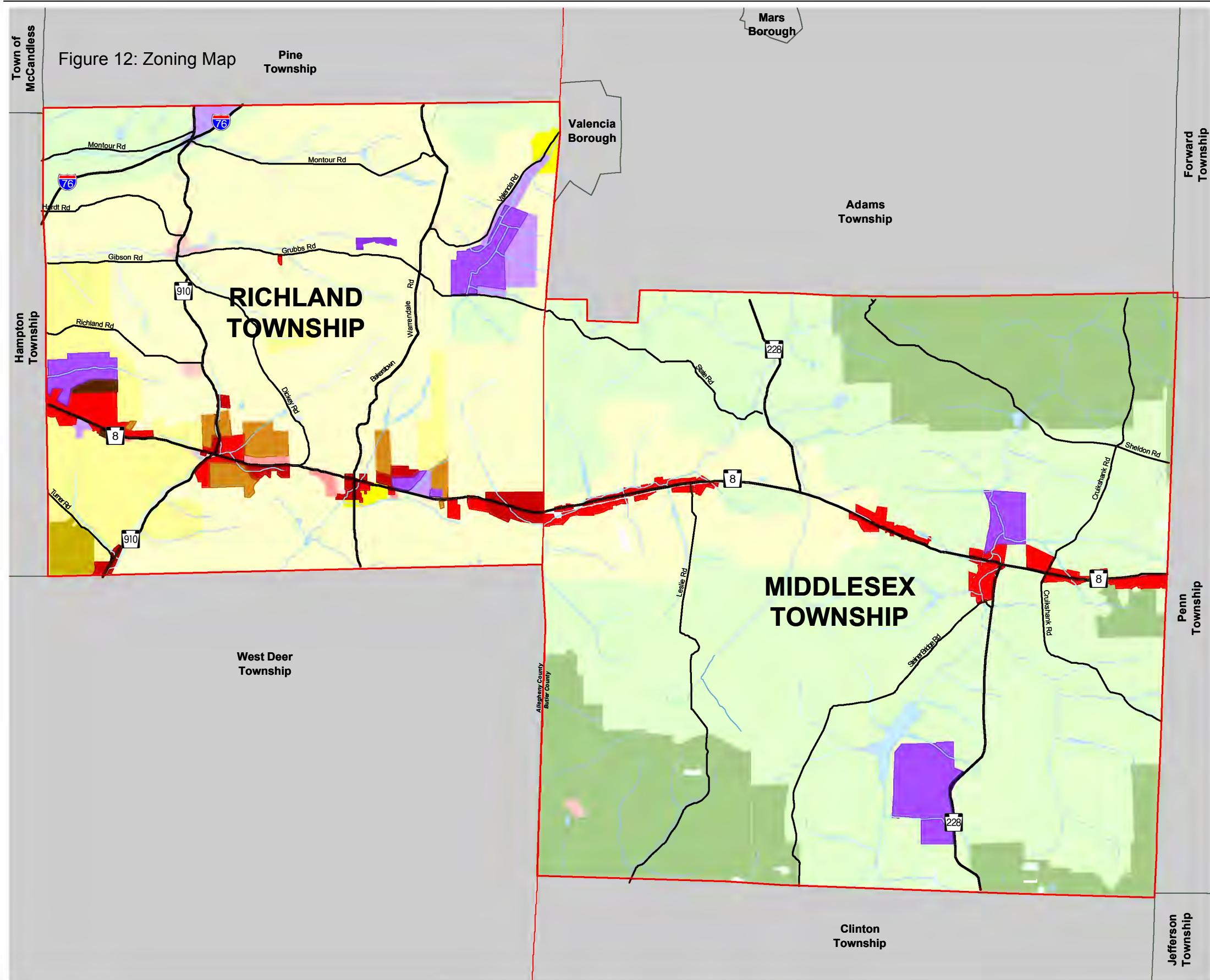
row. In addition, Figure 12: Zoning illustrates the location and extent of the various zoning districts. In cases where the zoning districts are similar, the same color has been used in both communities to denote the area.

Table 14: Zoning Comparison Analysis

Richland Township			Middlesex Township					
Zoning District	General Gross Density (DU/acre or minimum sq. ft.)	General Land Use Characteristics	Zoning District	General Gross Density (DU/acre or minimum sq. ft.)	General Land Use Characteristics			
RS	1 DU / 2 acres	Single Family Residential, Farms, Duplex as a Special Exception	AG-B	1 DU / 1 acre	Single Family Residential, Farms, Duplex, Quarrying, Landfill			
	1 Farm / 40 acres			1 Farm / 20 acres				
R-3	1 DU / 1 acre	Single Family Residential, Farms, Duplex as a Special Exception	R-1	1 DU / 1 acre	Single Family Residential, Farms, Duplex			
	1 Farm / 5 acres			1 Farm / 20 acres				
R-2	2 DU / 1 acre	Single Family Residential, Duplex as a Special Exception, PRD as a Conditional Use			Single Family Residential, Farms, Duplex			
R-1	6 DU / 1 acre	Single Family Residential, Duplex, Townhouse and Apartments, PRD as a Conditional Use (Bakerstown only)						
R-4	8-16 DU/acre	Garden Apartments and Town house Buildings						
RM		Mobile Homes						
PRD	12 DU/1 acre - R-4	Single Family Residential, Duplex, Townhouse and Apartments, Professional Office (<10,000); Neighborhood Retail (<2,500)						
	4 DU/1 acre - R-3							
	6 DU/1 acre - R-2							
C-1	20,000 sq. ft.	Artist Studio, Pharmacy, Dry Cleaner, Barber Shop, Shoe Store, Libraries	C-1	43,560	Pharmacy, Dry Cleaner, Barber Shop, Food Store (<10,000 sq. ft.)			
C-2	20,000	Same as C-1, Office, Furniture Stores, Restaurants, Sporting Goods			Motel, Grocery Store, Theater, Clothing Store, General Merchandise Store			
C-3	20,000	Same as C-2, Motel, Beverage Distributor, Theater, Commercial Recreation/Entertainment						
C-4	20,000	Same as C-2 and Research and Development Laboratories						
C-M	40,000	Same as C-2 / C-3 Contractor's and Auto Sales and Service Distribution			Self Storage, Manufacturing, Warehouses, Distribution			
M	40,000	Brewery, Cleaning Plant, Distribution, Feed Plant						

Joint Comprehensive Plan

(This page intentionally blank)



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services. Middlesex Township zoning information provided by Killam Associates, 1997. Richland Township zoning information provided by Shoup Engineering, Inc., 2002.

RS - Residential
R3 - Residential
R2 - Residential
R1 - Residential
R4 - Residential
RM - Residential
PRD - Planned Residential District
C1 - Neighborhood Commercial
C4 - Office Commercial
C3 - Highway Commercial
C2 - Community Commercial
CM - Commercial Industrial
M - Industrial
AG-A - Rural Residential
AG-B - Agricultural B
R-1 - Suburban Residential
C-1 - Neighborhood Commercial
C-2 - Highway Commercial
I-1 - Industrial

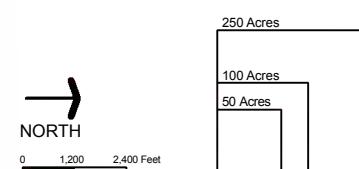


Figure 12:
EXISTING ZONING MAP

(This page intentionally left blank)

Existing Sanitary Sewer

Richland Township Existing Wastewater Treatment And Conveyance Systems

The existing collection and conveyance facilities within Richland Township are illustrated on Figure 13. In addition to the collection and conveyance sewers within the study area, the Township owns and operates one small duplex pump station known as the Fairwinds Plan Pump Station. The pump station operates with two 5-horsepower grinder pumps and services approximately 41 existing single family dwellings. The force main associated with this pump station is 2 1/2 inch PVC which conveys the wastewater approximately 1,100 feet to a gravity sewer.

No treatment facilities exist within the Township boundaries. All wastewater collected within the Township is conveyed to public treatment facilities in nearby municipalities.

Existing sewers owned by the Township within the West Branch of the Deer Creek Basin and the Little Deer Creek Basin convey sewage to a conveyance system owned by the Deer Creek Drainage Basin Authority, which transports the wastewater to the Allegheny Valley Joint Sewer Authority's (AVJSA) treatment plant. The AVJSA facility is an extended aeration activated sludge treatment facility providing secondary treatment. The plant has a permitted average monthly hydraulic loading of 5.1 mgd and a permitted average organic loading of 1,063 pounds of BOD₅ per day. The plant accommodated an average annual flow of 3.68 mgd according to the AVJSA 2001 Chapter 94 Report. Discharge from the facility is to the Allegheny River.

Existing sewers within the Crouse Run Subwatershed and Willow Run Subwatershed of the Pine Creek Basin owned by the Township convey sewage to a conveyance and treatment system owned by Hampton Township, and known as the Allison Park Sewage Treatment Plant. The Hampton Township facility is an extended aeration activated sludge treatment facility providing secondary treatment.

The plant has permitted average monthly hydraulic loading of 3.2 mgd and permitted average organic loading of 400 pounds of BOD₅ per day. The plant accommodated an average annual flow of 1.696 mgd according to the Hampton Township 2001 Chapter 94 Report. The maximum monthly flow at the facility in 1991 was 2.331 mgd. Consideration is being given to a possible expansion. The Engineer for Hampton Township indicates that no expansion is planned within a 5-year window, however, a plant expansion may occur with a 10-year window. Discharge from the facility is to Pine Creek.

Existing sewers within the Breakneck Creek Basin owned by the Breakneck Creek Regional Authority (BCRA) convey sewage to the BCRA wastewater treatment facility. The BCRA facility is a sequential batch reactor treatment facility providing secondary treatment. The plant currently has a permitted average monthly hydraulic loading of 2.0 mgd. The facility is currently being expanded to provide a 3.0 mgd capacity which should be operational in 2003. BCRA officials indicate that flows in 2001 averaged approximately 0.85 mgd for monthly flows. Maximum monthly flow in 2001 was 1.3 mgd. No additional expansions are anticipated within a 10-year horizon. Discharge from the facility is to Breakneck Creek.

No significant problems with collection, conveyance, or treatment facilities within the Township or outside of the Township are known to exist. Four holding tanks exist throughout the Township. Three of the holding tanks serve commercial operations (Pittsburgh Model Railroad Historical Society – Lakeside Drive; Lakeside Pines Nursing Home – Lakeside Drive; and MCI Telephone – Grubbs Road) and one holding tank services an existing single family home on Oak Hill Road. Richland Township has an ordinance governing the construction and operation of holding tanks.

Nine small flow treatment facilities also exist throughout the Township. All of these facilities provide treatment service for single family residences.

Developed areas of the Township, which lack public sewers, currently utilize individual on-lot disposal systems, community on-lot disposal systems, holding tanks, or small flow treatment facilities with stream discharge. Individual on-lot disposal systems, community on-lot disposal systems are used in the vast majority of un-sewered areas. These systems generally consist of septic tank treatment with disposal into in-ground trench or seepage beds, or elevated sand mounds. Due to the age of many of these systems, it is supposed that some systems are hybrids of today's conventional systems utilizing seepage pits and other non-traditional disposal methods.

Source: Richland Township Act 537 Plan prepared by Shoup Engineering.

Saxonburg Sewer Authority (Middlesex Township)

Middlesex Township is not currently tapped into a public sewer system. Currently all residents have either a septic or on lot system. The Saxonburg Sewer Authority purchased the plans that were developed to construct a new sewage plant within Middlesex Township. The new plant, to begin construction in the summer of 2004, will not be located in Middlesex Township, but will service 1,238 initial customers from the Township and have a capacity of 2.5 million gallons per day. The total cost of the project is expected to be \$36 to \$40 million dollars. The Saxonburg Authority is under orders to fix an overload problem, and DEP has required the Authority to submit a sewage treatment plan, or Act 537, within the next two months.

Source: Paul Cornetti, Authority Engineer

Water systems report

Richland Township: West View Water Authority

Richland Township has a Richland Water Authority with a 5 person board that oversees the ongoing operations of the water service for the Township. The Richland Water Authority purchases all of its water from the West View Water Authority. West View's source water is surface water taken from an intake structure in the Ohio River. West View also has groundwater wells on Neville and Davis Islands for emergency purposes. The entire system has 800 miles of lines to deliver the water.

The plant currently produces 22 million gallons of water per day and has a maximum capacity of 40 million gallons of water per day. Four pumping stations serve Richland Township. The plant has a two day storage capacity.

During the last year, the Authority has continued its program of replacing deteriorating lines made of cast iron with those made of ductile iron pipe and added a loop to the system by installing a new section of waterline on Gibsonia Road. All of the pumping stations are new as well.

Allegheny County Health Department awarded a 2002 Certificate of Commendation to the Authority for exemplary compliance with all water quality and monitoring requirements and for implementing an approved Operation and Maintenance Plan, Emergency Response Plan, and Cross Connection Program.

In the event of excess demand on water reserves, the Authority has an agreement to purchase water from the Hampton Township Municipal Authority.

Source: Joe Dinkel, plant manager

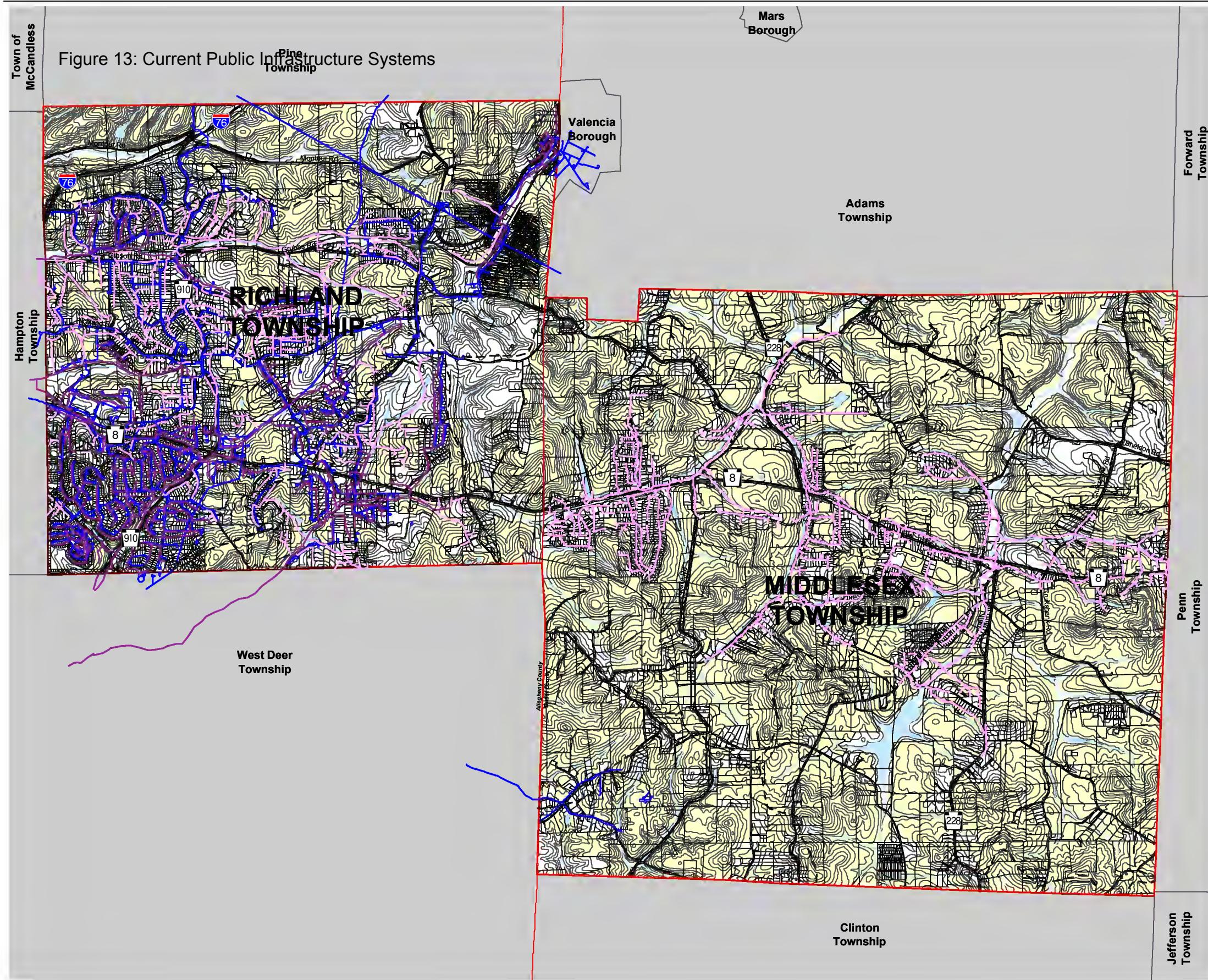
Middlesex Township: Oakmont and Saxonburg Water Authorities

The Oakmont Water Authority has approximately 250 miles of water lines at present, ranging from 2" through 24". The Authority serves a population of close to 40,000, with 16,200 connections. The service area encompasses approximately 45 square miles. The system is comprised of one treatment plant, which averages pumpage of 5.4 million gallons per day, with 12 standpipes, one elevated tank, 2 covered reservoirs, and 11 pump stations.

The proportion of pipes and demand that the residents of Middlesex contribute to the Authority's overall system is very small. Today, only the southeast corner of the Township is serviced by potable drinking water. Because it is unlikely that Oakmont will expand its system, Middlesex Township is currently working with Saxonburg Borough of Water and Sewer to identify potential opportunities to expand Water Service into the Township.

Joint Comprehensive Plan

(This page intentionally left blank)



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and the Allegheny County Division of Computer Services. Richland Township sanitary sewer information provided by Shoup Engineering Inc. Middlesex Township sanitary sewer information provided by Herbert, Rowland & Grubic, Inc.

LEGEND

- Study Area Boundary
- Municipal Boundary
- County Boundary
- Lot Line
- Arterial Road
- Collector Road
- Stream/Pond
- Existing 20' Topographic Contour
- Developable Land
- Watershed Basin
- SANITARY SEWERS**
- Existing Sanitary Sewer Line
- Proposed Sanitary Sewer Line
- WATER SERVICE**
- Water Service Line
- Water Tank

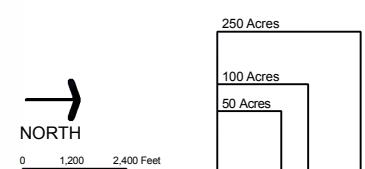


Figure 13:
CURRENT PUBLIC
INFRASTRUCTURE SYSTEMS

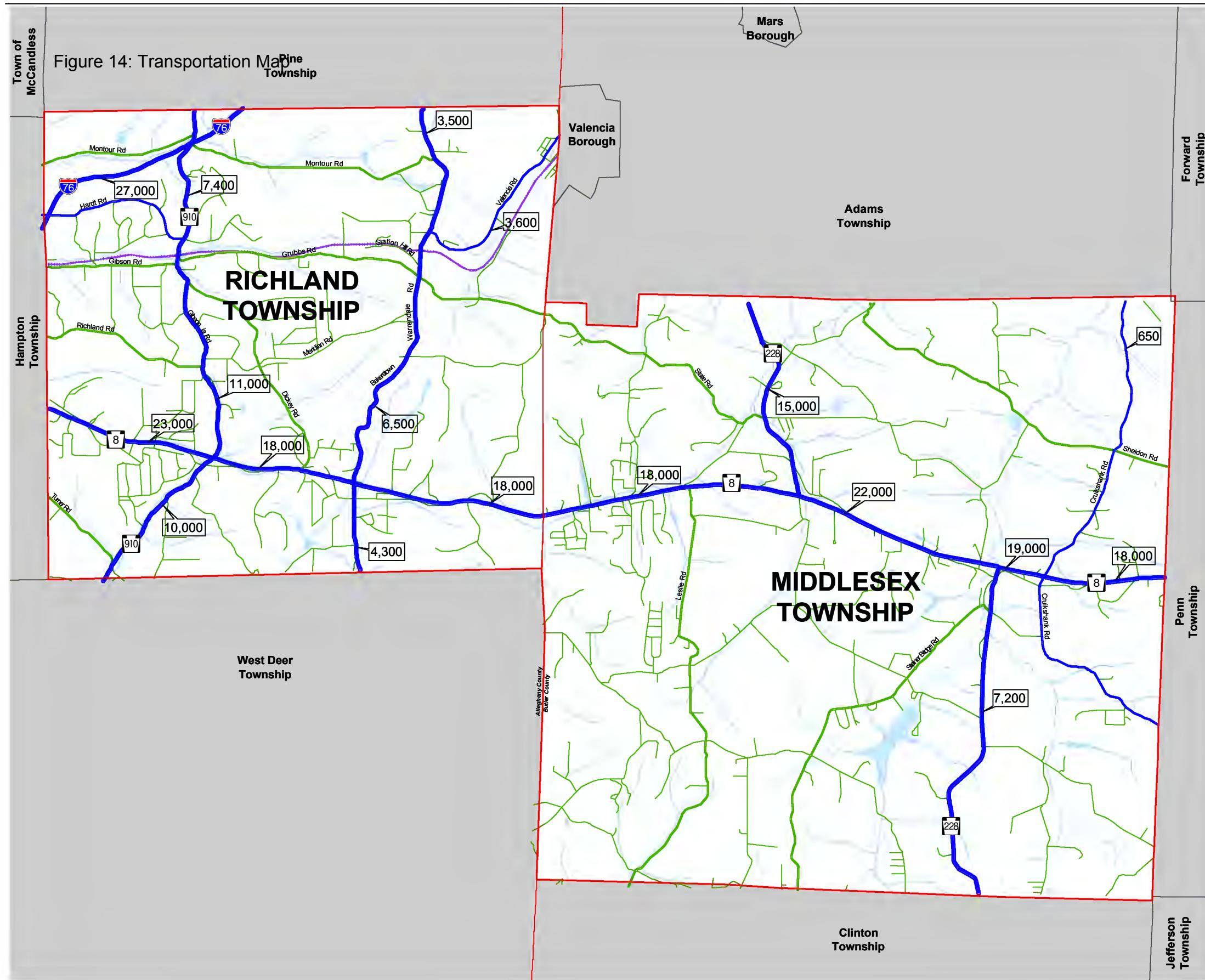
Transportation

Major transportation routes including I-76, Route 8, Route 228 and Route 910 crisscross Middlesex and Richland Townships. These routes connect the Townships to Pittsburgh, other suburban communities and beyond. Figure 17: Transportation Map, indicates arterial, collector and other roads (by ownership) as well as listing some average daily traffic (ADT) volumes. Of the State Routes, Route 8 handles the most traffic, 18,000-23,000 ADT per roadway segment, within the Townships.

State Roads, including Route 8, Route 228, Route 910 and Hardt Road are State roads and are therefore maintained by PENNDOT. Allegheny County is responsible for County roads, like Meridian Road and Station Hill Road. Township roads are maintained by the Public Works Departments of each of the Townships. In all, there are about 153 miles of streets, roads and alleys within the Townships. Despite its smaller land area, approximately 46% of the roads are within Richland Township.



Neither Township currently has public transportation through the Port Authority of Allegheny County or the Beaver County Transit Authority.



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission. Traffic counts are based on the Pennsylvania Department of Transportation 2001 Traffic Volume Map Type 4-02 for Richland Township and 2000 Traffic Volume Map Type 4-1 for Middlesex Township.

LEGEND

- Study Area Boundary
- Municipal Boundary
- County Boundary
- Stream/Pond
- Active Railroad
- ARTERIAL ROADS**
- State Owned
- Other
- COLLECTOR ROADS**
- State Owned
- Other
- OTHER ROADS**
- State Owned
- Other
- 4,400 Average Daily Traffic Volume (ADT)

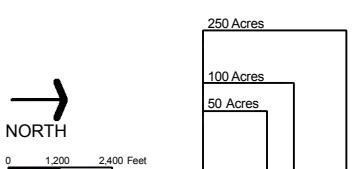
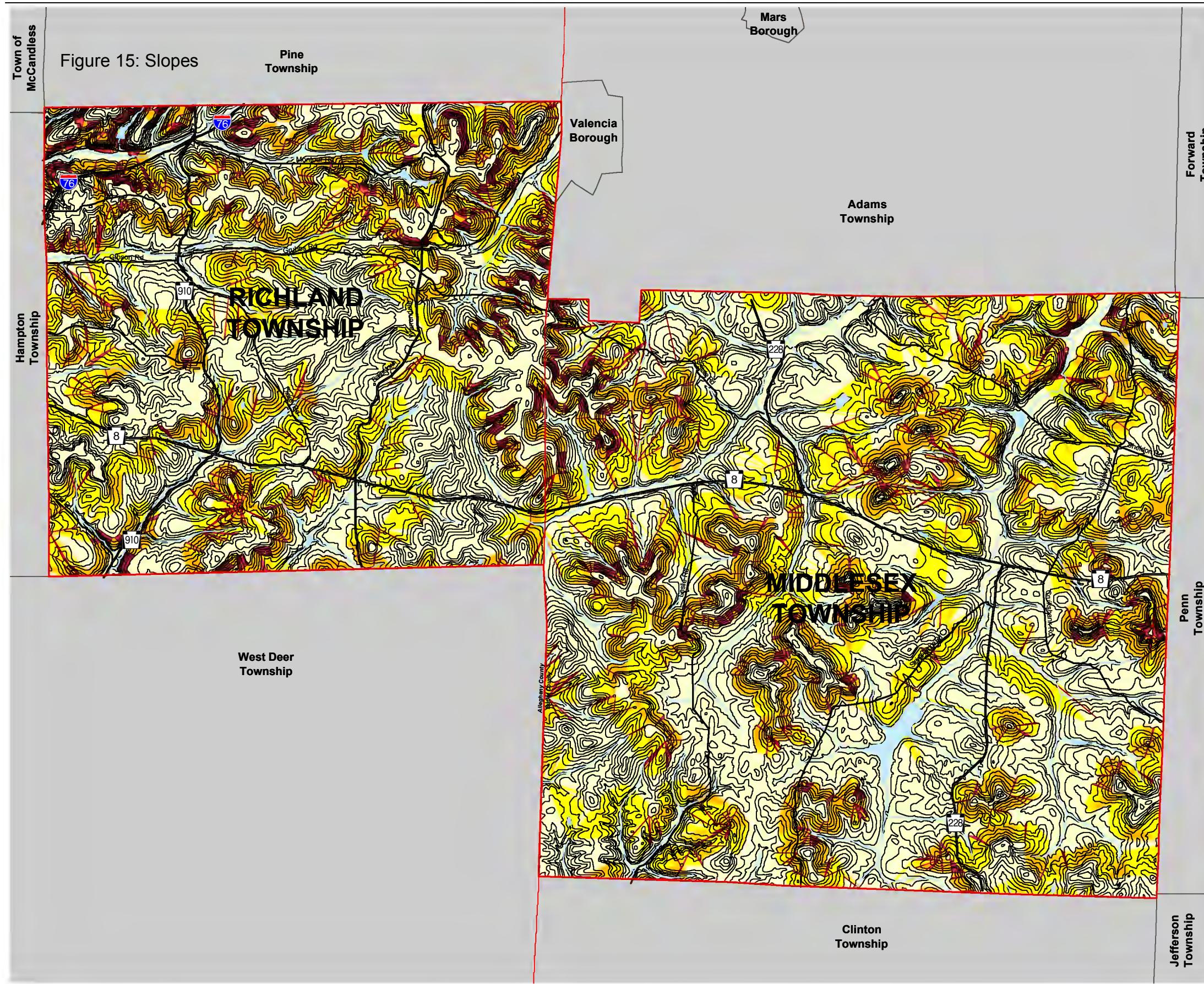


Figure 14:
TRANSPORTATION MAP

Slopes

Based on an analysis of 20-foot contour intervals, the majority of Middlesex and Richland Townships are characterized by slopes with gradients less than 15%. Given the general soil types found in the area, development on 0-15% slopes is typically unrestricted unless there is a presence of environmentally sensitive areas. Approximately, 3% of the Township's possess slopes >25% in gradient; these slopes are generally more costly to develop and can present greater development challenges than slopes <25% in gradient.





Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission.

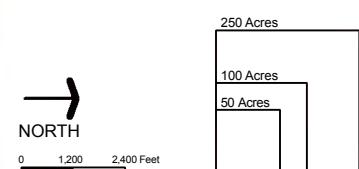
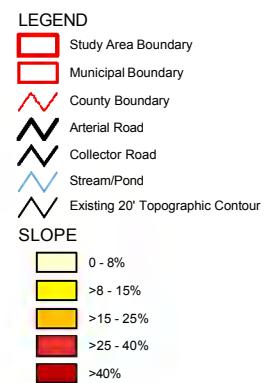
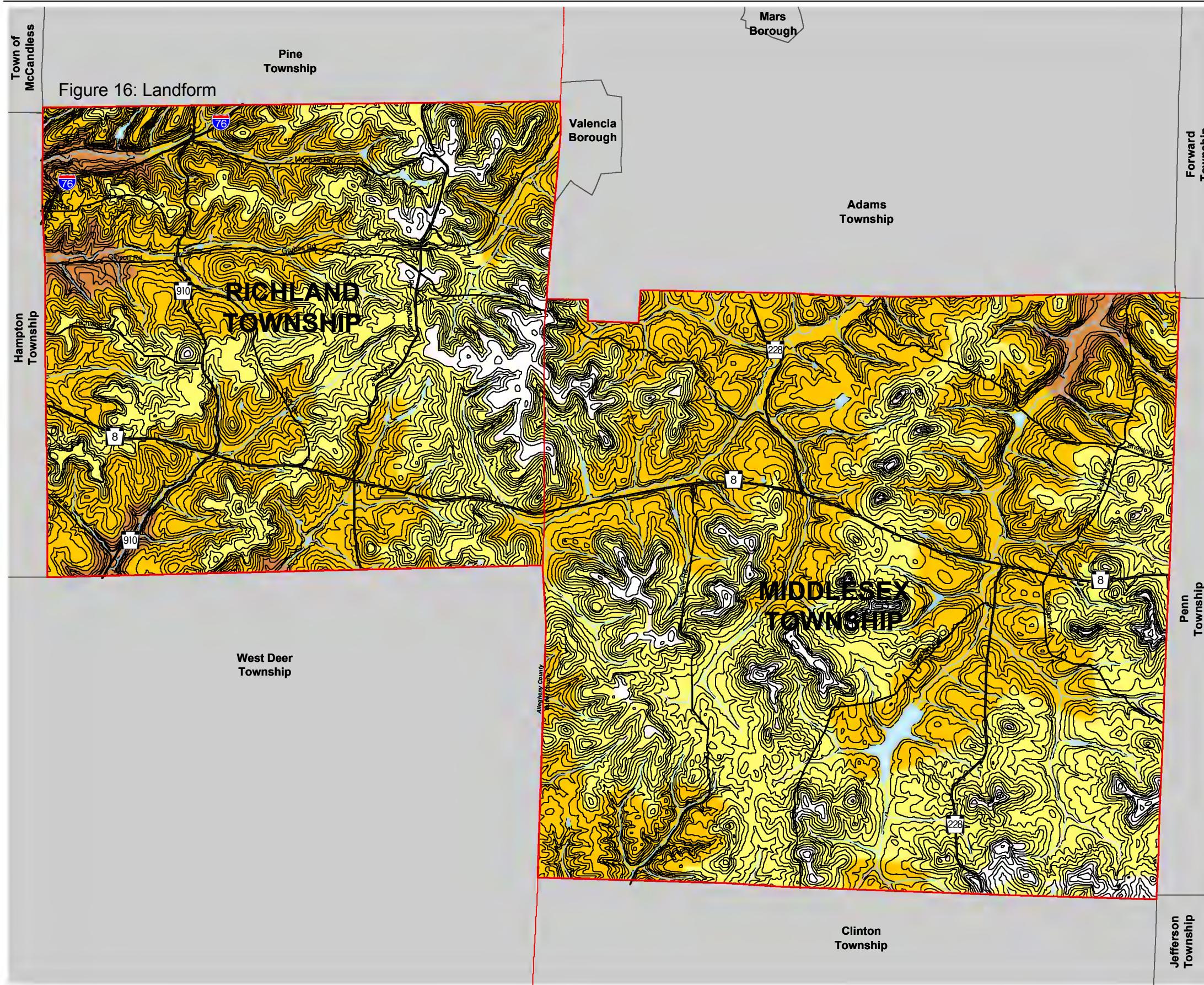


Figure 15:
SLOPE MAP

Landform

Land elevations within Middlesex and Richland Townships range from <1,000' feet generally along Richland's southern boundary to > 1,300' feet along the Allegheny County-Butler County boundary. Based on the landform pattern streams in Richland generally flow south and those in Middlesex generally flow west. Contour lines on this map represent 20-foot change in elevation. In many cases, roads throughout the communities typically follow stream valleys or are trace along ridgelines.



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission.

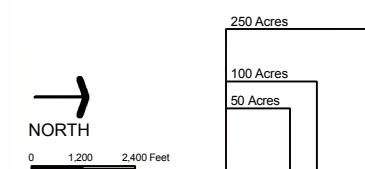
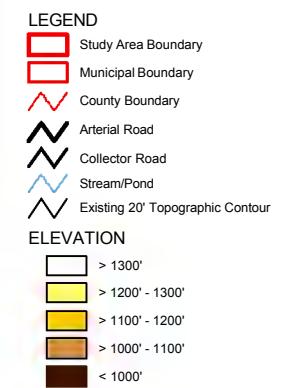
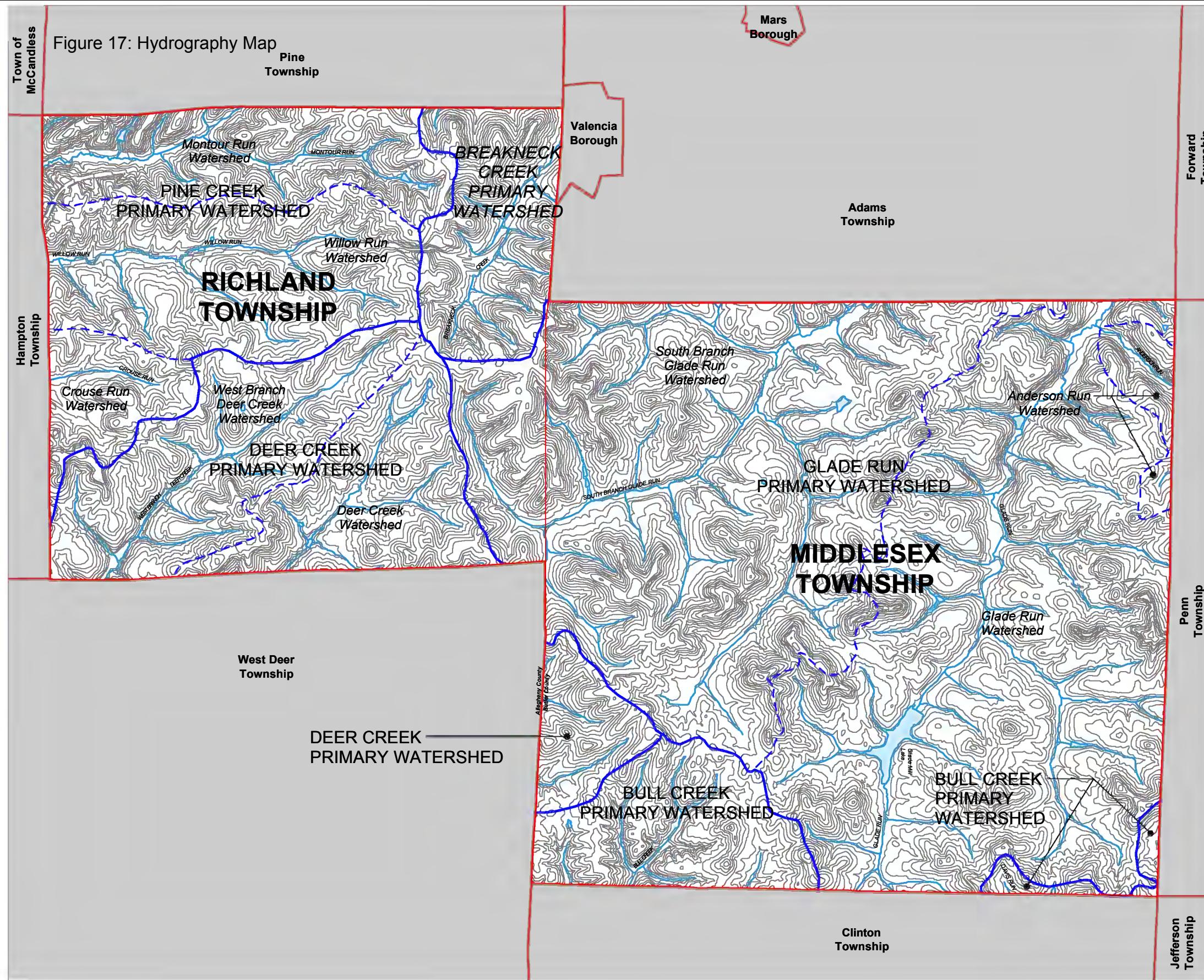


Figure 16:
LANDFORM MAP

Hydrography

Primary and secondary watersheds are illustrated on Figure 17: Hydrography. Three primary watersheds are found in Middlesex Township: Glade Run, Bull Creek and Deer Creek. More than 87% of the community is located in Glade Run (12,652 acres). Encompassing 522 acres, the Deer Creek watershed is the smallest primary watershed in Middlesex Township. Richland Township can be subdivided into four primary watersheds: Pine Creek, Deer Creek, Glade Run and Breakneck Creek. The largest watersheds impacted by existing development in Richland Township are Pine Creek and Deer Creek. Glade Run and Deer Creek watershed extend into both communities as well as neighboring Townships.

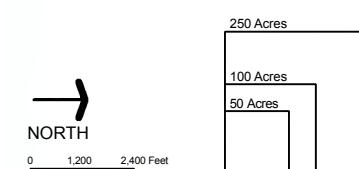




Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission.

Figure 17:
HYDROGRAPHY MAP

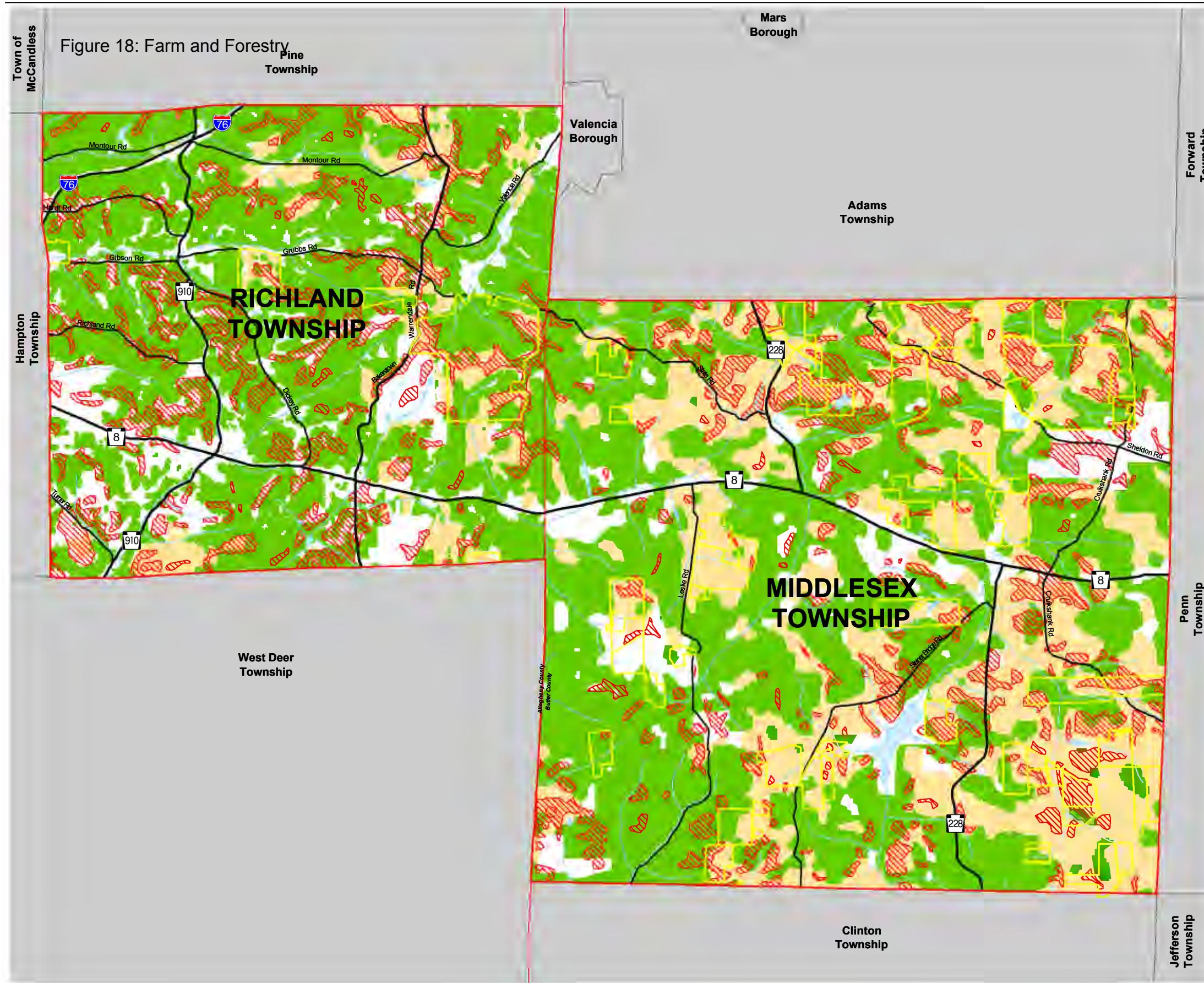


Farming and Forestry

The Farming and Forestry map identifies the areas of land generally characterized by their agricultural or woodland features. Based on an analysis of aerial photography, more than 39% of Middlesex Township is agricultural and another 50% can be classified as woodland. Prime agricultural soils, denoted in 1,879 acres, encompass more than 13% of the community. Comparatively, just about 12% of Richland Township is agricultural and another 64% can be classified as woodland. Prime

agricultural soils, denoted in 608, encompass more than 17% of the community. Areas bounded in yellow delineate land enrolled within the Commonwealth of Pennsylvania's agricultural security program. This program, enables property owners to take advantage of potential State and County tax savings in exchange for a commitment to land conservation. Enrollment is traditionally renewed in 7-year cycles.





Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission. The location and extent of existing agricultural security areas is based on Allegheny County and Butler County Map Information.

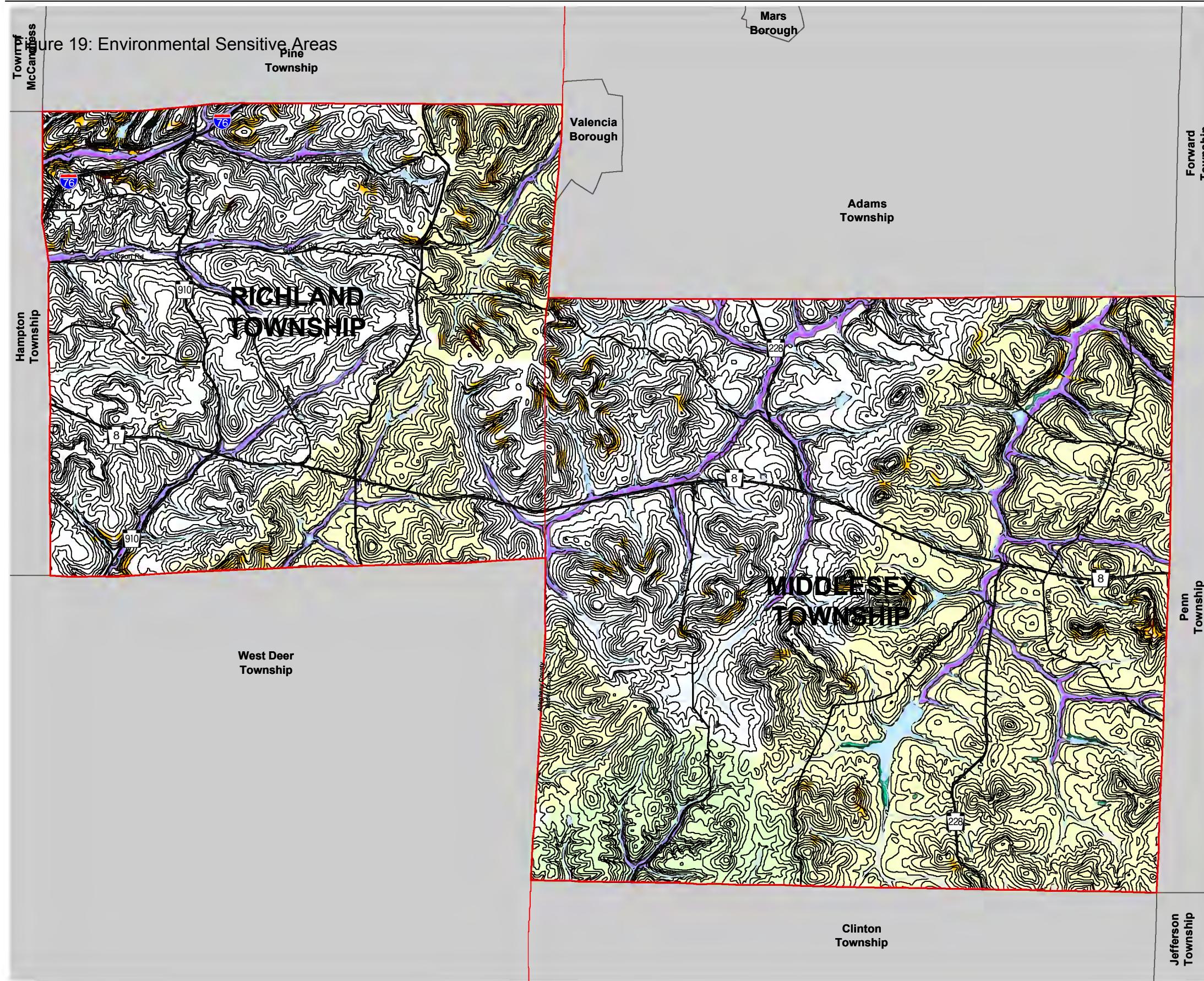
Figure 18:
FARMING AND FORESTRY MAP

Environmentally Sensitive Areas

Based on natural resource information compiled by the Southwestern Pennsylvania Commission (SPC) and the Western Pennsylvania Conservancy (WPC), several types of environmentally sensitive areas are found within Middlesex and Richland Townships.

Figure 18: Environmentally Sensitive Areas identifies the location and relationship of flood prone areas, wetlands, high quality brook trout and high quality warm water game fish habitat areas. More than 49% of the communities are noted as areas for high quality fish habitat. In addition, steep slopes, those greater than 25%, are also illustrated. From the analysis, these sensitive slope characteristics are scattered throughout Townships and are not typically found in large, expansive areas.





Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission. The data related to the high quality fish habitat is based on the Pennsylvania Gap Analysis

Figure 19:
ENVIRONMENTALLY
SENSITIVE AREAS MAP

Community Facilities

Community facilities include public and private institutions and areas such as schools, libraries, municipal buildings, parks and open spaces. In addition, public services, including police, fire and EMS services, contribute to the livability of a

community.

Community

facilities provide unique assets and vitality to an area; these facilities contribute to the attraction and retention of residents and employers. Given the importance of community facilities, it is useful to assess the existing services within Middlesex and Richland Townships.

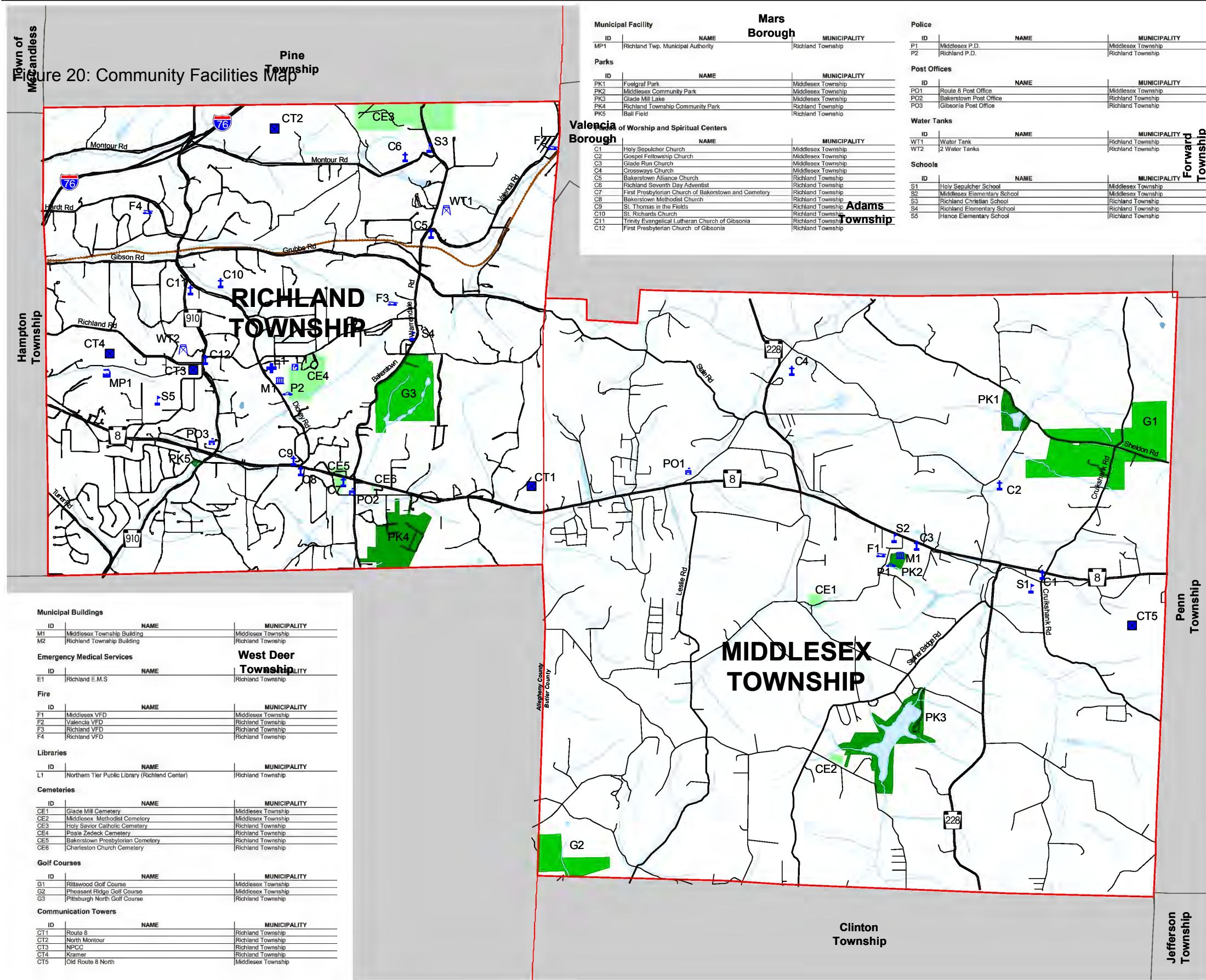


1. Education

The Northern Tier Library is located behind the Richland Municipal Center on Dickey Road in Richland Township. In addition to a wide variety of books, magazines, video cassette tapes, audio cassettes, records, computers with word processing programs and Internet access, the Library also offers story hours, reading clubs, youth and adult movies, holiday activities, telephone reference services, and additional adult programs.



Richland Township is part of the Pine-Richland School District. This District contains 3 elementary schools (K-5th grade), 1 middle school (6-8th grade) and 1 high school (9-12th grade). Each of the elementary schools currently enrolls between 500-600 students. (Con't on page 3-67)



Funded by: Pennsylvania Department of Community and Economic Development, Local Government Academy, Beaver-Butler COG, Richland Township and Middlesex Township.

Source: Base GIS data provided by the Southwestern Pennsylvania Commission and depicts existing facilities.



(This page intentionally left blank)

Currently, Pine-Richland Middle School has about 850 students, and Pine-Richland High School has just over 1,125 students. In addition to the facilities outlined below, the School District anticipates constructing facilities in the future:

Pine-Richland High School
700 Warrendale Road
Gibsonia 15044-6040
724-625-4444

Richland Elementary School
3811 Bakerstown Road
Gibsonia 15044-9740
724-443-1558

Pine-Richland Middle School
100 Logan Road
Gibsonia 15044-8914
724-625-3111

Wexford Elementary School
250 Brown Road
Wexford 15090-8558
724-935-4631

Hance Elementary School
5518 Molnar Drive
Gibsonia 15044-9308
724-443-1541

In addition to these public schools, the Richland Christian School provides private education to children between K-6th grade.

Middlesex Township belongs to the Mars Area School District. In addition to Middlesex Township, the Mars Area School District serves Mars Borough, Adams Township and Valencia. This School District consists of 1 primary center (K-2nd grade), 1 elementary school, 1 middle school and 1 high school. Specific information on the existing schools follows:



Mars Area Senior High School	Mars School District
520 Route 228	Administrative Office
Mars, PA 16046	545 Route 228
724-625-1581	Mars, PA 16046
	724-625-1518
Mars Area Middle School	
1775 Three Degree Road	Mars Primary Center
Mars, PA 16046	549 Route 228
724-625-3145	Mars, PA 16046
	724-625-1588
Adams Elementary School	
547 Route 228	
Mars, PA 16046	
724-625-3161	

Middlesex Township is also home to Holy Sepulcher Elementary School (K-8th grade).

Holy Sepulcher Elementary School

6515 Old Route 8

Butler, PA 16001

724-586-5022

2. Parks, Recreation and Open Space

The parks in Middlesex and Richland Townships encompass over 750 acres, including public and private recreational spaces such as golf courses. Parks within the Townships include Fuelgraf Park, Glade Mill Lake Park (privately owned), Middlesex Community Park, Richland Township Community Park and Richland Ballfield. These parks provide a wide range of recreational opportunities. For example, the 102-acre Richland Township Community Park has baseball/softball fields, a basketball court, a sand volleyball court, picnic pavilions, hiking trails and playground equipment to allow for active and passive recreation for a variety of age groups.

In addition to these parks, Middlesex and Richland Townships have 3 golf courses: Rittswood Golf Course, Pleasant Ridge Golf Course and Pittsburgh North Golf Course. These courses further diversify the outdoor sport opportunities and provide additional green space for the communities.



Public Cost Analysis

The Public Cost Analysis is the foundation for determining the communities' balance between future land uses, transportation improvements and other community resources. The Public Cost Analysis serves as the tool for the Township to explore alternative visions, to evaluate potential development implications, to define community objectives and to establish a preferred land use pattern for future development and conservation. Based upon projected outcomes for each public cost scenario, the Townships have determined the development threshold that they are willing to sustain.

The detailed land use studies, or future land use scenarios, define a range of potential development characteristics, locations and relationships between future land uses. The impact assessments provide quantitative data regarding the potential physical, social and fiscal implications of each future land use scenario. The assessments project the effect that each future land use scenario could have on the community's population, employment, tax base, municipal and school district operating costs and traffic system. Each analysis is independent of time. In turn, the analyses function as a "snapshot" at the Township's build-out. Operating costs and revenues for the Townships and School Districts were calculated to determine the economic advantages and disadvantages of the different land use mixes.

The Townships created three (3) alternative future land use scenarios. Scenario 1 is based on existing zoning; Scenario 2 responds to market forces. Land use patterns for Scenario 2 are determined by infrastructure, parcel visibility and parcel access. Based upon the opportunities and constraints that the two scenarios presented, the community defined its objectives and established its future land use preferences. Integrating the desirable portions of Scenarios 1 and 2, the Township created a refined scenario. The refined scenario serves as the foundation of the Comprehensive Plan.

Refined Scenario

The Refined Scenario is an adaptation and integration of the first and second Scenarios. The Refined Scenario incorporates the preferred elements from the first two scenarios and strikes a balance between future development potential, fiscal responsibility and reasonable traffic growth expansion. The community blended lower-intensity residential and non-residential land uses to create a more desirable future character within the context of community's preferred Thoroughfare Plan. At Build-out, the refined Scenario supports nearly 13,500 dwelling units, 44,000 residents and 2,400 acres of non-residential development would be created. The combination of land uses contribute positively to the Township's and the school district's potential operating costs.

Joint Comprehensive Plan

(This page left intentionally blank)

Appendices

Meeting Observations

Richland – Middlesex Steering Committee

Meeting Observations

May 13, 2003

Meeting Location: Richland-Northern Tier Library- Lower Level

I. Attendees

D. Bastianini, Richland Township, Secretary
R. Goetz, Richland Township
S. Pambianco, Richland Township
J. Wilkinson, Middlesex Township
D. McMaster, Middlesex Township
R. Dunlap, Middlesex Township, Manager
H. Dankmyer, Richland Township
G. Boff, Richland Township
C. McKelvey, Richland Township
T. Gaiches, Richland Township
J. Sutter, Richland Township
Mr. Schaier, Richland Township
J. Manjerovic, Middlesex Township
General Public

Schwartz, EPD, LLC
W. Finnstrom, EPD, LLC

Additional Steering Committee members, who were not able to attend today's meeting, included: Kevin Dougherty, Richland Township; Denise Hoover, Middlesex Township; and Andy Lutzic, Middlesex Township.

II. Plan Process

- A. The Steering Committee composed of Planning Commissioners, Supervisors, residents and business representatives will be the main point of contact and body that will work on the daily issues related to developing the Plan; collaborating with the Planning Team; and defining direction for the Comprehensive Plan.
- B. The Planning Commissions from Middlesex and Richland Townships will be periodically briefed on the status of the Plan development and will also have representative on the Steering Committee.
- C. Supervisors from both Townships will also be kept informed as to the status of the Plan and will be briefed at strategic points in time regarding issues.

III. Comprehensive Plan Legal Issues

- A. The Comprehensive Planning process may lead to zoning amendments as an "issue" and an action item for future work. In the short term, the Plan will provide a framework for both Townships to proactively make land use and development decisions.
- B. The Comprehensive Plan, though not a legally binding document, establishes a philosophy that courts often look to when land issues arise. Courts look primarily at the zoning ordinances and the underlying justifications and the Comprehensive Plan to determine the underlying intent.

C. As a matter of practicality and relevance, the Comprehensive Plan should be updated every 5-10 years to stay current and address relevant issues.

IV. Election of Officers

A. The election of officers for the Steering Committee took place per the Intergovernmental Municipal Agreement. The template, provided by the Local Government Academy, provides an outline of administrative procedures as well as the responsibilities of those who become a part of the Steering Committee.

B. The Chair leads the meeting and ensures a smoothly facilitated meeting; the Vice-Chair provides a back-up to the Chair and assists in meeting preparation and facilitation; and the Secretary records the meeting discussions and decisions.

C. The election was conducted following the election protocol outlined in the Local Government Academy and the following officers were elected:

Chair: David McMaster, Middlesex Township

Vice-Chair: Herb Dankmyer, Richland Township

Secretary: Jim Wilkinson, Middlesex Township

V. Meeting Procedures

A. All meetings will be open to the public.

B. EPD will be responsible for making meeting observations. The Steering Committee Secretary will be responsible for distributing the observations to the Steering Committee members. The meeting observations will be incorporated into the Comprehensive Plan as an appendix.

VI. Review of project scope and timeline

- A. The short-term timeline was reviewed to verify the Steering Committee meeting dates through the end of 2003 and to outline project milestones and work products.
- B. The Steering Committee meetings will take place roughly every six (6) weeks for the project. The Steering Committee meetings will take place the 1st Monday of every month, with a few exceptions for holidays or previously arranged engagements.
- C. The first community listening session will be in December.

VII. Schedule for next meeting

The next Steering Committee meeting will be on Tuesday, July 8 at 7:00 p.m. at the Middlesex Borough building.

Richland – Middlesex Steering Committee

Meeting Observations

July 8, 2003

Meeting Location: Middlesex Township Borough Office

I. Attendees

R. Dunlap, Middlesex Township,
Manager
B. Goetz, Richland Township
D. Bastianini, Richland Township,
Secretary
A. Lutzie, Middlesex Township
J. Wilkinson, Middlesex Township
D. McMaster, Middlesex Township
K. Dougherty, Richland Township
W. Sloan, Middlesex Township
S. Pambianco, Richland Township
J. Manjerovic, Middlesex Township

General Public

A. Schwartz, EPD, LLC
W. Finnstrom, EPD, LLC

II. Socio-economic Analysis Overview and Feedback

A. The text of the socio-economic analysis was reviewed and key points from the study were highlighted:

- (1) The population has gone up in both Townships over the last 10 years, though at different rates.
- (2) The school-age population has risen in Richland Township but dropped slightly in Middlesex.
- (3) A large increase in the 45-54 year groups in both communities.
- (4) A significant drop in the 20-34 year age groups in both communities.
- (5) An increase in older seniors in both communities.
- (6) Rising incomes in both Townships (above the National CPI).
- (7) Large rise in home values (above the National CPI).
- (8) A slight rise in the number of households as well as the number of housing units.
- (9) Proportion of multi-family housing has decreased in Richland. In Middlesex Township the number of structures with 3-9 units has more than doubled.
- (10) Both communities enjoy a high proportion of educated residents. Large increases in both Townships in those with graduate or professional degrees.
- (11) Both Townships have seen a large increase in those in management and professional positions. A large drop has occurred in farming, fishing, and forestry.
- (12) In both Townships, the highest percentage of people are employed in educational, health, and social services.

B. Feedback and Discussion:

- (1) School enrollment has risen in the last three (3) years in both Middlesex and Richland Townships. School enrollment has risen from 1300 to 4200 since 2000.
- (2) Since 2000, 600 permits have been approved for single-family development in Richland Township.
- (3) Housing starts are slow this year in Middlesex Township. They averaged 25-30 per year in the past.
- (4) Both Township Secretaries/Managers (Dean Bastianini and Roger Dunlap) will provide information to EPD on housing starts for the last three (3) years.

C. Additional demographic analyses requested by the Steering Committee. EPD will research and add the information to the socio-economic analysis depending upon the availability from the data sources.

- (1) Age of housing stock;
- (2) Length of residency in the community;
- (3) Number of migrant farm workers; and
- (4) Percent of households with a single income source.

III. Existing Conditions Mapping

A. The following maps were presented for feedback:

- (1) Regional Context Map
- (2) Slope Map
- (3) Landform Map
- (4) Environmentally Sensitive Areas Map
- (5) Natural Resources Map
- (6) Hydrography Map

- (7) Population Density Map
- (8) Transportation Map

B. Feedback and Discussion

- (1) Environmentally Sensitive Map: colluvial soils might be added. The Existing Land Use mapping process will involve field work to compile and verify.
- (2) Slopes will be overlayed with the vacant land map and will form the basis of the buildable area analysis.
- (3) Richland Township requested that the agriculture and woodland information be updated to reflect recent developments. EPD will verify this information during the field work phase of the project.
- (4) The Transportation Map will be updated as new/ additional traffic volume information is obtained (particularly along Route 228).

IV. Additional Issues

- A. In Richland Township, the numbers of those living on fixed incomes and those who live in senior housing are impacted by St. Barnabas, a housing complex with small units designed for seniors. These are primary rental units for retirees.
- B. In Richland Township, property owners appear to be more interested in growth due to the approval of bonds for infrastructure improvements. Hampton and Pine Townships are good comparables for the development, McCandless less so. Richland Township will provide pending housing plans to round out the analysis.
- C. Middlesex Township is similar to Penn Township in terms of infrastructure (not as similar as to some of the other “benchmark” Townships). A few people have

been asking about possible townhouse/condominium development for seniors who are downsizing.

D. Current Planning-Related Efforts and Information

- (1) Route 228: Brian Allen is the PennDOT contact during the project. EPD should contact PennDOT to see if updated/additional information is available for traffic volumes
- (2) Butler County has recently completed their Comprehensive Plan and Middlesex Township will provide a CD to EPD for background information.
- (3) Saxonburg Sewer Authority, located at the Saxonburg Borough Building, is a good source for sewage information and CAD files for Middlesex Township. Paul Conneti is the engineer and Mike Thomas is the manager. EPD should contact the Sewer Authority for data.
- (4) KCI is involved in the Route 228 study as well as McCormick-Taylor. Scott Scarborough is the project engineer and may have useful information regarding natural features.
- (5) Brad Barnes with Wings Aerial is the local representative for an aerial photography vendor sell packages of photos for various areas and may have recent photos of Middlesex and Richland Townships. EPD should investigate if any aerial photos are available.

V. Schedule for next meeting

- A. The next Steering Committee meeting will be on Monday, August 4 at 7:00 p.m. at the Richland-Northern Tier Library- Lower Level.

Richland – Middlesex Steering Committee

Meeting Observations

August 4, 2003

Meeting Location: Richland-Northern Tier Library- Lower Level

I. Attendees

D. Bastianini, Richland Township,
Secretary

H. Dankmyer, Richland Township

K. Dougherty, Richland Township

R. Dunlap, Middlesex Township,
Manager

A. Lutzie, Middlesex Township

J. Manjerovic, Middlesex Township

D. McMaster, Middlesex Township

S. Pambianco, Richland Township

W. Sloan, Middlesex Township

J. Wilkinson, Middlesex Township

A. Schwartz, EPD, LLC

W. Finnstrom, EPD, LLC

II. Aerial Photos/GIS Discussion

A. Air Photo USA: Brad Barnes was contacted per the request of the Steering Committee. AirPhoto USA can provide aerial photos at a 2-foot resolution at 10 square miles for \$300. EPD will check whether the digital files are available for both Townships.

B. EPD will provide ArcView files to the Townships at the end of the project. Richland currently has a GIS system and Middlesex is currently considering developing a system. A great deal of digital data will be available for the Townships once the project is finished.

C. **Action Item:** The Steering Committee approved the purchase of up to date air photos if digital files are available in the necessary format from the vendor. The cost should be accounted for through the existing reimbursable budget. EPD will also check with K. Dougherty's staff concerning the digital aerial photos that they may have available.

III. Review of New Demographic Data

The new demographic data was added per the request of the Steering Committee. The following components were added to the main demographic text:

A. Age of Housing Stock: The largest concentration of housing stock in both Townships was built between 1960 and 1979, potentially requiring greater up keep and maintenance in the future.

B. Commuting Time: Commuting times have increased substantially in both Townships. The number of people working at home has also increased in both Townships.

C. Length of Residency: Both Townships possess areas or neighborhoods where short lengths of residency and aging housing stock exist. The neighborhoods may require closer scrutiny and focus because of property and building maintenance issues.

D. Data on migrant workers is unavailable at this point.

IV. Additional Existing Conditions Maps

The following additional Existing Conditions maps were created based on both field work and data retrieval.

A. Initial Existing Land Use:

The uses for Richland were categorized according to the following: residential use (single family; multi-family, etc.) commercial uses (from neighborhood to highway commercial); and institutional categories that included churches, schools, non-profits, libraries, hospitals, and municipal buildings.

B. Zoning:

- (1) An opportunity may exist to consolidate some zoning districts. This should be closely analyzed.
- (2) Uses are permitted in certain districts, for instance the single family district in Richland, that may need to be reconsidered.

C. Zoning Comparison:

- (1) The RS district in Richland is comparable to the AG-A district in Middlesex. Both are single family oriented zoning districts that permit duplexes.
- (2) The R-1 district in Middlesex is comparable to the R-3 district in Richland. The density and uses of the districts are very similar in nature.
- (3) The Joint Comprehensive Plan should deal with the full range of uses (industrial and including noxious uses). In some instances, neither community is addressing a full range of uses.
- (4) Richland has some issues with the treatment of mobile homes which can be addressed through zoning.
- (5) PRD's in Richland require a minimum of 25 acres and are permitted in the R-2, R-3, and R-4 districts. In Richland Township, the PRD district also

permits small scale retail/grocery and office uses. PRD's are a useful tool, but they need to be carefully managed. The PRD process can give the community greater review and scrutiny of the proposed development.

- (6) In Richland, the intent of the CM district is to encourage lighter industrial development.
- (7) In Middlesex, multi-family is allowed, but with conditions (not permitted by right) in zoning districts AG-A and AG. A consequence of this policy is the lack of housing diversity that from time to time could be considered exclusionary zoning, but the specific text would have to be reviewed to make a determination (would have to review specific text to determine).
- (8) Joint planning can provide benefits in addressing issues such as exclusionary zoning, etc., but full implementation requires common zoning districts and requirements.

D. Community Facilities

A couple of areas need to be clarified:

- (1) Categorize the golf course as a community facility.
- (2) Add post offices to the map.
- (3) EPD will look at park acreages and park standards as part of the analysis (it may show a shortage in the Township).

E. Transportation Map

- (1) Show the broader impact on Richland of the Rt. 228 proposed changes (when data is available).
- (2) In Richland, the large area north of the golf course, currently designated as open space, should be categorized as Institutional. It is owned by Heinz

and is encumbered by covenants. These covenants limit development to recreational, agricultural or open space uses only.

F. Housing Analysis

- (1) The analysis reflects the 2000 U.S. Census information. The 4 components of the analysis include the following:
 - (a) Length of Residency
 - (b) Value of Housing
 - (c) Age of Housing Stock
 - (d) Medium Income of Household
- (2) The maps begin to identify housing patterns that can have a positive (and negative) impact on the Township. An example of a pattern is the location of short tenures, which often indicate a potential high turn-over; or areas of both aging housing stock and low value (as an example), indicating an area that may be showing signs of disinvestment.
- (3) Census tract and block group numbers need to be added to the map. These numbers should correspond with the data tables.

V. Overview of Public Cost Model

- A. The model will be used to connect alternative land use decisions with fiscal resources.
- B. The model can be utilized to test certain future land use scenarios relative to municipal costs and revenues.

VI. Administrative Issues

- A. The meeting observations will be first mailed to the Steering Committee Secretary and reviewed. The refined observations will be sent by EPD to the full Steering Committee (via email as well as hard copy for those who prefer regular mail).
- B. EPD will email (and send via hardcopy) the 5/13/03 and 7/8/03 meeting observations plus the maps (pdf).
- C. The meeting observations will include a “Key Actions” section highlighting key decisions that were made.

Richland – Middlesex Steering Committee

Meeting Observations

September 8, 2003

Meeting Location: Middlesex Township Building

I. Attendees

D. Bastianini, Richland Township,
Secretary

H. Dankmyer, Richland Township

K. Dougherty, Richland Township

R. Dunlap, Middlesex Township,
Manager

T. Gaiches, Richland Township

B. Goetz, Richland Township

D. Hoover, Middlesex Township

D. Kudlock, Richland Township

A. Lutzic, Middlesex Township

J. Manjerovic, Middlesex Township

C. McKelvey, Richland Township

D. McMaster, Middlesex Township

S. Pambianco, Richland Township

W. Sloan, Middlesex Township

J. Walzer, Richland Township

J. Wilkinson, Middlesex Township

A. Schwartz, EPD, LLC

W. Finnstrom, EPD, LLC

II. Richland Existing Conditions Maps (follow-up review):

- A. Shoup Engineering provided data for the sewer lines and will also provide digital data regarding recent subdivisions in the Township. EPD will add street names as well as agricultural security areas to the existing conditions maps as requested.
- B. EPD will acquire the aerial photos through Joe Katruska for both Townships.

III. Middlesex Existing Conditions Maps

- A. Roughly 50% of the land in the Township is used for active agricultural purposes. Approximately 70% could be considered developable.
- B. Virtually no duplexes or townhouses exist in the Township. A detailed housing analysis will be conducted (similar to Richland Township) and the housing data will be mapped.
- C. Community facilities are being documented and mapped. The initial community facilities map shows the 1st draft of the available data.
- D. An opportunity exists for both communities to benefit from the large lakes that are located in the communities. This will be further explored when the park analysis is expanded and the future land use scenarios are developed.
- E. The initial infrastructure map shows the existing and planned service (sewer and water) lines for both Townships. In Middlesex Township, no sewer improvements exist as of yet but improvements are being planned. EPD will include watershed boundaries on the public infrastructure and sanitary sewer map.

IV. Public Cost Model Review

- A. The PCM model is intended to provide a relative measure for the fiscal performance/impact on the Townships based on the build out assumptions used in the Future Land Use Scenario (FLUS). The model will project the number of future residents, jobs, etc. Adding sewer capital costs to the Middlesex and Richland PCM was also discussed.
- B. Assumptions were made concerning real estate values for the projected annual tax income generated by residential and non-residential properties. EPD requested feedback from the Townships regarding this data.
- C. Three land use scenarios will be prepared to project/simulate the opportunities/impacts of development of the future vacant land.

The following scenarios will be developed based on the data:

Scenario 1 – build-out based on current zoning and the buildable area.
Scenario 2 – future build-out based on a real estate/developer approach-that looks at potential opportunities based on planned sewer and water.
Scenario 3 – future build-out based on community reaction/input to Scenarios 1 & 2.

- D. For the transportation component, EPD will forward the peak hour and ADT trip rates to Bob Goetz for him to review.

V. Initial Net Developable Land

- A. EPD provided an overview on the developable land assumptions and the resulting acreage for each community:
 - (1) Richland:

9,405 total acres
4,189 acres of vacant land
462 acres with environmental constraints
3,727 gross developable acres built out
Estimate ~ 62% built out
Estimate ~ 38% net developable

(2) Middlesex:

14,793 total acres
11,219 acres of vacant land
753 acres with environmental constraints
10,466 gross developable acres
Estimate ~ 27% built out
Estimate ~ 73% developable

B. The following criteria was used to determine the acreages:

- (1) Vacant Land: Agricultural, Open Space, Single Family dwelling on lots > 5 acres.
- (2) Environmental Constraints: Steep Slopes > 25%, wetlands, floodplains, ponds and streams.
- (3) The result of subtracting the environmental constraints from the vacant land is the gross developable acreage.

C. The Steering Committee provided the following comments:

- (1) Vacant structures should be included in the vacant land analysis. The old nursery buildings located in Richland Township, for instance, encompass a significant amount of vacant land and shall be incorporated in the analysis.
- (2) It was noted that several of the parcels included in the initial net developable analysis are no longer vacant due to on going development activities in Richland Township.
- (3) Priority 1 areas (future growth within 5 years) as defined in the Act 537 document should be part of the developable land analysis, including areas with lots with water/sewer access but not yet developed.
- (4) EPD will refine the initial developable land analysis as per the requested revisions. The classified land use will be adjusted as much as is feasible at the end of the planning process (for vacant lots/parcels that are in the process of approval-predevelopment).

VI. Traffic Analysis

Discussion on traffic planning and analysis component took place. The original work scope/proposal provided two alternative approaches to the traffic analysis. The alternatives had different budget requirements. The first approach prepared a comprehensive analysis of both Township's traffic networks and projected Levels of Service (LOS) at build-out and was more costly. The second approach collected/projected basic traffic data.

- (1) Rt. 228 will be a factor (& Rt. 8 changes) on the surrounding land use.
- (2) R. Dunlap noted that a land use/transportation report is underway to better understand the relationship between the potential transportation corridor options and the impact on the adjoining land use.
- (3) B. Goetz will forward to EPD PennDOT's latest Rt. 228 traffic data.

- (4) EPD will review PennDOT's Rt. 228 data. Traffic counts may be taken out of the PennDOT analysis.
- (5) It was noted that the KCI Engineering work for the Rt. 228 project will not be completely accurate because it doesn't reflect the desired/projected land use of Richland/Middlesex due to the timing of the 2 projects.
- (6) The timing of the detailed traffic analysis is at a critical point. Either we continue planning without detailed traffic information or take the available data and utilize it as far as possible.
- (7) A conference call with R. Dunlap, D. Bastianini, and B. Goetz should take place in the next month to further discuss the transportation component.

VII. Upcoming Meetings

November 3rd: Next Steering Committee Meeting (in Richland Township); and

November 5th: Joint Supervisors Update/Public Meeting (Richland Township)

Richland – Middlesex Steering Committee

Meeting Observations

November 3, 2003

Meeting Location: Richland Township Northern Tier Library

I. Attendees

D. Bastianini, Richland Township,

Secretary

R. Dunlap, Middlesex Township

H. Dankmyer, Richland Township

B. Goetz, Richland Township

A. Lutzcic, Middlesex Township

J. Manjerovic, Middlesex Township

D. McMaster, Middlesex Township

S. Pambianco, Richland Township

J. Walzer, Richland Township

A. Schwartz, Environmental Planning & Design, LLC

W. Finnstrom, Environmental Planning & Design, LLC

II. Review of 9/8/03 Meeting Observations

A. Whitney prepared an overview of the September meeting observations. No comments or corrections were provided.

III. Maps/Infrastructure

A. Sanitary Sewer Map: the dark shade on the map represents the sewer service area from a topographical view. In Middlesex Township, for instance, roughly sanitary sewer will service 40% of the Township.

- B. Initial Net Developable Land Map: the vacant structures were removed from the map per request of Steering Committee. The “orange area” indicates buildable vacant land with environmental constraints. The “yellow area” represents net developable land.
- C. The Zoning Map was reviewed briefly to provide context for FLUD #1.
- D. FLUD#1: the zoning standards were applied to the remaining land to understand the number of possible units that the land could produce if fully built out.
- E. Review of Summary Sheet for FLUD #1: Assumed sewer is provided in portions of both communities and the land is developed per base code: In Richland Township, 3,200 additional dwelling units would be produced with an additional potential population of 9,012 (for a total of 19,078). The Township will be heavily weighted towards the residential side if it continues to build-out as is. As a result, finding the right fiscal balance could be a challenge. A 3-year forecast might be useful (a linear projection) of dwelling units, population, etc. infrastructure that is most likely in place, or will be in place soon (a probable 5 year scenario).

Discussion

Roger Dunlap suggested using this information to mold development patterns. EPD will continue to look at the fiscal impact via the public cost model, which is the original purpose. The goal is to supply enough “tools” to assist in making some land use/zoning decisions (residential vs. non-residential). David McMaster would like information on any court challenges to Townships who are attempting to control their growth (based on CIP projections). An interesting growth scenario will occur when the sewer lines will be extended from southern Butler County (into Middlesex Township). No “formula” exists that allows for a perfect single family/multi-family housing mix (the exclusionary housing standard ~ fewer than 10% multi-family).

III. Review of Initial Issues

- A. Northern Richland has capacity for development, since Route 8's existing capacity can handle some additional development.
- B. Higher density housing should ideally be placed near neighborhood parks (provides green space, open land).
- C. Increase in Middlesex of non-family households will cause a change in demand in the type of housing.
- D. The next map will reveal what the Townships want to become in the future.

IV. General Real Estate Market Principles

- A. A map (FLUD #2) will be created that will be a synthesis of uses based on the real estate market principles (i.e. size of parcels, proximity to major roadways, adjoining uses, etc.). These standards will be color-coded based on the type of potential use.
- B. Fire stations, etc, will be based on greater projections (large “coverage” areas that will generalize municipal services, parks, fire, etc.).
- C. No traffic model or data at will be utilized at this point- though it will be utilized as the land use projections evolve. No one will like “FLUD #2”
- D. Mixed-use, or a “village,” should be considered in Bakerstown (or Cooperstown), with tighter density (houses next to businesses). Route 910, as an example, could be utilized to identify areas/nodes of commercial activity. Other options besides Route 8 should be explored as well.

- E. The southwestern portion of the Township might be ideal for a small mixed-use area (might draw people from Pine as well).
- F. Bakerstown/Warrendale is conducive to a mixed-use, small scale development.

V. Transportation

- A. Route 228 meeting will be on November 5th. Two (2) possible options: green route and “on-line” utilizing the existing Routes 228 and 8. Schools are one of the main obstacles in determining a new route (behind Mars High School, etc.).
- B. Need to have the service access road (but may require funding from the municipality).
- C. Some members want to keep the commercial/industrial development to Route 8 and Route 228 east.

VI. Meetings

- A. Richland supervisors meeting: a complete overview will be provided on 11/5/03 at 7:00 pm.
- B. Middlesex supervisors meeting: a complete overview will be provided on 11/19/03 at 7:00 pm.
- C. 1st the public will hear information (as a prelude to the full “listening session”). We will consider methods of soliciting feedback at the public meeting.

Richland – Middlesex Steering Committee

Meeting Observations

December 2, 2003

Community “Listening Session”

Meeting Location: Richland Township Northern Tier Library

- I. Mr. Schwartz provided an overview of the following maps: Existing Land Use, Zoning, Sewer and Water, Transportation, Community Facilities, Environmental Constraints, Initial Net Developable Area, and Future Land Use Diagram #1.

The following are public comments related to the maps:

Infrastructure

- A. It would be helpful to know the projected timeframe for the sewer development/expansion (comment based on generalized sanitary sewer map).

Land Use

- A. Bakerstown Road was mentioned as an opportunity area for small business development. Businesses have moved in and “graduated” to their own buildings. A need exists for a mixed-use zoning overlay or other tools to encourage this type of development.
- B. Does a guideline exist to determine an appropriate level of multi-family housing? A need exists to be proactive and determine where they should be located.
- C. How do you determine which area should remain green (parks, recreation)? A capacity decision is being made as well as the character of the area.
- D. The back end of the land that borders most of Rt. 8 is residential. A conflict could potentially arise between residential and commercial uses.

A “buffer area” needs to be created to protect the residential area.

For example, the junkyard in Middlesex Township is located in the middle of a residential area.

- II. Mr. Schwartz stated that the next step will be the development of a Future Land Use Diagram #2 (FLUD#2) incorporating a real estate standpoint (i.e. visibility, access, attributes, etc.). This will take the form of bubble diagrams and the land use mix will be run through the public cost model. Probably 3 or 4 scenarios will be completed before the community settles on its objectives. Anticipated schedule: 1st pass in February with refinements in April/May.

Services

- A. An estimated total ratio of residential to non-residential land use in both Townships (total) was discussed. This ratio places a heavier proportional tax burden on the residential tax base to pay for municipal services. The question is, “how big do you want to be”? Cranberry was noted as a nearby example of what could happen without early planning analysis.
- B. How will services (parks, EMS, etc.) be incorporated into the Plan (land taken into account for the expansion-where it could be located?)

Fire and EMS locations will be analyzed

Parks analysis has been done

General locations will be noted so that land is not speculated.

Note: It would be useful to have someone from the school board at the next meeting

Zoning

- A. Zoning issues are key. Changes could impact the economic well-being for business based on certain expectations. Example: the rezoning of an area in

Cranberry to an office park resulted in a decline in value for a diesel engine business from \$3 million to \$1.5 million (according to one participant). Mr. Schwartz stated that the focus of the immediate analysis will be on the vacant buildable land while the Comprehensive Plan will deal with all aspects of land use (including existing land use).

- B. One person stated that he was not necessarily open to changing the zoning (regulations). He had picked the area due to its current zoning regulations.

Transportation

- A. How does the Rt. 8 plan and the current plan blend together? Rt. 8 was strictly dealing with the Rt. 8 corridor in Etna, Shaler, Hampton and Richland Townships. This plan is addressing land use and development issues throughout both Middlesex and Richland.
- B. When will someone from PennDOT be included in the process relative to transportation improvements? Roger and Dean are actively involved in the current Rt. 228 study and are able to request PennDOT participation when the process progresses a little further. In the Rt. 8 process, no one from PennDOT showed up at the meetings.
- C. Poor public transportation exists in the Townships. People put up with inconvenience to keep the character of the area. The issue should be addressed while maintaining the character.
- D. If roads are widened – don't allow loss of property (smaller setbacks-homes that originally had large front yards).
- E. Mr. Schwartz provided an overview on the project schedule: Early spring – goal to present initial plan framework to the public

Summertime – draft of plan

Fall – plan ready for adoption

Character of the Area

- A. What are the main benefits to preservation? Keep the suburban character.
Some people don't mind driving for grocery items. They want the natural atmosphere preserved.
- B. Goal: keep diversity and protect farms and agriculture
Would like to see diversity of housing options
Would like to see the farms spread throughout the Townships
- C. Many people expressed the opinion to keep Middlesex rural in character.
- D. One person stated that he had only heard about the meeting by chance, how is it advertised? Township web site, paper, TV, etc. Opportunities for additional advertising include Rt. 8 corridor business billboards, churches, etc. could be an option. Also, use the Pine-Richland school district web site/bulletin board

Written Comments

- A. The Plan should include proactive suggestions concerning how to attract younger people to the area to offset tax burden on the increasing senior population.
- B. In Middlesex Township, no industrial areas should be designated. Lots of planned green space should be included. Continue agricultural zoning, and concentrate commercial on Rt. 8 and Rt. 228 corridors.

- C. Middlesex Township: maintain the rural atmosphere while developing some areas to increase the tax base. #1 priority, do not turn into Seven Fields or Adams Township. Zone lots 1 acre minimum (if legal). Development should be expected but with the character maintained.
- D. A diversity of housing types and land use should be encouraged, though, scattered – not in intense areas. Establish greenlinks. When considering availability of services, please keep in contact with library services-have them be a part of the plan. In the area of parks/recreation – plan for ballfields and other recreational uses. Look for the possibility of developing some walking areas – people do not walk now because they prefer not to or it is too dangerous. Ecologically, more walking would be helpful. Possibilities of encouraging certain land uses (as opposed to telling you can not to develop-perhaps tax advantages). Developments should be interconnecting to provide better traffic flow.
- E. Bakerstown should be more small-scale commercial/retail, small shops, commercial between Heckert Road and Rt. 8. How can we develop it to be more attractive/desirable? Address traffic coming from developments at Sandy Hill/Zottola/North Heckest Road. Tax credits for encouraging development, off-street parking, sidewalks and landscaping – shade trees, etc., street lights, large buffer between commercial and residential. Comprehensive planning an excellent tool for community! Would like to see variety of land use “single housing”, retirement type housing etc., be planned for orderly growth – still need agricultural too.

Middlesex and Richland Joint Steering Committee #6

Meeting Observations

February 2, 2004

Meeting Location: Middlesex Township Municipal Building

I. Attendees

D. Bastianini, Richland Township,
Manager-Secretary
R. Dunlap, Middlesex Township,
Manager
A. Lutzie, Middlesex Township
J. Manjerovic, Middlesex Township
D. McMaster, Middlesex Township
W. Sloan, Middlesex Township
J. Wilkinson, Middlesex Township
B. Goetz, Richland Township
S. Pambianco, Richland Township

A. Schwartz, EPD, LLC
W. Finnstrom, EPD, LLC

II. Review of meeting observations for 11/3/03 and 12/2/03 for the Public Listening Session were reviewed.

A. For the 12/2/03 meeting, the following were the key areas of discussion:

- (1) Zoning (though it wasn't the purpose of the meeting)
- (2) Character (attempt to find balance b/w rural & "suburban")
- (3) Transportation issues (Route 228/Route 8 improvements)

III. The following is a brief overview on the premise of each Future Land Use Diagram (FLUD):

- A. FLUD #1 is based on each community's current zoning patterns.
- B. FLUD #2 is based on a real estate approach and reflects the availability of infrastructure and proximity to highways.
- C. FLUD #3 will be an integration of FLUD #1 and FLUD #2 as defined by community objectives. FLUD #3 is expected to serve as the basis for developing the final Joint Comprehensive Plan.

IV. FLUD #2

The FLUD #2 process will help to define the “character of community” and provide general guidelines for the developable area.

The following are the assumptions made to define FLUD #2 by Township:

- A. Middlesex
 - (1) The Low Intensity Residential area designates large lot single family homes.
 - (2) The draft FLUD #2 focused on the “green alignment”, which results in the most land reconfiguration with concentrated intensity at the Route 228 corridor/interchange points.
 - (3) A village zone was defined along the “orange corridor” on Route 8 between Route 228 west and east.
 - (4) Commercial uses have been clustered on Route 8 where Middlesex and Richland meet.
 - (5) Denoting agriculture as a land use type in the township is still relevant, given the amount of active agricultural land (and agricultural security areas). Though the agricultural land use is in transition towards some development, the issue of finding methods of preserving some of the agricultural land (agricultural zoning) while balancing the demand for

additional development was discussed. Cluster development could be one potential method of providing development flexibility for property owners. Protecting agricultural security areas has been used successfully in Lancaster County.

B. Richland

- (1) A commerce node was placed between Pine Township and the turnpike (due to proximity and visibility). The site could serve as a possible employment center/offices.
- (2) The small neighborhood commercial nodes were established within a ½ mile radius of major residential neighborhoods. These nodes provide basic consumer services and are intended on decreasing the need to go to Route 8 for all shopping needs.
- (3) In the Valencia area, the section north of the railroad tracks is primarily industrial with some higher intensity residential. Some of the parcels will be difficult to consolidate due to plats. At the Cut Flower site a PRD is most likely because of the existing mixture of uses. A village node is most ideal for Valencia.
- (4) Bastianini requested that copies of FLUD #2 be given to members of the Planning Commissions early to get initial feedback.
- (5) After some minor refinement based on the Joint Steering Committee initial feedback, EPD will forward a refined copy of FLUD #2 to the Steering Committee, Planning Commissioners and the Township Supervisors.

EPD reviewed the General Land Use Comparison Chart (between FLUD #1 and FLUD #2 in both Townships) to look at the land use impact and percentage land use by category) multi-family, single family, commercial, agricultural).

C. Committee Discussion/Feedback

Several areas of discussion were reviewed for EPD to refine the land use assumptions:

- (1) A comment was received concerning the “green area” in the northwestern corner of Middlesex Township. It will likely be for more residential use.
- (2) Whether or not Grubbs Road was the best location for small scale non-residential services was discussed. The northwest corner of Richland Township (Valencia) will be a good location for future commercial services (to support the proposed residential development).
- (3) Light industrial on Route 228 west was discussed as a possible land use.
- (4) Methods of preserving agriculture land was further discussed. There is not a set standard for maximum lot size. Courts have generally allowed single family lots up to 80,000 square feet without being considered exclusionary. However, larger lots are acceptable if used for agriculture. In the case of Middlesex, a full range of housing options has been provided and much of the agricultural land includes agricultural/security areas. The Township is clearly trying to define a reasonable balance.
- (5) The preliminary Route 228 indications are that the green route won’t be the option (the cost factors were too high). This will change the agricultural land use component.
- (6) The “on-line” alternative following the existing Route 8 Corridor appears to be preferred scenario. This alternative would go behind Mars High School and eventually go underneath Route 8. The interchange with Route 8 would be a “cloverleaf” type facility. An access/service road would probably have to be built (on the west side of Route 8) to decrease the number of potential red lights on Route 8 (currently ~ 24,000 ADTs per day). A traffic signal is likely to be needed in Cooperstown on Route 8 – other traffic signals may also be needed.

- (7) EPD noted that it is important at this juncture to think about where the group wants to “go” as a community to define its long-term development objectives. There are two goals: 1) to look at the shifting land uses and the resulting impact on the fiscal status, and 2) the resulting impact on population.

- (8) An initial inventory of the recreational opportunities has been conducted. Preliminary areas for potential parks have been identified in the Townships and will be further refined based on the calculation of projected future population growth. General areas for recreation will be described in the district description section of the plan. This will reduce the potential for land speculation.

V. Impact Fee Analysis

The two processes (timing of the comprehensive plan and the transportation impact fee analysis) will require close coordination. The comprehensive plan will be finished before the impact fee analysis, but the land use component will have to be synchronized as much as possible. D. Bastianini stated that it is important for the land use assumptions to “end up at the same point.” R. Dunlap stated that the land use assumptions will have a great impact on the future land use scenario and traffic analysis, particularly for Middlesex Township. As an example, B. Goetz stated that one big box can generate the same traffic volume numbers as 400 residential units. Care needs to be taken when making the assumptions.

The goal is to finalize the traffic modeling component in March. April the 1st is the date when the impact assumption will be outlined (existing and projected land use).

VI. Schedule

The 6-month schedule for the project was reviewed and the meeting locations clarified. This is not the full completion schedule, but covers the FLUD #2 and #3 development as well as the integration of the traffic impact advisory component. The attached schedule will provide specific information.

DRAFT for Internal Review
Middlesex and Richland Joint Steering Committee #7

Meeting Observations

March 8, 2004

Meeting Location: Richland Township Municipal Building

I. Attendees

D. Bastianini, Richland Township,
Manager-Secretary
R. Dunlap, Middlesex Township,
Manager
A. Lutzie, Middlesex Township
J. Manjerovic, Middlesex Township
D. McMaster, Middlesex Township
Skip Allen, Richland Township
Tim Gaichas
Herb Dankmyer, Richland Township
Rob T Keally, Richland Township
Jeff Walzer, Richland Township
W. Sloan, Middlesex Township
J. Wilkinson, Middlesex Township
B. Goetz, Trans Associates
A. Schwartz, EPD, LLC
A. Sen, EPD, LLC
Y. Yano, EPD, LLC

II. Review of meeting observations for February 2, 2004 Joint Steering Committee Meeting, where the process of FLUD 1 and FLUD 2 was explained to the Joint Steering Committee and the conceptual intent of FLUD 2 was clarified. Initial draft

of the FLUD 2 had been handed out for feedback from the Joint Steering Committee and feedback was invited from the members.

- III. The rationale for the buildable area analysis and Future Land Use Diagram 2 was explained. Environmentally sensitive areas like steep slopes, wetlands, flood plains were not included in the buildable area. EPD also explained that the plan was to illustrate a general concept of land use pattern rather than getting concerns of parcel specific re-zoning.
- IV. On the legal implication and possibility of a township being charged for exclusionary zoning in regards to capping the total area high density residential; Richland Township was considered to have enough of high density residential but Middlesex Township was thought to have a deficiency in the housing mix.
- V. The following is a brief overview of issues in some of the key issues identified by the members of Richland Planning Commission on the Initial FLUD 2:
 - A. In the north-west corner of the Township, currently zoned light industrial, it was suggested to maintain the existing land use instead of proposing a “Mixed-use Zone” where multiple uses could come together. Ownership issues, paper streets concerns of the parcels in the area were a few of the issues sighted to retain the current land use. The land use term “Mixed-use” was suggested to describe the character where more than one specific use was suggested. Mixed-use included Residential, Neighborhood Commercial, Office and Light Industrial.
 - B. The area west of North Montour Rd. was suggested to be classified as Estate residential and a new category with a density of 0.5 due/ac. Clarifications of buildable areas in terms of available land for development, but on pipeline

based on recent approvals and buildable land were clarified. The area west of Grubbs Rd. was agreed to be included in the buildable land and coded for Estate Residential.

- C. The area west of Pennsylvania Turnpike (I-76) was also agreed to be a part of the buildable land and not 'developable land in pipeline'. The density in this area was suggested to be 0.5 ac/ac. In the same area a portion of the land use suggested by EPD to be office / commercial due to advantages of visibility and location was suggested to be kept as low density residential.
- D. Further redevelopment of parcels along Rt. 8 was suggested where more commercial uses could be located. Methods to identify future redevelopment parcels would be taken into account to include commercial uses along underdeveloped parcels of Rt. 8.
- E. Few additional buildable areas suggested by EPD to be used as neighborhood commercial in the south west corner of the Township near Pennsylvania Turnpike due to fiscal reasons were suggested to be appropriate for low density residential uses.
- F. The issue of including possible areas as designated open space was discussed. Such issues would be included while defining planning districts.
- G. For Richland Township, Low Density Residential was agreed to be 1 Du/ac or more per acre Medium Density, 2 Du/ac and High Density Residential 12 Du/ac.
- H. Buildable Areas are classified with an ID number which also is indicated with a 'N' or a 'Y'. 'N' denotes no sewer service and 'Y' denotes sewer service.

VI. The following is a brief overview of the key issues identified by members of Middlesex Planning Commission on FLUD #2:

- A. The North-East corner of the township was suggested to have a new category of Estate Residential with 0.5 Du/ac.
- B. More commercial use land use was suggested on Rt. 8 around Leslie Road and Rt. 228 and McFann Road.
- C. The general residential density of Middlesex needed to be different from Richland and the High Density Residential was suggested to be 6 Du/ac, Medium Density: 2 Du/ac, Low Density 1 Du/ac, Rural Density Residential: 0.5 Du/ac and Agricultural land as 1Du per 10 acres.

VII. Schedule

A Public meeting was suggested around the middle of the mid-April in order to get a better feedback from the public earlier in the process. There seemed to be multiple views within the Steering Committee and the public input at this stage in the process could be valuable to direct the plan in an appropriate direction. The decision was to schedule the Comprehensive Plan Public Meeting prior to the Fee Impact Public Meeting.

Public Meeting #2
Meeting Observations
April 14, 2004

Meeting Location: Middlesex Township Municipal Building

I. Attendees

D. Bastianini, Richland Township, Manager-Secretary
R. Dunlap, Middlesex Township, Manager
General Public,
Richland Township Steering Committee representatives,
Middlesex Township Steering Committee representatives,
A. Schwartz, EPD, LLC
A. Sen, EPD, LLC

II. General Comments

- (1) Environmental Planning and Design (EPD) provided an overview of the Joint Comprehensive Plan. The purpose and role of the Comprehensive Plan as well as the joint planning process were explained. EPD clarified that the comprehensive plan and zoning ordinances/maps are different documents. The recommendations made on the final comprehensive plan will not immediately alter the zoning ordinances/maps in either community. Any changes that may be suggested will need to go through an extensive review process independent of the Comprehensive Plan.
- (2) EPD noted that concurrent to the joint comprehensive planning process, both communities have initiated planning efforts to develop traffic impact fee ordinances. A portion of the work being completed in the joint comprehensive planning process will be used in the traffic impact fee ordinance efforts. In the near future, several public meetings/hearings will be held to review and discuss the proposed ordinances. These meetings will not affect the joint comprehensive planning process.

- (3) EPD reviewed the comprehensive planning process initial data collection and base mapping activities. EPD then explained the analysis process used to generate Future Land Use Diagram 1 and Future Land Use Diagram 2.
- (4) EPD introduced the concept of build-out and previewed the future growth scenarios as depicted by the future land use diagrams. Future Land Use Diagram #1(FLUD 1) is based on each community's existing zoning map. Future Land Use Diagram #2 (FLUD 2) suggests an alternative land use pattern. This pattern is based on the highest and best use of vacant land as per real estate trends and proximity to sanitary sewer and traffic improvements.
- (5) In addition to the Future Land Use Diagram alternatives, EPD has prepared a series of fiscal analyses that assess the performance of the Diagrams. These fiscal analyses (Public Cost Models) provide empirical data related to taxes, revenues, expenditures, growth projections etc... The analyses focus on Richland Township, Middlesex Township, Mars School District and Pine-Richland School District.
- (6) In general, the fiscal performance of FLUD 1 provides both communities a positive return in the future. However, FLUD 2 improves the net revenue per acre for both communities. In the case of Middlesex, the introduction of mixed-use and increase in the commercial use helps to dramatically increase the Net Revenue per Gross Acre.
- (7) EPD noted that the 'ball park' number of Trip Generated by land use was significantly high in case of FLUD 2 compared to FLUD 1. This trade off occurs as a result of introducing a greater amount of non-residential uses. The detailed transportation studies being completed as part of the traffic impact fee provide a more accurate estimation of the traffic impacts. .

- (8) In general, the public appeared to be satisfied with the future land use planning assumptions for all of the developable areas. However, some residents felt that some additional redevelopment parcels in Richland Township along Rt.8 corridor should be included. The public felt that these parcels could be redeveloped for primarily Neighborhood Retail uses.
- (9) Other residents questioned the need for additional parks within Richland Township; the legality of “Estate Residential”. In Middlesex Township, some residents were concerned about the density and location of high-density residential uses.
- (10) EPD stated that third future land use diagram (FLUD 3) would be completed after both communities host their traffic impact fee ordinance public meetings/hearings. The third diagram will be the basis to develop the Joint Comprehensive Plan.
- (11) The draft Joint Comprehensive Plan document would be completed in the summer and the final Joint Comprehensive Plan should be adopted in fall 2004. EPD will develop an outline of the comprehensive plan in the near future. In addition, a series of planning districts will be established to integrate issues of future land use, availability of parks and communities facilities.
- (12) It was agreed that the Planning Commission members and the Township Managers will give EPD any final feedback to integrate all possible suggestions and changes to create FLUD 3.

Joint Comprehensive Plan
