

# *Connoquenessing Borough and Connoquenessing Township Joint Comprehensive Plan*



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with URS Corporation



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# PLAN INTRODUCTION

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*“By failing to prepare, you are preparing to fail.”*

*- Benjamin Franklin*

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## WHY CREATE A JOINT COMPREHENSIVE PLAN?

Connoquenessing Borough and Connoquenessing Township came together to develop a joint comprehensive plan to meet common needs. The two municipalities along the Route 68 corridor are developing rapidly due to their prime location close to the City of Butler, Cranberry Township and the City of Pittsburgh. They recognize that advance planning is needed to guide future development and ensure that proper services are in place to meet current and anticipated needs. By developing this Plan, Connoquenessing Borough and Connoquenessing Township intend to preserve and enhance the high quality of life they provide for their residents.

The area encompassed by the two municipalities (the planning area) is located in southwestern Butler County. Butler County is the only county in southwestern Pennsylvania that has experienced population growth in recent years. This expansion has been most pronounced in the southwestern part of the County.

While the planning area is relatively small -- covering approximately 24 square miles -- it has been growing at a pace exceeding the County rate. The Borough is situated between Connoquenessing and Forward Townships and consists of only 1.4 square miles. The Township is considerably larger covering 22.5 square miles. Butler, Forward, Franklin, and Lancaster Townships and Prospect Borough border the planning area.

## WHAT IS A JOINT COMPREHENSIVE PLAN?

A joint comprehensive plan is a strategy developed and adopted by two or more municipalities sharing

common borders. The Pennsylvania Municipalities Planning Code authorizes municipalities to enter into joint comprehensive plans; sets minimum requirements; and establishes certain benefits that are available to municipalities adopting them.

Through discussion and collaboration, the participating communities develop a vision, goals, and strategies for implementation. The joint comprehensive plan:

- provides relevant, up-to-date information on the physical, social, and economic features of the planning area;
- fosters consensus on a shared vision for growth and future land uses, including redevelopment, new development, and conservation of land;
- offers recommendations and strategies to achieve community goals;
- creates a rationale for developing or updating land use tools, such as ordinances, by laying out community development objectives; and
- addresses all elements required by the Pennsylvania’s Municipalities Planning Code.

## HOW IS THE PLAN ORGANIZED?

This plan is organized into three sections. Section I assesses the existing conditions in the planning area. Section II identifies a vision and goals for the area. Section III outlines an action plan for implementation.

### *SECTION I – COMMUNITY ASSESSMENT*

This section answers the question, “Where are we now?” It assesses existing conditions in the planning area with respect to all plan elements:

- Population Characteristics and Trends
- Existing Land Use
- Economic Conditions
- Housing Characteristics and Trends
- Cultural and Historic Resources
- Environment, Natural Resources and Agriculture
- Parks, Recreation and Undeveloped Land
- Government Operations and Intergovernmental Cooperation
- Transportation and Traffic Assessment
- Community Facilities and Utilities

The outcome of this analysis is a summary of the strengths and weaknesses of the area that provides the basis from which a sound strategy for the future can be formulated.

### *SECTION II - CREATING THE VISION*

This section answers the question, “Where do we want to be fifteen to twenty years from now?” It develops a community vision and identifies goals relating to each plan element. It creates a future land use map that outlines where to target development and what type and scale of development is desired. The map also depicts areas residents value and wish to protect as agricultural and conservation land.

### *SECTION III - STRATEGIES FOR ACTION*

This section answers the question, “How do we get there?” An action plan is developed that lays out prioritized, achievable strategies under each goal and a timeline for implementation.

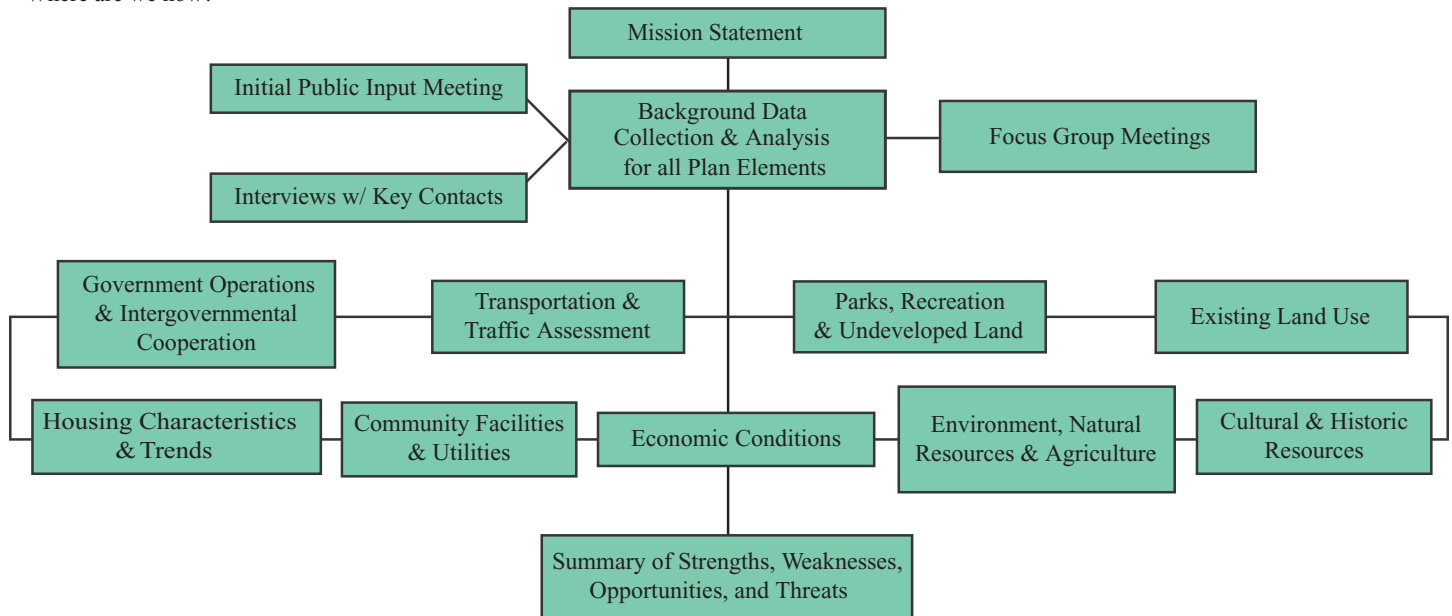
This process is illustrated in the flow chart on the following page.

# MULTI-MUNICIPAL COMPREHENSIVE PLAN FOR CONNOQUENESSING BOROUGH AND CONNOQUENESSING TOWNSHIP

"Our unique approach: a strategic planning process"

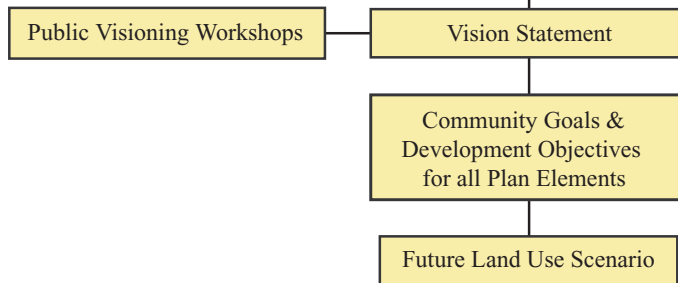
## I. COMMUNITY ASSESSMENT

"Where are we now?"



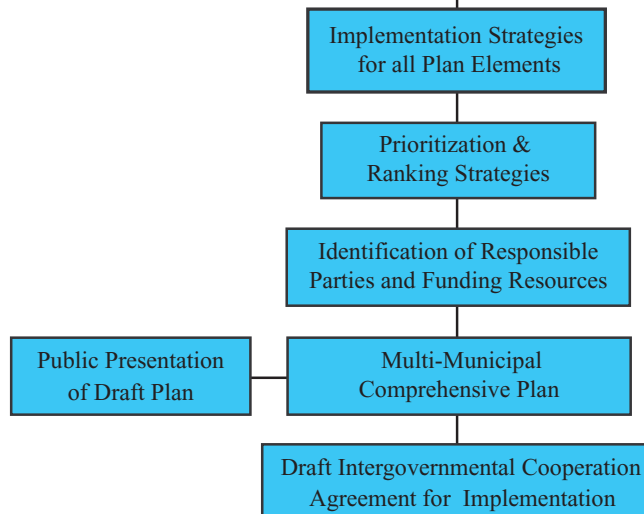
## II. CREATING THE VISION

"Where do we want to be?"



## III. THE ACTION PLAN

"How do we get there?"



## WHO DEVELOPS THE PLAN?

Several players work collaboratively to develop the joint comprehensive plan. They are:

- The Steering Committee

This Committee guides develop of the plan. It has eighteen members including Township Supervisors, Borough Council Members, Township Planning Commissioners, Borough Planning Committee members and interested citizens from both municipalities. They meet regularly – often monthly – to share ideas and refine information presented by the consultant.

- The Residents

The comprehensive planning process takes public input very seriously. Local residents know their communities best. We tap into their expertise through public meetings, public workshops, and interviews with local experts. The public feedback informs our research and helps shape the vision and goals for the communities.

- The Consultant

The consultant provides the professional skills to facilitate meetings, build consensus, identify issues and propose potential solutions.

## WHAT IS THE MISSION?

A mission statement sets the tone and provides a framework for the planning process. It is a concise statement that captures what really matters to the municipalities. It embodies those areas where the municipalities share common needs and wish to seek common solutions.

The Steering Committee developed and approved the following mission statement for this Plan:

*The purpose of the Connoquennessing Borough and Connoquennessing Township Joint Comprehensive Plan is to plan jointly for:*

- *balanced growth,*
- *improved infrastructure and public facilities,*
- *preservation of natural and agricultural assets, and*
- *efficient expenditure of municipal funds,*

*to enhance quality of life and public safety for all residents.*

This statement forms the foundation upon which the Plan, embodied in the following three chapters, was assembled.

# Section I: Community Assessment



# PURPOSE AND METHODOLOGY

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*The assessment of existing conditions serves as a platform from which the vision, future land use scenario, and action program will be developed.*

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## WHY DO AN INVENTORY OF THE MUNICIPALITIES?

The Community Assessment provides a detailed answer to the question: “Where are we now?” Before municipalities can plan for the future, they need an understanding of what exists today and what trends have been occurring in recent decades. For example, the inventory analyzes demographic conditions and trends. While a growing population will require planning for additional services, a shrinking one will require planning to consolidate services or create greater efficiencies. The Community Assessment is the foundation upon which the comprehensive plan is built.

## WHAT IS THE COMMUNITY ASSESSMENT?

The Community Assessment is an inventory of existing conditions and trends in Connoquenessing Borough and Connoquenessing Township. It analyzes areas that are central to the make-up and quality of life in the municipalities. These “plan elements,” required by the Pennsylvania Municipalities Code (MPC), are:

- Population Characteristics and Trends
- Existing Land Use
- Economic Conditions
- Housing Characteristics and Trends
- Cultural and Historic Resources
- Environment, Natural Resources and Agriculture
- Parks, Recreation and Undeveloped Land
- Government Operations and Intergovernmental Cooperation
- Transportation and Traffic Assessment
- Community Facilities and Utilities

In addition, once all information is gathered, the Community Assessment synthesizes it into a summary of Strengths, Weaknesses, Opportunities and Threats. This “SWOT Analysis” helps the municipalities identify assets to capitalize on as well as areas that need improvement. It also pinpoints factors that have the potential to either enhance or detract from the area’s prosperity and quality of life.

### *HOW HAS THE INFORMATION BEEN GATHERED?*

The information was collected through careful research and an interactive public participation process. During the inventory process, we assembled and analyzed reports, studies, census data, and other existing information about the two municipalities. This information comes from a variety of sources including Federal, State and County government; the Southwestern Pennsylvania Commission, nonprofit organizations with expertise in particular areas, and local groups.

In addition, public input was an essential element of information gathering. The residents of the two municipalities provided valuable insights throughout the planning process. Their input was gathered by several means:

- Steering Committee meetings - the Steering Committee met regularly to provide advice and feedback. The members consisted of elected officials, appointed officials and interested citizens.
- Interviews with local experts - the Steering Committee provided the names of residents and other individuals with particular knowledge about one or more of the plan elements. The questions were tailored to each person’s area of expertise.
- Focus groups – these were small group discussions aimed at gaining specialized information. We convened two groups to discuss challenges and opportunities in the areas of farming and development.
- Public meetings – We held three public meetings at strategic points during the planning process. At these meetings, participants provided us with feedback on a variety of issues. They included:
  - o A public information session to introduce residents to the plan and explore their concerns (see Table 1.1);
  - o A visioning workshop where residents helped shape what their municipalities could look like in the future; and
  - o A public presentation to gather comments on the draft plan.



Through this multi-pronged public participation process, we were able to refine the information gathered through our research and develop a detailed assessment of Connoquenessing Borough and Connoquenessing Township.



**Table 1.1 - Key Public Issues**

What do you like about your communities?	What would you like to see changed or improved?	What important issues would you like this plan to address?
<ul style="list-style-type: none"> <li>• Convenient location – country environment with good access to Pittsburgh, Cranberry and Butler</li> <li>• Visual and aural tranquility – a peaceful place to live</li> <li>• Small town feel of Borough</li> <li>• Rural character – low density housing</li> <li>• Excellent school</li> </ul>	<ul style="list-style-type: none"> <li>• Improved water and sewer service as community grows</li> <li>• More police presence to deal with traffic and crime problems</li> <li>• More support for Volunteer Fire Department</li> <li>• Better relationship between borough and township; more cooperation on public safety</li> <li>• Route 68 safety and traffic improvements, like turning lanes and timed traffic lights</li> <li>• Better public transportation</li> <li>• Multi-family housing developments should be required to set aside green space</li> <li>• Higher density developments must provide proper plans for access</li> <li>• Developers should preserve the topography to avoid flooding</li> <li>• Keep residential areas residential</li> <li>• More commercial growth in designated areas with proper infrastructure</li> <li>• Controls over design of new commercial development along Route 68</li> <li>• More focus on the historic character of the Borough</li> <li>• Sidewalks in the Borough need to be fixed</li> <li>• More recreation areas and bikeways</li> </ul>	<ul style="list-style-type: none"> <li>• Small farms need to be preserved - protect the farming community from impacts of new residential development</li> <li>• Don't want to become like Cranberry with high traffic and density</li> <li>• Traffic issues on all roads in the planning area</li> <li>• Want light industrial not heavy industrial development</li> <li>• Consider impact of continued population growth on the schools</li> <li>• As population grows, assets like the farm show and airport are seen more as nuisances</li> </ul>

Source: Public Information Meeting, September 14, 2006.



# POPULATION CHARACTERISTICS AND TRENDS

The purpose of this section is to provide a demographic profile of Connoquenessing Borough and Connoquenessing Township (collectively, the “planning area”). This analysis is based on U.S. Census data from 1990 and 2000. Comparisons are made to corresponding demographic data for Butler County and adjacent municipalities: Butler Township, Forward Township, Franklin Township, Lancaster Township and Prospect Borough. The demographic analysis aids in understanding the needs of the planning area based on several important characteristics. This section summarizes existing conditions and trends for population, income and poverty.

Detailed tables of all data analyzed can be found in Appendix A.

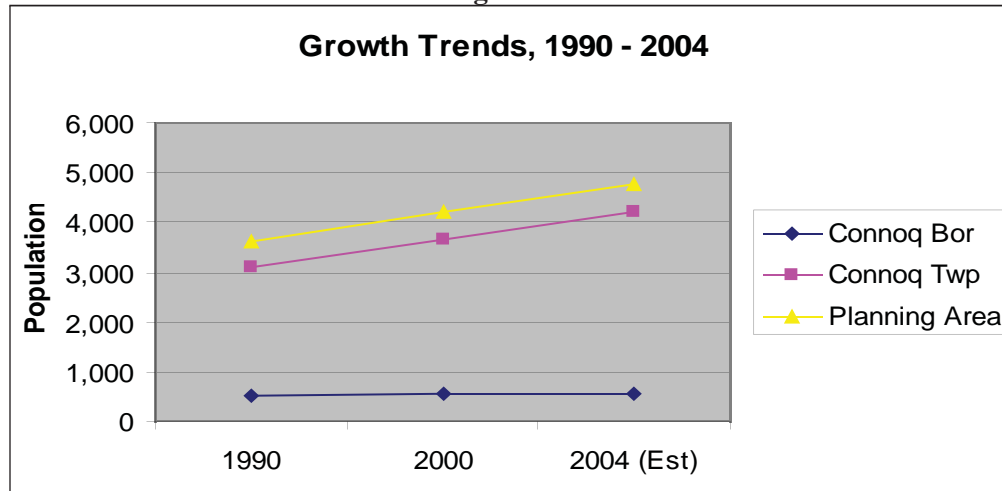
## POPULATION CHARACTERISTICS

### *TOTAL POPULATION*

In 2000, the total population of the planning area was 4,217, with 564 people residing in Connoquenessing Borough and 3,653 living in the Township. Connoquenessing Borough was the smallest municipality of those evaluated, while Connoquenessing Township had the second largest total population. Butler Township was the largest with more than 17,000 residents.

Between 1990 and 2000, the population of the Borough grew by 11.2%, while the Township’s population increased by more than 18%. When taken as a whole, population in the planning area expanded by 17.1% during that period. According to Southwestern Pennsylvania Commission (SPC) estimates, population in the Township continued to grow steadily through 2004, while that in the Borough remained flat.

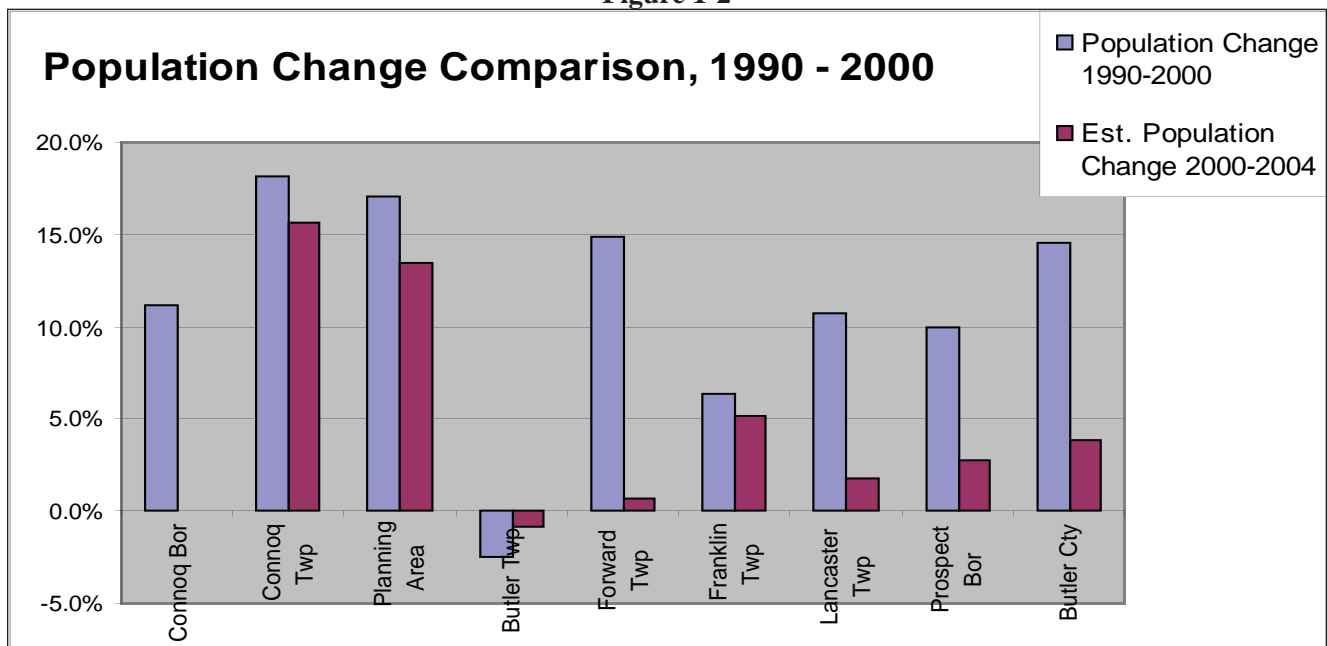
Figure 1-1



Source: U.S. Census data; Southwestern Pennsylvania Commission data

The planning area is experiencing growth pressure from both the southwest (Cranberry and Pittsburgh area) and from the northeast (City of Butler area). The rate of growth from 1990 to 2000 in Connoquenessing Township and the planning area exceeded that of the County (14.5%) and of all surrounding municipalities. And, while the pace of growth was expected to slow substantially in the County after 2000, SPC estimates indicate that the Township's population continued to increase rapidly. Between 2000 and 2004, surrounding municipalities and the County grew at rates estimated between 1 and 5 percent (with Butler Township losing about 1% of its population). However, Connoquenessing Township was projected to grow by more than 15% during that period.

Figure 1-2

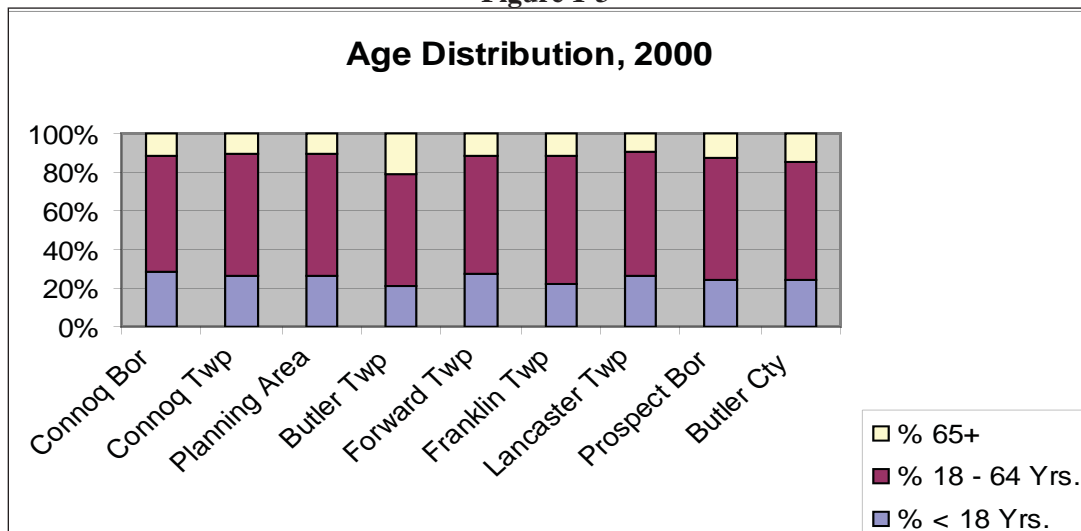


Source: U.S. Census, 1990 & 2000

## AGE DISTRIBUTION OF THE POPULATION

In 2000, both Connoquenessing Borough and Connoquenessing Township had between 26 and 28 percent of their residents under 18 years of age and between 10 and 12 percent of their residents aged 65 years or more. The demographics of the two municipalities indicate a slightly younger population than that of the County that had less than 25 percent of its residents under 18 and more than 14 percent aged 65 or older. In surrounding municipalities, Butler Township had the oldest demographic profile, with less than 21 percent of its residents under the age of 18 and more than 21 percent Senior Citizens. Forward Township had the highest proportion of youth (nearly 28%) while Lancaster Township had the smallest Senior population (less than 10%).

Figure 1-3

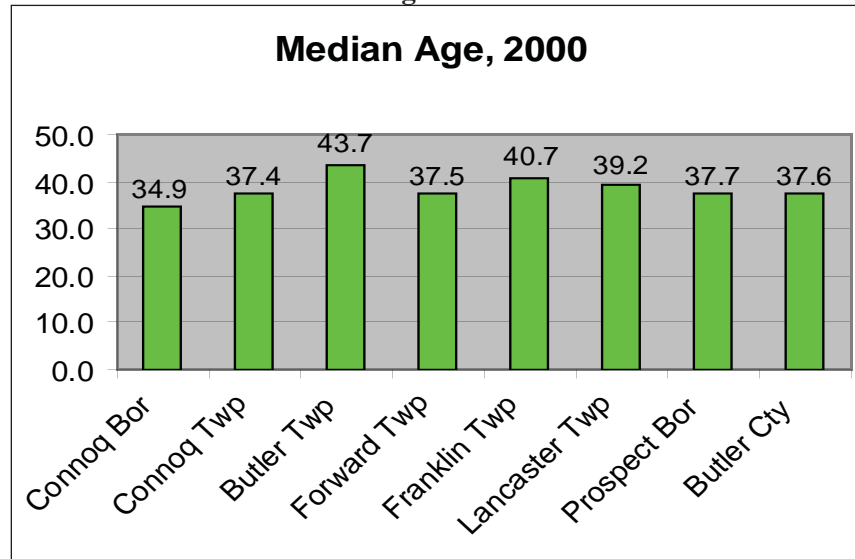


Source: 2000 U.S. Census

Between 1990 and 2000, the planning area saw population growth in all three age ranges analyzed. The largest increase was in residents 65 years and older (nearly 27 percent), followed by an 18 percent rise in residents between 18 and 65 and an 11 percent increase in those under 18. The County's under 18 population increased by a greater margin than the planning area's (nearly 14%), while its residents in the older age ranges grew at a slower pace. By comparison, Butler Township, Franklin Township and Prospect Borough lost residents under 18 years of age between 1990 and 2000. Both Forward and Lancaster Townships added a higher percentage of Senior Citizens than the planning area did during that period.

The relatively young profile of Connoquenessing Borough and Township is also supported by a comparison of their median ages to those of the County and neighboring municipalities. Connoquenessing Borough residents have the lowest median age (34.9 years), followed by Connoquenessing Township residents (37.4). Median age in the County is 37.6. Butler Township's median age is the highest of all municipalities evaluated at 43.7.

Figure 1-4

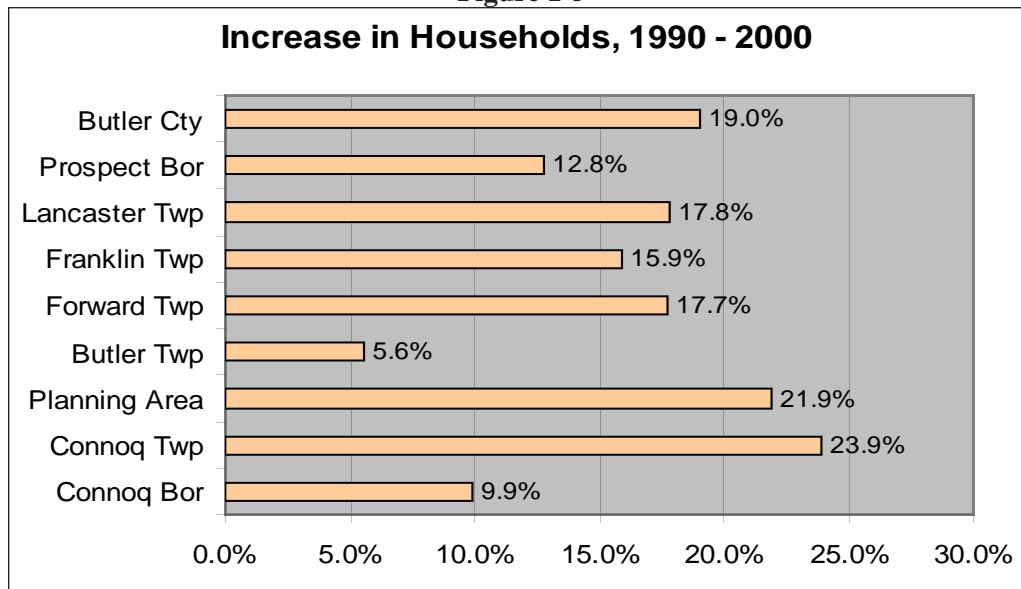


Source: 2000 U.S. Census

## HOUSEHOLD TRENDS

Population trends in an area paint only one side of the demographic picture. Number of households, household type, and household size also help define the needs of a planning area. The largest increase in number of households between 1990 and 2000 was in Connoquenessing Township (23.9%), which exceeded the County rate (19%). The number of households in Connoquenessing Borough grew by only 10 percent during that period. The combined increase in number of households in the planning area (nearly 22%) exceeded the rate of increase in the County and all neighboring municipalities.

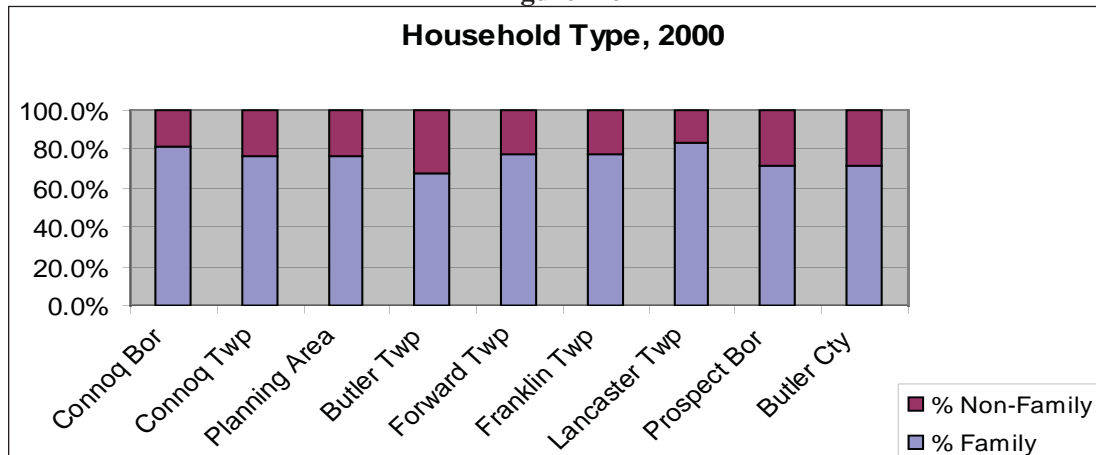
Figure 1-5



Source: U.S. Census, 1990 & 2000

The demographic analysis also looks at the proportion of households in each municipality that have one or more children or dependents living there (family households) versus those that do not (non-family households). In 2000, Connoquenessing Borough had the second highest percentage of family households (81%) and second lowest percentage of non-family households (19%) after Lancaster Township (83% and 17%, respectively). While Connoquenessing Township's proportion of family households (76%) was not one of the highest in the area, it exceeded the County's percentage of family households (71%).

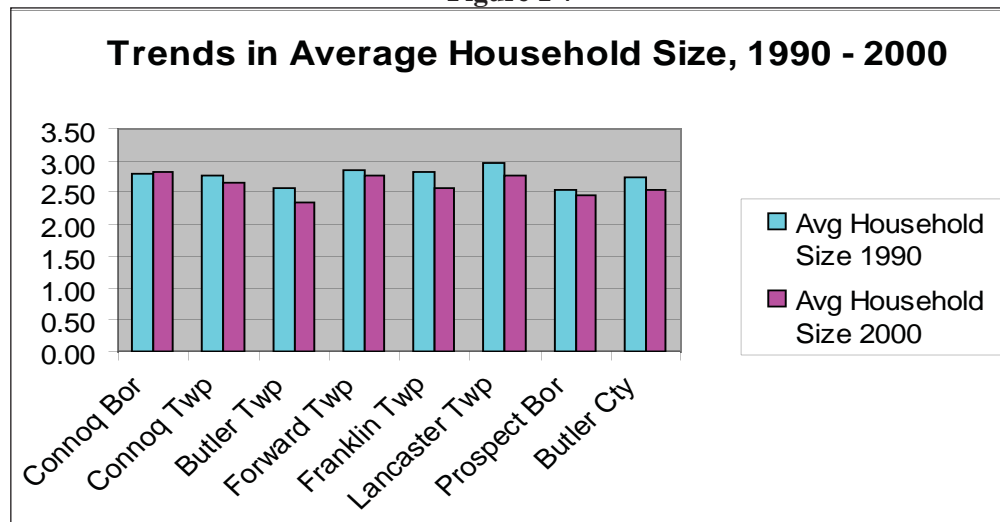
**Figure 1-6**



Source: 2000 U.S. Census

Average household size has been decreasing throughout Pennsylvania and the nation over the last few decades as people live longer and families have fewer children. However, Connoquenessing Borough actually saw a small increase in household size between 1990 and 2000. The Borough had the largest household size in the area in 2000 (2.83 residents per household) while Butler Township had the smallest (2.33). Average household size in Connoquenessing Township was 2.64, higher than that of the County (2.55).

**Figure 1-7**

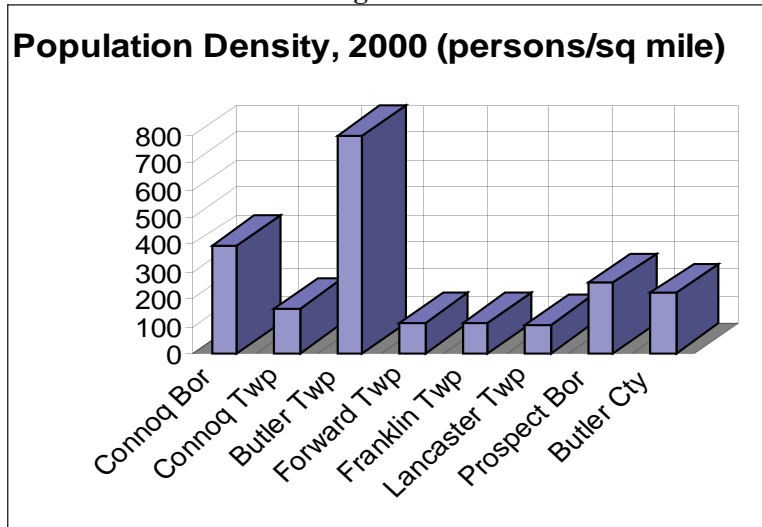


Source: U.S. Census, 1990 & 2000

## POPULATION DENSITY

Population density measures how many residents live within a square mile. In 2000, Connoquenessing Borough was the second most densely populated municipality evaluated (395 residents per square mile) after Butler Township (799 residents per square mile). Most of the other municipalities had relatively low densities (between 100 and 200 residents per square mile) in keeping with their rural character. Prospect Borough had a slightly higher density at 258. Connoquenessing Township had 163 inhabitants per square mile, which was lower than the overall County density (221).

Figure 1-8



Source: 2000 U.S. Census

## INCOME AND POVERTY CHARACTERISTICS

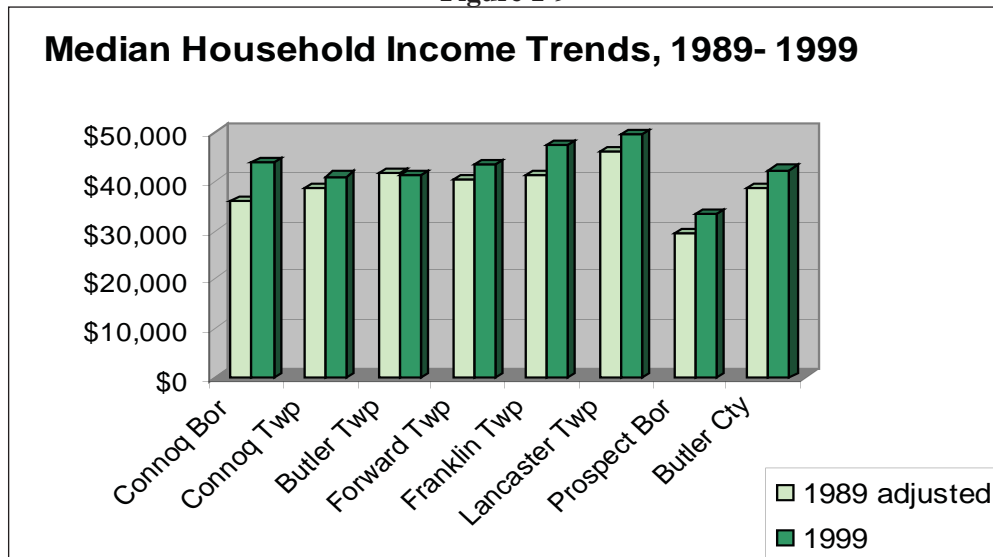
### INCOME

Median household income in 1999 was \$43,864 in Connoquenessing Borough, exceeding the County level of \$42,308 as well as that in several neighboring municipalities. Connoquenessing Township's median household income was \$41,060, lower than the County's and most surrounding municipalities' levels. Lancaster Township had the highest median household income in 1999 at \$49,524, while Prospect Borough had the lowest at \$33,452.

Change in household income between 1989 (adjusted for inflation) and 1999 was analyzed. Connoquenessing Borough saw the strongest growth in median household income between 1989 and 1999 of all municipalities evaluated. Its levels rose by 21.4 percent. Connoquenessing Township saw a more modest increase of 6.3 percent during that period, lagging behind the County's growth in household income of 9.3 percent. Change in household income levels in surrounding municipalities ranged from a drop of -0.6 percent in Butler Township to an increase of 14.8 percent in Franklin Township.



Figure 1-9

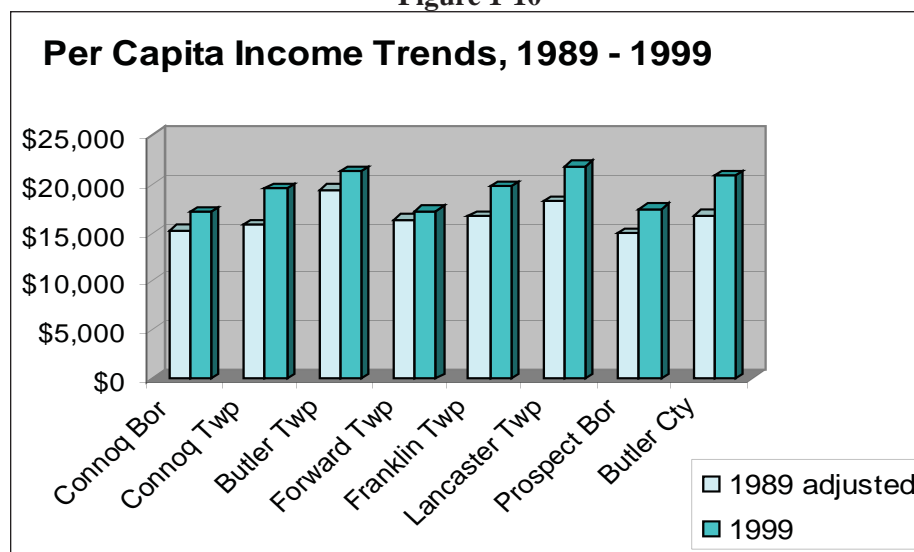


Source: U.S. Census data

In terms of per capita income, Connoquenessing Borough residents earned an average of \$17,111 in 1999, while Connoquenessing Township residents made an average of \$19,502. These levels both fell below the County per capita income rate of \$20,794. In fact the Borough's level was lower than those of all other municipalities evaluated. The Township's per capita earnings in 1999 exceeded only those in Forward Township (\$17,175) and Prospect Borough (\$17,436).

The strongest growth in per capita income between 1989 (adjusted for inflation) and 1999 was seen in Connoquenessing Township. It experienced a 24.1 percent rise in individual earnings, just over the County's corresponding increase of 23.8 percent. Per capita earnings in Connoquenessing Borough grew by 12.8 percent. Surrounding municipalities all experienced increases in per capita incomes from between 5.3 percent in Forward Township to 20.1 percent in Lancaster Township.

Figure 1-10



Source: U.S. Census data

## POVERTY

Connoquenessing Borough and Township had lower percentages of residents living in poverty than the County as a whole. In 1999, 6.7 percent of individuals and 4.1 percent of families in the Borough were living below the poverty line. The Township had 7.6 percent of individuals and 5.7 percent of families living in poverty. By comparison, 8.8 percent of County residents and 6.1 percent of County families were poor in 1999. Of surrounding municipalities, Forward Township had the lowest poverty rates, while Prospect Borough had the highest.

## SUMMARY OF KEY DEMOGRAPHIC FINDINGS FOR THE PLANNING AREA

### POPULATION

- Between 1990 and 2000, Connoquenessing Township and the planning area as a whole grew at a faster rate than the County and all surrounding municipalities.
- Rapid growth in Connoquenessing Township was projected to continue from 2000 to 2004, while growth in neighboring municipalities and the County was expected to slow.
- The planning area has a relatively young demographic profile, with higher percentages of residents under age 18 and lower percentages of residents over age 65 than the County.
- The two municipalities also have the lowest median ages of all municipalities evaluated.
- Connoquenessing Township had the largest increase in number of households between 1990 and 2000.
- Both Connoquenessing Borough and Township had higher percentages of family households and lower percentages of non-family households than the County did in 2000.
- Connoquenessing Borough had the largest household size in 2000 and, unlike the County and its neighbors, saw a small increase in household size between 1990 and 2000.

### INCOME AND POVERTY

- In 1999, median household income in Connoquenessing Borough exceeded the County level, while Connoquenessing Township's median household income was lower than the County's.
- Connoquenessing Borough saw the strongest growth in median household income between 1989 and 1999 of all municipalities evaluated.
- Residents in both municipalities had per capita earnings below the County average.
- However, Connoquenessing Township residents experienced the largest increase in per capita income between 1989 and 1999.
- Both municipalities had lower percentages of residents living in poverty than the County as a whole.

#### Sources of Information

U.S. Census Bureau, Census 1990 and Census 2000 Data Tables.

U.S. Census Bureau, Population Projections for 2004.

Southwestern Pennsylvania Commission County and Municipal Profiles – 2000.

# EXISTING LAND USE

This section includes a description of how land in the planning area is currently being used. The different types of uses identified on Map 1, Existing Land Use Map, are:

- Residential (single family, multi-family and mobile home parks):
- Commercial;
- Light industrial;
- Public;
- Parks and recreation;
- Farmland; and
- Vacant land.

The Existing Land Use Map is a general depiction of land use based on Butler County parcel mapping, aerial photography and a field view of the planning area conducted by the planning consultant. With assistance from the Steering Committee and planning officials in both municipalities, we used our best efforts to classify parcels according to their current primary use. Because this map represents “snapshot in time” and will continue to change as land use evolves, it should be used to identify the broader geographic patterns of development rather than specific uses on individual parcels.

## THE PLANNING AREA

The planning area, located approximately 30 miles north of Pittsburgh, consists of two municipalities in Butler County: Connoquenessing Borough and Connoquenessing Township. The Borough is the smaller of the two, encompassing only 1.4 square miles. It is more densely populated than the Township, with a village area of small residential parcels. The Borough’s Main Street no longer has commercial businesses. They disappeared when Route 68 was diverted around the Borough’s business corridor. Larger residential and agricultural properties surround the village area.

The Township consists of 22.5 square miles of land with a mix of rural and suburban land uses. The main commercial uses are aligned along Route 68, with a few smaller pockets of commercial activity scattered throughout the municipality. The Township still has a high percentage of land used for farming (nearly 57 percent); however, residential uses now consume more than 35 percent of the land.

The major transportation corridors in the planning area are Route 68, Route 528 and Route 422.

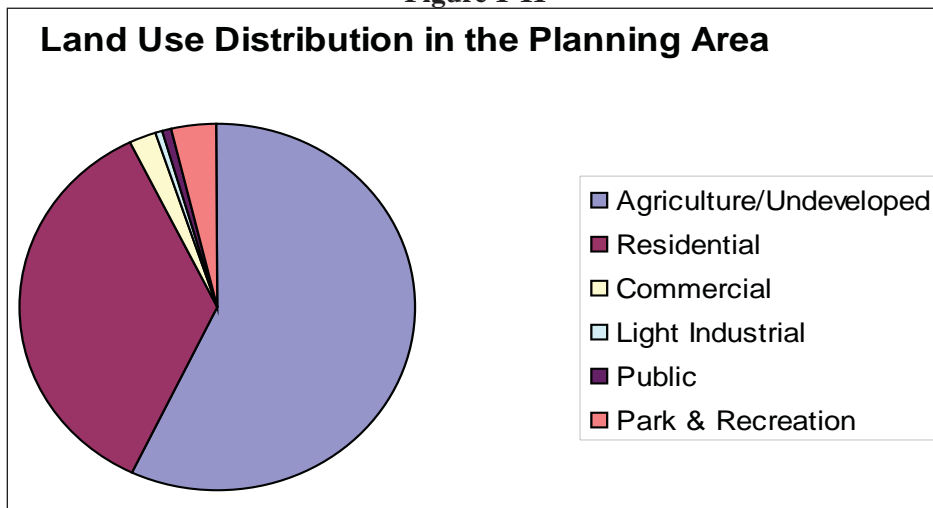
- Route 68 enters the Borough from Forward Township to the South and continues in a northeasterly direction through the Township into Butler Township. Route 68 is the planning area's busiest road. It provides a connection to Route 79, a main highway connecting to Cranberry Township and the City of Pittsburgh.
- Route 528 travels in a north-south direction in the western part of the Township. It provides an alternate connector to Route 79. It has been designated as "Washington's Trail," a historic driving route approximating the path traveled by George Washington between Pittsburgh and Fort LeBoeuf in 1753.
- Route 422 grazes the northeastern corner of the Township. It provides a direct connection into the City of Butler.



Butler, Forward, Franklin, and Lancaster Townships surround the planning area. In addition, Prospect Borough is located just north of Connoquenessing Township on Route 528.

Figure 1-11 shows the type and distribution of land uses for the entire planning area. Agriculture and undeveloped land combined account for about 57 percent of the land area, while residential development encompasses nearly 36 percent. All other land use categories combined consist of less than eight (8) percent of the planning area.

**Figure 1-11**



Insert Map 1 - Existing Land Use 11x17



## CONNOQUENESSING BOROUGH

Connoquenessing Borough is an old community, originally settled in the 1790's and known as Petersville after the earliest settler, Peter McKinney. The Borough was renamed Connoquenessing in 1871.

The Borough is bisected by Route 68. The more densely populated area lies on the west side of Route 68 along Main Street, Harmony Street and Constitution Avenue. This village area is characterized by small lots with many older homes. Further west, the borough still contains several farms, although some of them are being planned for residential development. The area east of Route 68 consists of a mix of residential, agricultural and park land. The following section discusses the land uses found in the Borough.

### RESIDENTIAL

Homes in the borough are primarily single-family dwellings. A few structures have been divided into two or more units, but multi-family units represent only about 10 percent of the borough's housing. Residential land uses are clustered along Main Street, Harmony Street and Constitution Avenue.

The Borough has some fine examples of older Victorian houses along Main Street. Several have been recently restored. Well over half of the housing in the Borough is more than 50 years old.



### FARMLAND

More than half of the land in Connoquenessing Borough is still farmland. Agriculture still characterizes the western part of the Borough, and there are some farms east of Route 68 as well.

However, as this plan is being developed, the balance of agricultural and residential land uses in the Borough is shifting. A 360-unit planned residential subdivision has recently been approved for the Leslie Farm, formerly a large agricultural tract in the southwestern corner of the Borough. In addition, another farm in the eastern part of the Borough was recently sold to a developer for residential development.



### COMMERCIAL

There is very little commercial land use in the Borough. Main Street no longer has any retail or service establishments. The general stores and gas stations that previously existed there closed after Route 68 was diverted to bypass Main Street. There are a few small businesses along Route 68, such as J & J Log Homes. In addition, there are a few scattered auto repair businesses and home-based businesses in the Borough. Overall, commercial land use covers less than one (1) percent of the land area.





## INDUSTRIAL

There is only one parcel in the borough that is currently used for light industrial purposes. Star Flite Systems, a manufacturer of storage sheds, occupies a parcel in the center of the Borough between Main Street and Route 68.

## PUBLIC USES

A few parcels of land in the Borough are used for municipal functions. The Borough maintains a municipal building in Connoquenessing Community Park east of Route 68. It also owns and maintains a sewage treatment plant in the southeastern corner of the municipality.

The Connoquenessing Volunteer Fire Department also owns and operates a Fire Hall in the center of the Borough at the intersection of Main Street and Harmony Street.

In addition, for purposes of the existing land use classification, churches have been categorized as public uses. There are three churches within the Borough: St. John's Lutheran Church at the intersection of Main Street and Route 68, St. Paul's United Church of Christ on Constitution Avenue and Connoquenessing United Methodist Church on Main Street. Overall, land in public uses accounts for just over one (1) percent of the Borough's land area.

## PARK, RECREATION AND VACANT LAND

Connoquenessing Community Park is situated east of Route 68 adjacent to Constitution Avenue. The park occupies approximately 16 acres. It includes recreational facilities like a ballfield, playground equipment and picnic pavilions. A small portion of the park remains wooded and has not been developed to date. There are no other parks or recreational facilities in the Borough.

There are several parcels of undeveloped land. One lies just south of the park. Another sits to the west of the park along Route 68. A third parcel is located in a triangle of land in the northern part of the Borough where Main Street splits off from Route 68. This undeveloped parcel is owned by the Connoquenessing Volunteer Fire Department.

## CONNOQUENESSING TOWNSHIP

Like the Borough, the area now known as Connoquenessing Township was first settled in the 1790's, primarily by trappers and farmers. The Whitestown area was one of the earliest settlements in the County. Connoquenessing Township was officially established in 1810 and was one of the four original townships in Butler County. The Township grew into a predominantly agricultural community due to the gently rolling terrain and good soil conditions in many areas.

Today, Connoquenessing Township is undergoing rapid suburbanization. While about 57 percent of the land area in the Township is still used for agriculture, many farms have been and continue to be sold for development. This





development has been primarily residential, but there are pockets of commercial and light industrial development as well. This section describes the different land uses that exist today in Connoquenessing Township.

## RESIDENTIAL

Single-family homes make up the majority of dwellings in the Township. There are both older, modest homes and new, upscale homes in the Township. Several of the more recent subdivisions with single-family homes include Westerman Estates near Cupps Road and Timberlee Farms off Fassinger Road.

A dense area of single-family housing lies in the western part of the Township off Route 528 and Woodlands Road. This area began as an area of summer cottages and campsites and has evolved over time into a year-round settlement.

There is an increasing diversity of housing types in the Township. Several newer developments include townhouses and “quad” style condominium dwellings. These developments include the Brandywine subdivision west of Route 68 and Hidden Meadows, an age-restricted development off Cupps Road.

Other residential subdivisions are currently under construction, like the Shannon Mills plan near the intersection of Route 68 and Shannon Road.

Finally, according to 2000 U.S. Census data, more than one-fourth of the housing in the Township consisted of mobile homes. These homes are mostly clustered in mobile home parks on Double Road, Eagle Mill Road and Route 422.



## FARMLAND

Farmland is still a significant component of land use in the Township, particularly in the northeast, northwest, and southwest corners. The rural character of the township is cherished by many residents. Numerous farms in the Township (and a few in the Borough) are participating in the Agricultural Security Program and an increasing number of those farms have granted conservation easements permanently protecting their farms from development under the Agricultural Land Preservation Program. A more detailed discussion of these programs and farming in the planning area is found later in this section under “Environment, Natural Resources and Agriculture.”

Today, agricultural land makes up about 57 percent of the total land area of the Township. These farms raise crops and livestock. There are also several horse farms. However, large contiguous areas of farmland are now being fragmented by the construction of residential subdivisions throughout the Township. In some areas, particularly in the southeast corner of the Township, only a few remaining islands of farmland remain.



## COMMERCIAL

Commercial businesses make up a little more than two percent of the land area in the Township. They are mostly centered along Route 68. There is a mix of business along this corridor including



car dealerships, a gas station, strip retail and office developments, and a commercial tree nursery. Butler Farm Market is relocating to the Township and is building a new store on Route 68 north of Stevenson Road.

There are also two other small clusters of commercial businesses: one in the northeastern corner off Route 422 and the second, Whitestown Square, in the northwestern part of the Township near the intersection of Route 528 and Whitestown Road. A few other commercial establishments such as auto repair shops, a kennel and a restaurant are scattered throughout the municipality.

## *INDUSTRIAL*

Industrial development in the Borough is clustered in an area off Kriess Road close to the Butler Farm Show and Airport. The Kriess Road Business Park is located west of Kriess Road. It was developed by the Community Development Corporation of Butler County. The development covers 40 acres and supports six businesses including United Plate Glass, Wise Business Forms, and Pittsburgh Plastics. On the east side of Kriess Road, there are several industrial parcels adjacent to the airport. These businesses include warehousing and small manufacturing businesses.



## *PUBLIC USE*

Connoquenessing Township's municipal building is located on Stevenson Road, just off Route 68. The Township also owns the parcel of land at the corner of Stevenson and Route 68, although that parcel is currently undeveloped.

The largest area of land in public use is the Butler Farm Show and Airport located in the eastern part of the Township at the border with Butler Township. This area occupies approximately 75 acres.



Other public uses include Connoquenessing Elementary School on Route 68, a Pennsylvania National Guard facility on Kriess Road, and three churches: Mt. Nebo United Presbyterian Church on Route 528, White Oak Springs United Presbyterian Church at the intersection of Route 68 and Shannon Road and St. Fidelis Roman Catholic Church on Buttercup Road.

## *PARK, RECREATION AND UNDEVELOPED LAND*

The Township does not own or maintain any land for park or recreational purposes. However, Lutherlyn Camp, a Lutheran camp in the northwestern part of the County, maintains 640 acres of land for recreational and educational purposes. All other recreational facilities in the Township are privately operated for profit, such as E-Racers and Family Sports Center, and therefore are classified on the Existing Land Use Map as commercial.

Undeveloped land exists in a few scattered locations throughout the Township. Most of this land is privately owned.

## *LAND USE ISSUES AND CONCERNS*

This section discusses some areas in the Township where land use patterns are having negative impacts or where planning is needed to head off likely future problems. The Future Land Use Scenario will recommend targeted improvements to address these issues and the action plan will then propose tools and strategies to achieve these improvements.

## ROUTE 68 CORRIDOR

Many Borough and Township residents have voiced concern about the growing impacts that continued commercial and residential development are having on traffic and safety along Route 68. Residents stressed the following existing problems:

- Increasing traffic congestion
- Dangerous access to homes and businesses along the corridor
- Difficult crossings at unsignalized intersections
- High-speed traffic's impact on local drivers, particularly farmers who need to move farm equipment along and across the corridor

A local developer has undertaken a study of a 3-mile stretch of Route 68 from Eberhart Road in Butler Township to Stevenson Road in Connoquenessing Township. This segment of the corridor is experiencing rapid commercial growth. This study proposes coordinated road improvements such as turning lanes to prepare for anticipated commercial expansion. Connoquenessing and Butler Townships are considering whether to move forward with this plan.

The lack of public sewers in the Township, particularly along the Route 68 corridor, has discouraged certain businesses, like restaurants, from locating there. The Township is evaluating whether to undertake a 537 plan to address this issue.

In addition, some residents have noted that Route 68 functions as the “face” of their municipalities. Most people passing through the two municipalities see only what borders Route 68. Therefore, some residents want to strengthen their ordinances to ensure that new development along this artery reflects the character of the communities. In the Township, particularly above Stevenson Road, some uncontrolled commercial development is already detracting from the rural and residential feel of the municipality. Many believe it is just a matter of time before this type of development spreads down the entire 68 corridor.

## CONNOQUENESSING WOODLANDS

This residential area in the western part of the Township consists of tightly packed residences on very small lots. Once an area of summer cottages and campsites, Connoquenessing Woodlands has evolved into a neighborhood of more year-round residences. The area is crossed by numerous private roads, many unpaved and poorly maintained. The most problematic issue, however, is the lack of public water and sewer. Due to the densely packed nature of the development, many septic systems are failing.



## INTERFACE BETWEEN AGRICULTURAL AND RESIDENTIAL USES

As farms are sold off and developed into residential subdivisions, conflicts often arise where new dwellings are built in close proximity to remaining working farms. New residents complain about odors, dust and noise. And additional traffic caused by these subdivisions makes it harder for farmers to safely move their farm equipment along local roads.

Most residents in the planning area want farmers to be free to sell their land when the family is no longer interested in farming. But they also value the rural character of the area and want to see agriculture protected when farmers want to continue working their farms. Registering farms as Agricultural Security Areas is one measure many Connoquenessing Township farmers are taking to protect their rights to continue farming. Other planning tools may help buffer these conflicting uses.

## *INCREASING DEMAND FOR PARKS AND RECREATION*

Connoquenessing Community Park in the Borough is the only public recreation facility in the planning area. There are no public parks or recreation areas west of Route 68 other than a ballfield at Connoquenessing Elementary School. As the municipalities add more residential housing, there will be an increasing demand for recreational amenities. The municipalities need to plan ahead to identify potential locations and funding mechanisms to allow them to meet the growing demand.

## *LAND USE MANAGEMENT CONCERNS IN THE TOWNSHIP*

Connoquenessing Township manages development through its Subdivision and Land Development Ordinance. There is no Zoning Ordinance in the Township. In the past, there was strong opposition to zoning and some residents continue to have misgivings about how adoption of a zoning ordinance would affect the rights of landowners. However, some residents are increasingly concerned about the inability of the Township to prevent high impact or incompatible uses from being situated anywhere in the Township. They see unmanaged growth as a threat to quality of life and would like the Township to have tools to control where certain uses are permitted.

### **Sources of Information**

Field Views conducted by the planning consultants - July 17, 2006 and September 6, 2006.

Connoquenessing Borough Planning Committee.

Connoquenessing Township Planning Commission.

Discussion with Steering Committee, September 26, 2006.

Interview with Lloyd Leslie, Connoquenessing Borough Council, July 10, 2006.

Interview with Curtis Harter, Connoquenessing Borough Mayor, August 23, 2006.



# ECONOMIC CONDITIONS

## ECONOMIC AND BUSINESS HISTORY

From their days as trading posts to the present day, Connoquenessing Borough and Township have had a significant economic history. The first traceable business in the area was a store was run by Alexander Douthett in the early 19<sup>th</sup> century. He came twice a week to sell goods in Peter McKinney's tavern building (first settler McKinney is discussed at greater length under the Historic and Cultural Resources section below). Another early business was the Conrad Nicklas Store. It was primarily a food store, but also sold general merchandise. At one point, its building housed a hotel on the second floor to accommodate oil workers. During the mid- to late-19<sup>th</sup> century, Connoquenessing Borough had several other business establishments serving area residents including a department store and several food and general merchandise stores.

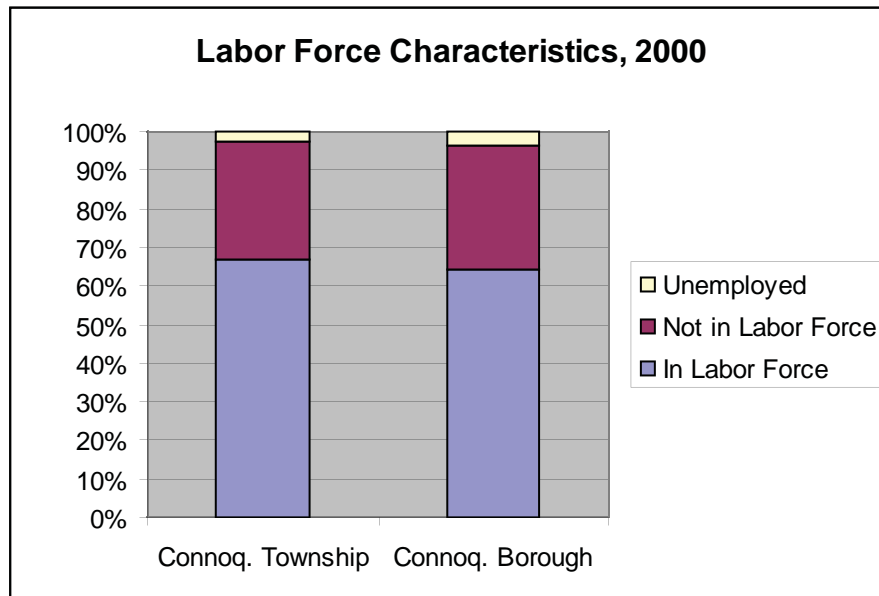
Business development activity during the 20<sup>th</sup> century generally coincided with the development and relocation of new highways and roads in the area. When Route 68 traveled through the heart of the Borough (now Main Street), the Nolsheims built a store there selling gasoline and oil for motorists and residents of the area. However, in 1957, Route 68 was rerouted to bypass the Borough. This caused a marked downturn in business and the business closed. Eventually, in 1984, the Nolsheim's store building was occupied by Rapp Industrial Sales, a company handling measuring equipment, abrasives and abrasive supports, and industrial diamond wheels.

Today, notable businesses in the area include the Vic Nor Grass Turf Farm, Steckman's Memorials, Clifford's Restaurant and the Voll Farm. The recent development of the Kriess Road business park has expanded the planning area's economic base, adding several light manufacturing businesses like Wise Business Forms and Pittsburgh Plastics.

## LABOR FORCE CHARACTERISTICS

According to the 2000 Census Connoquenessing Township and Borough have high participation in the labor force among its residents, ages 16 and higher. The labor force participation rate for the township and borough (69.1%/66.7%) is higher than Butler County as whole (63.6%) and the City of Butler (61.7%). The 2.5% unemployment rate for the Township is lower than the rate for the County (2.8%) and for the City of Butler (3.6%). The unemployment rate for the borough (3.8%) exceeds the rate of the County, and is slightly above the City of Butler rate. Compared, however, to the 2000 unemployment rate for the Commonwealth of Pennsylvania (3.5%), it can be concluded that the rate for the borough is not excessive, and that most persons who can work have found employment.

Figure 1-12



Source: 2000 Census

## PLACE OF WORK ANALYSIS

At the Steering Committee's request, the analysis looked at statistics for where residents work. Committee members questioned whether Connoquenessing Borough and Township are increasingly becoming "bedroom communities," with greater numbers of residents commuting to jobs in regional employment centers like Butler, Cranberry or Pittsburgh.

The Borough saw a small increase (8.3%) of workers 16 years and older between 1990 and 2000 (compared to an 11% increase in population during the decade). However, the percent of workers living and working in the Borough fell from 8.3 percent in 1990 to 4.6 percent in 2000. Those employed at home also decreased. Moreover, the percent of Borough residents working in Butler County decreased by more than 10 percent. Therefore Borough residents are traveling farther to their places of employment. This is borne out by the statistics showing that there was a 3.7 percent increase in Borough residents working in Pittsburgh between 1990 and 2000.

**Table 1.2 Borough Workers by Place of Work**

Connoquenessing Borough Residents	1990	2000	% Change
<b>Workers 16 years and older</b>	240	260	8.3%
<b>% Working at Home</b>	7.1%	3.8%	-3.3%
<b>% Working in the Borough</b>	8.3%	4.6%	-3.7%
<b>% Working in County</b>	87.5%	77.3%	-10.2%
<b>% Working in Pittsburgh</b>	2.1%	5.8%	3.7%

By contrast, Connoquenessing Township saw a big jump in the number of workers 16 years and older. This group grew by nearly 25 percent between 1990 and 2000, whereas the overall population grew by 18 percent during that period. Contrary to expectations, the number of residents working within the Township actually grew slightly from 6.6 percent in 1990 to 8.1 percent ten years later. However, the number of residents employed at home fell by more than 3 percent. This suggests that the small increase in employment within the Township is due to a growth in jobs, possibly created by the growing number of businesses along the Route 68 corridor and in the Kriess Road business park. Township residents working within the County fell by 5.4 percent, a smaller decrease than that seen in the Borough. In addition, there was also a 3.9 percent increase in the number of Township residents commuting to Pittsburgh for employment. Therefore, while employment within the Township rose slightly, it was more than offset by the numbers of residents traveling outside the County to places such as Pittsburgh for employment.

**Table 1.3 Township Workers by Place of Work**

Connoquenessing Township Residents	1990	2000	% Change
<b>Workers 16 years and older</b>	1,482	1,848	24.7%
<b>% Working at Home</b>	5.7%	3.0%	-2.7%
<b>% Working in Township</b>	6.8%	8.1%	1.3%
<b>% Working in County</b>	84.3%	78.9%	-5.4%
<b>% Working in Pittsburgh</b>	2.9%	6.8%	3.9%

The finding that the Borough and Township are increasingly becoming “bedroom communities” is supported by a comparison of commute times in both the Borough and the Township. While the Borough had an increase in the percentage of residents with commute times of less than 15 minutes, they showed a sharp decrease in commutes of between 15 and 30 minutes. In addition, the numbers of residents with longer commutes of 30 to 60 minutes and 60 minutes or more increased. A decrease in shorter commute times and increase in longer ones was even more apparent among Township workers.

Figure 1-13

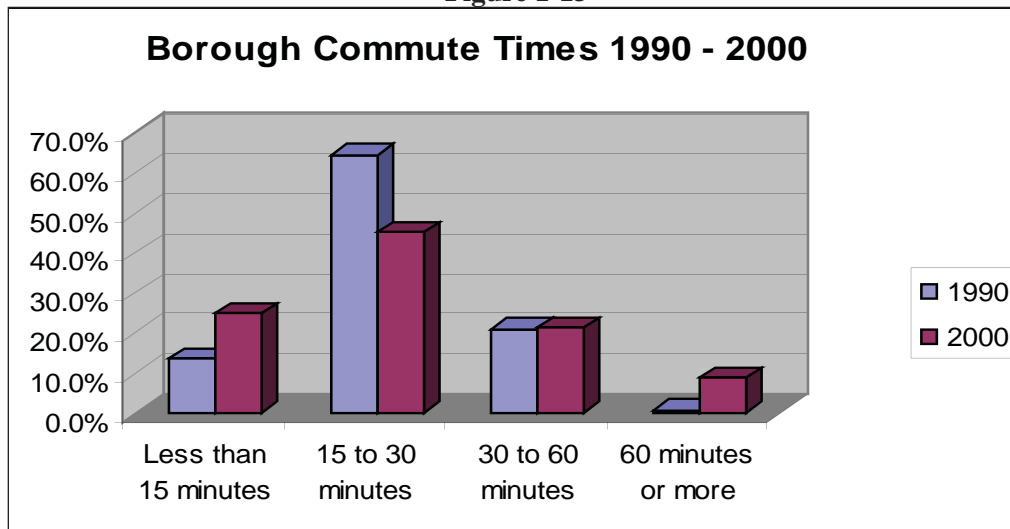
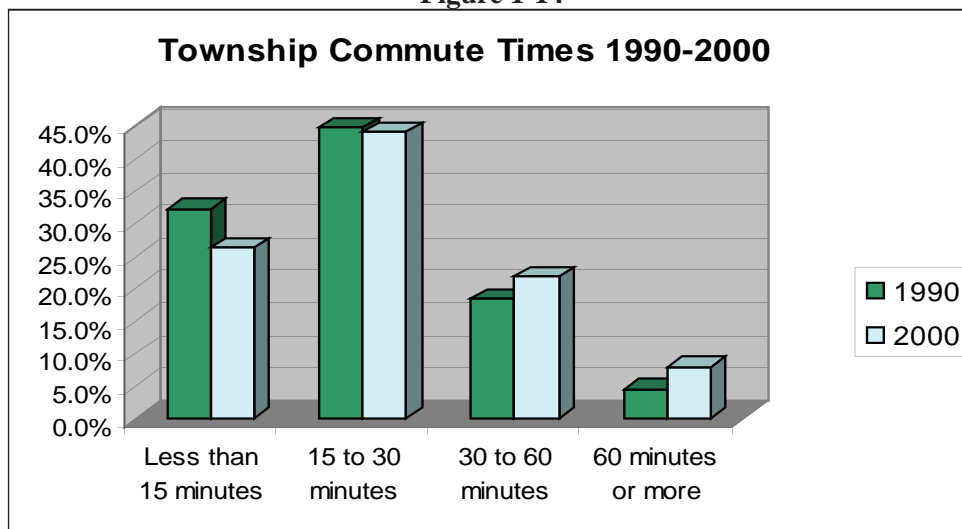


Figure 1-14



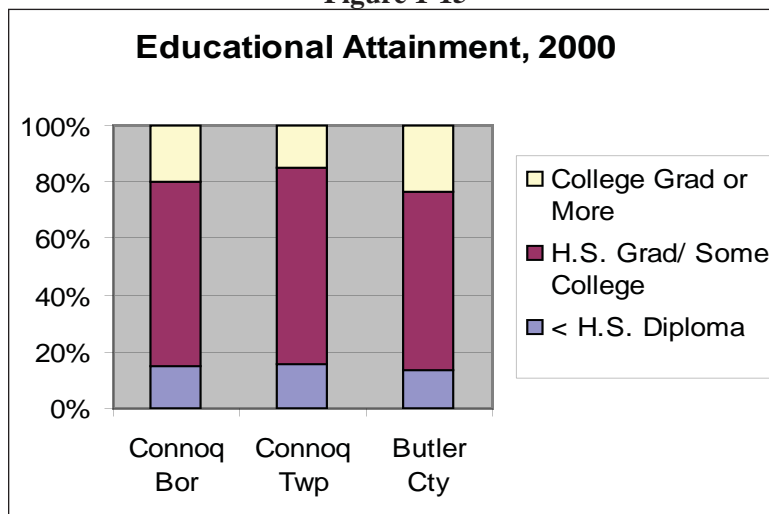
## EDUCATION CHARACTERISTICS

Educational attainment has a significant impact on the economic conditions of an area. Higher-levels of education in both academic fields and technical skills correlate strongly with the economic prosperity of an area. A well-trained work force also is a major factor in industrial location decisions.

In 2000, nearly 20 percent of Connoquenessing Borough's residents had received a bachelor's degree or higher, while nearly 15 percent had not graduated from high school. The majority of the Borough residents (66%) had high school diplomas and/or some college. The Township had a slightly higher proportion of residents than the Borough who lacked high school diplomas (16%) and who were high school graduates or attended some college (69%), and a slightly lower percentage of residents with college or more advanced degrees (15%). Both municipalities had higher proportions of residents without high school diplomas than the County (13%) and most of their neighboring municipalities. The percentage of residents in the planning area that have college or higher degrees also lags behind that in the County as a whole (23.5%).

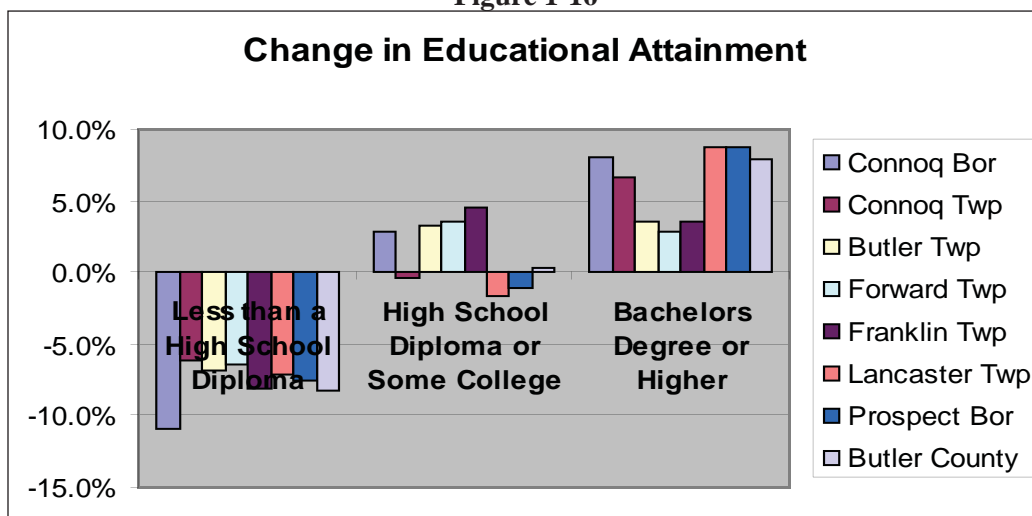


Figure 1-15



However, between 1990 and 2000, the percentages of residents that had not graduated from high school fell by more than 11 percent in the Borough and more than 6 percent in the Township. Moreover, the percentages of residents obtaining college or higher degrees increased by over 8 percent in the Borough and nearly 7 percent in the Township. While the increase in Borough residents' rates of educational attainment outpaced those of County residents, the Township's did not.

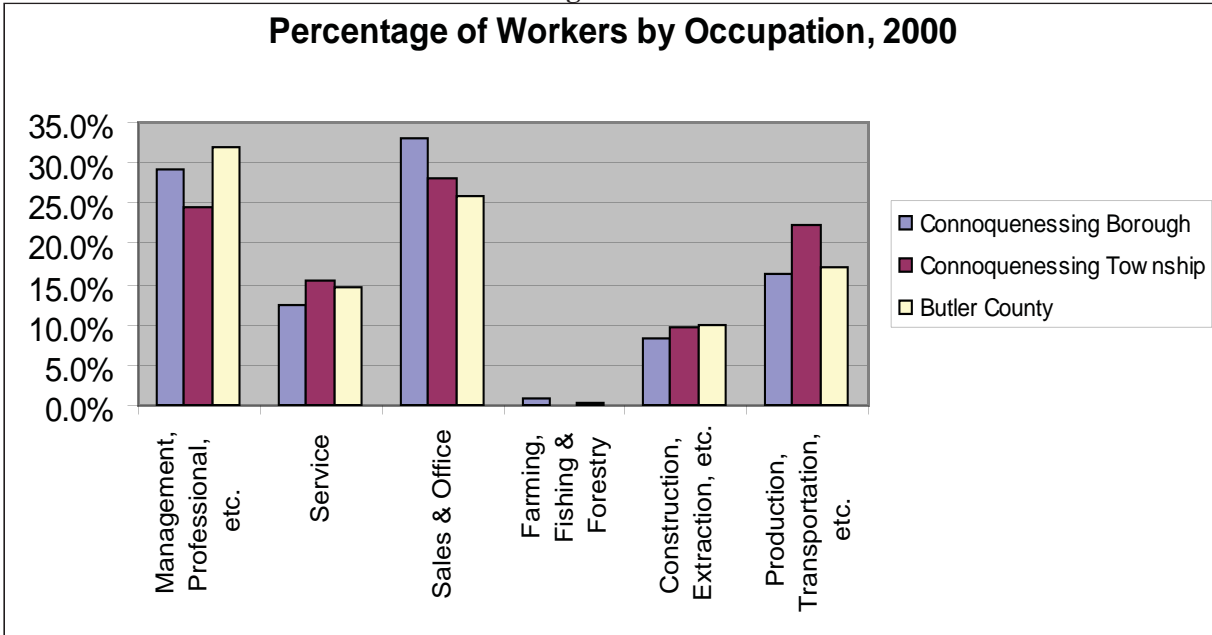
Figure 1-16



## OCCUPATIONAL DATA

According to U.S. Census data, the largest numbers of Borough and Township workers held positions in sales and office occupations in 2000. One third of all Borough workers (33.2%) and more than one fourth (28.2%) of all Township workers held such positions. These figures exceeded the percentage of County workers in such occupations (25.9%). The second highest sector in 2000 was management, professional and related occupations. These positions were held by 29.1 percent of Township workers and 26.4 percent of Borough workers. County workers held such occupations at a higher rate (32%). Other occupations accounted for smaller shares of the workforce in both municipalities, the smallest being farming, fishing and forestry.

Figure 1-17



## EMPLOYMENT BY INDUSTRY

Both communities experienced employment decline in the manufacturing sector during the period 1990-2000. Significantly, the percentage of workers employed in the manufacturing sector in the Borough decreased from 26.7% to 10.9% during that time period. The Township experienced a more modest decline in the percentage of manufacturing employment, from 26.4% to 23.4%. Numerically, though, the manufacturing employment base shows a minimal increase. In 1990, 462 persons were employed in the manufacturing sector. In 2000, 466 persons were employed in this sector. This apparent discrepancy is explained by higher rate of employment rate as a whole in the two communities.

There was also a decline in employment in the professional, scientific, management and related industries between 1990 and 2000. Township jobs decreased by 7 percent in this sector, while the dip in Borough employment was less pronounced (-1.2%).

The Township experienced a greater decline in agricultural-related employment than the borough, with 7.4% employed in this sector in 1990 versus 1.7% in 2000. Borough employment in this sector decreased from 2.5% to 1.9% during this same time period. Numerically, 80 less workers were employed in the agricultural sector in 2000 than were employed there in 1990.

Industries experiencing increases in employment in both communities were retail trade; education, health and social services; and arts, entertainment and recreation. The numeric increases in these sectors are more dramatic than the percentage of residents working in these sectors. Together, they were responsible for the creation of 200 additional jobs during the 1990-2000 period.

As a result of these shifts, the largest industry employing Borough residents in 2000 was education, health and social services (21.9%). This was followed by retail trade (20%) and arts, entertainment and recreation (13.4%). Manufacturing dropped from first in 1990 to fourth in 2000, employing less than 11 percent of Borough workers.

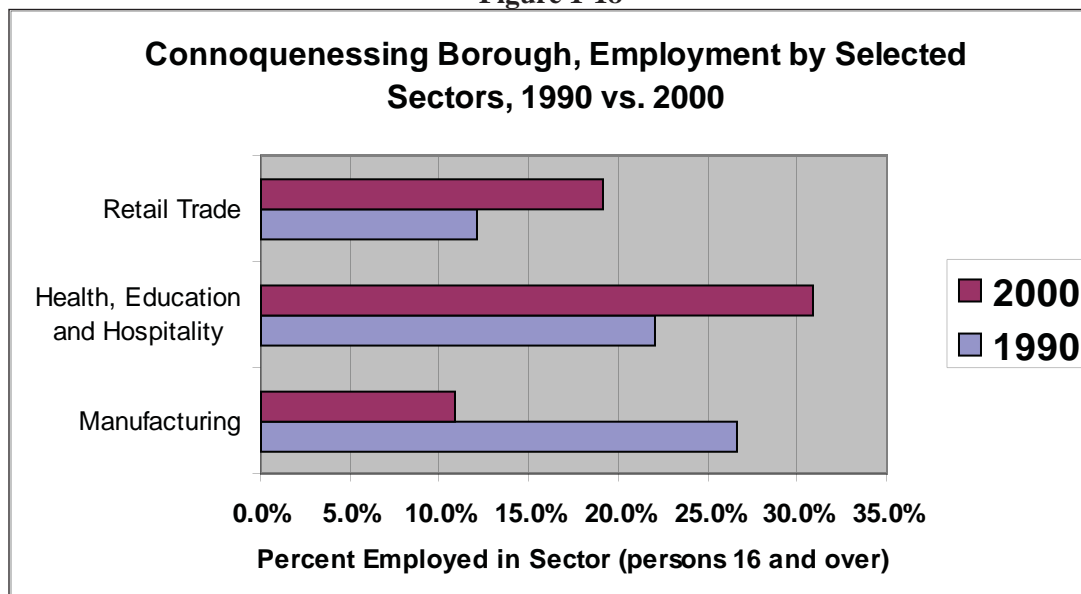
In the Township, manufacturing is still the largest source of jobs (23.4%). Retail trade (19.1%) and education, health and social services (15%) are the second and third largest sectors of employment. The table and figures below illustrate these employment trends.

**Table 1.4 Selected Employment Trends by Industry, 1990 - 2000**

INDUSTRY TYPE	Connoquenessing Borough			Connoquenessing Township		
	1990	2000	Change	1990	2000	Change
Agriculture, forestry, fishing, hunting, mining	2.5%	1.9%	-0.6%	7.4%	1.7%	-5.7%
Manufacturing	26.7%	10.9%	-15.8%	26.4%	23.4%	-3.0%
Retail Trade	12.1%	20.0%	7.9%	16.6%	19.1%	2.5%
Professional, Scientific, Management, Administrative and Water Management Services	9.1%	7.9%	-1.2%	11.3%	4.3%	-7.0%
Education, Health and Social Services	21.3%	21.9%	0.6%	10.8%	15.0%	3.2%
Arts, Entertainment, Recreation, and Other Services	11.6%	13.4%	1.8%	12.7%	13.4%	0.7%

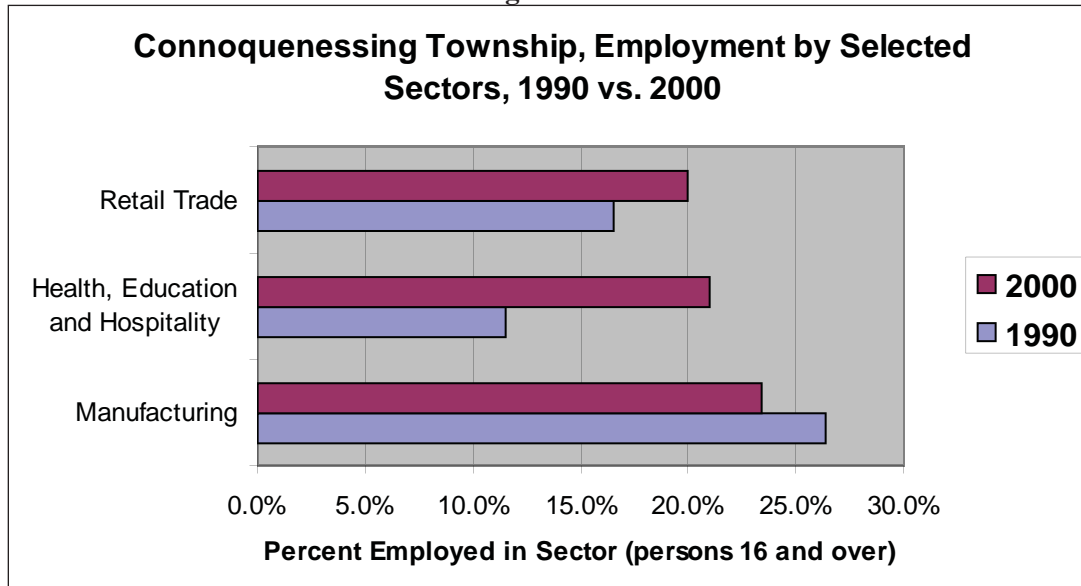
Source: 2000 Census

**Figure 1-18**



Source: US Census, 2000

Figure 1-19



Source: US Census 2000

## EMPLOYMENT BY ZIP CODE

Another indicator of employment within the study area can be found in the U.S. Census County Business Patterns. This data is gathered at the zip code level, rather than at the municipal level. The planning area is split among three zip codes: Connoquenessing, which primarily covers the Borough; Renfrew, which covers the northern/eastern portion of the Township; and Evans City, which covers the southern/western portion of the Township.

Because the Renfrew and Evans City zip codes cover areas beyond the planning area, this data captures firms beyond their borders. Nevertheless, this data is beneficial as it reflects a substantial segment of the regional employment base. Growth or decline in these geographic areas impacts residents of the study area in terms of employment opportunities close to home. It also presents employment trends by key sectors in the region.

### Connoquenessing Zip Code: 16027

During the period from 1995-2004, the Connoquenessing zip code area experienced a 30% decline (from 30 to 21 employees) in total employment, and a loss of 3 firms.

### Renfrew Zip Code : 16053

The Renfrew zip code area experienced significant growth in total employees and firms during the same time period, with an increase of 140 employees ( 81%) and 22 firms (59%). Contrary to trends, increases in the manufacturing and construction sectors were significant in this zip code area during this time period.

### Evans City Zip Code: 16033

The Evans City zip code area includes smaller portions of the Township and Borough, with concentration of population in and around the borough of Evans City. It has been, however, a substantial employment center for the region as a whole. This zip code experienced substantial decline in the number of firms and total employment during the 1995-2004 period. In 1995, 224 firms employed 2,942 workers. By 2004, these figures had significantly declined to 147 firms employing 1,640 workers. Surprisingly, the largest decline was in the usually high-growth retail and service sectors. During this period, the zip code area lost 56 firms in these sectors. The manufacturing sector experienced most of its decline with the loss of larger firms, and reduction in employment numbers for existing firms.

Detailed tables of all data analyzed for labor force, education, and employment are included in Appendix B.

## MAJOR EMPLOYMENT CENTERS

Business activity within the planning area is concentrated in two areas. Light industrial activity is located along Kriess Road in and around the Butler County Airport and the Kriess Road Industrial Park created by the Butler County Community Development Corporation (CDC). The industrial park covers 40 acres and presently houses six (6) businesses. According to the CDC, the largest employers in the industrial park are United Plate Glass (75 employees) and Wise Business Forms (62 employees).

The Route 68 corridor is the location of most commercial establishments. These include a commercial nursery, auto repair and service stations, professional offices, car dealerships and several recreational businesses. Butler Farm Market is currently building a new facility in the Township on Route 68 as well. However these businesses typically employ small numbers of employees.

While the Census does not track where municipal residents work, a considerable number undoubtedly are employed by employers outside the planning area. Therefore, the analysis looked at the largest County employers. For example, according to the CDC, the two largest employers in the County, AK Steel and Butler Memorial Hospital, are located in Butler Township, a neighboring municipality. The large percentage of Township employees working in the manufacturing sector is likely due to the proximity of AK Steel and the growing proportion of employees in health-related fields is probably explained by being close to the hospital and several other health care facilities. Moreover, other large County employers, like TRACO, Verizon Wireless, and Mine Safety Appliances, are located nearby in Cranberry Township.

**Table 1.5 Major Butler County Employers, CDC**

Rank	Employer	Product(s)	Number of Employees
1	A-K Steel	Specialty Steel	1,770
2	Butler Memorial Hospital	Health Care	1,570
3	TRACO	Windows	1,500
4	Verizon Wireless	Cellular Services	1,000
5	Lutheran Senior Life Health Care	Health Care	800
6	Mine Safety Appliances Company	Safety Equipment	800
7	Concordia Lutheran Ministries	Health Care	720
8	Penn United Technology	Machining	630
9	US Investigations Services	Personnel Management Services	500
10	II-VI Inc.	High-Tech Optics	460

**Source: Community Development Corporation of Butler County**

**Last Updated: August 2, 2006**

Employment data maintained by the County's largest newspaper, the Butler Eagle, ranks the largest County employers as of 2006 somewhat differently. Several of the top ten remain on the list (Butler Hospital, Verizon and Traco), but others include educational institutions and retailers. Nearly all are located in the southeastern part of the County near the planning area.

**Table 1.6 Major Butler County Employers, Butler Eagle**

Rank	Employer	Location	Number of Employees
1	Iron Mountain Underground Storage (includes U.S. Investigations Service)	Not specified	1,852
2	Butler Health System (including Butler Memorial Hospital)	Butler	1,689
3	AK Steel	Butler Township	1,600
4	Butler School District	Butler & Butler Township	1,201
5	Traco	Cranberry Township	1,200
6	Butler County Community College	Cranberry & Butler Townships	1,178
7	Wal-Mart/Sam's Club	Cranberry & Butler Townships	1,070
8	Giant Eagle/Butler Refrigerated Meats	throughout County	953
9	Verizon Wireless	Cranberry Township	925
10	Seneca Valley School District	Jackson Township	900

Source: 2006 Butler Eagle Online, [http://ads.butlereagle.com/2005\\_Fact\\_Book/html/employers.html](http://ads.butlereagle.com/2005_Fact_Book/html/employers.html).

## ECONOMIC STABILITY AND VERSATILITY

Like most areas of Western Pennsylvania, Connoquenessing Township and Borough have seen a steady decline in manufacturing-based employment. This is particularly true within the Borough, which saw a substantial decline in manufacturing employment during the period 1990-2000. The fact that the Township manufacturing employment decreased at a lower rate than the Borough, may be attributed to development of the Kriess Road Business Park, the growth of small manufacturing businesses in the Renfrew area and the proximity of AK Steel.

The increase in the employment base in the service sectors can be seen as a benefit to the communities because service jobs tend to be more stable and recession-proof than manufacturing employment. However, the level of pay in lower-skilled service and retail sectors could be a concern.

While the Borough has lost nearly all its sources of employment and the Township has seen modest growth, planning area residents benefit from being close to major employers in the Butler and Cranberry areas as well as in Pittsburgh. Therefore, while workers may be traveling longer distances to their places of employment, they still have access to a wide range of employment options.

As a whole, the Township employment base is strong, as compared to other areas in the County as a whole. Unemployment is low, job growth is high, and job diversity is increasing.

## ECONOMIC DEVELOPMENT RESOURCES

The resources of the Butler County Community Development Corporation are a tremendous economic development resource for businesses located within the township and the borough. The Community Development Corporation of Butler County was founded in 1959 as an organization to meet the growing demands for continued, sustained economic development in Butler County. A nonprofit corporation governed by a 31 member Board of Directors and supported by donations and minimal service fees, the CDC has been successful in its economic development endeavors. Approximately \$84,000,000 in state financing has been secured for county businesses by the CDC.

General services of the CDC include:

1. Workforce analysis
2. Site Selection Assistance
3. Transportation analysis
4. Energy and utility services
5. Community profiles
6. Financing
7. Tax structures/incentives
8. Overall coordination

The CDC was responsible for the development of the Kriess Road Business Park, which has contributed to the employment base and business diversity within the township. It also serves as a liaison to various federal and state financing programs, and administers several programs that directly benefit new or potential Butler County businesses, including:

- **The Growth Initiative Loan Program (GILP)** provides a financing tool for small businesses in need of funding for a specific project, research and development of an idea or concept, marketing of an idea or concept, or to accelerate the business to the next level of economic success. The GILP provides a company the ability to take advantage of business opportunities when presented in order to achieve productive results. The loan proceeds may be utilized in order to purchase a fixed asset or to meet working capital needs. A maximum of \$25,000 or 100% of the total eligible project cost, whichever is less.
- **The United States Department of Agriculture Intermediary Relending Program (USDA IRP)** was created to alleviate poverty and increase economic activity and employment in rural communities, accordance with the State and regional strategy based on identified community needs. All businesses located in a designated rural area are eligible. A rural area is defined as all territory of a State that is not within the outer boundary of any city having a population of 25,000 or more. An eligible borrower is a private, for-profit firm conducting business within Butler County, Pennsylvania. A business is defined as any proprietorship, partnership, or corporation engaged in manufacturing, wholesaling, distribution, retailing or servicing a product for a profit. All eligible borrowers must be unable to finance the proposed project from its own resources or through commercial credit or other Federal, State, or local programs at reasonable rates and terms.

Program proceeds may be used for business acquisition when the loan will prevent the business from closing; business conversion, repair, renovation, modernization, or development; land acquisition preparation and associated fees; Purchase of machinery and equipment, including installation costs; Purchase of pollution control and abatement, inclusive of leasehold improvements; start – up operating costs and working capital. A maximum of \$150,000 or 40% of the total eligible project cost, whichever is less. A minimum loan amount of \$50,000 not to exceed 40% of the total eligible project cost. The borrowers must provide at least 10% of the total project cost as equity injection.

- **The Revolving Loan Fund (RLF)** was created to assist those businesses that are not otherwise served by existing business financing options. The revolving loan funds held by the Community Development Corporation of Butler County (CDC) are economic development financing tools designed to stimulate new employment and entrepreneurial opportunities through low-interest loans to small businesses. The loans may be used for fixed asset purchases or working capital. All small manufacturing and industrial businesses employing 50 or fewer people are eligible. Depending on the nature of the project, service and retail oriented businesses may also access these funds.

Funds may be used for land acquisition, preparation and associated fees; building construction, acquisition and/or renovation; purchase of machinery and equipment, including installation costs, working capital – inventory purchases, new employee salaries and employee training costs. A maximum of \$50,000 or 50% of

the total eligible project cost, whichever is less. The borrowers must provide at least 10% of the total project cost as equity injection.

- **The Office of Vocational Rehabilitation Job Creation Grant** was designed to create employment opportunities for people with disabilities by becoming a partner in creating economic development in our community. This financing tool is structured to benefit business by providing a financing incentive with an available workforce pool, and creating a level of quantity and quality of worker placement and business expansion. It will also create an opportunity for companies to access an incentive tied to the purchase of machinery or equipment. A maximum of \$100,000 or any amount less than that up to the full cost of the machinery through written bids.

#### **Sources of Information**

U.S. Census Bureau, Census 1990 and Census 2000 Data Tables.

County Business Patterns, US Census, 1995 and 2004.

The Life and Times of Connoquenessing, Connoquenessing Elementary School Sixth Grade Class, (2000).

Butler County Community Development Corporation

2006 Butler Eagle Online, [http://ads.butlereagle.com/2005\\_Fact\\_Book/html/employers.html](http://ads.butlereagle.com/2005_Fact_Book/html/employers.html). **Housing Characteristics and Trends**



# HOUSING CHARACTERISTICS AND TRENDS



This section of the plan analyzes the types, value, age, occupancy and vacancy of housing within Connoquenessing Borough and Township. In 2000, there were 1,662 housing units within the two municipalities. The area is undergoing a residential construction boom as several large farms have been and continue to be sold for development. A number of residential subdivisions are presently under construction or in the planning stages. One of these developments will add 360 additional dwelling units to the Borough, potentially doubling its size. Several hundred more residences are likely to be added to the Township within the next five years as well. Understanding housing characteristics and trends helps municipal officials plan for service and infrastructure improvements, new recreational facilities and other amenities to meet residents' needs.

Detailed tables of all housing data analyzed are included in Appendix C.

## HOUSING TYPE

Most housing in the planning area consists of single-family homes. Nearly four-fifths of the Borough's residential units are single-family homes. The remaining 20 percent are divided nearly equally between multi-family residences having two to four units and trailer homes. Connoquenessing Township has nearly 70 percent single-family residences. The remaining 30 percent is largely made up of mobile homes with a small percentage of multi-family units. By comparison, the County has roughly the same percentage of single-family detached dwellings as the Township, with a smaller proportion of mobile homes and a larger mix of multi-family residences.

Figure 1-20

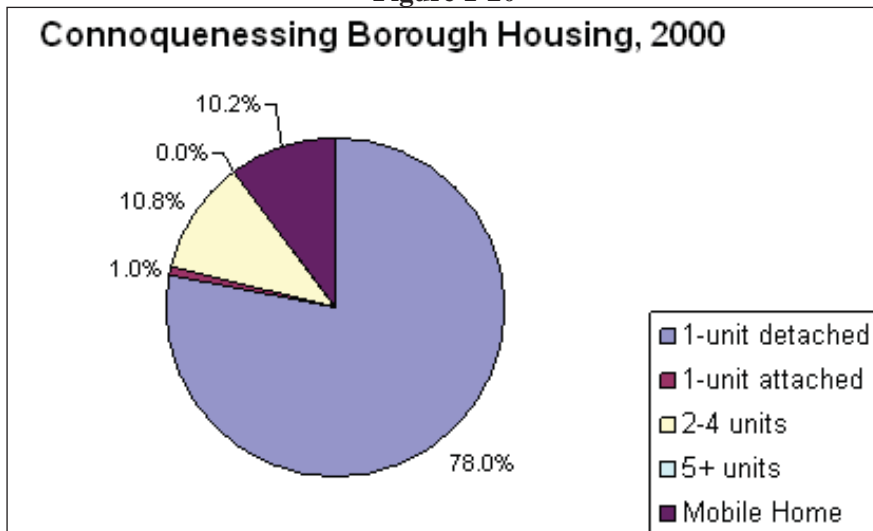


Figure 1-21

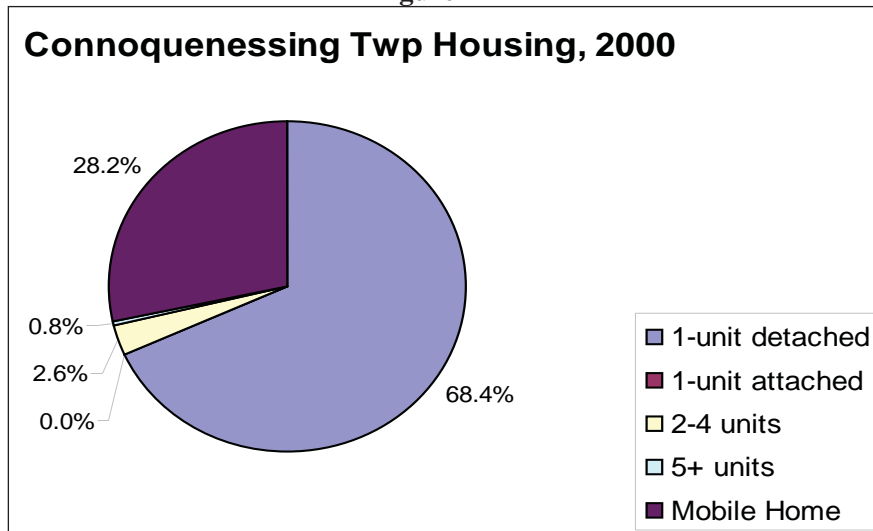
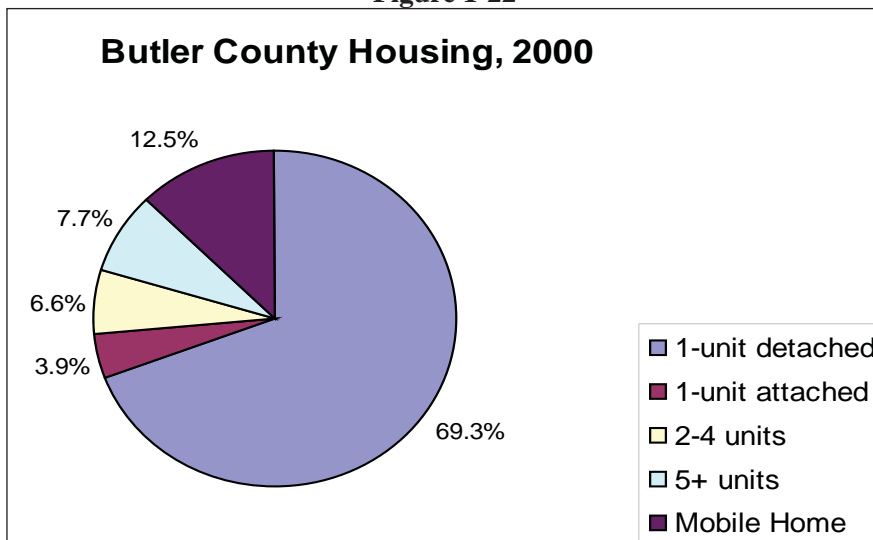


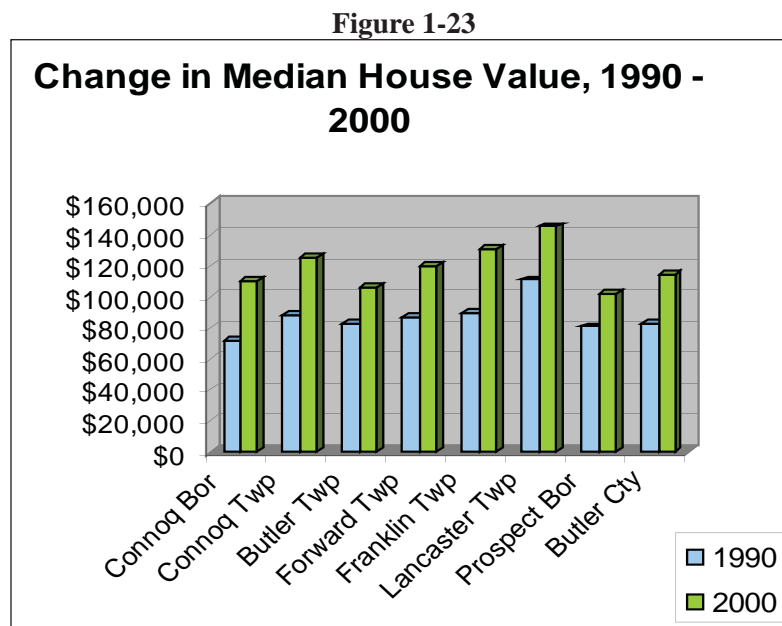
Figure 1-22



## HOUSING VALUE

In 2000, the median house value was \$109,999 in Connoquenessing Borough and \$125,600 in Connoquenessing Township. The Borough's housing values are the second lowest among the municipalities evaluated and below the County median of \$114,100. Housing value in the Township well exceeds that of the County and several neighboring municipalities, but falls slightly below that in Franklin Township (\$130,900). Lancaster Township has the highest median house value (\$145,400).

Changes in median house value between 1990 and 2000 were also evaluated. The 1990 values were adjusted to account for inflation. While the Borough's median house value was relatively low, it experienced the highest percentage increase between 1990 and 2000 (54.4%). Connoquenessing Township's housing value rose by 43.1 percent, above the County's rate of increase (37.9%).

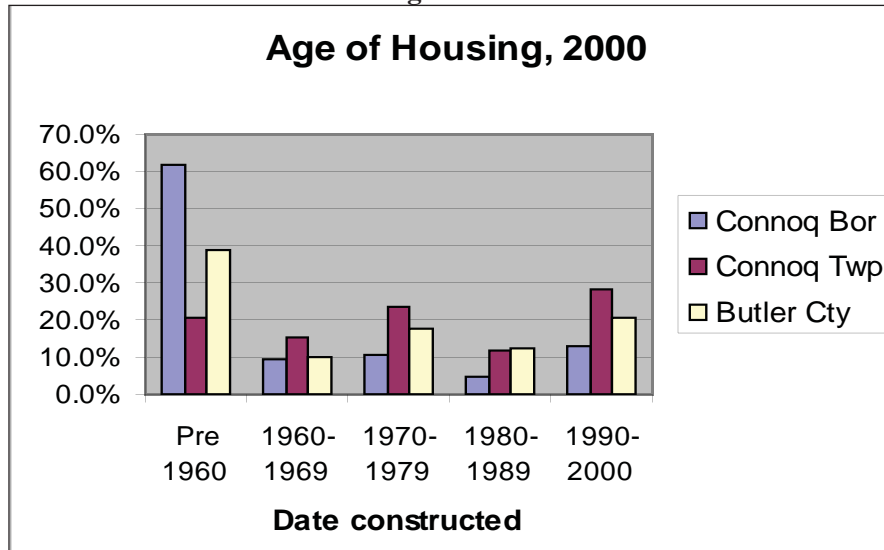


In 2000, median rents in the municipalities evaluated all hovered around \$500 per month, ranging from a low of \$475 in Franklin Township to a high of \$520 in Connoquenessing Borough. Monthly township rents averaged at \$477, under the County's median rent of \$487. Median rent between 1990 (adjusted for inflation) and 2000 increased in all municipalities, although at a much slower rate than median house values. The sharpest increase in rents was seen in Prospect Borough (25.3%). By contrast, rents in Connoquenessing Borough, only rose by 3.6 percent, while they climbed by 13.6 percent in Connoquenessing Township.

## AGE OF HOUSING STOCK

Housing in Connoquenessing Borough is far older than that of its neighbors and the County. Over 60 percent of homes in the Borough were built before 1960, compared to only 20 percent in Connoquenessing Township and less than 40 percent in the County as a whole. Butler Township had the second oldest housing stock with slightly less than 50% constructed pre-1960. Connoquenessing Township has the highest proportion of new housing. Sixty four (64) percent of its residences were built after 1970, with more than 28 percent constructed between 1990 and 2000 alone. By comparison, just over 50% of County housing was constructed after 1970, with less than 21 percent occurring between 1990 and 2000.

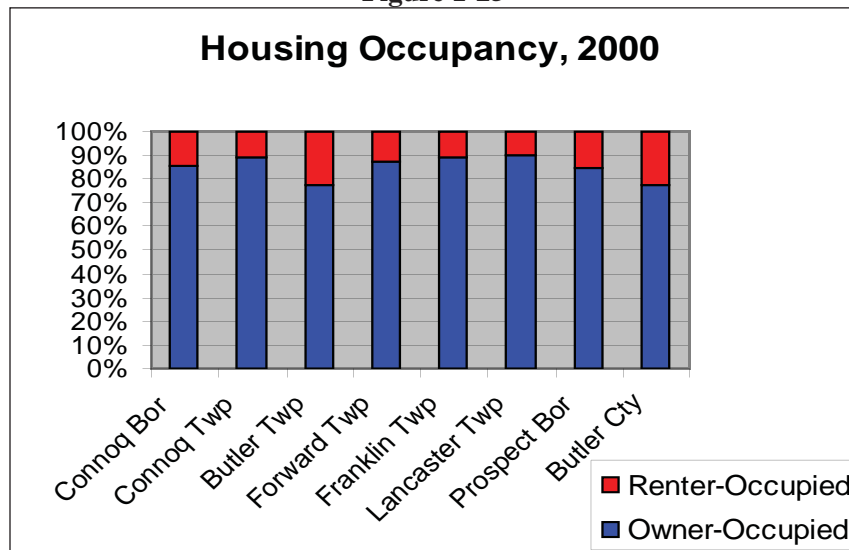
Figure 1-24



## HOUSING OCCUPANCY

Connoquessing Borough and Connoquessing Township both had rates of owner-occupied housing (85.9% and 89.2%, respectively) that well exceed the County level of 77.9 percent in 2000. These rates were very similar to those of their neighbors with the exception of Butler Township, which matched the County rate of owner-occupied homes. By the same token, renter-occupied units in the Borough (14.1%) and Township (10.8%) fell well below the County's percentage (22.1%)

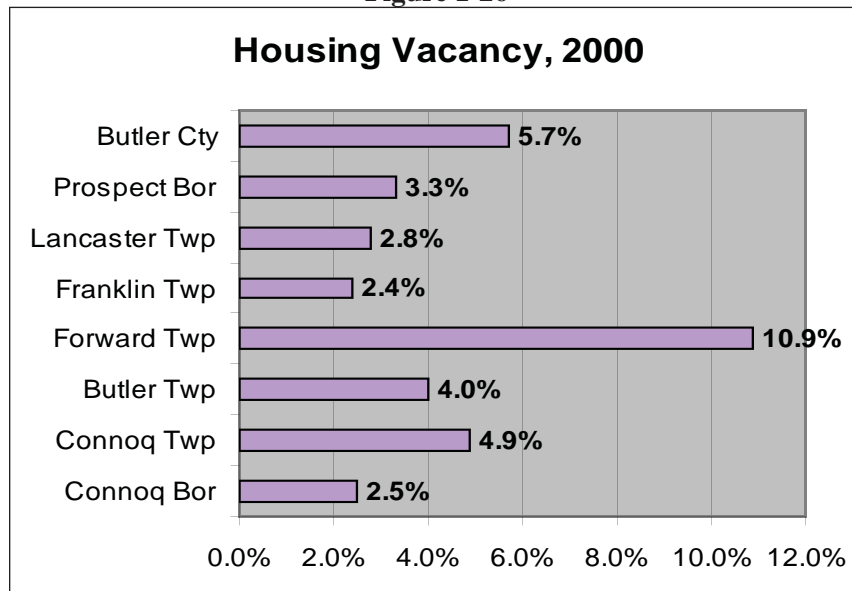
Figure 1-25



## HOUSING VACANCY

Vacancy rates in the planning area were below the County rate in 2000. Only 2.5 percent of all residential units in Connoquessing Borough were vacant at that time. The Township's vacancy rate was 4.9 percent, slightly less than the County rate of 5.7 percent. Only Forward Township exceeded the County vacancy rate with 10.9 percent of residences unoccupied.

Figure 1-26

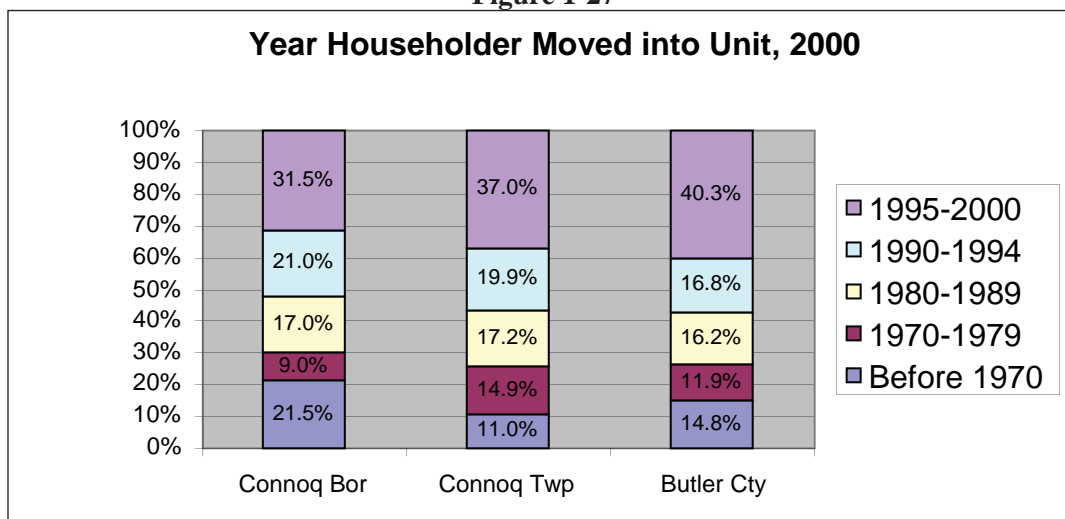


## LENGTH OF HOUSING OCCUPANCY

The analysis also looked at how long residents have lived in their homes and compared the results to corresponding statistics for the County and neighboring municipalities. It should be noted that this data does not distinguish between those moving into new homes from other municipalities and those relocating within the same municipality.

Well over half (56.9%) of Connoquenessing Township's residents moved into their current homes between 1990 and 2000. This is a higher percentage than that in the Borough (52.5%), but a bit lower than the County's proportion during that period (57.1%). More than one fifth of Connoquenessing Borough's residents (21.5%) have occupied the same home since before 1970. By contrast, only eleven percent (11%) of Township residents and less than fifteen percent (14.8%) of County residents have lived in the same home for more than 36 years. Only Butler Township had more residents that moved into their current homes prior to 1970 (24%).

Figure 1-27



## SUMMARY OF KEY HOUSING CHARACTERISTICS AND TRENDS

- Single-family homes predominate in both municipalities in the planning area.
- Connoquenessing Township has a relatively high percentage of mobile homes and low percentage of multi-family dwellings when compared to its neighbors and the County.
- While the Borough's median house value in 2000 was the second lowest, it experienced the highest percentage increase between 1990 and 2000.
- Housing value in the Township also increased substantially between 1990 and 2000 at a rate in excess of the County's.
- Connoquenessing Borough has the oldest housing with over 60 percent built before 1960.
- Connoquenessing Township has the highest proportion of new housing, with 64 percent built after 1970.
- In 2000, the vast majority of housing in both municipalities was owner occupied rather than rental housing, and the rate of owner-occupied housing in the planning area far exceeded the County rate.
- The percentage of vacant housing in the planning area was below the County vacancy rate in 2000.
- More than 50 percent of all residents in the planning area moved to into their current housing units between 1990 and 2000. This includes residents moving within the planning area as well as into the planning area from other municipalities.

### Sources of Information

U.S. Census Bureau, Census 1990 and Census 2000 Data Tables.

Southwestern Pennsylvania Commission County and Municipal Profiles – 2000.

Interview with Lloyd Leslie, July 10, 2006.

# HISTORIC AND CULTURAL RESOURCES

Before establishing a plan for the future, a community must understand the events that shaped it and the places that define its heritage. What follows is a brief history of Connoquenessing Borough and Township as well as a description of historic and cultural resources in these municipalities today. Today, these places add to the character of the municipalities and the quality of life of their residents. The Historic and Cultural Resources Map, Map 2, depicts the significant places discussed within this section.

## HISTORY OF THE CONNOQUENESSING AREA

Before Western Pennsylvania was settled by white men, the Connoquenessing area was used as hunting grounds by Native Americans. They created trails through the densely forested landscape. As frontiersmen began to move west and explore the area, they used these trails to travel through the wilderness, trapping animals and establishing trade with the Indian tribes.

In 1753, George Washington was sent to Western Pennsylvania by the Virginia Governor to deliver a warning to the French who had been establishing trading posts and forts in the area, then known as the “Ohio Territory.” Washington traveled from Fort Pitt to Fort LeBoeuf near Lake Erie along one of the Native American paths, the Venango Trail. This trail crossed through present-day Connoquenessing Township, not far from where Route 528 currently traverses the municipality. Washington was not successful in persuading the French to withdraw, and as a result, the French and Indian War broke out shortly thereafter over who would control this territory.

The first known settler in the Connoquenessing area was Peter McKinney. Some sources say McKinney was born in Ireland in 1765, while others indicate



he was born in Eastern Pennsylvania. Orphaned as a young boy, McKinney served in the Revolutionary War as a fifer. In 1792, he moved with his wife to the Connoquenessing area, first building a cabin just south of the Borough on 400 acres of land. McKinney had 13 children; his eldest, Elizabeth, is believed to have been the first white child born in Butler County on March 23, 1792. Later, he bought another 300 acres in what is now Connoquenessing Borough. He built a second cabin there that served as a tavern and store.

Other settlers followed in the late 1790's. Because many who came were Scottish, the land between Connoquenessing Creek and Little Connoquenessing Creek was initially referred to as "Scotland."

In the early 19<sup>th</sup> century, the Scottish and Irish landowners were joined by Germans. These earliest settlers were primarily trappers and farmers, although there were also tradesmen such as millers, coopers, tanners and stonemasons. A gun powder mill was established in the township as early as 1810. Connoquenessing Township was one of four original townships established in Butler County in 1804. Its current boundaries were laid out in 1854.

As more people settled the area, villages formed. According to a Butler County history published in 1883, Whitestown was "one of the oldest villages in Butler County. It was laid out by Edward White shortly after the death of his father, Matthew White, in 1812. Matthew White's log house was a tavern for many years. Being on the Franklin road, then a much frequented route, it was a place of general rendezvous during the war of 1812 and many subsequent years."

Another village grew in the vicinity of Peter McKinney's tavern. The first store was run by Alexander Douthett who came twice a week to sell goods in McKinney's tavern building. Other businesses, such as the Purviance and Nicklas general stores, sprang up nearby to serve the growing needs of residents. This village initially was called Petersburg and later renamed Petersville. The following description of Petersville appeared in the 1883 history of Butler County:

This village was named for Peter McKinney. It was laid out after his death by William S. and C. A. McKinney, in June, 1849. At the first sale of lots, Thomas Critchlow was a large purchaser; Jesse Critchlow, George Brunnamer and James McKinney also purchased lots. At the second sale, lots were bought by Shelly, Evans Critchlow and Henry Nicklas. Other lots were soon disposed at private sale. The village is now a very lively place and contains three stores, four black-smith shops, two wagon-makers' shops, one shoe-maker's shop, one machine shop and a foundry. Two churches and a physician are supported.

There are various stories about why, in 1871, Petersville was renamed "Connoquenessing," an Indian word meaning "a long way straight." Some say it was because the postal service found the old name caused confusion with nearby Portersville. Others say that it was renamed because certain residents did not approve of the town being named after a tavern owner. Whatever the reason, residents did not adjust easily to the name change and continued to refer to their town as Petersville for decades. The Borough of Connoquenessing was officially incorporated in 1898.

In 1889, this sleepy, rural area was shaken up when oil was discovered in Connoquenessing Township. Many landowners rushed to erect oil rigs on their farms in an attempt to strike it rich. The "oil boom" lasted only a few years, but it spurred population growth and the building of many new homes, called "oil shanties," in the area.



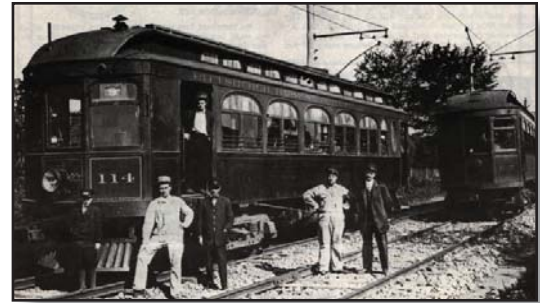
photo courtesy of Butch Nicklas,  
Borough resident



Insert Map 2 - Cultural & Historic Resources 11x17



In 1908, the Connoquenessing area became more accessible when the Harmony Short Line trolley was established. This electric railway connected Pittsburgh with Evans City, where it split, one fork proceeding northeast to the City of Butler and the other traveling northwest to Ellwood City and New Castle. Connoquenessing was a stop along the Butler route, and a station was built close to the present-day entrance to Connoquenessing Borough Park. Passengers could reach Pittsburgh from the station in forty-five minutes.



The arrival of the automobile brought more changes to the Connoquenessing area. The car's growing popularity led to the building of new roads and to the decline in trolley ridership. The Harmony Short Line was discontinued in 1931. Route 68 connecting Evans City with the City of Butler passed directly through Connoquenessing Borough's Main Street. Several gas stations opened to serve motorists. However, in 1959, Route 68 was rerouted to bypass the Borough. As a result, the gas stations and retail businesses experienced a drop in business and all eventually closed. The Borough lost its place as a commercial center for the area.

## HISTORIC SITES

There are no sites that are either listed or eligible for listing on the National Register for Historic Places in Connoquenessing Borough or Connoquenessing Township. In addition, there are no historic landmarks or historic districts. Nevertheless, the area contains some sites of historic significance that preserve the heritage of these communities for future generations. These sites are discussed below and identified on Map 2.

**Washington's Trail (Route 528)** - Butler County established the Washington Trail Committee to erect historical markers along routes that closely approximate the route taken by George Washington along the Venango Trail in 1753. The route, called "Washington's Trail" follows Route 528 through Connoquenessing Township. A website directs travelers to sites of interest along the trail.

**Historic Churches and Cemeteries** - Several old churches and cemeteries founded by early settlers remain in the Borough and Township. They are:

- Mt. Nebo United Presbyterian Church – The present brick church which stands at the corner of Lower Harmony Road and Route 528 was built in 1859. However, this church was preceded by two others, the first of which was built by Scottish settlers of logs in approximately 1810. This structure was replaced by a stone church in 1827. The Mount Nebo Cemetery was the first public burial ground in Butler County. It lies adjacent to the site of the first two church buildings at the end of Mount Nebo Lane. This cemetery contains gravestones dating from as early as 1814.
- White Oak Springs United Presbyterian Church – this church was formed when a faction of the Mount Nebo congregation split off in 1817. At first they worshipped in a tent in the summer and in barns in the winter. But in 1820, they built a new brick church adjacent to a spring near the present-day intersection of Shannon Road and Route 68. That structure was replaced by the current wood frame church in 1862. The adjoining cemetery contains the grave of first settler Peter McKinney.



- St. Paul's United Church of Christ - originally founded as a Lutheran Church by German settlers, St. Paul's was built in 1867. This structure, which has been renovated several times over the years, sits on Constitution Avenue in the Borough.
- St. John's Lutheran Church – this church was built in 1888 by German immigrants. It stands on Main Street at the entrance to Connoquenessing Borough.

**Old Homes and Structures** - There are also a number of old homes and other structures that remain in the area. A few noteworthy examples include:

- Log Home on Welch Bridge Road – This home was once called the John Irwin home. It is believed to have been built by John Irwin who acquired the property in 1794. The date of construction has been approximated as “somewhere between 1796 and 1810.” A two-story addition was added to the cabin before the Civil War. The home is still privately owned today.
- The Conrad (“Coon”) Nicklas store building – once used as the town's general store, a schoolroom and a hotel, the building has been converted to an apartment building. It is located on Main Street not far from the Post Office. While the date of construction is undocumented, it may have been built around 1870. This estimate is derived from the 1883 History of Butler County which states: “Conrad Nicklas is now the oldest merchant, having been in business here about twelve years.”
- J. Brown Dodds Home – This stately Victorian home on Main Street in the Borough was built in about 1872 by resident J. Brown Dodds. It underwent several later additions, including the wrap-around porch. Today, the home remains in private ownership and has been restored.
- One- and Two-Room School Houses – Several structures remain in the municipalities that once served as school houses for children. The old Connoquenessing School stands on Washington Street in the borough. It has been converted to apartments. The Graham and the Rock Point one-room schoolhouses are located in the Township. The former sits on Shannon Road close to the intersection with Hock Lane. The Rock Point schoolhouse is on Reiber Road close to Nursery and Moose Roads. Both have been converted to private residences.



**Archaeological sites** – In addition to historic homes and other structures, the Township contains some archaeological sites of interest. According to the Butler County Historical Society's staff archaeologist, several sites are being excavated on the grounds of Lutherlyn camp. Artifacts from the early Native Americans have been found there.

## CULTURAL SITES

**Butler Farm Show** – this annual event began in the late 1940's and is held at the Farm Show grounds in the Meridian area of the Township. The Farm Show, which showcases agricultural life in the County, has grown to include seven days of contests and attractions such as livestock and produce judging, horse shows, tractor pulls, musical entertainment, amusement park rides and a demolition derby.

**Churches** - Connoquenessing area residents are proud of the role that churches have played in their communities throughout their history. Churches continue to be central to community life, hosting social events, youth groups and other activities for all ages. In addition to the places of worship discussed earlier under historic sites, the area also houses two other churches, Connoquenessing United Methodist Church on Main Street in Connoquenessing Borough and St. Fidelis Roman Catholic Church on Buttercup Road in the Township. All churches are depicted on Map 2.

### Sources of Information

1883 History of Butler County Pennsylvania, Chapter 19 (Waterman, Watkins, & Co., 1883).

"History of Connoquenessing, Pa.," from A History of Butler County, Pennsylvania, Chapter XXV (R.C. Brown & Co. 1895).

The Venango Trail, Frontier Forts and Trails Survey, Federal Works Agency, Works Projects Administration (1940).

The Life and Times of Connoquenessing, Connoquenessing Elementary School Sixth Grade Class, (2000).

"Butler County: Washington's Trail through Butler County," [www.co.butler.pa.us/butler/cwp/view.asp?=-1407&Q=604922](http://www.co.butler.pa.us/butler/cwp/view.asp?=-1407&Q=604922).

Connoquenessing Borough website, [www.connoquenessingboro.com](http://www.connoquenessingboro.com).

"Harmony Trail," Rachel Carson trails Conservancy, [www.rachelcarsontrails.org/ht/](http://www.rachelcarsontrails.org/ht/).

Interview with Dr. Edmund Dlutowski, Butler County Historical Society staff archaeologist, August 15, 2006.





# ENVIRONMENT, NATURAL RESOURCES, AND AGRICULTURE

This section provides an overview of the environmental conditions in the planning area and outlines the locations of environmentally sensitive features. It also discusses the location and significance of prime farmland and agricultural preservation efforts.

It is important to understand the extent and location of environmental features in order to identify limitations to development, avoid severe ecological impacts and prevent property loss and damage. Information in this section should be used to guide growth to suitable areas and to protect important natural and agricultural areas. Areas of environmental significance are depicted on Map 3, Environment and Natural Resources Map, while areas of agricultural importance are shown on Map 4, Agricultural Features Map.

## ENVIRONMENTALLY SIGNIFICANT FEATURES AND AREAS

### *SOILS*

The U.S. Department of Agriculture Soil Conservation Service prepares soil surveys of every County. Soil classification leads to an understanding of how soils behave under alternative uses. According to the Soil Survey of Butler County, all of the soils in Connoquenessing Borough and Connoquenessing Township are classified as “moderately deep to very deep soils formed dominantly in residual material.” These soils formed as sandstone, siltstone and shale eroded over time and deposited these soils in the area. They are good to fair for farming purposes and good for woodlands and wildlife habitats. The major limitations of these soils are seasonal wetness, slow permeability, depth to bedrock and slope.

The largest soil type in the planning area is Hazleton-Cookport-Buchanan which is generally well-drained and formed from weathered sandstone. It is located



primarily in the southeastern portion of the planning area, with a small component in the northern section of the Township. These soils are predominantly used as farmland, although the Soil survey notes that in the Connoquenessing area, there is considerable suburban development.

Hazleton-Buchanan-Gilpin soils are also found throughout the planning area in close proximity to Little Connoquenessing Creek, Mulligan Run and Crab Run. These soils are usually sloped and very stony. They are poorly suited to farming and urban uses, and are better suited to woodlands and wildlife habitat. The other two major soil types found in the area are Hazleton-Gilpin Wharton and Tilsit-Brinkerton-Gilpin. Both are found in rolling terrain, depressions and drainageways. They are primarily used for farming and are poorly suited for urban uses.

## STEEP SLOPES

Clearing of steep slopes (25% or greater) for development can cause erosion, sedimentation and stormwater problems if runoff is not adequately controlled. This can impact the overall quality of the watershed. Connoquenessing Borough has very little land with slopes of 25% or higher. Three small pockets lie along the northwest, west and southwest boundaries of the Borough. In Connoquenessing Township, however, more than 16 percent of the land area is steeply sloped. These slopes are located primarily adjacent to streams such as Little Connoquenessing Creek, Semiconon Run, Mulligan Run, and Crab Run.

## WATERSHEDS/STREAMS

The planning area lies within five distinct watersheds. The lower half of the Borough and the southwest and southeast corners of the Township fall within the Connoquenessing Creek Watershed. The Little Connoquenessing Creek watershed encompasses the upper half of the Borough and a large swath of the township extending from the southwest to the northeast. The northwest portion of the Township is split among three watersheds named for the streams that drain them: Crab Run, Semiconon Run and Mulligan Run.

The primary watercourses in the planning area are Little Connoquenessing Creek, Semiconon Run, Mulligan Run, and Crab Run. They all flow in a generally southwesterly direction and empty into Connoquenessing Creek south of the planning area.

Water quality of streams is classified in Section 93 of the Pennsylvania Code. This chapter sets standards for protection of streams based on aquatic life, drinking water supply, recreation and fish consumption. Little Connoquenessing Creek is classified as a habitat for cold water fishes. Under section 93.3, this use is described as “maintenance or propagation, or both, of fish species ... and additional flora and fauna which are indigenous to a cold water habitat.” In addition, certain waters are given special protection if they qualify as high quality or exceptional value waters. These waters meet specified conditions for water chemistry and/or biology that make them particularly valuable. There are no high quality streams or exceptional value streams in Connoquenessing Borough or Connoquenessing Township.



## FLOODPLAINS

A flood, according to the Federal Emergency Management Agency National Flood Insurance Program, is a “general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties due to overflow of inland or tidal waters, unusual and rapid accumulation or runoff of surface waters from any source, or a mudflow.” Development in the floodplain can result in loss of life, property damage, and increased downstream flooding. Therefore, it is important to identify those areas in the 100-year



Insert Map 3 - Environment & Natural Features 11x17



floodplain and establish floodplain management guidelines to prevent damage and destruction due to flooding. The 100-year flood plain includes those areas with a history and statistical probability of flooding at least once every hundred years.

Floodplains in Connoquenessing Township border Little Connoquenessing Creek, Semiconon Run, Mulligan Run and Crab Run. There are no floodplains in the Borough.

## WETLANDS

The Clean Water Act defines wetlands as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.” The National Wetlands Inventory of the U.S. Fish and Wildlife Service identifies wetland areas. There are roughly twenty wetlands in the Township, most situated in close proximity to major streams. The largest one lies in the center of the Township between Little Connoquenessing Creek and Boy Scout Road. There are no wetlands in the Borough.



## HYDRIC SOILS

A hydric soil is defined as “a soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation.” Hydric soils include but are broader than wetland soils. These soils are found scattered throughout the planning area, usually in close proximity to streams and ponds.

## NATURAL HERITAGE AREAS

In 1991, the Western Pennsylvania Conservancy surveyed natural areas in Butler County and compiled the Natural Heritage Inventory of Butler County. According to the report, it is “designed to identify and map important biotic (living) and ecological resources that make up the rich, natural heritage of Butler County.”

The Natural Heritage Inventory (NHI) classifies sites of environmental importance into four categories: Natural Areas, Biological Diversity Areas, Landscape Conservation Areas and Managed Lands. Natural Areas are pristine, undisturbed lands or those that have been somewhat disturbed, but are recovering. They must be of sufficient size to protect the natural community. Biological Diversity Areas (BDAs) generally protect a species of Special Concern (such as an endangered or threatened plant or animal) or contain a high diversity of native species. Landscape Conservation Areas (LCAs) are large contiguous tracts of relatively undisturbed land that support wildlife habitat or passive recreation opportunities. Managed lands are those that are managed by either public or private interests for the purpose of conservation.

The NHI also prioritizes sites according to their ecological importance as High, Moderate or Low. In this way, government officials, citizens and businesses can plan development in a manner that preserves environmentally significant sites.

As part of the “Natural Infrastructure Project for Southwestern Pennsylvania,” data supporting the designation of BDAs and LCAs for Butler County was reviewed and refined. As a result, a new BDA was added that did not appear in the 1991 NHI.

Based on the two analyses, the area encompassed by Connoquenessing Borough and Township contain all or portions of two BDAs and three LCAs. A description of each one and its location follows.

**Connoquenessing Floodplain BDA (High Significance)** - this site, located entirely in Connoquenessing Township, surrounds a portion of Little Connoquenessing Creek. Recently added to the NHI, this site supports a plant species of special concern, the heart-leaved meehania. This BDA covers approximately 900 acres containing core habitat as well as supporting landscape needed by the plant and the larger floodplain community.

**Vic Nor Valley BDA (Moderate Significance)** – a small portion of this BDA lies within the southwest quadrant of Connoquenessing Borough, with the remainder in Forward Township. This BDA contains a high diversity of vegetation within a forested valley and floodplain. The site also contains an unusual geologic formation called a “hogback.” The NHI report notes that any expansion of sod farming upstream of this site would pose a threat of erosion and sedimentation to the creek. It recommends that a forested buffer be maintained between upstream uses and the valley below.



**Connoquenessing Creek LCA (Moderate Significance)** - this LCA covers a large area between Route 8 in Butler and Harmony Junction surrounding Connoquenessing Creek. A few segments intersect with the southernmost parts of Connoquenessing Township and Connoquenessing Borough. The LCA contains a variety of habitats including second growth deciduous forests, old growth floodplain forests and old growth hillside forests. The NHI notes that this LCA is particularly threatened by rapid development spreading northward from Pittsburgh.

**Trillium Hill LCA (Low Significance)** – is located along the southern banks of Little Connoquenessing Creek before it joins Connoquenessing Creek. A portion of this LCA extends into the southwestern portion of the Township. It is characterized by mature second growth forest and a profusion of wildflowers in the Spring. It provides important wildlife habitat and recreational benefits. The report notes that the area is being threatened by rapid growth as well as overuse by ATV and equestrian riders.

**Semiconon Valley LCA (Low Significance)** – this LCA extends from the southern portion of Franklin Township into the northern part of Connoquenessing Township. Over 650 acres lie within the Township. Most of the site is owned by Lutherlyn Camp which uses it for educational and recreational purposes. It is characterized by second growth hardwood forest that provides important wildlife habitat and recreational opportunities.

There are no areas classified as Natural Areas or Managed Lands within the two municipalities.

## AGRICULTURALLY SIGNIFICANT LANDS

According to 2005 Agricultural Preservation Manual, Butler County ranks twelfth in the number of farms in the State. While 62 percent of all land in the County was in agricultural use in 1940, by 1990, farmland accounted for only 28 percent of the County.

The 2002 Census of Agriculture, published by the U.S. Department of Agriculture, reported that Butler County had 1,174 farms in 2002 totaling 143,985 acres. The total market value of agricultural products sold was \$32,458,000.

Farming has always played an important role in the history of Connoquenessing Borough and Township, and it continues to be a significant segment of the local economy and way-of-life. Like the County, however, the number of farms is gradually declining. This is due to a combination of factors. In some cases, farms are sold



Insert Map 4 - Agricultural Features 11x17



off because farmers' children and grandchildren are not interested in continuing to work the farm. In some other cases, the farm must be sold because it is no longer profitable. And, as development continues to spread in the area, the value of farmland has risen, making it difficult for some farmers to turn down a substantial offer from a developer.

Most residents value and hope to preserve the agricultural character of the two municipalities. They want to protect the rights of farmers to continue to operate in the face of increasing pressures from residential and commercial development. However, at the same time, they want to protect the rights of agricultural landowners to sell their land when they choose to. Understanding the nature of agricultural lands and some of the protections that are in place will help the municipalities develop a plan to achieve these objectives.

Map 4 depicts areas of the two municipalities that have different types of agricultural significance. In many cases, these classifications overlap. For example, farmland often contains areas classified as prime agricultural soils. In addition, some farmlands have been registered as Agricultural Security Areas. Finally, several Agricultural Security farms are permanently protected under the Agricultural Land Preservation Program. These classifications are described in greater detail below. In addition, information and program guidelines developed by Butler County about Agricultural Security Areas and the Agricultural Land Preservation Program can be obtained from the Butler County Conservation District.



## *FARMLAND*

As part of the existing land use analysis, our inventory looked at the amount of land in the two municipalities that is farmed. This includes land that is actively farmed for crops or livestock; farmland that is currently lying fallow; horse farms; land used for timber harvesting; and other land that is owned for agricultural purposes. Based on these criteria, approximately 57 percent of the total land in the two municipalities has been classified as farmland.

## *PRIME AGRICULTURAL SOILS*

These soils are defined by the U.S. Department of Agriculture as being best suited to producing food, feed, fiber, or other crops. They are found throughout the two municipalities within existing farmland as well as in areas currently used for other purposes. Approximately, 69 percent of soils in the Borough and 61 percent of soils in the Township are classified as prime agricultural soils.

## *AGRICULTURAL SECURITY AREAS*

Under the Pennsylvania Agricultural Security Act, the legislature allowed for the creation of Agricultural Security Areas of farmland used to produce crops, livestock or livestock products. The act defines “crops, livestock or livestock products” broadly to include:

- (1) Field crops, including corn, wheat, oats, rye, barley, hay, potatoes and dry beans.
- (2) Fruits, including apples, peaches, grapes, cherries and berries.
- (3) Vegetables, including tomatoes, snap beans, cabbage, carrots, beets, onions and mushrooms.
- (4) Horticultural specialties, including nursery stock ornamental shrubs, ornamental trees and flowers.
- (5) Livestock and livestock products, including cattle, sheep, hogs, goats, horses, poultry, furbearing animals, milk, eggs and furs.
- (6) Timber, wood and other wood products derived from trees.
- (7) Aquatic plants and animals and their byproducts.

Participation in the program is voluntary. Farms that qualify under the program receive certain benefits including protection from local ordinances that unreasonably restrict farming operations. Currently, about 40 Connoquenessing Township and Borough landowners are participating in the program. They have registered approximately 60 parcels as Agricultural Security Areas totaling nearly 3600 acres.

While farms participating in the agricultural security program are not protected like those with conservation easements (see below), they demonstrate a commitment to farming the land. Connoquenessing Township's participation in this program is one of the highest in the County.

## *AGRICULTURAL CONSERVATION EASEMENTS*

In 1987, a \$100 million bond issue to preserve farmland was established after a referendum was passed by Pennsylvania voters. Act 149, enacted in 1988, authorizes Counties to purchase agricultural conservation easements with funds generated by the bond issue.

Agricultural conservation easements allow farmers to sell the development rights on their property to the County in exchange for compensation and tax benefits. The farmer continues to hold title to the land and maintains the right to farm the land. However, if the owner decides to sell the farm, it is sold subject to the easement.



In order to qualify under the Program, farms must meet certain eligibility criteria including location in an Agricultural Security Area, soil type, contiguous acreage and amount of actively farmed land. The Butler County Agricultural Land Preservation Board oversees the conservation easement program in the County. It consists of nine members including farmers, a local government representative, a building industry representative and interested citizens.

Connoquenessing Township has the second largest participation rate in the agricultural land preservation program in Butler County. To date, easements have been placed more than 20 farm parcels accounting for over 1,200 acres of permanently protected farmland in the Township. Other farmers in the Township are interested in obtaining a conservation easement, but are on a waiting list until funds become available.

### **Sources of Information**

Soil Survey of Butler County, U.S. Department of Agriculture, Soil Conservation Service.

Southwestern Pennsylvania Commission data.

Natural Heritage Inventory of Butler County, Western Pennsylvania Conservancy (1991).

Natural Infrastructure Project for Southwestern Pennsylvania, Vol. 2: NI Atlas (2005). The Natural Infrastructure Project was a project of the Tides Center and a partnership among the Southwestern Pennsylvania Commission, PA Department of Conservation & Natural Resources, The Heinz Endowments, and the Pennsylvania Environmental Council.

Agricultural Land Preservation Manual, Butler County Agricultural Land Preservation Board (2005).

Interview with Ron Fodor, Butler County Conservation District, August 15, 2006.

Interview with Ryan Harr, Watershed Specialist, Butler County Conservation District, August 15, 2006.

Interview with Scott Rennie, U.S. Department of Agriculture, Natural Resources Conservation Service, August 23, 2006.

Farmers' Focus Group discussion, October 30, 2006.



# PARKS AND RECREATION RESOURCES

Recreational facilities and programs greatly contribute to a community's quality of life. Some recreational assets have been developed for particular activities, such as ballfields, playgrounds and picnic pavilions. Others are natural and undeveloped, like forested areas and stream corridors, where residents go to hunt, fish, or simply take in the scenery. This section summarizes the existing recreational assets in and in close proximity to the two municipalities. These facilities are shown on Map 5, Parks and Recreation Resources.

## PARKS AND RECREATION FACILITIES

**State and County Parks** – Connoquenessing area residents are fortunate to live nearby several exceptional park facilities that draw visitors from a broad geographical area.

- **Moraine State Park** – covers 16,725 acres in Butler County near Portersville. The park, which is approximately 10 miles from the Connoquenessing area, was developed on the site of reclaimed strip mines. Its centerpiece is Lake Arthur, a 3,225-acre water body. Recreational activities in the park include swimming, boating, windsurfing, fishing, biking, hiking, camping and horseback riding in the warmer months as well as cross-country skiing, ice skating, sledding, ice fishing and snowmobiling in Winter. There are nearly 30 miles of hiking trails, a seven-mile paved biking trail, a six-mile loop for mountain biking as well as 20 miles of equestrian trails. The park has boat and bike rentals, environmental education programs and holds an annual regatta in August.
- **McConnells Mill State Park** – is located in Lawrence County approximately 16 miles from the Connoquenessing area. This 2,546-acre park surrounds Slippery Rock

Gorge and several other areas of spectacular scenery, such as Cleland Rocks and Hells Hollow. There are 11 miles of hiking trails, including part of the North Country National Scenic Trail. Visitors can tour an old logging mill adjacent to the creek and pass through a covered bridge. Whitewater rafting and fishing are also permitted in the park.

- **Alameda County Park** – covers more than 400 acres in Butler Township. The park has a ball field, picnic shelters, playgrounds and a large swimming pool with a slide. Summer camp programs are held at the park all summer.



## *MUNICIPAL PARKS AND RECREATION FACILITIES*

- **Connoquenessing Community Park** – The park consists of 16.3 acres in Connoquenessing Borough. It is located off Constitution Avenue east of Route 68. The park includes a ball field, basketball court, fishing pond, tennis court, playground and three picnic pavilions. The ballfield is used for games by the Meridian Area Boosters and American Legion Baseball.

The park is owned by the Borough and administered by the Park Committee of Borough Council which meets on an as needed basis. It is maintained by the Borough's park caretaker. Fees are charged for facility rentals: \$75 for a pavilion or \$150 for the whole park per day. A small portion of the park remains wooded and has not been developed to date. Township and Borough residents can also take advantage of other nearby public parks including Alameda County Park, Butler Township Park and Deshon Woods Park, all located in Butler Township.

- **Connoquenessing Elementary School** – The school is built on over 22 acres in Connoquenessing Township, just north of the Borough on Route 68. The school includes a gym, playground and multi-use sports field. The facilities can be reserved for public use when not in use for school purposes.

## *PRIVATE RECREATION FACILITIES*

- **Lutherlyn Camp** – Located on 640 acres off Dick Road in Connoquenessing Township, Lutherlyn is a year round facility operated by the Evangelical Lutheran Church. The camp includes two lakes and 17 miles of trails. It hosts summer camps, retreats and conferences. Lutherlyn also conducts an environmental education program called "LEEP."
- **Butler Farm Show** – this annual event began in the late 1940's and is held on 12 acres in the Meridian area of the Township. The Farm Show, which showcases agricultural life in the County, has grown to include seven days of contests and attractions. Every August, it holds livestock and produce contests, horse shows, tractor pulls, musical entertainment, amusement park rides and a demolition derby.
- **E-Racers** – this privately-owned family entertainment center is located on 8.5 acres in Connoquenessing Township on Route 68. It has go karts, bumper boats, mini-golf and arcade games.
- **Family Sports Center** is an indoor/outdoor recreational facility located in the Township at the intersection of Route 68 and Whitestown Road. It hosts indoor and outdoor soccer, inline hockey, Women's aerobics classes, summer camps and birthday parties.



Insert Map 5 - Parks and Recreation 11x17



- **Butler Gymnastics** conducts gymnastics training for children from toddlers through high school. The school also offers summer camp and cheerleading programs. The facility is located in the Township on Route 68 close to the Butler Township line.
- **Hindman Hall** is a privately-owned rental hall for special events located on Hindman Lane off Route 68 in Connoquenessing Township. The hall is used for concerts, reptile expos, bingo and other events.
- **Buttercup Woodland Campground** – this campground, located at 854 Evans City Road, has 330 campsites, tent sites, a playground and a swimming pool. It operates from April 15 through October 31.

## RECREATIONAL PROGRAMMING

Neither the Borough nor the Township organizes recreational programming for its residents. The Borough used to have a park and recreation board that planned activities such as a summer camp program for children ages 6 – 12. However, this program was discontinued. Borough Council has a park committee that oversees the Community Park, but does not organize programs.

Borough and Township residents participate in a number of recreational programs based outside the municipalities. They include:

- Butler Soccer Association
- Butler Baseball Association
- Butler Football Boosters
- American Legion Baseball
- Meridian Area Boosters



There is no Senior Center in Connoquenessing Borough or Township. In Butler County, services for Seniors are provided by the Butler County Area Agency on Aging. The County operates two Senior Community Centers near the Connoquenessing area, in Butler and in Evans City. These Centers provide social activities, educational programs, bus trips and meals for Butler County Seniors.

### Sources of Information

Pennsylvania State Parks website, [www.dcnr.state.pa.us/stateparks](http://www.dcnr.state.pa.us/stateparks).

Butler County Parks and Recreation website, <http://www.co.butler.pa.us/butler/cwp/view.asp?a=1485&q=571749&butlerNav=|33537|33567|>.

Interview with Lloyd Leslie, Connoquenessing Borough Council, July 10, 2006.

Interview with Diane Snyder, Connoquenessing Township Secretary, August 17 and August 22, 2006.



# GOVERNMENT OPERATIONS AND INTERGOVERNMENTAL COOPERATION

This section provides an overview of the existing local government structure and administrative functions in the two municipalities. Areas of intergovernmental cooperation are identified, and an overview of existing land use ordinances is provided.

## GOVERNMENT STRUCTURE

### *CONNOQUESSING BOROUGH*

The Borough is governed by a seven-member Council. Each Council member is elected to a four-year term. Council meets monthly and is the decision-making body on all Borough matters. Connoquenessing Borough also elects a Mayor who attends all Council meetings. The Mayor casts a tie breaker vote at Council meetings, if needed.

Borough Council appoints a five-member Planning Committee that is advisory. The Planning Committee meets monthly to review subdivision plans for compliance with Borough ordinances. In addition, Council appoints three individuals to the Zoning Hearing Board for three-year terms. The Zoning Hearing Board meets as needed to hear zoning appeals and requests for variances. Council also designates three members to serve on the road committee to handle road maintenance and three members to serve on the park committee to oversee park maintenance and projects.

In addition, Borough Council has created three special committees. The Comprehensive Plan Steering Committee was appointed to work on this joint comprehensive plan with Connoquenessing Township. This committee is comprised of two Council members, two Planning Committee members, one Zoning Hearing Board member, and one citizen. The Community Day Group and the Light Up Night Committee are community service groups that help organize these yearly events with funds from Borough Council.



The Borough also has paid staff to handle day-to-day business. The Secretary functions as a “mini-manager,” fielding all inquiries and referring them to the appropriate person or Committee. The Secretary also does the bookkeeping, keeps records of rules, regulations and ordinances, and helps to process grants with assistance from the County grant writer. The Borough recently split this position in two, hiring a new secretary and keeping the prior secretary as treasurer. Both positions are part-time. Finally, the Borough also engages a code enforcement officer. This position is filled by an independent contractor.<sup>1</sup>

The Borough Building is located in Connoquenessing Community Park and is open on Tuesdays and Thursdays from 9 A.M. to 12 P.M.



## CONNOQUENESSING TOWNSHIP

The Township is governed by a three-member Board of Supervisors. The Supervisors meet monthly. The Planning Commission is appointed by the Supervisors and has five members. It reviews subdivision plans for consistency with the Township’s Subdivision and Land Development Ordinance. There are no other Committees. All of the Supervisors and Planning Commissioners are participating in the steering committee for this joint comprehensive plan.

The Township employs a full-time Secretary/Treasurer who handles the daily business of the municipality. The Secretary/Treasurer works out of the Township Municipal Building located on Township Drive off Stevenson Road. Other paid staff includes a three-member road crew that maintains the roads of the Township.<sup>2</sup>



## LAND USE TOOLS AND ORDINANCES

### CONNOQUENESSING BOROUGH

The Borough has not previously adopted a comprehensive plan. It regulates land use primarily through its zoning and subdivision and land development ordinances.

The zoning ordinance was adopted in 1991 and has undergone several amendments. The community development objectives call for orderly growth, preservation of farmland, maintenance of small town character and controlled commercial development along Route 68.

Five zoning districts are established by the ordinance: Agricultural, Residential, Village Center, Commercial and Light Manufacturing. At the heart of the borough is the Village Center District located along Main Street from Harmony Street to Route 68. The densely populated areas surrounding the Village Center are primarily zoned Residential, with a small area for Light Manufacturing. The outer areas of the Borough are zoned Agricultural; however, a large tract of farmland in the southwest corner of the borough has been rezoned as Residential. Finally, a commercial zone is situated along the east side of Route 68 between Constitution Avenue and the boundary with Connoquenessing Township.

The zoning ordinance establishes regulations for each district regulating uses, lot sizes, setbacks and density. There are also supplementary regulations governing building height, home occupations, off-street parking,

signage, and accessory buildings, among others. The ordinance also includes requirements for site development including grading, drainage, and fencing. Performance standards limit development in floodplains and on steep slopes and regulate noise, light, air pollution and other impacts from new development. The Borough's zoning ordinance also includes specific requirements for Planned Residential Developments that allow for a variety of uses and greater density within a single development and require that 15% of the development parcel be set aside for passive and/or active recreational uses. PRDs are conditional uses in the agricultural and residential zoning districts.

The Borough subdivision and land development ordinance establishes the process by which new developments are submitted and approved. It also requires that they meet specific design standards for the development of streets, lot lines, easements and utilities. Detailed stormwater management regulations are included in an appendix to the ordinance. In addition, the Borough has adopted a stand-alone ordinance to regulate mobile homes and mobile home parks.

## CONNOQUENESSING TOWNSHIP

The Township has no adopted comprehensive plan to date. It has not enacted a zoning ordinance, and therefore the Township does not regulate where specific uses can be situated. Most new development is regulated through a subdivision and land development ordinance. The ordinance was adopted in 1987 and amended substantially in 1997.

The subdivision and land development ordinance establishes regulations for minimum lot area, lot width, and setbacks for a range of different development types: single family detached dwellings (with and without public water and sewer), light commercial, regional and district oriented commercial and multi-family dwellings. A subsequent amendment in 2003 added additional standards for multi-family developments. These include common open space, minimum parking and buffer requirements.

In 2005, the Township adopted a Nuisance Ordinance. This ordinance places certain restrictions on abandoned buildings, storage of junk cars and other nuisance activities in the municipality.

In addition, the Township has a sign ordinance which was amended in 2003 regulating the type, size and location of signage. A separate landscape and buffer yard ordinance was also adopted in 2003 that specifies the depth of buffer yards, the types of buffer plantings as well as the landscaping required for parking lots.

## INTERGOVERNMENTAL COOPERATION

Connoquenessing Borough and Township participated with several other neighboring municipalities in a study about the feasibility of creating a regional police force. This study was funded by a grant from the Pennsylvania Department of Community and Economic Development. The other municipalities included Evans City Borough, Harmony Borough, Jackson Township, Lancaster Township and Zelienople Borough. However, discussions broke down after several municipalities withdrew. Presently, neither the Borough nor the Township maintains its own police force.

While not technically part of the government structure of the municipalities, the Borough and the Township share the services of the Connoquenessing Volunteer Fire Department (VFD). The main station is located on Main Street in Connoquenessing Borough at the Connoquenessing VFD Fire Hall. This fire hall houses four fire trucks, including a recently purchased tank truck. In addition, the VFD maintains a small station with one fire truck in Connoquenessing Township adjacent to the Municipal Building. The VFD has approximately 30 volunteers, 15 of whom are consistent participants.

## **Sources of Information**

Interview with Lloyd Leslie, Connoquenessing Borough Council, July 10, 2006.

Interview with Curtis Harter, Connoquenessing Borough Mayor, August 23, 2006.

Interview with Diane Snyder, Connoquenessing Township Secretary, August 17 and August 22, 2006.

Connoquenessing Borough Zoning Ordinance.

Connoquenessing Borough Subdivision and Land Development Ordinance.

Connoquenessing Township Subdivision and Land Development Ordinance.

# TRANSPORTATION AND TRAFFIC ASSESSMENT

As part of the Multi-Municipal Comprehensive Plan for Connoquenessing Township and Connoquenessing Borough, a transportation analysis was completed by URS Corporation. The goal of the transportation analysis is to evaluate the existing roadway network in terms of conditions. This evaluation will be used to prioritize roadways and intersections in need of general improvements.

A field view of the existing transportation network conducted in September 2006. The field evaluation was supplemented by average daily traffic volumes and roadway functional classifications provided by the Pennsylvania Department of Transportation (PennDOT) Engineering District 10-0. The results of the transportation evaluation are summarized in the following sections. The major roads and the transportation issues associated with them are depicted on Map 6, Transportation Issues.

## EXISTING TRANSPORTATION NETWORK AND CIRCULATION PATTERNS

The study area includes two municipalities located in central Butler County: Connoquenessing Township and Connoquenessing Borough. According to Southwestern PA Commission GIS data, the overall study area has approximately 93 miles of roadways, of which 37 miles are owned by the township, 15 miles are owned by the state, 5 miles are in the Borough and 36 miles roadways are privately owned.

Connoquenessing Township is largely rural in nature, with rolling hills, windy roads and forested or agricultural land uses. It has a few developing commercial corridors where the development is occurring at rate exceeding the transportation infrastructure. The following municipalities surround Connoquenessing Township:

To the West:

- Lancaster Township

To the North:

- Franklin Township
- Prospect Borough

To the East:

- Butler Township

To the South:

- Forward Township

The main roads in Connoquenessing Township are SR 68, and SR 528. SR 68 runs northeast/southwest through the township and serves as an important connection between Cranberry, I-79, and Evans City to the south and US 422 and SR 8 in Butler. SR 528 is a north/south route in the western half of the Township and connects Evans City with US 422 in Prospect Borough. Many of the local roads in the Township also serve as east-west routes between I-79 and SR 8.

Connoquenessing Borough is located along the southern border of Connoquenessing Township. Development is clustered around Main Street, Harmony Street, Constitution Avenue, and SR 68 and is largely residential. Main Street and Constitution Avenue have sidewalks.

Overall, the roadways within the study area are in good condition. Apart from SR 68, most roadways see relatively light volumes. However, most local roads lack shoulders or roadway markings and have sight distance and geometric issues, which may become a concern if the infrastructure is not updated to support anticipated development.

## ROADWAY CLASSIFICATIONS

Functional classifications are used to categorize roadways according to their function. Primarily roadways serve two functions, mobility (the ability to go from one place to another) and access (the ability to enter adjacent property). The roadway's functional classification is based on the degree to which the roadway is used for these two functions. For the purpose of this study, the roadways will be classified into the following three categories:

Arterials provide for high mobility and limited access. Arterials often connect an urban center with outlying communities and employment. Arterials are designed for high volumes of traffic at moderate speeds. PennDOT further classifies Arterials as Principal and Minor.

Collectors provide access between local roads and streets with arterials. Collector roads are intended to provide for moderate volumes of traffic at reduced speeds.

Local Access Roads provide immediate access to adjoining land uses. Local roads are intended to only provide for transportation within a particular neighborhood, or to one of the other two road types.

The following paragraphs provide descriptions of the various roads within the study area. These descriptions are summarized by roadway functional classification for each municipality. The Transportation Issues Map shows the existing transportation system. Table 1.7 lists the roads in the study area and identifies corresponding municipality, Average Daily Traffic (ADT) volumes (available for State Routes only), roadway classification, and other roadway information.

Insert Map 6 - Transportation Issues





**Table 1.7 Planning Area Roads Summary**

<b>LOCATION</b>	<b>LOCAL NAME</b>	<b>FUNCTIONAL CLASS</b>	<b>AVERAGE DAILY TRAFFIC (vehicles per day)</b>	<b>ROAD WIDTH (feet)</b>	<b>No. OF LANES</b>	<b>SHOULDER WIDTH (feet)</b>
Connoquenessing Twp.	Evans City Rd (SR 68)	Minor Arterial	13,400-15,200	22-24	2	6-8
Connoquenessing Borough	Evans City Rd (SR 68)	Minor Arterial	12,800	22-24	2	6
Connoquenessing Twp.	Prospect Rd (SR 528)	Collector	1,600	18	2	1
Connoquenessing Twp.	Dick Rd (SR 3029)	Local Access	400	16-18	2	0
Connoquenessing Borough	Harmony St/Main Street (SR 3030)	Collector	1,500	18'-20'	2	1-8
Connoquenessing Twp.	Shannon Rd (SR 3032)	Local Access	700	18	2	0
Connoquenessing Twp.	Whitestown Rd Ext	Local Access	-	14-16	2	0
Connoquenessing Twp.	Crab Run Rd	Local Access	-	14-16	2	0
Connoquenessing Twp.	Lower Harmony Rd	Local Access	-	16-18	2	0
Connoquenessing Twp.	Fassinger Rd	Local Access	-	16-18	2	0
Connoquenessing Twp.	Smalstig Rd	Local Access	-	16	2	0
Connoquenessing Twp.	Woodlands Road	Local Access	-	16-18	2	0
Connoquenessing Twp.	Upper Harmony Road	Local Access	-	18	2	0
Connoquenessing Twp.	Welsh Road	Local Access	-	16-18	2	0
Connoquenessing Twp.	Boy Scout Road	Local Access	-	16-18	2	0
Connoquenessing Twp.	Whitestown Road	Local Access	-	16-18	2	1
Connoquenessing Twp.	Kriess Road	Local Access	-	18-20	2	1
Connoquenessing Twp.	Eagle Mill Road	Local Access	-	18-20	2	0-3
Connoquenessing Borough	Main Street	Local Access		20	2	0
Connoquenessing Borough	Constitution Avenue	Local Access	-	18-20	2	2

**Table 1.7 Planning Area Roads Summary (continued)**

LOCATION	LOCAL NAME	FUNCTIONAL CLASS	AVERAGE DAILY TRAFFIC (vehicles per day)	ROAD WIDTH (feet)	No. OF LANES	SHOULDER WIDTH (feet)
Connoquenessing Twp.	Constitution Avenue	Local Access	-	18-20	2	2
Connoquenessing Twp.	Reiber Road	Local Access	-	16-18	2	2
Connoquenessing Twp.	Powder Mill Road	Local Access	-	18	2	0
Connoquenessing Twp.	Smith Road	Local Access	-	18	2	0
Connoquenessing Twp.	Cupps Road	Local Access	-	18	2	0
Connoquenessing Twp.	Buttercup Road	Local Access	-	18	2	0

## CONNOQUENESSING TOWNSHIP

### ARTERIALS

- S.R. 68**  
 S.R. 68 (Evans City Road) is a two-lane minor arterial with 11'-12' lanes and 6' shoulders. It runs east/west from the Ohio border near the Ohio River to U.S. 322 in Clarion, PA, and generally follows a northeast/southwest route through the southeastern portion of the study area. S.R. 68 has a posted speed limit of 45 miles per hour (mph). The average daily traffic (ADT) volume on this route ranges from 13,400 and 15,200 vehicles within Connoquenessing Township. There are residential, agricultural, and commercial land uses along S.R. 68, and the corridor continues to experience growth.



S.R. 68 is in good condition, with relatively minor potholes and sporadic pavement cracking.

S.R. 68 is a major connection between the I-79 (to the west) and S.R. 8 (to the east) corridors and experiences heavy use, especially during peak periods. Many commercial entrances and residential driveways connect with S.R. 68. Turning vehicles disrupt traffic flow on the roadway, while vehicles attempting to enter the roadway can experience long waits before an acceptable gap in traffic becomes available.

The intersections of S.R. 68 with Kriess Road and S.R. 68 with Whitestown Road are signal controlled.

## COLLECTORS

- S.R. 528  
S.R. 528 (Prospect Road) is a two-lane collector with 9' lane widths and 1' paved or gravel shoulders that runs north/south through Connoquenessing Township. S.R. 528 has a posted speed limit of 45 mph with an ADT of 1,600 vehicles. Residential and agricultural land uses are predominant in the corridor.

Southbound S.R. 528 is stop-controlled at the T-intersection with Lower Harmony Road, while northbound S.R. 528 is not stop-controlled.

The surface of S.R. 528 is in fair condition, with frequent shoulder deterioration and minor pavement rutting and cracking. Due to the rolling topography in the area and narrow roadway width, sight distance issues exist at Shannon Road and various other locations throughout the corridor.



## LOCAL ACCESS ROADS

- Dick Road (S.R. 3029)  
Dick Road is a two-lane Local Access Road with 8'-9' lanes and narrow to no shoulders. Dick Road has a posted speed limit of 35 mph with an ADT of 400 vehicles. The facility runs north/south between Shannon Road near the S.R. 68 intersection and U.S. 422 in Franklin Township, providing access to adjacent residential and agricultural land uses.

Pavement is generally in good condition, with minor drainage issues and shoulder deterioration at some locations. There are horizontal and vertical curvature deficiencies and sight distance issues north of Shannon Road due to the rolling topography. The intersection with Whitestown Road also has sight distance issues due to the horizontal alignment of both roads and overgrown vegetation.



- Shannon Road (S.R. 3032)  
Shannon Road is a two-lane Local Access Road with 8' lanes and narrow to no shoulders. The facility has a posted speed limit of 35 mph, with an ADT of 700 vehicles. Shannon Road serves as an important local east/west connection between S.R. 528 and S.R. 68, two of the major facilities in the study area. There are residential and agricultural land uses along Shannon Road.

Deficiencies noted along Shannon Road include sharp horizontal and vertical curvature and sight distance issues due to the surrounding topography, and sight distance issues at the intersection with S.R. 528 due to grading and vegetation issues. Pavement is in fair to good condition throughout, with minor cracking and shoulder deterioration. Roadway markings were also somewhat faded or worn.

- Whitestown Road  
Whitestown Road is a two-lane Local Access Road with 8'-9' lanes and 1' shoulders. Whitestown Road has a posted speed limit of 35 mph and provides access between S.R. 528, Dick Road, and S.R. 68. East of S.R. 68, Whitestown Road is an important connection to S.R. 8 in Butler. There are residential, agricultural, and limited commercial land uses along the road.

Whitestown Road has significant horizontal and vertical curves, mainly within one mile of the intersection with Dick Road. Pavement is in fair condition, with cracking, edge deterioration, and minor drainage issues. There are no pavement markings through most of the corridor.

Whitestown Road is stop-controlled at the intersection with Dick Road. However, there are sight distance issues at this location due to the vertical curvature of the approaches and surrounding vegetation. The road crosses Little Connoquenessing Creek on a one-lane bridge with a 10-ton weight limit.



- Whitestown Road Extended

Whitestown Road Extended runs east/west between S.R. 528 and Crab Run Road, near Connoquenessing Township's border with Lancaster Township. The eastern half of the roadway has two 8' lanes with minimal gravel shoulders. The western half narrows to a total width of approximately 12', with a tar and chip or gravel surface.

- Crab Run Road

Crab Run Road runs north/south between Whitestown Road Extended and Lower Harmony Road, near Connoquenessing Township's border with Lancaster Township. The roadway has a total width of approximately 14' to 16', with a tar and chip or gravel surface.



- Lower Harmony Road

Lower Harmony Road runs east/west between the Lancaster Township border and S.R. 528. The roadway has two 8'-9' lanes and no shoulders. There are no pavement markings, and the pavement is generally in good condition. Lower Harmony Road provides access to agricultural and residential land uses.

Lower Harmony Road meets S.R. 528 at a stop-controlled T-intersection. Southbound S.R. 528 also has a stop sign at this location, but northbound S.R. 528 does not.

- Fassinger Road

Fassinger Road runs east/west between S.R. 528 and Smalstig Road, near the Lancaster Township border. The roadway has two 8'-9' lanes and no shoulders. There are no pavement markings, and the pavement is in good condition. There are several locations where sharp horizontal and vertical curves affect sight distance for vehicles traveling along the roadway or attempting to enter from driveways. Fassinger Road provides access to agricultural and residential land uses, including the Timberlee Farms residential development.



- Smalstig Road

Smalstig Road runs east/west between Fassinger Road and the Lancaster Township border. The roadway has two 8' lanes and no shoulders and no pavement markings. The pavement is generally in good condition. There are several locations where sharp horizontal and vertical curves affect sight distance.



Smalstig Road provides access to agricultural and residential land uses, including the Timberlee Farms residential development.

- Woodlands Road

Woodlands Road runs east/west between S.R. 528 and the Lancaster Township border. The roadway has two 8'-9' lanes and minimal gravel shoulders. There are several locations where sharp horizontal and vertical curves affect sight distance. The facility provides access to agricultural and residential land uses. There are no pavement markings, and the pavement is in good condition.

- Upper Harmony Road

Upper Harmony Road is a two-lane Local Access Road with 9' lanes and minimal shoulders. Upper Harmony Road has a posted speed limit of 35 mph and provides east/west access between the Zelienople area and Harmony Street and S.R. 68 in Connoquenessing Borough. Pavement is generally in fair condition, with some edge deterioration noted. There are residential and agricultural land uses on Upper Harmony Road.

- Welsh Road

Welsh Road runs north/south between Shannon Road and Upper Harmony Road in Connoquenessing Borough, roughly paralleling S.R. 528. The roadway has two 8'-9' lanes and minimal shoulders. The pavement surface is in fair condition, with some cracking, shoulder deterioration, and drainage issues. Welsh Road provides access to agricultural and residential land uses.

- Boy Scout Road

Boy Scout Road connects Dick Road with S.R. 528. The roadway has two 8'-9' lanes, with no shoulders. The posted speed limit is 35 mph, and there are no pavement markings. The road crosses Little Connoquenessing Creek on a two-lane bridge, and there are horizontal and vertical curve issues approaching this bridge. The pavement surface is generally in good condition.



- Kriess Road

Kriess Road runs north/south, connecting Reiber Road and S.R. 68. The roadway has two 9' lanes and minimal shoulders, with no pavement markings. The posted speed limit is 35 mph. The pavement is in good condition, with minor shoulder deterioration and cracking. Development along Kriess Road is mostly agricultural or residential in nature, with some commercial or light industrial development at S.R. 68.

The intersection between Kriess Road, Eagle Mill Road, and S.R. 68 is signal controlled.

- Eagle Mill Road

Eagle Mill Road runs north/south, connecting S.R. 68 with U.S. 422 in Franklin Township. The southern half of the roadway has two marked 9' lanes and 1'-3' shoulders. While present, the pavement markings are somewhat faded. The northern half of the roadway narrows somewhat to approximately 18'-20' in total width, with no pavement markings. The posted speed limit is 35 mph. The pavement is in fair condition, with some shoulder deterioration and cracking. Development along Eagle Mill Road is mostly agricultural or residential in nature, with some commercial or light industrial development at S.R. 68.



There are horizontal and vertical deficiencies and sight distance issues north of Whitestown Road.

- Constitution Avenue  
Constitution Avenue provides access between S.R. 68 in Connoquenessing Borough and Reiber Road. Constitution Avenue has two 9'-10' lanes with 1' gravel shoulders, with no pavement markings. The posted speed limit is 35 mph. The pavement surface is generally in good condition.
- Reiber Road  
Reiber Road provides access between Constitution Avenue and Meridian Road in Butler Township. Reiber Road has two 9' lanes with 1' gravel shoulders, with no pavement markings. The posted speed limit is 35 mph. Reiber Road provides access to residential and agricultural uses.
- Powder Mill Road  
Powder Mill Road runs east/west, connecting Reiber Road with Meridian Road in Butler Township. The facility provides access to residential, agricultural, and some commercial uses. The roadway has two 9' lanes and minimal shoulders, with no pavement markings. The posted speed limit is 35 mph. The pavement is in fair condition, with minor shoulder deterioration, minor cracking, and patching.
- Smith Road  
Smith Road runs north/south between Powder Mill Road and Meridian Road in Butler Township. The roadway has two 9' lanes and no shoulders or pavement markings. The posted speed limit is 35 mph.
- Cupps Road  
Cupps Road runs east/west between Kriess Road and Meridian Road in Butler Township. The roadway has two 9' lanes and no shoulders or pavement markings. The posted speed limit is 35 mph. There are several areas that have minor sight distance issues due to vertical alignment problems. The facility provides access to both residential and agricultural land uses.
- Buttercup Road  
Buttercup Road runs east/west between Kriess Road and Meridian Road in Butler Township. The roadway has two 9' lanes and no shoulders or pavement markings. The posted speed limit is 35 mph. There are several areas that have minor sight distance issues due to vertical alignment problems. Buttercup Road provides access to both residential and agricultural land uses.



## CONNOQUENESSING BOROUGH

### ARTERIAL

- S.R. 68  
S.R. 68 (Evans City Road) is a two-lane minor arterial with 11'-12' lanes and 6' shoulders. S.R. 68 generally follows a northeast/southwest route through the southeastern portion of the study area, and bypasses to the east of the main residential area of Connoquenessing Borough. S.R. 68 has a posted speed limit of 45 miles per hour (mph). The average daily traffic (ADT) volume on this route is 12,800 vehicles within Connoquenessing Borough. There are residential, agricultural, and commercial land uses along S.R. 68 within the Borough.



S.R. 68 is in good condition, with relatively minor potholes and sporadic pavement cracking.

S.R. 68 is a major connection between the I-79 (to the west) and S.R. 8 (to the east) corridors and experiences heavy use, especially during peak periods. Many commercial entrances and residential driveways connect with S.R. 68. Turning vehicles disrupt traffic flow on the roadway, while vehicles attempting to enter the roadway can experience long waits before an acceptable gap in traffic becomes available.

## COLLECTOR

- Harmony Street/Main Street - S.R. 3030  
Harmony Street is a two-lane collector with 9' lanes and 1' shoulders. It is a hilly, windy road that runs east/west connecting S.R. 528 with the main residential areas in Connoquenessing Borough and S.R. 68. It has a posted speed limit of 35 mph and an ADT of 1,500 vehicles. There are some residential and agricultural land uses along Harmony Street. In general, the roadway is in fair condition, with some deterioration of the shoulders and pavement rutting.

Main Street carries S.R. 3030 through the northern half of Connoquenessing Borough to its intersection with S.R. 68. Main Street is a two-lane collector with 10' lanes and parking lanes along the shoulders. Main Street also has curbs and sidewalks. The posted speed limit is 25 mph. Adjoining development is residential in nature.



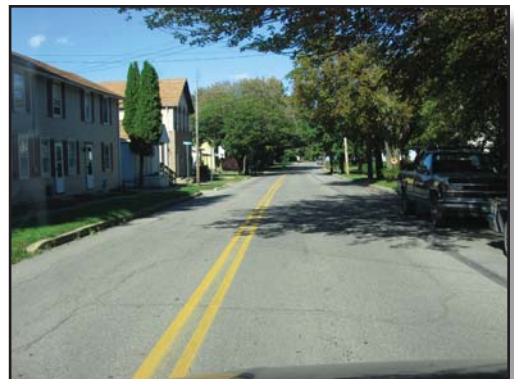
## LOCAL ACCESS ROADS

- Constitution Avenue  
Constitution Avenue is a two-lane local access road connecting Main Street in the Borough of Connoquenessing with Reiber Road in Connoquenessing Township. The roadway has two 9' lanes and 1'-2' gravel shoulders. Constitution Avenue does not have roadway markings, and is in good condition. Between Main Street and S.R. 68, there are sidewalks along both sides of the roadway.

Constitution Avenue also provides access to Connoquenessing Park, just east of S.R. 68.



- Main Street  
South of Harmony Street, Main Street is a two-lane local access road with two 20' lanes and no shoulders. The roadway does not have markings, and connects S.R. 3030 (Harmony Street/Main Street) with S.R. 68 through the southern portion of Connoquenessing Borough. Adjacent development is mostly residential.





## CRASH ANALYSIS

Crash Statistics are available from PennDOT only for the State Routes that run through Connoquenessing Township and Borough. The following table represents 6 years of data from 2000 -2005.

**Table 1.8 Planning Area Crash Analysis**

SR	Number of Crashes	Type of Crash (majority)	Change	Number of Fatalities
68	175	Angle or Rear End	Increasing	4
528	34	Hit Fixed Object	Decreasing	1
3029	8	Angle	Remain Steady	0
3030	7	Angle or Hit Fixed Object	Decreasing	0
3032	11	Hit Fixed Object	Remain Steady	0

Most of the crashes fall into 3 categories:

- Angle
- Rear End
- Hit Fixed Object

Angle Crashes involve a vehicle pulling out where there are deficiencies in site distance either from a curve or a hill. Rear end crashed result from sudden turns or stops. Hitting a fixed object usually occurs when obstructions are too close to roadway or the driver is distracted. Of the 235 total crashes in the past 6 years, only 5 resulted in fatalities. The majority of crashes resulted in minor injuries or property damage only. With SR 68 experiencing the most crashes and the number of crashes steadily increasing, this corridor should be the focus of future safety improvements to reduce the number of crashes.

## TRANSPORTATION PROJECTS

The Transportation Improvement Program (TIP) is the mechanism for allocating financial resources to the Southwestern Pennsylvania region's prioritized list of federally and state funded transportation improvement projects. It identifies the roadway, bridge, and transit projects recommended for advancement during a four-year period. It is updated every 2 years. To receive federal funding, a project must be included in the TIP. As priorities or project readiness change, the TIP is amended between the regular update cycles. The TIP must be fiscally constrained to the amount of resources that will be allocated to the SPC Region. Most projects are funded with 80% federal dollars and require a local match to cover the remaining 20% of project costs. The local match is usually from the project sponsor but can come from a variety of sources.

Southwestern Pennsylvania Commission (SPC) is the 10-county Metropolitan Planning Organization (MPO) that develops the TIP. The two major project sponsors that can advance the planned projects via the TIP are PennDOT District 10 and Butler County. The TIP development process involves extensive inter-agency coordination and public outreach. Public meetings are held before the development and adoption where the general public and public officials can give their testimony as to the preferred projects of the region. Though most of the projects in the TIP are the traditional highway, bridge and public transit projects, it also includes bicycle and pedestrian projects, freight-related projects, and innovative air quality projects.

Currently there are no transportation projects on the TIP for Connoquenessing Township or Connoquenessing Borough. However, a project that calls for improvements to SR 68 from the City of Butler to I-79 is included in SPC's 2030 Transportation and Development Plan (also known as the Long Range Plan). This project is listed under the Available Resources Element which allocates billions of dollars of funding for regional transportation

improvements anticipated between 2003 and 2030. The Route 68 project passing through Connoquenessing Borough and Township is listed as a Stage 3 project (construction proposed between 2015 and 2030) and is estimated to cost between \$15 and \$50 million. Because this project is listed in the Long Range Plan, it has a greater chance of being included in the 4-year TIP during an upcoming amendment.

## TRANSIT

Currently, there is no transit service running through Connoquenessing Township or Borough. In a 2004 study, SPC in coordination with Cranberry and its adjacent townships, as well as the transit agencies in Allegheny, Beaver, Lawrence and Butler counties, investigated the possibility of developing a service to Downtown Pittsburgh and other regional locations. Final recommendations included a transit hub/station in Cranberry where the regional transit agencies can make connections with other service providers. One of the optional routes included service to the City of Butler via SR 68. There may be an opportunity for Connoquenessing Township and Borough to use this service depending on where the stop locations are placed. Connoquenessing residents would be able to access routes serving Cranberry as well as Butler Township-City Joint Municipal Transit Authority routes which provide service to the following locations in Butler Township:

- Colleges;
- Living Centers;
- Medical Facilities;
- Senior Centers; and
- Shopping Centers.

## TRANSPORTATION ISSUES

The following issues have been identified through the examination of existing conditions or gathered from residents during the public or steering committee meetings.

- Development is occurring faster than the transportation infrastructure can handle.
- Existing congestion coupled with development pressures along S.R. 68 will decrease safety and efficiency of the corridor and transportation network.
- Numerous roads have no shoulders or very narrow ones which can lead to safety hazards.
- Proximity to I-79 and S.R. 8 causes cut through traffic on local roadways to avoid more congested roadways.
- Residents have no transportation alternatives due to lack of public transportation.
- High percentage of privately-owned roadways means maintenance costs are passed on to adjacent residents and/or development is occurring in a haphazard, unconnected fashion. Emergency access may also be difficult during snowstorms since the Township does not provide snow removal service on these roadways. The number of private driveways from township or state roads is increasing.
- There are a limited number of sidewalks for pedestrians to move throughout the community.

### Sources of Information:

Field View

PennDOT's [Crash Data Access and Retrieval Tool \(CDART\)](#)

PennDOT's Internet Traffic Monitoring System (ITMS)

Southwestern PA Commission Transportation Improvement Program (2007-2010)

Southwestern PA Commission Long Range Plan

Southwestern PA Commission Geographic Information System (GIS)

Cranberry Area Transit Study



# COMMUNITY FACILITIES AND UTILITIES

This section inventories community facilities and provides an overview of public services. It is important to examine community facilities and utilities in the context of planning because these services play an important role in maintaining health and safety. Effective public services contribute support quality of life for all residents. The location of these facilities is presented on Map 7, Community Facilities and Utilities.

## MUNICIPAL BUILDINGS

Connoquenessing Borough has a small municipal building located within Connoquenessing Borough Park. The building contains the Borough offices and a meeting room, and it is staffed on Tuesdays and Thursdays from 9 to 12. Meetings of the Borough Council and the Planning Committee are held there, and it serves as the Borough's polling place for local, State and Federal elections.

The Municipal Building in Connoquenessing Township is situated on a parcel of land at the intersection of Stevenson Road and Route 68. The building contains the municipal office, a meeting room and a satellite fire station operated by the Connoquenessing Volunteer Fire Department. The Township building is staffed five days a week. Monthly meetings of the Township Supervisors and the Planning Commission are held in the Municipal Building.

## EDUCATIONAL FACILITIES

Connoquenessing Borough and Connoquenessing Township are within the Butler Area School District. The School District operates eleven elementary schools educating children from Kindergarten through Grade 6. Older children attend one of three secondary schools: Butler Junior High (Grades 7 – 8); Butler

Intermediate High (Grades 9 – 10) and Butler Senior High (Grades 11 – 12). According to the Assistant Superintendent of Elementary Education, the total enrollment for September 2006 was 7,651 students.

Connoquenessing Elementary School is the only Butler Area School District facility in the planning area. It is located in the Township on Route 68, just east of the Connoquenessing Borough border. In the 2006-07 school year, this elementary school had 245 students. Most children living in the two municipalities attend Connoquenessing Elementary School, but a small number attend Meridian Elementary School in Butler Township.

There are no private or parochial schools within the planning area.

## PUBLIC SAFETY

### *CONNOQUENESSING VOLUNTEER FIRE DEPARTMENT (VFD)*

The Connoquenessing VFD provides fire safety services for the two municipalities. The Connoquenessing Fire Hall is the primary station located on Main Street in the Borough. It was built at the turn of the century and was expanded in the 1950's. The VFD also maintains a small satellite station with a fire truck and weather tracking equipment at the Township municipal building.

Since the VFD is currently parking 4 trucks in 3 stalls, some believe that the Fire Hall should be replaced by a new fire station. The VFD owns a parcel of land near the intersection of Route 68 and Constitution Avenue that might be suitable for this purpose.

The VFD has no full-time staff. The organization has about 30 volunteers, but only about 15 can be counted on all the time. For most fires, there is a three company response. The Evans City and Meridian VFDs back them up for fires in the southern half on the planning area, while the Harmony and Prospect respond to fires in the northern half.

Volunteer firefighters meet two nights per month. One night is for training and the other for maintenance of the trucks. They also attend an annual training at the Butler County Fire School and periodic trainings put on by fire companies in nearby municipalities.

Much of the VFD's equipment is funded through grants. Recently, it acquired a new tank truck that was fully funded through a homeland security grant (\$160,000). In the last five years, it has obtained about \$250,000 in grants to cover costs of equipment and gear. The VFD also holds an annual fundraiser that nets \$15,000 - \$20,000.

### *AMBULANCE SERVICE*

Emergency service in the two municipalities is provided both by local volunteers and by Butler Ambulance. One of the VFD's trucks is fully equipped for rescues. It is located at the main Fire Hall in the borough. It responds to traffic accidents as well as medical calls.

The municipalities have approximately 10 volunteers who are qualified to respond to emergencies. About half of them are certified EMTs and the others are certified as "first responders." There is no full-time staff. Training is



Insert Map 7 - Community Facilities and Utilities 11x17





funded through fees paid by out-of-State insurance companies to the State. The State then returns a share of the money to municipalities. This generates about \$15,000 to \$20,000 per year.

## POLICE

Police protection in the municipalities is provided by the State police. They do not currently maintain their own police forces. Prior to 2004, the Borough contracted with Evans City to provide police protection. However, the Borough determined that the arrangement was too costly and terminated the contract. More recently, both municipalities participated in a study among nine municipalities, including Evans City, Jackson Township, Lancaster Township and Zelienople, to assess whether to form a regional police force. However, when two key municipalities withdrew, the study was unable to proceed.

## POSTAL SERVICE

The U.S. Postal Service maintains a post office building in the Borough on Main Street. While Borough residents have their own zip code, residents in Connoquenessing Township have one of five zip codes: Butler (16001), Prospect (16052), Renfrew (16053), Evans City (16033) and Connoquenessing (16027). Many residents would like to see the Township served by a single zip code.



## HOSPITAL

There is no hospital within the planning area, but Butler Memorial Hospital in the City of Butler is a few miles away. It is a full-service medical facility providing care in numerous areas including Cardiology, Women's Health, Rehabilitation, Cancer Management, and Community Health Education.

The hospital is part of Butler Health System, a system of healthcare services that includes outpatient locations, medical associates, and resource centers throughout the County. It employs nearly 1,700 people.

## NATURAL RESOURCE CONSERVATION SERVICE

The U.S. Department of Agriculture Natural Resource Conservation Service has an office in Connoquenessing Township. The office is located on Route 68, directly adjacent to the Butler Farm Show property.

The NRCS provides technical and financial assistance to land owners related to conservation activities. The local representatives based in the Township assist farmers with solving drainage problems, implementing erosion control measures, and designing soil and water conservation systems.

## SEWER SERVICE

Most developed areas in Connoquenessing Borough have sewer service. The municipality maintains its own sewage treatment plant located in the southeastern corner of the Borough. Pennsylvania American Water Company bills customers for sewer service based on their water usage and forwards the fees collected to the Borough. The Borough then uses the funds to maintain the system.

The Borough is currently updating its 537 Plan. The process is in the environmental review stage. To date, the study has been surveying the unsewered areas of the Borough, such as the Leslie



Farms area, sections of Harmony Road and areas on the east side of Route 68 outside of Constitution Avenue (which has a sewer line). According to the Borough Engineer, the sewage treatment plant will need to be expanded to accommodate flows from both phases of the proposed Leslie Farm development, if constructed.

By contrast, very little of the Township has public sewer service. Most properties have on-lot systems, although several new residential subdivisions such as Timberlee Farms have installed their own sewage treatment plants. A small area in the eastern part of the Township is serviced by the Butler Area Sewer Authority. These areas include homes around Cupps Road.

The Township is planning to conduct a 537 Plan. Certain areas in the Township have failing septic systems like the Winterwood area (which would be connected to BASA) and the Connoquenessing Woodlands area in the western part of the Township. In addition, the Township cannot accommodate future commercial development along the Route 68 corridor without sewer service.

## WATER SERVICE

Public water in the planning area is provided by Pennsylvania American Water, a company that supplies water and wastewater service to over two million customers in the State. The system, originally owned by Connoquenessing Borough, was sold to the company in Fall 2002. The system services the Borough and parts of the Township. Water lines extend along Evans City Road as far as the point where Main Street rejoins Route 68. There is also a small area serviced by public water near the intersection of Kriess Road and Winterwood Drive.



Water is pumped from Pennsylvania American's Evans City Plant and is stored in the Borough's water tower. According to a spokesman for the company, a new 16-inch water line from Ellwood City was recently installed, and there is sufficient water capacity for existing residents and planned growth.

### Sources of Information

Interview with Lloyd Leslie, Connoquenessing Borough Council, July 10, 2006.

Interview with Diane Snyder, Connoquenessing Township Secretary, August 17 and August 22, 2006.

Connoquenessing Borough website, [www.connoquenessingboro.com](http://www.connoquenessingboro.com)

Interview with Carolyn Cornish, Butler Area School District, Asst. Superintendent of Elementary Education, August 23, 2006.

Interview with Brenda Collins, Butler Area School District, August 24, 2006.

Interview with Pete Kaufman, Connoquenessing Volunteer Fire Department, July 10, 2006.

Interview with Curtis Harter, Connoquenessing Borough Mayor, August 23, 2006.

"Consolidated police force study begins," Chris Scarnatti, Cranberry Journal (March 22, 2006).

Butler Health System website, <http://www.butlerhealthsystem.org>.

Pennsylvania American Water website, [http://www.amwater.com/awpr1/paaw/about\\_american\\_water/your\\_local\\_company/page4549.html](http://www.amwater.com/awpr1/paaw/about_american_water/your_local_company/page4549.html).

Interview with Tom Harrison, Pennsylvania American Water, August 24, 2006.

Interview with Bill Braun, Project Engineer, Senate Engineering, August 24, 2006.

Interview with Tom Thompson, Senior Project Engineer, Gannet Fleming, August 24, 2006.

# STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

The Community Assessment culminates in a summary of the planning area’s strengths, weaknesses, opportunities and threats, also referred to as a “SWOT analysis.” This analysis is distilled from information gathered through public input and the inventory research. It should be used as a tool for assessing where areas for improvement or untapped opportunity exist. The SWOT analysis is set forth in Table 1.9, on the next page.

**Table 1.9 Connoquenessing Area Strengths, Weaknesses, Opportunities, and Threats**

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Convenient location with good access to Butler, Cranberry &amp; Pittsburgh</li> <li>• Small town feel of Borough</li> <li>• Rural character due to agriculture and green space</li> <li>• Large participation in the Agricultural Security and Agricultural Land Preservation Programs</li> <li>• Churches, both as places of worship and as historical assets</li> <li>• Well-planned residential developments</li> <li>• Existing planned commercial &amp; light industrial developments</li> <li>• Borough Community Park</li> <li>• Connoquenessing Elementary School</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic and safety problems on Route 68</li> <li>• Insufficient public safety services (police, fire &amp; ambulance) as communities grow</li> <li>• Inadequate roads and infrastructure (water, sewer) to accommodate new growth</li> <li>• No plan for coordinated sewer and water expansion</li> <li>• Scarcity of parks and public recreation facilities</li> <li>• Township lacks authority over where land uses are permitted.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Increased revenue from new development</li> <li>• Designation of areas where commercial and light industrial growth is desired</li> <li>• Development of standards specifying how new commercial development will look</li> <li>• Potential to build new fire department</li> <li>• Improved cooperation between Borough and Township</li> <li>• Shared services such as regional police</li> <li>• Financial savings through regional services</li> </ul>	<ul style="list-style-type: none"> <li>• Unmanaged growth</li> <li>• Pressure on family farms - incompatibility between their needs and those of new residential developments</li> <li>• Growth that outpaces infrastructure improvements</li> <li>• Safety problems due to increased traffic on rural roads</li> <li>• Dangerous intersections and access to businesses</li> <li>• Bad image – poorly maintained properties</li> <li>• Increased risk of flooding and landslides if development of steep slopes is not limited</li> </ul>

**(Footnotes)**

1 Key Person Interview with Lloyd Leslie, July 10, 2006.

2 Interview with Diane Snyder, Township Secretary/Treasurer, August 10, 2006.

## Section II: Creating the Vision



# PURPOSE

## What is a Vision?

- A mental image that empowers communities by giving them the foresight to make events happen and projects possible
- Specific images of places and landscapes that are positive and acceptable to a community
- A statement, developed through consensus, of what is valued in a community
- A clear and concise statement that sets the tone for future land use in a community

The purpose of Section II of the plan is to present the community's vision and future land use plan. This section includes the following components:

- The Vision Statement
- Community Goals and Objectives
- The Future Land Use Plan
- The Future Land Use Map
- Developments of Regional Significance and Impact
- Statement of Compatibility

The “vision” is a statement of the type of place a community is striving to become in the future. It sets the context for the goals, objectives, and action plan by identifying the desired future conditions in the community and providing the community with something to work toward through implementation of the action plan.





# THE VISION STATEMENT

The Vision Statement for Connoquenessing Borough and Connoquenessing Township was developed through the synthesis of public meeting comments and feedback from interviews and focus groups. It was then refined through discussion with the Steering Committee. The final Vision Statement articulates the following well-defined expectations for the planning area:

## **A Vision for Our Future...**

In the future, Connoquenessing Borough and Connoquenessing Township have a healthy balance of housing, farmland, business, light manufacturing, and natural places. Residents appreciate the rural tranquility and small-town feel of the communities, as well as their convenient location near employment centers, state parks and cultural amenities. Young people and families come to our area for the availability of high-quality, affordable housing options; safe neighborhoods; and good schools. Public utilities serve areas of concentrated commercial, industrial and residential development. Connoquenessing Borough and Township are known as municipalities that value and preserve their historic and agricultural heritage while encouraging well-planned growth.

### **Well-Connected Municipalities Offering a Range of Transportation Options**

Residents in Connoquenessing Borough and Township travel on a network of safe and well-functioning roads. Traffic moves smoothly carrying residents to jobs and other destinations within and outside the planning area. Route 68 has turning lanes, stoplights at key intersections, and shared driveways that carry traffic in and out efficiently. These improvements have eased congestion and reduced safety hazards.

A growing number of commuters leave their cars at home and take buses to Butler, Cranberry and Pittsburgh. In addition, well-marked bike routes along several roadways provide opportunities for residents and visitors to travel the region by bicycle. A multi-use path connects Connoquenessing Borough to Connoquenessing Elementary School, providing a safe and healthy means for our children to travel to and from school.

### **Diversity of Businesses Providing Well-paying Jobs and Increased Tax Revenue**

The Route 68 corridor contains a wide range of businesses including professional offices, light industry, retail businesses, and services for residents and workers like grocery stores, restaurants, banks and pharmacies. These businesses are employing our residents and people from neighboring municipalities.

The scale and design of commercial buildings along Route 68 fit in well with our area's rural and residential character. Businesses have landscaping and parking lots are separated from the road by planted buffers. Our business corridor has all necessary infrastructure improvements including water, sewer and upgraded roads.

### **Diverse and Affordable Housing with Access to Amenities**

Our municipalities provide a variety of quality housing to meet the needs of all residents. Older homes in the Borough have been renovated and provide an attractive option for families seeking a safe, walkable village environment where people know their neighbors. New housing in our area includes single-family homes as well as townhouses, duplexes and quad-style units. Older neighborhoods and new developments contain a mix of owner-occupied and rental units. Well-planned residential subdivisions preserve green space and encourage healthy lifestyles with sidewalks and recreational facilities like trails, playgrounds, ball fields and fitness centers. Empty nesters and elderly residents live throughout our area with easy access to parks, local shops, and services.

### **A Community that Values Agriculture and Natural Places**

Farming is still an important part of our community. Many farms are participating in the Agricultural Land Preservation Program, creating permanent protection for their land and their way of life. All residents support the agricultural community because they value the role farms play in protecting green space and wildlife habitat in our municipalities. Stream corridors and steep hillsides throughout our area remain forested and undeveloped to reduce the risk of flooding and landslides.

### **Superior Recreational Amenities for All Age Groups**

Connoquenessing Borough and Township have several fine parks that provide facilities for recreation and leisure activities. The Borough's Connoquenessing Community Park is well-maintained and includes an area of walking trails for more passive recreation and wildlife viewing. On weekends, cyclists come from a wide area to travel our designated bike routes, while residents enjoy our new multi-use paths for walking, biking and outdoor fitness activities. Children, adults and senior citizens take advantage of the excellent programs sponsored by the regional recreation board.

### **Strong Intergovernmental Cooperation to Provide Improved, Cost-Effective Services**

Our elected officials are working together and with officials in neighboring municipalities to provide residents with improved public services. Our municipalities are participating in a regional alliance to purchase supplies and equipment jointly, thereby saving taxpayers money. A regional recreation board provides programming to local residents of all ages and oversees park maintenance.

Our municipalities are also experiencing a higher level of public safety services through regional cooperation. A regional police force enforces speed limits and responds to local emergencies. The Connoquenessing Volunteer Fire Department is operating from its new fire hall on Route 68. Recent management improvements enable the VFD to provide faster and more efficient fire protection and emergency services to our residents.



# COMMUNITY GOALS AND DEVELOPMENT OBJECTIVES

Community goals are broad in nature and reflect the main themes of the Vision Statement. Several development objectives are associated with each goal. While objectives are more specific and targeted than the goals, they are still broad and conceptual in nature. These development objectives are the link between the “big-picture” goals and the concrete actions and strategies set forth in Article III of this Plan. Goals and objectives also provide local officials and decision makers with guidance and justification in developing and implementing land use policies and tools.

The Community Goals and Development Objectives are set forth in Table 2.1 and generally correspond to the planning elements discussed in Section I, the Community Assessment. They are:

- Land Use
- Economic Conditions
- Housing
- Cultural and Historic Resources
- Environment, Natural Resources
- Agriculture
- Parks and Recreation
- Government Operations and Intergovernmental Cooperation/Community Facilities and Utilities
- Transportation and Traffic Assessment

**Table 2.1 Community Goals and Development Objectives**

Goals	Development Objectives
<p><b>Land Use:</b> Our area has a healthy balance of housing, farmland, business, light manufacturing, and natural places.</p>	<ul style="list-style-type: none"> <li>• Define growth areas that are appropriate for growth and development.</li> <li>• Designate rural resource areas<sup>1</sup> where resource conservation and farmland preservation efforts should be focused.</li> <li>• Ensure future growth is coordinated and consistent with infrastructure improvements (water, sewer, roads) in areas appropriate for development.</li> </ul>
<p><b>Economic Conditions:</b> We have attracted a diversity of businesses providing well-paying jobs and increased tax revenue.</p>	<ul style="list-style-type: none"> <li>• Target commercial and light industrial development in designated growth areas.</li> <li>• Revive small-scale businesses in the Whitestown area and on Main Street in the Borough.</li> <li>• Improve utilities in growth areas to support the needs of businesses.</li> </ul>
<p><b>Housing:</b> There are high-quality, diverse housing options for residents of all ages.</p>	<ul style="list-style-type: none"> <li>• Provide opportunities for development of varied housing types and styles within designated growth areas.</li> <li>• Encourage restoration and rehabilitation of existing housing stock.</li> </ul>
<p><b>Cultural and Historic Resources:</b> The area's historic and cultural assets are valued and preserved.</p>	<ul style="list-style-type: none"> <li>• Create greater awareness of the planning area's historic and cultural heritage.</li> <li>• Encourage preservation of structures and sites that play a significant role in the area's history.</li> </ul>
<p><b>Environment and Natural Resources:</b> The area's natural features and rural character have been maintained.</p>	<ul style="list-style-type: none"> <li>• Preserve, protect, manage, and enhance woodlands, wetlands, floodplains, stream corridors, and other sensitive environmental features that support a healthy environment.</li> <li>• Encourage residential subdivisions that are low density, preserve the landscape and conserve open space.</li> </ul>
<p><b>Agriculture:</b> Farming remains a viable part of our community.</p>	<ul style="list-style-type: none"> <li>• Encourage farmland preservation to maintain unfragmented areas of agricultural land.</li> <li>• Direct new development toward designated growth areas that are supported by infrastructure and less suitable for farming.</li> <li>• Promote greater compatibility between new residents and the existing farm community.</li> </ul>
<p><b>Parks and Recreation:</b> Our municipalities have superior recreational amenities for all age groups.</p>	<ul style="list-style-type: none"> <li>• Maintain and enhance Connoquenessing Community Park to provide additional active and passive recreational opportunities.</li> <li>• Establish new recreation facilities and programs to serve the growing population.</li> <li>• Develop trails to provide opportunities for walking, cycling and other leisure activities.</li> </ul>

**Table 2.1 Community Goals and Development Objectives (continued)**

Goals	Development Objectives
<p><b>Government Operations and Intergovernmental Cooperation/Community Facilities and Utilities:</b> Our elected officials are cooperating to provide residents with improved, cost-effective services.</p>	<ul style="list-style-type: none"> <li>• Encourage cooperative efforts in planning, public services, and economic development between the two municipalities, as well as with neighboring municipalities.</li> <li>• Address local water and sewer infrastructure needs on a multi-municipal level to remedy existing deficiencies and encourage well-planned growth.</li> <li>• Explore benefits of coordinating municipal efforts to provide and/or improve public safety, such as police, fire, and EMS.</li> </ul>
<p><b>Transportation:</b> Our municipalities are well-connected and offer a range of transportation options.</p>	<ul style="list-style-type: none"> <li>• Improve roads and intersections to create safe and efficient car travel throughout the planning area.</li> <li>• Manage impacts of increased development on major routes.</li> <li>• Explore possible transit connections with nearby municipalities.</li> <li>• Create pedestrian and bicycle connections in appropriate locations.</li> </ul>





# THE FUTURE LAND USE PLAN

## THE PURPOSE OF THE PLAN

The Future Land Use Plan translates the vision for the planning area into a targeted growth and preservation strategy. The purpose of the future land use plan is to ensure that land use within the region fits together in an integrated and harmonious manner that is consistent with the vision for the community. The future land use plan is a conceptual guide for establishing land use policies and implementation tools that direct land use and development practices within the next decade or two. However, it is recommended that the land use plan be reviewed by both municipalities on an annual basis to ensure that the plan remains relevant to the future of the community.

The main component of the future land use plan is the future land use map. The future land use map diagrams the type of land uses and development patterns that are appropriate and desired in the community. It targets areas for future growth, reinvestment, and conservation of natural assets. While the future land use map shows the type and location of development desired in the community, it is *not* meant to be a zoning map. However, the future land use map should serve as a guide for the Township, when it decides to adopt a zoning ordinance, and for the Borough, when it amends its land use ordinances.

The future land use map should also be used to evaluate if a development proposal is generally consistent with the community's vision, goals, and land use plan. New development and redevelopment activities should be examined not only within the context of the plan for the area in which the development falls, but also to evaluate the relationship to and impact on surrounding land uses. When considering a proposed development, important questions to consider during plan review include:

- Is the proposed development generally consistent with the land use plan for that particular location?
- How will the proposed development impact adjacent sites (traffic, noise, etc.)? How have impacts been mitigated?
- Does the proposed development fit the scale and intended character of a particular area or neighborhood?
- How are parking, access, landscaping, sidewalks, and building orientation addressed?
- How will adjacent streets and sidewalk connections fit together?
- Are best management practices for stormwater management being used?
- What effect will this plan have on the future development of the area?

## PUBLIC INPUT

The public input process included a visioning workshop with local residents from both municipalities. At the workshop, participants were broken into groups and provided with a land use key depicting various development types (see Figure 2.1) and a list of questions (see Figure 2.2).

Figure 2.1 Land Use Category Key

Single-Family Residential



Multi-Family Residential



Mobile Home Parks



Light Industry and Manufacturing



Figure 2.1 Land Use Category Key (continued)

## Regional Commercial



## Small-Medium Scale Commercial



## Farmland



## Trails






**Figure 2.2 Future Land Use Exercise**

### **Future Land Use Exercise**

The **future land use map** provides a visual picture of the vision focusing on land use. It conceptually diagrams where to target growth, reinvestment, and conservation of land. It also illustrates the scale and intensity of development that is desired by the community.

#### **MAPPING EXERCISE QUESTIONS:**

Use the colored markers that match the visual land use key to illustrate preferences of future land uses and make notes to explain design preferences on the maps.

1. Where should residential land use be targeted for new development or redevelopment? Think about density and layout of residential development:
  - **Single-Family** (low to medium density)
  - **Multi-Family** (medium to high density)
  - **Mobile Homes** (high density)
2. What areas are most appropriate for commercial development? Think about size and scale of development and proximity to residential land uses:
  - **Regional Commercial** (e.g., big box retailers, malls, car dealerships)
  - **Small to Medium Scale Commercial** (e.g., local service businesses, like dry cleaners, florists, beauty salons)
3. Where is manufacturing and industrial development most appropriate in the planning area? Think about intensity of development and access to water/sewer:
  - **Light Industry and Manufacturing** - where are the priority areas?
  - Do the sites have access to major roads, water and sewer?
4. Where should agricultural land be preserved or enhanced?
  - **Farmland** - Are there areas best suited to remain in agricultural use (e.g. presence of prime agricultural soils, designated as Agricultural Security Areas, close to farms already protected by conservation easements)?
5. Are there places where recreational facilities could be created?
  - **Parks and Recreation** - Are existing parks accessible to the community? Which areas would be appropriate for new community parks, if needed?
  - **Trails**  - Where might walking, biking or other recreational trails be created?

Each group was also provided with several maps relevant to developing a picture of future land use:

- An existing land use map showing where and what type of development currently exists in the community.
- A natural and agricultural overlay map identifying potential development constraints, such as steep slopes, wetlands, floodplains, prime agricultural soils, agricultural security areas and farms with agricultural conservation easements.

- A water and sewer overlay map showing existing and proposed public infrastructure service areas.

Using these tools and a set of colored markers, participants created colored illustrations depicting areas where they wanted to see new development as well as preservation. At the end of the workshop, each group presented its ideas to the entire group. Several common threads emerged from these presentations regarding the planning area's future:

- Route 68 corridor is the best location for new commercial and limited light industrial growth.
- Neighborhood commercial development should be encouraged along Route 528 and in the Borough.
- Improvements to Route 68 are needed to accommodate increasing traffic (turning lanes, access management).
- Multi-family housing should be sited behind commercial along Route 68.
- Agricultural preservation and some single-family housing are appropriate for the northwest sector of the Township.
- New recreation should be developed in the Treesdale area.
- Steep slopes, floodplains & wetlands in the center of the Township should be preserved.



These trends were used as a foundation for creating the Future Land Use Map.



# THE FUTURE LAND USE MAP

Map 8, the Future Land Use Map, shows where the community envisions future growth and development taking place in the planning area. It also identifies where it would like to preserve natural features, farmland, and rural character. Additional features, such as location of new recreation areas, greenways, trails and gateways to the municipalities are also shown.

Development of the Future Land Use Map considered of the location of infrastructure (roads, water, and sewer), existing development styles and densities, environmental constraints, and suitability of land for conservation and recreation. In general, the Future Land Use Map depicts the following areas:

- Most new commercial development surrounds the main artery, Route 68, with higher intensity commercial uses targeted for segments above Stevenson Road and in the Borough above Constitution Avenue.
- Lower intensity commercial uses are being encouraged on Route 68 below Stevenson Road.
- A mix of village-scale commercial and residential uses are targeted for areas surrounding the upper half of Main Street in the Borough and in the Whitestown area on Route 528.
- A limited area of new industrial growth is targeted at the intersection of Route 68 and Kriess Road.
- Higher density, multi-family development is located on the eastern side of Route 68 just north of the Borough and behind commercial areas along Route 68.
- Conventional single-family or “suburban residential” development continues to be situated primarily in the eastern part of the Township as well as in the Borough near Main Street west of Route 68.

- The Township also envisions redevelopment of the “Woodlands” area over time as a lower density, suburban residential neighborhood.
- Low-density residential development that preserves natural features and open space is encouraged in growth areas with designated habitat, floodplains, wetlands and steep slopes. These are primarily situated in the center of the Township.
- Agricultural land is preserved in the four corners of the Township as well as in the northwestern and eastern parts of the Borough.

The Future Land Use map is conceptual and not parcel-based. It shows the general location and scope of desired growth and preservation areas, but is not intended to pinpoint specific parcels that should or should not be developed. Moreover, the future land use is not a zoning map. However, the future land use map can serve as a guide in developing or reshaping zoning districts on a zoning map.

The Municipalities Planning Code provides municipalities with several tools for managing where future growth takes place, namely the designation of designated growth areas, future growth areas, and rural resource areas.

## DESIGNATED GROWTH AREAS AND FUTURE GROWTH AREAS


The Municipalities Planning Code defines designated growth areas as:


*A region within a County or Counties described in a municipal or multi-municipal plan that preferably includes and surrounds a city, borough, or village and within which residential and mixed-use development is permitted or planned for at densities of one unit to the acre or more, commercial, industrial, and institutional uses are permitted or planned for and public information services are provided or planned.*

A future growth area is defined in the Municipalities Planning Code as:

*An area of a municipal or multi-municipal plan outside of and adjacent to a designated growth area where residential, commercial, industrial, and institutional uses and development are permitted or planned at varying densities. Public infrastructure services may or may not be provided, but future development at greater densities is planned to accompany the orderly extension and provision of public infrastructure services.*

These areas correspond to the following land use categories shown on the Future Land Use Map:

 **High-density Commercial (maroon)** – these areas provide for medium- to large-scale commercial uses that service residents and travelers along Routes 68 and 422. Such uses include retail businesses, gas stations, and professional office developments. The Future Land Use Map concentrates these higher intensity uses within two areas: above Stevenson Road on Route 68 and along Route 422 in the Township. Both of these areas will need extension of public sewer before they can be accommodated. Therefore, they’re future growth areas. Because traffic volume and safety along the Route 68 corridor is a primary concern, the municipalities should implement access management controls for new businesses to better control traffic flow. Design standards should be implemented within these areas to ensure that new developments are sensitive to surrounding areas and corridor aesthetics.

 **Medium-Density Commercial (red)** - Two commercial areas are shown as Medium-density Commercial. The first borders Route 68 below Stevenson Road in the Township and requires sewer service for development. Therefore, it is a future growth area. Another area of Medium-density Commercial above Constitution Avenue in the Borough is shown as a potential future sewer area, and therefore is a designated growth area. Both would emphasize smaller scale and lower intensity businesses. By doing so, the municipalities can avoid continuous high impact development along the entire length of the corridor. Reasonable square footage limitations, access management controls and design standards would also be appropriate for this area.

Insert future land use map 11x17



**Village Mixed Use (pink)** - Two areas are designated for redevelopment as village-scale commercial and residential uses that promote walkable, neighborhood oriented lifestyles. Commercial uses would consist of community-serving businesses such as small groceries and convenience stores, pharmacies, dry cleaners, coffee shops and specialty retail like gift shops and florists. Size of businesses should be limited and uses should be compatible with surrounding residential uses. Similarly, design standards should ensure that new developments are sensitive to pedestrian movement and neighborhood aesthetics.

The first area, a designated growth area along Main Street in the Borough, used to support small businesses before Route 68 was rerouted. With new residential subdivisions about to double the Borough in size, providing for neighborhood businesses along Main Street would meet the need for accessible services by a growing population.

The second area targeted for village mixed-use development is the Whitestown area around Whitestown Square. Like the Borough, this area would promote walkable, town center services. However, because this area has neither water nor sewer at this time, it is a future growth area. Both the Borough and Whitestown should allow for mixed-use development that encourages multiple uses within a single development, such as offices or apartments above street-level storefronts. Other improvements could include improved sidewalks, lighting and other enhancements that would create a pedestrian-friendly environment.


**Light Industrial (purple)** - Office and light manufacturing uses are planned in and around the Kriess Road Business Park. The community wants to limit such growth to this area because it has the necessary infrastructure to support it. Proximity to the Butler County Airport and Route 68 as well as water and planned sewer service make this area suitable for the intensity of such uses. Additional development along Route 68 and Kriess Road should be required to implement access management controls to mitigate increased traffic congestion. Performance standards are also needed to control impacts from operations (noise, dust, light and the like) on neighboring residential areas.


**Multi-family Residential (orange)** – These areas would provide for higher density housing such as quads, townhouses, and low-rise apartments and condominiums. These developments will be encouraged behind commercial areas above Double Road on the northwest side of Route 68. This area is in close proximity to existing multi-family residential development and trailer parks. However, access to major roads and sewer service will have to be addressed. Another area of multi-family dwellings would be targeted east of Route 68 just north of the Borough. Enhancements in these areas should promote walkability through sidewalks and connectivity with adjacent neighborhoods and/or commercial areas. Since both areas of multi-family housing will require extensions of utilities, they are future growth areas.

**Suburban Residential (yellow)** – Areas shown as Suburban Residential are designated growth areas in the Borough where sewer service exists or may be extended. Areas in the Township are primarily future growth areas. The majority of suburban residential areas are located in the eastern half of the planning area. It is the most densely developed residential area due to its proximity to major transportation routes and availability of water and, in some cases, sewer service. Lot sizes are variable, with the smallest (less than ¼ acre) existing in the Borough on and around Main Street, Harmony Street and Constitution Avenue. Newer subdivisions in the Township include homes on ½ acre and acre lots. In addition, some homes and farms are located on larger lots. Future growth in this area would be primarily single-family dwellings with some limited multi-family options. Sidewalks and other streetscape improvements for pedestrians should be required. Access to main roads needs to be managed to ensure that traffic congestion, particularly from large subdivisions, is adequately controlled.

In addition, the area in the western part of the Township known as the “Woodlands” is designated on the Future Land Use Map as Suburban Residential. Originally developed as a colony of vacation “camps,” the Woodlands area consists of very small lots, most averaging less than a quarter of an acre each. Over time, people built cottages or installed trailer homes on some of the lots. Most roads in this area are

private and not maintained by the Township. Because of the density, many individual septic systems are failing. Today, new construction requires lot consolidation to meet the minimum acreage for septic system approval. The Township envisions this area gradually transitioning to a more suburban character through continued lot consolidation and improved services.

 **Conservation Residential (medium green)** – Certain sections of the planning area are sparsely developed due to the presence of sensitive environmental features like steep slopes, floodplains or wetlands, or because they contain large areas of undeveloped land or woodlands. Many residents want to see continued growth in their municipalities, but simultaneously want the rural character of the area to be preserved. In order to accommodate these objectives, the Future Land Use Map designates certain areas for low-density residential development that is sensitive to the natural features of the land. In these areas, the municipalities are encouraged to make conservation-based development the preferred method of new residential development. This method provides for preservation of land containing sensitive environmental features as well as additional open space for the common enjoyment of residents. Overall density is low, but smaller lot sizes on the buildable areas may be permitted. Low density development is appropriate for these areas since they are served primarily by narrow, two-lane roads. Most also lack water and/or sewer service and, therefore, are future growth areas.

 **Institutional (blue)** – This category comprises public uses such as schools municipal buildings and public facilities. The largest area in the eastern part of the Township includes the existing airport and farm show properties. The only expansion of institutional uses shown on the Future Land Use Map includes an area west of Route 68 in the Borough. This property, owned by the Connoquenessing VFD, may be suitable for a new regional public safety building.


## RURAL RESOURCE AREAS


A rural resource area is defined in the Municipalities Planning Code as:

*An area described in a municipal or multi-municipal plan within which rural resource uses including, but not limited to, agriculture, timbering, mining, quarrying and other extractive industries, forests and game lands, and recreation and tourism are encouraged and enhanced. Development that is compatible with or supportive of such uses is permitted, and public infrastructure services are not provided, except in villages.*

Rural Resource Areas have been designated where recreational and agricultural uses are to be strongly supported. Many in the community have identified these areas as those where farming should be preserved, but the rights of farmers to sell their land should also be protected. They are located in the several large tracts in the northeast, northwest, southeast and southwest sectors of the planning area.

They correspond to the following designation of the Future Land Use Map:

 **Agricultural (light green)** – These areas include regions with substantial concentrations of prime agricultural soils, farms protected by agricultural conservation easements and/or farms participating in the agricultural security program. Residential development in rural resource areas should be very low-density and compatible with agricultural uses.

 **Park and Recreation (dark green)** – Three areas of park and recreation land are shown on Future Land Use Map. Two areas are existing and one is proposed. The largest area, Lutherlyn Camp, is a private, 640-acre, year-round facility operated by the Evangelical Lutheran Church. The camp includes two lakes and 17 miles of trails. It hosts summer camps, retreats, conferences and an environmental education program. The second area, Connoquenessing Community Park, consists of 16.3 acres in Connoquenessing Borough. It is located off Constitution Avenue east of Route 68. A small portion of the park remains wooded and has not been developed to date. It may be suitable for development of walking trails and passive recreation areas. The third area, which is newly proposed, is adjacent to Little

Connoquenessing Creek. This park, which would be maintained in its natural state, would be suitable for fishing, hiking and wildlife viewing.

## OVERLAYS AND ENHANCEMENTS

In addition, the Future Land Use Map depicts several other proposed planning features. They are:



**Greenways (hatched)** – Greenways are linear corridors of open space. On the Future Land Use Map, the greenway corresponds to the largest continuous area of floodplains, wetlands and steep slopes in the planning area. In addition, it encompasses most of the Connoquenessing Floodplain Biological Diversity Area, an area designated by the Western Pennsylvania Conservancy as habitat for a rare plant species. Protection of this greenway area would preserve a ribbon of rural beauty through the middle of the planning area. To accomplish this, the municipalities may wish to place additional limitations on the amount of development that can occur within stream corridors, floodplains and steep slopes. Long-term conservation methods could involve purchasing or obtaining easements on key parcels by the municipalities, land trusts or other interested parties.



**Improved Transportation Corridors (black dotted line)** - Two corridors are designated as improved transportation corridors: Route 68 and Eagle Mill Road. These roads experience high levels of traffic that are not well supported by the current road configuration. Future growth around these roads makes improvements even more critical. Examples of improvements include turning lanes, improved intersections, signal coordination and access management.



**Bike Routes (bicycle symbol)** – The Future Land Use Map depicts a bike route along Route 528 with a spur along Harmony Road leading into the Borough. This route is scenic and not as heavily trafficked as Route 68 or other roads in the eastern half of the planning area. Route 528 has also been designated as part of Washington's Trail, a historic route that closely approximates the route taken by George Washington along the Venango Trail in 1753. It also connects Evans City Borough to Prospect Borough and beyond to Moraine State Park.



**Multi-use Trails (brown dotted line)** - Two potential trails are proposed on the Future Land Use Map. The first is a short segment that would connect the Borough with Connoquenessing Elementary School. This trail would provide an opportunity for children in the borough to walk or ride bikes to school. It would also create a recreational option for residents on the western side of Route 68. The second trail is proposed along the abandoned right-of-way of the old Harmony Short Line trolley. The trail would connect neighborhoods in the eastern part of Connoquenessing Township and Butler Township to Connoquenessing Community Park. Feasibility studies would need to be undertaken to determine the precise alignment of the trails.



**Gateways (red star)** – Gateways create a formal entrance to a municipality and orient travelers. They may consist of simple signage or include landscaping or streetscape improvements that create a transition from one community to the next. Several gateways are recommended on the Future Land Use Map:

Connoquenessing Borough: Three gateways are proposed:

- At both ends of Main Street at the borders with Forward Township and Connoquenessing Township
- On Harmony Road at the western end of the Borough

Connoquenessing Township: The following seven gateways are proposed:

- Route 68 at border with Borough
- Harmony Road from the Borough



- Route 528 entering from Forward Township
- Upper Harmony Road from Lancaster Township
- Route 528 at border with Prospect Borough
- Eagle Mill Road from Franklin Township
- Route 68 from Butler Township

The type of gateway enhancements should relate to the amount of visibility. If the location is a principal point of entry for visitors (e.g., Route 68), then the gateway may incorporate more elaborate improvements. Minor gateways may require only a simple sign.

# DEVELOPMENTS OF REGIONAL SIGNIFICANCE AND IMPACT

The Municipalities Planning Code defines Developments of Regional Significance and Impact (DRIs) as “any land development which, because of its character, magnitude or location, will have a substantial effect upon the health, safety or welfare of citizens in more than one municipality.” MPC Section 107(a). Because the term “substantial” is not defined, the MPC has provided Counties and municipalities with the latitude to determine the types of developments that will have a substantial impact within that particular jurisdiction.

The Butler County Comprehensive Plan, as required by the MPC, identified existing DRIs throughout the County such as “large shopping centers, major industrial parks, mines and related activities, office parks, storage facilities, large residential developments, regional entertainment and recreational complexes, hospitals, airports, and port facilities.” MPC Section 301(a)(7)(ii). The only DRI identified in the planning area is the Kriess Road Business Park.

In addition, the County Comprehensive Plan defined DRIs for purposes of future growth in the County to specifically include:

Single residential developments which would cause a 15 percent increase or greater in municipal population.

Single, commercial, or industrial developments which would cause a 15 percent increase or greater in traffic on any single road, withdrawal from any water system, or flows to any sewer system.

Any landfill or similar storage facility.

This proportional standard takes into account the varying impact that new development can have on municipalities of different sizes. Moreover, the County Comprehensive Plan lays out the following recommended parameters for DRIs:

Developments of regional impact and significance should occur, based on type.

Residential Developments of Regional Impact and Significance:

- Zoned communities
- Within 5 miles of a major arterial or interstate highway
- Within areas of public water and sewer service

Commercial or Industrial Developments of Regional Impact and Significance:

- Within 3 miles of a major highway or interstate
- Within areas of industrial or commercial zoning
- Within areas of public water and sewer service

These developments should not occur near:

- Agricultural Security Areas
- Within steep slope areas
- Within environmentally significant areas

Therefore, to maintain consistency with the County Plan and to attain the goals and objectives set forth in this joint comprehensive plan, Connoquenessing Borough and Township should work together to assess and mitigate impacts from DRIs as they are proposed. While the following categories and examples of DRIs are not all-inclusive, they represent the types of facilities or activities that would justify a higher level of review by both municipalities in cooperation with one another.

- High-density and medium density commercial developments that will cause an estimated 15 % or greater increase in (1) traffic; (2) withdrawal from any water system, or (3) flows to any sewer system, such as shopping centers and strip malls, large retail stores, office parks, personal storage facilities, and private entertainment and recreation complexes;
- Industrial development that will cause an estimated 15 % or greater increase in (1) traffic; (2) withdrawal from any water system, or (3) flows to any sewer system, such as industrial parks, manufacturing and distribution facilities, technology centers, mines and other extraction activities, warehouses, landfills and recycling centers;
- Transportation facilities or improvements that will result in an estimated 15 % or greater increase in traffic, such as airport improvements, road widening projects, and public transportation terminals or park-and-ride facilities;
- Institutional facilities that will cause an estimated 15 % or greater increase in (1) traffic; (2) withdrawal from any water system, or (3) flows to any sewer system, such as hospitals, schools, libraries, public entertainment or recreation facilities, municipal buildings and public safety facilities; and
- Landfills and similar storage facilities, like recycling centers or industrial waste storage facilities.

If other proposed facilities or activities would cause a similar level of increased burden on public infrastructure, the two municipalities should work together to assess them and make recommendations regarding consistency with the comprehensive plan. As a general rule, DRIs will be appropriate within or in close proximity to the Route 68 corridor where (or when) public infrastructure becomes available. The municipalities will review mapping provided in the comprehensive plan and other public records to identify areas unsuited for DRIs, such as agricultural security areas, land subject to agricultural conservation easements (Map 4), and land containing environmentally sensitive features. (Map 3).

# STATEMENT OF COMPATIBILITY

## NEIGHBORING MUNICIPALITIES

The planning area formed by Connoquenessing Borough and Connoquenessing Township is bordered by five municipalities: Prospect Borough and Franklin Township to the north, Butler Township to the east, Forward Township to the south and Lancaster Township to the west. The proposed future land use plan is generally consistent with land use in the surrounding municipalities and there are no foreseeable conflicts between existing and proposed land uses in the surrounding municipalities. The higher density residential and commercial development in the eastern half of the Township is consistent with suburban development patterns in Butler Township. Similarly, the conservation-based development approaches recommended in the west and southwest complement the rural and low density character of Forward and Lancaster Townships. This plan also recommends that the two municipalities work with neighboring municipalities along the Route 68 corridor to coordinate development standards and transportation improvements throughout the corridor. These partners would include Butler Township to the north and Forward Township and Evans City Borough to the south.

## BUTLER COUNTY

The Future Land Use Plan is generally consistent with the Butler County Comprehensive Plan which was adopted on January 23, 2003. The County Comprehensive Plan establishes goals and objectives for future development based on the character of different regions. It categorizes Connoquenessing Borough as a “small town” and Connoquenessing Township as a “rural area with significant potential for future growth and development.”

The Plan articulates two important goals for small towns:

- Cooperative capacity building among small boroughs or between boroughs and surrounding townships
- Avoidance of inadvertent suburbanization of boroughs with growth potential

The fact that Connoquenessing Borough and Township have joined together to develop this multi-municipal comprehensive plan is a significant step toward reaching the first goal. Recommendations for coordinated land use planning, particularly in the Route 68 corridor, and for exploring opportunities for shared services are consistent with this objective. The Future Land Use Plan also advocates several future development patterns that enhance the Borough's small town character and discourage suburbanization. These recommendations include:

- Small-scale, village mixed-use development along Main Street
- Improved sidewalks, lighting and other enhancements that encourage pedestrian traffic
- A limited area of larger commercial businesses along Route 68
- Design standards and square footage limitations to encourage compatibility of new development with the small town environment
- Trails and bike routes to create greater connectivity and less dependence of car travel

In addition, the County Comprehensive Plan sets the following goals for rural areas with significant growth potential:

- Protecting rural resource areas, such as agriculture and forestry from conflict due to new residential development.
- Accommodating residential growth while making maximum efforts to preserve rural uses and features.
- Developing economic and land use partnerships between small towns which are service/infrastructure rich but land poor, and townships with land resources but few services.

This multi-municipal plan presents a vision for Connoquenessing Township that dovetails well with these County objectives, creating a healthy balance between future growth and preservation. The Future Land Use Plan and Map designate Rural Resource Areas where agricultural lands are to be conserved. New development in those areas is to be low density and compatible with agricultural uses. Areas characterized as Conservation Residential encourage subdivisions that conserve sensitive environmental features and other natural assets. Greenways are established along contiguous corridors of floodplains, wetlands and steep slopes. New commercial, industrial and suburban residential developments are situated in or adjacent to previously developed locations. However, it must be noted that before new commercial development is undertaken along Route 68, the Township must undertake a 537 Plan to address sewer service needs. Moreover, this Plan strongly recommends that the two municipalities pursue joint planning initiatives such as coordinated land use planning in the Route 68 corridor and continued discussions regarding opportunities for shared public services.

#### **(Footnotes)**

1 A rural resource area is defined by the Pennsylvania Municipalities Planning Code in section 107 as “an area described in a municipal or multi-municipal plan within which rural resource uses including, but not limited to, agriculture, timbering, mining, quarrying, and other extractive industries, forest and game lands and recreation and tourism are encouraged and enhanced, development that is compatible with or supportive of such uses is permitted, and public infrastructure services are not provided except in villages.”

## Section III: The Action Plan





# COMPONENTS OF THE ACTION PLAN

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*“An ounce of action is worth  
a ton of theory.”*

*- Friedrich Engels*

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Section III answers the question “How do we get there?” by creating an action plan for implementation. It includes strategies for achieving the vision, goals, and objectives that were developed for each of the following planning elements:

- Land Use
- Economic Conditions
- Housing
- Cultural and Historic Resources
- Environment, Natural Resources, and Agriculture
- Parks and Recreation
- Government Operations and Intergovernmental Cooperation/ Community Facilities and Utilities
- Transportation

Tables 3.1 through 3.9 list implementation strategies by planning element. By contrast, Tables 3.10 through 3.12 present these strategies in order of time sensitivity.

The action plan serves as a guide for municipal officials, local agencies and other parties responsible for carrying out the plan. The detailed tables list specific strategies, priorities, responsible and participating parties, deliverables or measurable outcomes, and potential funding sources. The following definitions aid in interpreting the action plan:

- Strategy: A plan of action intended to reach a specific goal.
- Time Frame: A classification of each strategy based on time sensitivity for taking action:
  - High (H) = 0 to 3 years
  - Moderate (M) = 4 to 7 years
  - Low (L) = 8 to 10 years

- **Responsible and Participating Parties:** Those agencies, organizations, or public entities responsible for implementing the strategy.
- **Deliverable or Measurable Outcome:** An action or specific milestone that will indicate progress toward completing the strategy. As each one is achieved, this item should be updated to specify a subsequent milestone.
- **Potential Funding Source or Technical Assistance:** Grant programs and agencies that support the action to be taken.
- **Record of Action:** Intentionally left blank and used to track progress in carrying-out each strategy.

A key component of the Action Plan is the identification of potential funding sources that are available to conduct particular plan strategies, when available. Technical and financial assistance is available from county and state programs, as well as some non-profits, and foundations. In some instances, matching municipal funds are required for grant funding. Appendix D includes a Grants and Community Resources reference list of agencies and programs that can be tapped for plan implementation. Included is information on programs, contact information, and eligibility requirements.

Successful implementation of the plan will require commitment by the municipalities and a structure to keep the process moving forward. The municipalities are working to formalize their partnership to implement the joint comprehensive plan through an Intergovernmental Cooperation Agreement for Implementation. This Agreement establishes an Advisory Committee responsible overseeing consistent implementation of the comprehensive plan. Specifically, it outlines the following, as required by the Municipalities Planning Code:

- An agreement to adopt or amend zoning ordinances within two years that are generally consistent with the Plan;
- A process for overseeing that specific implementing actions remain generally consistent with the goals and objectives of the Plan;
- A process for review and approval of Developments of Regional Significance and Impact (as defined in Section II of this Plan);
- Preparation of a yearly report by participating municipalities regarding activities carried out in accordance with the agreement;
- Designation of growth areas, future growth areas and rural resource areas based on the Future Land Use Plan; and
- A process for amendment and update of the joint comprehensive plan.

The Advisory Committee will also monitor progress toward implementing specific strategies under this Action Plan. Its role would include coordinating efforts, meeting with interested groups and residents, and applying for grants. If necessary, the Advisory Committee may establish subcommittees responsible for specific planning elements. These subcommittees could include representatives from key interest groups that are involved in or affected by the particular actions. For example, a transportation subcommittee could be responsible for advancing development of a transportation development district access, management and traffic impact fee ordinances, as well as ensuring that the proper funding and studies are in place for needed road, streetscape and pedestrian improvements.

Continued citizen participation throughout the implementation process is essential to ensure ongoing community support for the Plan. The municipalities should make a commitment to provide ongoing education to residents and community stakeholders on the plan and its goals, objectives, and strategies throughout the implementation process. This can be done by presenting the plan at schools, granges and fairs, churches, and community meetings. Efforts should be made to update members of the public on the progress of the plan and the accomplishments of the municipalities in implementing the objectives.

Finally, the joint comprehensive plan should be reviewed and updated annually reflect accomplishments, identify new funding sources, assess municipal coordination and cooperation, and re-evaluate priorities.

# LAND USE



*Our area has a healthy balance of housing, farmland, business, light manufacturing, and natural places.*

Throughout the planning process, Steering Committee members and residents voiced concerns about development patterns and their impact on quality of life in their municipalities. Most want to see new growth as long as it is managed and directed to the areas that can support it.

In order to balance development needs and promote the livability of the entire community, the steering committee identified following land use and growth management objectives:

- Define growth and future growth areas that are appropriate for growth and development.
- Designate rural resource areas where resource conservation and farmland preservation efforts should be focused.
- Ensure future growth is coordinated and consistent with infrastructure improvements (water, sewer, roads) in areas appropriate for development.

This Plan recommends that Connoquenessing Township and Connoquenessing Borough use a variety of land use tools to meet these objectives, starting with updating and/or adopting zoning and subdivision and land development ordinances. In order to strike a balance between new development and preservation of undeveloped areas, the municipalities identified Designated Growth Areas, Future Growth Areas, and Rural Resources Areas. The designation of zoning districts and standards should be consistent with these areas as identified on the Future Land Use Map.

In the Township, the immediate focus should be to develop a zoning ordinance that will set a basic framework for regulating the location, density and configuration of particular land uses. While this Plan recommends a variety of land use tools to enhance development and promote land conservation, it should be recognized that not all such tools may be appropriate in a newly adopted ordinance. The complexity of this ordinance should be gauged according to the receptivity of Township officials and residents. A simple zoning ordinance at the outset can be amended in later years to add new tools as the community adjusts to the new regulations and sees the need for additional controls.

The Plan also recommends multi-municipal cooperation in the planning and enhancement of the Route 68 corridor, which travels through both municipalities. While coordination between the Borough and the Township would be beneficial, developing a truly effective corridor plan will involve the cooperation of other municipalities sharing this thoroughfare, including Evans City, Forward Township and Butler Township. This will require an evaluation of zoning and land use among all municipalities to promote consistent standards for development, access management, pedestrian facilities, parking, landscaping, and buffering.

Table 3.1 includes strategies that will help the two municipalities achieve the land use objectives.

**Table 3.1**

<b>Land Use Goal: Our area has a healthy balance of housing, farmland, business, light manufacturing, and natural places.</b>						
<b>Objective 1.0: Establish growth areas that are appropriate for future growth and development.</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 1.1 (G 1.1)	Adopt an Intergovernmental Cooperation Agreement and jointly apply for funding to implement the strategies identified in the Comprehensive Plan.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within 3 months, adopt an ordinance approving the Agreement.	
LU 1.2 (G 1.2)	Establish an intergovernmental advisory committee that will oversee implementation of the joint comprehensive plan and ensure that municipal actions are consistent with the plan and future land use map. The Committee will also be responsible for reviewing developments of regional significance.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within 6 months, convene the Committee and establish operating procedures, meeting schedules, etc.	
LU 1.3 (G 1.3)	Develop and adopt a Township zoning ordinance that establishes districts and standards consistent with the plan and the future land use map.	H	Township Supervisors and Planning Commissioners	DCED - LUPTAP; Local Government Academy	Within 6 months, submit applications to DCED and LGA for implementation grants.	
LU 1.4	Conduct a legal and technical audit of the Township's Subdivision and Land Development Ordinance. Update and determine which elements are more appropriate for inclusion in a zoning ordinance.	H	Township Supervisors and Planning Commissioners	DCED - LUPTAP; Local Government Academy	Within 6 months, submit applications to DCED and LGA for implementation grants.	
LU 1.5 (G 1.3)	Revise the Borough's Zoning and Subdivision and Land Development Ordinances to reflect the comprehensive plan and future land use map.	H	Borough Council and Planning Committee	DCED - LUPTAP; Local Government Academy	Within 6 months, submit applications to DCED and LGA for implementation grants.	
LU 1.6 (EC 2.4)	Limit high-impact commercial, light industrial and high density residential development to areas close to Route 68. Keep commercial districts well defined to avoid uncontrolled strip development throughout the corridor.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances and zoning maps consistent with the comprehensive plan.	

**Table 3.1 (continued)**

Objective 1.0: Establish growth areas that are appropriate for future growth and development. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 1.7 (LU 2.7, A 2.4)	Evaluate establishing a Transfer of Development Rights (TDR) Program in the Township. Sending Areas would be created in rural areas where preservation is desired allowing for greater intensity of development in designated Receiving Areas where growth is to be encouraged.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Ask DCED and/or the Local Government Academy to conduct an educational program in the area on TDRs. Send elected and planning officials to the program.	
LU 1.8	Establish consistent design standards and guidelines for commercial and other development along the Route 68 and Main Street corridors to ensure that growth reflects the area's small town character and scale.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Adopt/amend zoning ordinances consistent with the comprehensive plan.	

Objective 2.0: Designate rural resource areas where resource conservation and farmland preservation efforts should be focused.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 2.1 (A 2.1)	Establish an agricultural district in the Township in areas where farming and prime agricultural soils are prevalent. The district shall be characterized by low density and appropriate setbacks that preserve the rural character of these areas.	H	Township Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances and zoning maps consistent with the comprehensive plan.	
LU 2.2 (A 2.2)	Permit compatible uses in the Township and Borough agricultural districts, including farming, timbering, mining, recreation, and low-density residential. Public infrastructure services will not be provided except in villages.	H	Township and Borough Elected Officials and Planning Commissions	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	



Table 3.1 (continued)

Objective 2.0: Designate rural resource areas where resource conservation and farmland preservation efforts should be focused. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 2.3 (A 2.3)	Make low density residential development in agricultural areas the preferred method of new development through incorporation of conservation subdivision design, clustering or similar development tools.	M	Township and Borough Elected Officials and Planning Commissions	DCED - LUPTAP; Local Government Academy	Incorporate conservation subdivision design tools in the ordinances.	
LU 2.4 (A 1.5)	Consider use of agricultural zoning techniques that discourage the subdivision of large farm lots, such as area-based allocations. This technique establishes a formula that limits the number of non-farm dwellings that can be subdivided from an agricultural parcel based on the size of the original parcel.	M	Township and Borough Elected Officials and Planning Commissions	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
LU 2.5 (A 1.1)	Continue to promote participation by local farmers in the Agricultural Security Program, Clean & Green and other programs that assist in maintaining a viable agricultural community.	H	USDA Farm Service Agency, Butler County Conservation District, Landowners	N/A	Within 6 months, arrange an information session for interested landowners about the ASA program and tools for farmland preservation.	
LU 2.6 (A 1.2)	Work with the Butler County Conservation District to encourage farmers to grant agricultural conservation easements on eligible farmland in areas designated for future agricultural and/or conservation uses.	H	Butler County Agricultural Land Preservation Board, Butler County Conservation District, Landowners	N/A	Within 6 months, arrange an information session for interested landowners about the ASA program and tools for farmland preservation.	



Table 3.1 (continued)

Objective 2.0: Designate rural resource areas where resource conservation and farmland preservation efforts should be focused. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 2.7 (LU 1.7, A 2.4)	Evaluate establishing a Transfer of Development Rights (TDR) Program in the Township. Sending Areas would be created in rural areas where preservation is desired, and areas where more intense development is favored would be designated as Receiving Areas.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Ask DCED and/or the Local Government Academy to conduct an educational program in the area on TDRs. Send elected and planning officials to the program.	

Objective 3.0: Ensure future growth is coordinated and consistent with infrastructure improvements (water, sewer, roads) in areas appropriate for development.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 3.1 (EC 3.1)	Conduct an Act 537 Sewage Plan in the Township to address existing needs and plan for continued residential and commercial growth.	H	Township Elected Officials and Planning Commission	DCED- Local Municipal Resources and Development Program (LMRDP); DEP Act 537 Sewage Facilities Planning Grants	Within 6 months, apply for grant funding.	
LU 3.2	Coordinate implementation of the comprehensive plan and the Act 537 Plan to ensure that land use and infrastructure projects are mutually supportive of the community's goals and objectives. Promote coordination between planning officials and municipal water and sewer providers.	H	Elected Officials and Planning Commission/ Committee	DCED - LMRDP, LUPTAP; DEP Act 537 Sewage Facilities Planning Grants	Within two years, complete the 537 Plan .	

**Table 3.1 (continued)**

<b>Objective 3.0: Ensure future growth is coordinated and consistent with infrastructure improvements (water, sewer, roads) in areas appropriate for development. (continued)</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 3.3 (ENR 1.9)	Conduct periodic inspections of septic systems and take enforcement action where systems are failing.	H	Township and Borough Elected Officials	Local funds	Within one year, develop an inspection plan; within three years, complete first round of inspections.	
LU 3.4	Continue to create incentives for lot consolidation in the Woodlands area and/or look for opportunities to tap into existing water and sewer infrastructure.	H	Township Elected Officials and Planning Commission	Local funds	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan and complete the 537 Plan.	
LU 3.5	Situate higher intensity uses (commercial, industrial and multi-family residential) in areas currently or easily served by water and sewer.	H	Elected Officials and Planning Commission/ Committee	DCED - LUPTAP	Within two years, adopt/ amend zoning ordinances and zoning maps consistent with the comprehensive plan.	
LU 3.6 (T 1.4)	Create capital improvements plans to establish timelines when roadway and other infrastructure maintenance, reconstruction, or enhancements will be made.	M	Elected Officials and Planning Commission/ Committee	DCED - LUPTAP	Within five years, apply for LUPTAP funding and develop a joint request to SPC that it apply to PennDot for special planning funds.	
LU 3.7 (G 1.5, EC 3.3, T 2.4)	Work with neighboring municipalities from Evans City to the City of Butler to develop a regional transportation and land use plan for the Route 68 corridor. The plan should address potential improvements such as turning lanes and improved intersections, as well as coordinated growth strategies to better manage traffic impacts. Ensure that recommended improvements are included in SPC's Regional Long-Range Plan and Transportation Improvement Plan ("TIP").	H	Elected Officials and Planning Commission/ Committee; Butler County SPC Representative(s)	DCED - LUPTAP, PennDOT Special Planning Funds (through SPC)	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	

**Table 3.1 (continued)**

<b>Objective 3.0: Ensure future growth is coordinated and consistent with infrastructure improvements (water, sewer, roads) in areas appropriate for development. (continued)</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 3.8	Develop reasonable square footage limitations for new commercial development to ensure that the scale of and impacts from such development are compatible with existing and planned road capacity.	H	Elected Officials and Planning Commission/Committee	DCED - LUPTAP	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
LU 3.9 (T 1.1, T 2.1)	Adopt access management standards in municipal ordinances to control traffic impacts to major roadways such as Route 68, Kriess Road and Eagle Mill Road.	H	Elected Officials and Planning Commission/Committee	PennDOT Growing Smarter Initiative; DCED LUPTAP	Within two years, adopt standards consistent with PennDOT model ordinances.	
LU 3.10 (T 1.2)	Explore the use of traffic impact fees by establishing an advisory committee to examine their feasibility. An impact fee is a charge or fee imposed by a municipality against new development in order to generate revenue for funding the costs of transportation capital improvements necessitated by the new development. The development of a traffic impact fee ordinance requires a multi-step process involving preparation of a land use assumptions report, performance of a roadway sufficiency analysis and development of a Transportation Capital Improvements Plan prior to adoption.	M	Connoquenessing Township; PennDot	DCED - LUPTAP; SPC Special Planning Funds	Within five years, apply for funding and hire transportation consultant to undertake the study.	

# ECONOMIC CONDITIONS



*We have attracted a diversity of businesses providing well-paying jobs and increased tax revenue.*

The Township and the Borough are generally rural communities with the bulk of development over the last few decades consisting of residential subdivisions. Business growth has been limited and represents a small portion of land use in both municipalities. Residents would like to see new commercial and light industrial enterprises as long as they remain in areas that have the proper infrastructure to support them. They would like the area to provide new jobs that would employ residents and attract new ones. They would also like their communities to provide the services to which they now must drive long distances to access.

To that end, the Steering Committee developed the following objectives:

- Target commercial and light industrial development in designated growth areas.
- Revive small-scale businesses in the Whitestown area and on Main Street in the Borough.
- Improve utilities in growth areas to support the needs of businesses.

The Plan recommends that the zoning ordinance establish commercial and industrial zones around main arteries like Route 68 and Kriess Road. Appropriate standards should be established to encourage small-scale, walkable “Village Commercial” development along the Borough’s Main Street and in the Whitestown area.

The Plan also suggests that the Township, in particular, devote time and resources to developing the infrastructure needed to support the new growth.

A high priority is developing a 537 Plan that considers how existing areas and proposed growth areas will be sewerred.

Finally, the Plan encourages the municipalities to take advantage of specific programs that are designed to stimulate economic development. These programs include those aimed at strengthening farming businesses as well as those that assist in attracting new business to the region. Marketing of the planning area's assets will also be needed to bring new investment into the area.

Table 3.2 includes strategies that will be needed to achieve the objectives for future economic growth.

**Table 3.2**

Economic Conditions Goal: We have attracted a diversity of businesses providing well-paying jobs and increased tax revenue.						
Objective 1.0: Target commercial and light industrial development in designated growth areas.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
EC 1.1 (LU 3.5)	Establish commercial and industrial districts in the Township where infrastructure to support higher intensity uses is available or planned.	H	Township Supervisors and Planning Commissioners	DCED LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
EC 1.2	Retain and attract businesses for the high-density and medium-density commercial districts surrounding Route 68.	M	Township and Borough Elected Officials; Butler County Community Development Corporation	DCED Economic Stimulus Package Technical Assistance; DCED Small Business First Program; USDA Rural Business Enterprise Grants	Within 3 years, contact DCED's Community Action Team about assistance with economic development of the Route 68 corridor.	
EC 1.3	Promote new businesses that compliment nearby businesses drawing large numbers of people to the region, like Butler Memorial Hospital. For example, these may include doctors' offices, laboratories, clinics, pharmacies and the like.	L	Township and Borough Elected Officials	DCED Economic Stimulus Package Technical Assistance; DCED Small Business First Program; USDA Rural Business Enterprise Grants	Work with the Butler County CDC to help small businesses apply for small business financing programs.	
EC 1.4 (G 1.6)	Develop a joint business development and marketing strategy designed to attract new business to the Route 68 corridor. Assemble and distribute information about small business financing programs. Market the benefits of the planning area to prospective businesses.	L	Township and Borough Elected Officials; Local Business Owners	DCED Economic Stimulus Package Technical Assistance; DCED Small Business First Program; USDA Rural Business Enterprise Grants	Within 3 years, contact DCED's Community Action Team about assistance with economic development of the Route 68 corridor.	

**Table 3.2 (continued)**

Objective 1.0: Target commercial and light industrial development in designated growth areas. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
EC 1.5	Capitalize on the economic potential of the region's strong farm sector by encouraging related businesses (farm markets, farm equipment, etc.)	L	Township and Borough Elected Officials; local farm community	PA Dept of Agriculture First Industries Fund	Work with USDA to conduct a workshop about available grants and loans for these types of businesses.	

Objective 2.0: Revive small-scale businesses in the Whitestown area and on Main Street in the Borough.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
EC 2.1	Target focused public investment in the Borough’s Main Street corridor and the Village of Whitestown (such as improved sidewalks, street trees, lighting and signage) to attract new private investment.	H	Borough Council and Township Supervisors	Growing Greener II; USDA Community Facilities Program	Within three years, apply for grant funding and develop a downtown improvement plan.	
EC 2.2	Draft/revise ordinance provisions to allow for greater diversity of uses and mixed use developments in the Village Commercial District. Incorporate elements of Traditional Neighborhood Development.	H	Borough and Township Elected and Planning Officials	DCED LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
EC 2.3	Develop reasonable square footage limitations for new commercial development in the Village Commercial Districts to ensure that the scale of and impacts from such development are compatible with small town, residential character.	H	Borough and Township Elected and Planning Officials	DCED LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
EC 2.4 (LU 1.6)	Contain new commercial development in both the Borough and the Township within well-defined districts to avoid unmanaged strip development.	H	Borough and Township Elected and Planning Officials	DCED LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	



Table 3.2 (continued)

Objective 3.0: Improve utilities in growth areas to support the needs of businesses.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
EC 3.1 (LU 3.1)	Conduct an Act 537 Sewage Plan in the Township to address existing needs and plan for continued residential and commercial growth, particularly in the Route 68 corridor.	H	Township Elected and Planning Officials	DCED- Local Municipal Resources and Development Program (LMRDP); DEP Act 537 Sewage Facilities Planning Grants	Within 6 months, apply for grant funding.	
EC 3.2	Expand the Borough's Sewage Treatment Plant to accommodate Phase II of the Leslie Farms Development and any anticipated commercial growth in the Borough.	M	Borough Council	DCED Community Revitalization Program; Infrastructure Development Program; PennVEST; PennWorks; Local Municipal Resources and Development Program	Implement recommendations in Borough's 537 Plan update.	
EC 3.3 (LU 3.7, G 1.5, T 2.4)	Work with neighboring municipalities from Evans City to the City of Butler to develop a regional transportation and land use plan for the Route 68 corridor. The plan should address potential improvements such as turning lanes and improved intersections, as well as coordinated growth strategies to better manage traffic impacts. Ensure that recommended improvements are included in SPC's Regional Long-Range Plan and Transportation Improvement Plan ("TIP").	H	Borough and Township Elected Officials	DCED LUPTAP; PennDOT Special Planning Grants (through SPC)	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	



# HOUSING



## *There are high-quality, diverse housing options for residents of all ages.*

Residents indicated that they want to continue to encourage greater flexibility in housing development, thus providing for a range of housing types and affordability levels. As the population ages, there need to be options for “empty nesters” and Seniors who no longer want to maintain a single-family home on a large lot. Young families also need affordable starter homes. The following objectives reflect these priorities:

- Provide opportunities for development of varied housing types and styles within designated growth areas.
- Encourage restoration and rehabilitation of existing housing stock

The Plan recommends strategies and tools that balance the current development pattern of upscale, low-density subdivisions with other housing alternatives such as duplexes, quads, garden apartments and condominiums. These developments should provide recreational amenities and open space that preserves rural character and provides passive recreation opportunities. Land use ordinances should establish zoning districts that allow for varying densities and housing types.

In addition, the plan acknowledges that the municipalities have existing housing stock that is high-quality and affordable. Restoration and rehabilitation of these homes is also recommended. Several programs administered by the U.S. Department of Agriculture and other federal and state agencies support investment in existing neighborhoods. Other financial assistance, like historic tax credits, may be available for qualified structures through programs administered by the Pennsylvania Historical and Museum Commission.

Housing strategies are included in Table 3.3.

**Table 3.3**

Housing Goal: There are high-quality, diverse housing options for residents of all ages.						
Objective 1.0: Provide opportunities for development of varied housing types and styles within designated growth areas.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
H 1.1	Create several residential districts (conservation, suburban, and multi-family) in the Township that allow for different densities, lot-sizes and housing types.	H	Township Supervisors and Planning Commissioners	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
H 1.2 (ENR 2.1)	Encourage low-density residential development that preserves natural assets and rural character in areas with steep slopes, floodplains, wetlands and prime agricultural soils.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Incorporate conservation subdivision design tools in the ordinances.	
H 1.3	Investigate the benefits of revising the Borough's zoning ordinance (PRD provisions) to allow for new residential tools (like conservation subdivision design) that will better meet the goals of the comprehensive plan.	H	Borough Council and Planning Committee	DCED - LUPTAP; Local Government Academy	Within two years, incorporate conservation subdivision design tools in the ordinances.	
H 1.4	Allow for mixed use developments in the Village Commercial Districts that would allow ground level commercial with apartments on upper floors.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
H 1.5	Continue to encourage a range of housing styles with amenities that appeal to new homebuyers and empty nesters like duplexes, quads and low-rise apartments/condos.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Allow for appropriate multi-family and density options in the single-family and multi-family residential districts.	
H 1.6	Promote the development of senior housing by permitting affordable independent living apartments/condos, assisted living facilities and continuing care facilities to address the needs of the area's aging population.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy; USDA Rental Housing for Families and Elderly Loan Program	Allow for appropriate senior living options in the single-family and multi-family residential districts.	

Table 3.3 (continued)

Objective 2.0: Encourage restoration and rehabilitation of existing housing stock.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
H 2.1	Target key locations of quality older housing for restoration, such as Whitestown in the Township and Main Street/Constitution Avenue in the Borough. Work with residents to obtain financing for rehabilitation of existing homes.	H	Township and Borough Elected and Planning Officials	USDA Rural Housing Programs (Single Family Home Ownership Loans, Housing Preservation Grants)	Within two years, coordinate an information session with area residents about the types of financing available.	
H 2.2	Promote regular maintenance of housing stock throughout the planning area through implementation of housing rehabilitation assistance programs.	M	Township and Borough Elected and Planning Officials	Core Communities Housing Program; Federal HOME Program; USDA Rural Housing Programs	Within two years, coordinate an information session with area residents about the types of financing available.	
H 2.3 (CHR 2.2)	Encourage owners of historic homes or commercial buildings to pursue listing on the National Register of Historic Places. Listed and eligible structures may be eligible for Historic Tax Credits for restoration projects.	M	Township and Borough Elected and Planning Officials	PHMC Certified Local Government Grants	Within 1 year, apply for a grant to conduct an inventory and pursue listing for significant structures.	
H 2.4	Enforce property maintenance codes throughout the planning area.	M	Municipal Code Enforcement Officers	Local Funds	Within five years, conduct inspections and issue citations to property owners in violation of local ordinances.	



# CULTURAL AND HISTORIC RESOURCES



*The area's historic and cultural assets are valued and preserved.*

Many residents believe that more could be done to enhance the planning area by capitalizing on its historic and cultural assets. The following objectives establish the means for attaining the goal:

- Create greater awareness of the planning area's historic and cultural heritage.
- Encourage preservation of structures and sites that play a significant role in the area's history.

The Plan recommends that attractive old homes, original store buildings and other structures from the 19<sup>th</sup> and early 20<sup>th</sup> century should be inventoried and evaluated for listing on the National Register of Historic Places. Those that qualify are eligible to apply for restoration grants or other financial incentives. Moreover, to bring more people to the area, historic routes could be used for trails or bike routes.

Strategies for enhancing the historic and cultural aspects of the two municipalities are included in Table 3.4.



**Table 3.4**

Cultural and Historic Resources Goal: The area's historic and cultural assets are valued and preserved.						
Objective 1.0: Create greater awareness of the planning area's historic and cultural heritage.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
CHR 1.1	Partner with the Butler County Historical Society, local schools and area churches to schedule talks about the area's history. Highlight significant events such as Washington's travels through the Township along the Venango Trail, Connoquenessing's role in the "oil boom" of Western Pennsylvania, and the arrival of the Harmony Short Line Trolley.	M	Borough and Township Elected Officials, Connoquenessing Elementary School, Butler County Historical Society	DCED Heritage and Tourism Cooperative Marketing Grants; Local Funds	Within 3 years, apply for a grant to conduct a range of programs about local history.	
CHR 1.2	Continue to support the Butler Farm Show. Look for opportunities to showcase other features of the municipalities to Farm Show visitors (e.g. historic walking tours).	M	Township Elected Officials; local merchants	DCED Heritage and Tourism Cooperative Marketing Grants; Local Funds	Within 5 years, apply for a grant to enhance marketing of the Butler Farm Show.	
CHR 1.3 (PR 3.2)	Develop a multi-use recreational trail along the former Harmony Short Line right-of-way. Use signage to inform trail users about the significance of trolley transportation to the development of the Connoquenessing area.	L	Borough and Township Elected Officials, Butler County Historical Society	DCNR Recreational Trails Program; DCNR Community Conservation Partnership Program; DCNR Heritage Area Grants	Establish a committee of interested citizens from both municipalities willing to guide trail development and help seek funding.	

Table 3.4 (continued)

Objective 2.0: Encourage preservation of structures and sites that play a significant role in the area's history.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
CHR 2.1	Undertake an inventory of historic buildings that play a role in the municipalities' heritage (log homes, one-room school houses, former general stores and the like). Create signage that tells residents and visitors about these historic structures.	H	Township and Borough Elected Officials; Butler County Historical Society	PHMC Certified Local Government Grants	Within 1 year, apply for a grant to conduct the inventory and pursue listing for significant structures.	
CHR 2.2 (H 2.3)	Encourage owners of historic homes or commercial buildings (like the Nicklas store and J. Brown Dodds house) to pursue listing on the National Register of Historic Places. Listed and eligible structures may be eligible for Historic Tax Credits for restoration projects.	M	Township and Borough Elected and Planning Officials	PHMC Certified Local Government Grants	Within 1 year, apply for a grant to conduct the inventory and pursue listing for significant structures.	



# ENVIRONMENT AND NATURAL RESOURCES



## *The area's natural features and rural character have been maintained.*

Many local residents identified preservation of natural features as an important goal as they plan for the future. The steeply-sloped and wooded areas surrounding local streams are highly valued. To this end, the following objectives were established:

- Preserve, protect, manage, and enhance woodlands, wetlands, floodplains, stream corridors, and other sensitive environmental features that support a healthy environment.
- Encourage residential subdivisions that are low density, preserve the landscape and conserve open space.

The strategies developed under the plan propose changes to or adoption of local ordinances to protect sensitive environmental features like steep slopes, streams, and floodplains. The Plan also recommends the creation of a greenway through the middle of the planning area that would preserve a contiguous ribbon of open space. Various tools could be implemented that would help maintain this area as undeveloped (or sparsely developed) land.

In other areas of the planning area, open space and rural character could be preserved through the use of land use tools such as conservation subdivision design and transfer of development rights.

A listing of actions aimed at conserving the environment and natural resources is contained in Table 3.5.

**Table 3.5**

Environment and Natural Resources Goal: The area's natural features and rural character have been maintained.						
Objective 1.0: Preserve, protect, manage, and enhance woodlands, wetlands, floodplains, stream corridors, and other sensitive environmental features that support a healthy environment.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
ENR 1.1	Amend local grading ordinances to limit disturbance of steep slopes. The amount of disturbance is based on the degree of the slope and the soil type. Sites with greater than 40% slopes or highly slide-prone soils should not be disturbed.	H	Elected Officials and Planning Commission/Committee	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
ENR 1.2	Adopt municipal-wide riparian buffer ordinances to protect water quality and aquatic life. The buffer would include all areas within the 100-year floodplain and a minimum width on either side of the stream where vegetation would be maintained.	H	Elected Officials and Planning Commission/Committee	DCED LUPTAP; Floodplain Land Use Assistance Program	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
ENR 1.3 (PR 2.3)	Establish a greenway overlay district in the Township zoning ordinance. The overlay provisions would create additional protections for sensitive environmental areas within the greenway to maintain a contiguous corridor of protected natural resources through the center of the Township.	M	Township Board of Supervisors	DCED LUPTAP; DCNR Community Conservation Partnership Program	Within seven years, adopt amendments to local ordinances that would create more stringent standards within the overlay.	

Table 3.5 (continued)

Objective 1.0: Preserve, protect, manage, and enhance woodlands, wetlands, floodplains, stream corridors, and other sensitive environmental features that support a healthy environment. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
ENR 1.4	Work with local landowners and land trusts to negotiate conservation easements in areas of high ecological value, such as the Connoquenessing Floodplain Biological Diversity Area, and desired conservation, like the Greenway Overlay District.	M	Township Board of Supervisors, Wild Waterways Conservancy	DCNR Community Conservation Partnership Program; NPS Rivers, Trails and Conservation Assistance Program; USDA Conservation Reserve Program; USDA Wetlands Reserve Program; National Fish & Wildlife Federation Acres for America Program	Within three years, convene a meeting with landowners, land trust(s) and other interested parties to discuss options.	
ENR 1.5 (PR 2.2)	Conduct a feasibility study and establish a park along Little Connoquenessing Creek in the Township. The park would be publicly accessible for passive recreation (walking, fishing, wildlife viewing).	M	Township Board of Supervisors	DCNR Community Conservation Partnership Program; DCED Local Municipal Resources and Development Program; Municipal Impact Fees	Within 1 year, apply for funding for a comprehensive recreation, park and open space plan; within three years adopt a mandatory dedication/fee-in-lieu ordinance.	
ENR 1.6	Adopt/amend stormwater management requirements in local ordinances to meet DEP requirements for best management practices.	H	Elected Officials and Planning Commission/Committee	DEP Stormwater Planning and Management Grants	Within one year, apply for a DEP grant.	

**Table 3.5 (continued)**

<b>Objective 1.0: Preserve, protect, manage, and enhance woodlands, wetlands, floodplains, stream corridors, and other sensitive environmental features that support a healthy environment. (continued)</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
ENR 1.7	Ensure that stormwater management and erosion/sedimentation controls are properly addressed during the site review process for new development.	H	Elected Officials & Planning Commission/Committee, Butler County Conservation District	N/A	Within two years, send planning commission members to training on DEP's new stormwater management requirements.	
ENR 1.8	Partner with local watershed associations to support water quality testing and development of watershed management plans for the Connoquenessing watershed.	H	Elected Officials, Connoquenessing Watershed Alliance	DEP Nonpoint Source Management Grants; USDA Watershed Protection and Flood Prevention Grants; EPA Targeted Watersheds Program	Within three years, apply for grant funding.	
ENR 1.9 (LU 3.3)	Conduct periodic inspections of septic systems and take enforcement action where systems are failing.	H	Township and Borough Elected Officials	Local Funds	Within one year, develop an inspection plan; within three years, complete first round of inspections.	



Table 3.5 (continued)

Objective 2.0: Encourage residential subdivisions that are low density, preserve the landscape and conserve open space.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
ENR 2.1 (H 1.2)	Establish a Conservation Residential District in areas characterized by steep slopes, floodplains and other natural features. Low density residential development that preserves a required percentage of common open space would be preferred through conservation subdivision design, clustering or similar development tools.	M	Township Supervisors and Planning Commission	DCED LUPTAP; Local Government Academy	Incorporate conservation subdivision design tools in the ordinances	
ENR 2.2	Work with local developers to educate them about the benefits of the new development techniques including lower infrastructure costs and high market value.	M	Elected Officials and Planning Commission/ Committee; Butler County Planning Commission	DCED LUPTAP; Local Government Academy	Coordinate a workshop for local developers and real estate professionals.	



# AGRICULTURE



## *Farming remains a viable part of our community.*

More than fifty percent of the planning area is still used for farming. Farmland is a defining feature of the landscape and residents value their agricultural heritage and the rural way of life. Many fear that future development and rising land costs will continue to push farmers from their land. Therefore, the following objectives were established:

- Encourage farmland preservation to maintain unfragmented areas of agricultural land.
- Direct new development toward designated growth areas that are supported by infrastructure and less suitable for farming.
- Promote greater compatibility between new residents and the existing farm community.

The Plan recommends that efforts be made to encourage continued participation in important programs like the agricultural security program and the agricultural land preservation program. Zoning tools can also be used to limit density of development and incompatible uses in farming areas. Any such regulatory methods should be developed with the farming community to ensure that their concerns are taken into consideration at the outset of the process.

These and other agricultural preservation strategies are contained in Table 3.6.

**Table 3.6**

<b>Agriculture Goal: Farming remains a viable part of our community.</b>						
<b>Objective 1.0: Encourage farmland preservation to maintain unfragmented areas of agricultural land.</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 1.1 (LU 2.5)	Encourage additional agricultural landowners to enroll in the Agricultural Security Area program so that farms are protected from eminent domain and nuisance suits. ASA farms are also eligible for consideration for the Agricultural Land Preservation program.	H	Elected officials, Butler County Farm Bureau, local farmers	Butler County Agricultural Land Preservation Board	Within 6 months, arrange an information session for interested landowners about the ASA program and tools for farmland preservation.	
A 1.2 (LU 2.6)	Support Butler County's continued participation in the Pennsylvania Farmland Preservation Program. Continue to encourage farmers to grant conservation easements and expand the growing percentage of permanently protected farmland in the planning area.	H	Elected Officials, Butler County Agricultural Land Preservation Board	Butler County Agricultural Land Preservation Board	Within 6 months, arrange an information session for interested landowners about the ASA program and tools for farmland preservation.	
A 1.3	Involve representatives of the farming community early on in the development of new or amended zoning regulations.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Ensure that members of the farming community are represented on the Joint Comprehensive Plan Advisory Committee.	
A 1.4	Assist local farmers and young people interested in farming to obtain grants and loans to help finance land acquisition, business expansion, equipment and product promotion.	M	Elected officials, Butler County Farm Bureau, USDA Farm Service Agency, local farmers	First Industries Fund Grants; Small Business First Loans; Next Generation Farmer Loans; Farm Service Agency Direct and Guaranteed Loans	Conduct a workshop about available grants and loans.	

Table 3.6 (continued)

Objective 1.0: Encourage farmland preservation to maintain unfragmented areas of agricultural land. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 1.5 (LU 2.4)	Consider use of agricultural zoning techniques that discourage the subdivision of large farm lots, such as area-based allocations. This technique establishes a formula that limits the number of non-farm dwellings that can be subdivided from an agricultural parcel based on the size of the original parcel.	M	Township and Borough Elected and Planning Officials	DCED- LUPTAP; Local Government Academy	Within 6 months, arrange an information session for interested landowners about the ASA program and tools for farmland preservation.	

Objective 2.0: Direct new development toward designated growth areas that are supported by infrastructure and less suitable for farming.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 2.1 (LU 2.1)	Establish an agricultural district in the Township in areas where farming and prime agricultural soils are prevalent. The district shall be characterized by low density and larger setbacks that preserve the rural character of these areas.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
A 2.2 (LU 2.2)	Limit uses in the Township and Borough agricultural districts to farming, timbering, mining, recreation, low-density residential and similar compatible uses. Prohibit extension of public services to the district except in villages. Permit more intensive uses in other districts, particularly in close proximity to Route 68.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	

**Table 3.6 (continued)**

<b>Objective 2.0: Direct new development toward designated growth areas that are supported by infrastructure and less suitable for farming. (continued)</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 2.3 (LU 2.3)	Make low impact residential development in agricultural areas the preferred method of new development through incorporation of conservation subdivision design, clustering or similar development tools.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Incorporate conservation subdivision design tools in the ordinances.	
A 2.4 (LU 1.7, LU 2.7)	Evaluate establishing a Transfer of Development Rights (TDR) Program in the Township. Sending Areas would be created in rural areas where preservation is desired allowing for greater intensity of development in designated Receiving Areas where growth is to be encouraged.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Ask DCED and/or the Local Government Academy to conduct an educational program in the area on TDRs. Send elected and planning officials to the program.	

<b>Objective 3.0: Promote greater compatibility between new residents and the existing farm community.</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 3.1	Require that new residential subdivisions constructed adjacent to existing farms have appropriate setbacks and perimeter buffers to minimize potential conflicts.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
A 3.2	Install signage in farming areas to alert drivers that roads are shared with farm vehicles.	H	Township and Borough Elected Officials; County; PennDOT	PennDOT Transportation Enhancement Funds (local roads); PennDOT (State Roads)	Within 1 year, meet with the County and PennDOT to discuss the means of obtaining and installing signs.	

Table 3.6 (continued)

Objective 3.0: Promote greater compatibility between new residents and the existing farm community. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 3.3	Increase awareness of the importance of agriculture to the region through school curricula, 4-H programs and support for the Butler Farm Show.	M	Elected Officials; Butler Area School District; Butler County Extension Service; Farm Show Board of Directors	County and School District Funds; DCED Heritage and Tourism Marketing Grants-Festival Initiative	Within 5 years, apply for a grant to enhance marketing of the Butler Farm Show.	





# PARKS AND RECREATION



## *Our municipalities have superior recreational amenities for all age groups.*

Many expressed satisfaction with the recreational amenities provided by Connoquenessing Community Park which serves residents from both the Borough and the Township. However, some expressed the need for creating recreational facilities west of Route 68. The following objectives were created to meet the communities' parks and recreation goals:

- Maintain and enhance Connoquenessing Community Park to provide additional active and passive recreational opportunities.
- Establish new recreation facilities and programs to serve the growing population.
- Develop trails to provide opportunities for walking, cycling and other leisure activities.

The Plan recommends that the municipalities conduct a joint comprehensive parks, recreation and open space plan to better identify whether current facilities are meeting current and anticipated needs. This study is also an important first step toward adopting a mandatory dedication/fee-in-lieu ordinance. This ordinance would require new development to either set aside a minimum amount of land for recreational space or alternatively pay a fee to the municipality that would be used to develop new parks or recreation facilities. For example, such funds could be used by the Township to acquire land around Little Connoquenessing Creek where it would like to establish a park for fishing and other passive recreation.

In addition, the plan proposes the creation of two multi-use trails -- one connecting the Borough to the Elementary School and the other following the course of the former Harmony Short Line trolley.

Parks and recreation strategies are set forth in Table 3.7.

**Table 3.7**

<b>Parks and Recreation Goal: Our municipalities have superior recreational amenities for all age groups.</b>						
<b>Objective 1.0: Maintain and enhance Connoquenessing Community Park to provide additional active and passive recreational opportunities.</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
PR 1.1	Develop and implement a joint park, recreation and open space plan among the two municipalities to identify necessary upgrades to existing facilities and quantify unmet park and recreation needs in the planning area.	H	Township and Borough Elected Officials; Borough Park Committee	DCNR Community Conservation Partnership Program	Within 2 years, submit a grant application to DCNR.	
PR 1.2	Conduct a feasibility study for the undeveloped portion of the park to determine whether the land should be developed as walking trails, picnic pavilions, active recreation facilities or other uses. The feasibility study may be done as part of the park, recreation and open space plan.	M	Township and Borough Elected Officials; Borough Park Committee	DCNR Community Conservation Partnership Program	Within 5 years, apply for DCNR funding (2 years, if done as part of the larger plan).	
PR 1.3 (T 4.2)	Create an improved pedestrian crossing of Route 68 at Constitution Avenue to allow safe access from densely-settled residential areas to the park.	H	Borough Council; PennDOT District 10	DCED Community Revitalization Program; PennDOT Transportation Enhancements Program	Within 2 years, submit grant applications and hire a consultant to design intersection improvements.	

Table 3.7 (continued)

Objective 2.0: Establish new recreation facilities and programs to serve the growing population.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
PR 2.1	Adopt/amend a mandatory dedication ordinance requiring developers to set aside a percentage of each subdivision as recreational open space. The ordinance should include fee-in-lieu provisions that would enable the developer to pay the municipalities a fee instead of the mandatory dedication of land. The municipalities must use the fees collected to establish park and recreation facilities for residents.	M	Township and Borough Elected and Planning Officials	DCNR Community Conservation Partnership Program	Within 4 years, seek funding to amend the Borough's ordinance and adopt an ordinance in the Township.	
PR 2.2 (ENR 1.5)	Conduct a feasibility study and establish a park along Little Connoquenessing Creek in the Township. The park would be publicly accessible for passive recreation (walking, fishing, wildlife viewing).	M	Township Board of Supervisors	DCNR Community Conservation Partnership Program; DCED Local Municipal Resources and Development Program; Municipal Impact Fees	Within 5 years, seek funding to conduct the study.	
PR 2.3 (ENR 1.3)	Establish a gateway overlay district in the Township to conserve a contiguous corridor of protected natural resources through the center of the Township. Evaluate where opportunities for passive recreation in the gateway may be feasible.	M	Township Board of Supervisors	DCED LUPTAP; DCNR Community Conservation Partnership Program	Within seven years, adopt amendments to local ordinances that would create more stringent standards within the overlay.	
PR 2.4	Look for other opportunities to create recreational facilities in the planning area, particularly near areas with growing population, like the Treesdale area. Alternatively, work with local businesses or organizations to create recreational facilities (like ballfields) that can be used by the public.	M	Township and Borough Elected Officials	Mandatory Dedication or local funds collected through Fee-in-lieu; Private Funds	Within 5 years adopt/amend mandatory dedication/fee-in-lieu ordinances.	

**Table 3.7 (continued)**

Objective 2.0: Establish new recreation facilities and programs to serve the growing population. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
PR 2.5 (G 1.8)	Evaluate the creation of a regional recreation board between the Borough, Township and other neighboring municipalities to create better recreational programming for area residents.	L	Township and Borough Elected Officials	DCED Community Revitalization Program; Shared Municipal Services Grants	Include as part of the comprehensive recreation, park and open space plan.	
PR 2.6	Explore opportunities to work with Camp Lutherlyn to make its trails and programs more accessible to local residents.	L	Township Board of Supervisors	N/A	Meet with Camp officers to discuss options.	

Objective 3.0: Develop trails to provide opportunities for walking, cycling and other leisure activities.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
PR 3.1 (G 1.7)	Conduct a feasibility study for a multi-use trail from Connoquenessing Borough to Connoquenessing Elementary School.	L	Township and Borough Elected Officials	DCNR Community Conservation Partnership Program; DCNR Recreational Trails Program; PennDOT Safe Routes to Schools Program	Establish a committee of interested citizens from both municipalities willing to guide trail development and help seek funding.	
PR 3.2 (G 1.7, CHR 1.3)	Evaluate the potential to create a multi-use trail along the former Harmony Short Line right-of-way. The trail would connect residential neighborhoods in the eastern part of the Township with Connoquenessing Borough Park in the Borough.	L	Township and Borough Elected Officials	DCNR Community Conservation Partnership Program; DCNR Recreational Trails Program	Establish a committee of interested citizens from both municipalities willing to guide trail development and help seek funding.	

Table 3.7 (continued)

Objective 3.0: Develop trails to provide opportunities for walking, cycling and other leisure activities. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
PR 3.3 (T 4.4)	Develop a designated Bike Route along Route 528 that would connect Evans City to Prospect Borough and ultimately to Moraine State Park. Include a spur along Harmony Road to take cyclists into Connoquenessing Borough.	L	Township and Borough Elected Officials; PennDOT District 10	PennDOT Transportation Enhancements Program	Establish a committee of interested citizens from both municipalities willing to guide trail development and help seek funding.	





# GOVERNMENT OPERATIONS AND INTERGOVERNMENTAL COOPERATION/COMMUNITY FACILITIES AND UTILITIES



*Our elected officials are cooperating to provide residents with improved, cost-effective services.*

When discussing how to achieve improved cooperation between their local governments, residents spoke about the need for finding ways to share or jointly plan for better services. Therefore, the following objectives were developed that combine these two planning elements:

- Encourage cooperative efforts in planning, public services, and economic development between the two municipalities, as well as with neighboring municipalities.
- Address local water and sewer infrastructure needs on a multi-municipal level to remedy existing deficiencies and encourage well-planned growth.
- Explore benefits of coordinating municipal efforts to provide and/or improve public safety, such as police, fire, and EMS.

The Plan suggests that the Borough and Township continue to work together to implement this comprehensive plan. They could best accomplish this by signing an intergovernmental cooperation agreement that would establish an advisory committee to oversee implementation of this Plan. They should jointly seek LUPTAP funding to develop new/amended ordinances consistent with the Future Land Use Plan and Map.

The Plan recommends other cooperative efforts such as regional planning for the Route 68 corridor, continued consideration of regional policing and establishment of a regional emergency management coordinator.

These and other strategies are included in Table 3.8.

**Table 3.8**

Government Operations & Intergovernmental Cooperation/Community Facilities & Utilities Goal: Our elected officials are cooperating to provide residents with improved, cost-effective services.						
Objective 1.0: Encourage cooperative efforts in planning, public services and economic development between the two municipalities, as well as with neighboring municipalities.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
G 1.1 (LU 1.1)	Adopt an Intergovernmental Cooperation Agreement and jointly apply for funding to implement the strategies identified in the Comprehensive Plan.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within 3 months, adopt an ordinance approving the Agreement.	
G 1.2 (LU 1.2)	Establish an intergovernmental advisory committee that will oversee implementation of the joint comprehensive plan and ensure that municipal actions are consistent with the plan and future land use map. The Committee will also be responsible for reviewing developments of regional significance.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within 6 months, convene the Committee and establish operating procedures, meeting schedules, etc.	
G 1.3 (LU 1.3, LU 1.5)	Adopt/revise separate but consistent municipal ordinances that reflect the future land use map and joint comprehensive plan. The ordinances would establish consistent districts that jointly permit a full range of uses throughout the planning area.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within 6 months, submit applications to DCED and LGA for implementation grants.	
G 1.4	Institute semi-annual meetings between elected officials in the Township and Borough to share information, coordinate planning and promote greater understanding between the two municipalities.	H	Township and Borough Elected Officials	DCED - LUPTAP; Local Government Academy	Within 6 months, hold first meeting and develop a list of joint initiatives.	

Table 3.8 (continued)

Objective 1.0: Encourage cooperative efforts in planning, public services and economic development between the two municipalities, as well as with neighboring municipalities. (continued)						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
G 1.5 (LU 3.7, EC 3.3 T 2.4)	Work with neighboring municipalities from Evans City to the City of Butler to develop a regional transportation and land use plan for the Route 68 corridor. The plan should address potential improvements such as turning lanes and improved intersections, as well as coordinated growth strategies to better manage traffic impacts. Ensure that recommended improvements are included in SPC's Regional Long-Range Plan and Transportation Improvement Plan ("TIP").	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; PennDOT Special Planning Funds (through SPC)	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
G 1.6 (EC 1.4)	Develop a joint business development and marketing strategy designed to attract new business to the Route 68 corridor. Assemble and distribute information about small business financing programs. Market the benefits of the planning area to prospective businesses.	L	Township and Borough Elected and Planning Officials; Local Business Owners	DCED Economic Stimulus Package Technical Assistance; DCED Small Business First Program; USDA Rural Business Enterprise Grants	Within 3 years, contact DCED's Community Action Team about assistance with economic development of the Route 68 corridor.	
G 1.7 (PR 3.1 & 3.2, CHR 1.3)	Work together to plan for multi-use trails between the two municipalities for the benefits of all residents. Trails may include a connection between the Borough and the Elementary School as well as path along the former Harmony Short Line track linking residential areas in the Township to the Connoquenessing Community Park.	L	Township and Borough Elected Officials	DCNR Recreational Trails Program; DCNR Community Conservation Partnership Program; Local Municipal Resources and Development Program	Establish a committee of interested citizens from both municipalities willing to guide trail development and help seek funding.	

**Table 3.8 (continued)**

<b>Objective 1.0: Encourage cooperative efforts in planning, public services and economic development between the two municipalities, as well as with neighboring municipalities. (continued)</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
G 1.8 (PR 2.5)	Evaluate the creation of a regional recreation board between the Borough, Township and other neighboring municipalities to create better recreational programming for area residents.	L	Township and Borough Elected Officials	DCED Community Revitalization Program; Shared Municipal Services Grants	Include as part of the comprehensive recreation, park and open space plan.	
G 1.9	Lobby the US Postal Service regarding the establishment for a single zip code for Connoquenessing Township.	L	Township and Borough Elected Officials	N/A	Conduct meeting with postal service officials.	

<b>Objective 2.0: Address local water and sewer infrastructure needs on a multi-municipal level to remedy existing deficiencies and encourage well-planned growth.</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
G 2.1	Implement recommendations that are put forward in the Township's Act 537 Plan, when completed.	H	Township Elected Officials	DCED- Local Municipal Resources and Development Program (LMRDP); DEP Act 537 Sewage Facilities Planning Grants	Within 6 months, apply for grant funding to initiate the Plan.	
G 2.2	Jointly work with Pennsylvania American Water Company to plan for water line extensions into new growth areas.	H	Township and Borough Elected Officials	Local Funds	Within 1 year, meet with water company officials to present the future land use map and discuss future needs.	

Table 3.8 (continued)

Objective 3.0: Explore benefits of coordinating municipal efforts to provide and/or improve public safety, such as police, fire, and EMS.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
G 3.1	Consider regional policing or evaluate alternatives such as contracting for police protection with neighboring municipalities.	M	Township and Borough Elected Officials	DCED Shared Municipal Services Program	Within 5 years, initiate new discussions with neighboring municipalities.	
G 3.2	Evaluate methods of providing more coordinated and efficient fire protection and emergency services to the Connoquenessing area, such as establishing a regional emergency management coordinator. Currently three companies service the planning area. The coordinator would oversee operations and coordinate training, equipment purchasing and other common needs.	M	Township and Borough Elected Officials	DCED Shared Municipal Services Program	Within three years, facilitate a meeting between the three VFDs to discuss coordinator position and other ways to improve service.	
G 3.3	Support the Connoquenessing Volunteer Fire Department in its efforts to build a new fire station. Assist the VFD with fundraising and volunteer recruitment.	M	Township and Borough Elected Officials; local service organizations	DCED Emergency Responders Resources & Training Program; Community Revitalization Program; USDA Community Facilities Program	Within five years, apply for one or more grants.	





# TRANSPORTATION



*Our municipalities are well-connected and offer a range of transportation options.*

The most frequently cited complaints among Steering Committee members and the general public were those relating to traffic and road safety. As development has spread north from Cranberry Township, Route 68 and other connector roads are experiencing increased car traffic and speed. The pace of development is outstripping the pace of roadway improvements. Residents believe immediate steps are needed to address traffic flow and safety. To that end, the following objectives were established:

- Improve roads and intersections to create safe and efficient car travel throughout the planning area.
- Manage impacts of increased development on major routes.
- Explore possible transit connections with nearby municipalities.
- Create pedestrian and bicycle connections in appropriate locations.

Transportation strategies in the Plan address all four of these objectives. Specific road upgrades are proposed where traffic flow, sight distance or other deficiencies were identified. These strategies are prioritized with the intention that the projects identified as a high priority should be given precedence for inclusion on the Transportation Improvement Program (TIP).

The Transportation Improvement Program (TIP) is the mechanism for allocating financial resources to the Southwestern Pennsylvania region's prioritized list of federally and state funded transportation improvement projects. It identifies the roadway, bridge, and transit projects recommended for advancement during a four-year period. It is updated every 2 years. To



receive federal funding, a project must be included in the TIP. As priorities or project readiness change, the TIP is amended between the regular update cycles. The TIP must be fiscally constrained to the amount of resources that will be allocated to the SPC Region. Most projects are funded with 80% federal dollars and require a local match to cover the remaining 20% of project costs. The local match is usually from the project sponsor but can come from a variety of sources.

The Southwestern Pennsylvania Commission (SPC) is the 10-county Metropolitan Planning Organization (MPO) that develops the TIP. The three major project sponsors that can advance the planned projects via the TIP are PennDOT District 10, Butler County or the Butler Transit Authority. The TIP development process involves extensive inter-agency coordination and public outreach. Public meetings are held before development and adoption to allow the general public and public officials to provide testimony about the preferred projects of the region. Though most of the projects in the TIP are the traditional highway, bridge and public transit projects, it also includes bicycle and pedestrian projects, freight-related projects, and innovative air quality projects.

The Plan also recommends specific regulatory tools that can help improve the quality of transportation in the planning region. These tools include the adoption of access management standards, a transportation improvement district, and traffic impact fees.

Access management is defined by the Transportation Research Board as “the systematic control of the location, spacing, design, and operation of driveways median openings, interchanges, and street connections to a roadway.” Once adopted in local ordinances, access management standards give local municipalities the ability to control the design and placement of driveways and access roads in a manner that improves traffic flow and safety. The standards generally include three parts: a roadway classification system, triggers for implementing a traffic or access study, and techniques for implementing best practices. PennDOT published model ordinances for access management in April of 2005. The strategies recommend that the municipalities both adopt access management strategies along the Route 68 corridor. This could be accomplished in conjunction with the established of an access management overlay district.

A Transportation Development District creates a mechanism for funding transportation improvements where economic growth has caused the transportation network to become inadequate. The Transportation Partnership Act allows municipalities to cooperate with one or more local governments or municipal authorities to establish transportation development districts for the purpose of planning, acquiring, developing, constructing, and operating transportation facilities or services in the district. Projects may be either facility projects, like construction or acquisition of new roads, streets, sidewalks, stations, and parking areas, or service projects, like systems of public transportation. Once the district is established, the municipality may raise funds by imposing an assessment on business and other property benefiting from the transportation improvements. The assessment must be “fair and reasonable” and is calculated by a formula based on actual or projected usage. The Act also allows the municipality to issue notes and bonds and to establish taxes to finance the improvements. The Plan recommends that the Township and the Borough establish a Transportation Development District that would include properties surrounding the Route 68 corridor.

Another strategy the Township may want to employ is the adoption of a Traffic Impact Fee Ordinance. Traffic impact fees are charges assessed against newly-developing property that attempt to recover the cost incurred by a local government in providing the public facilities required to serve the new development. An impact fee ordinance sets a fee charged to developers at the time of new development to fund certain off-site public transportation capital improvements. Impact fees, when based on a comprehensive plan and used in conjunction with a sound capital improvement plan, can be an effective tool for ensuring adequate infrastructure to accommodate growth where and when it is anticipated. It is important that communities rely on zoning and other land use regulations, consistent with a comprehensive plan, to influence patterns of growth and to more accurately predict new infrastructure needs.

The imposition of a traffic impact fee must be rationally linked to an impact created by a particular development and the demonstrated need for related capital improvements pursuant to a capital improvement plan and

program. Some benefit must accrue to the development as a result of the payment of a fee. The amount of the fee is established through a Traffic Impact Fee Study and must be a proportionate fair share of the costs of the improvements made necessary by new developments and must not exceed the cost of the improvements. A fee cannot be imposed to address existing deficiencies except where they are exacerbated by new development. The funds received under such a program must be separated from the general fund and used solely for the purposes for which the fee is established. The fees collected must be encumbered or expended within a reasonable timeframe to ensure that needed improvements are implemented.

Establishing a traffic impact fee ordinance is a multi-step process requiring data collection, analysis and public involvement. These steps are described in the Traffic Impact Fee Checklist included in Appendix E.

The Township is advised to establish the Transportation Development District first while it begins collecting the resources needed to prepare the Traffic Impact Fee Ordinance. Once the Township has addressed the water and sewer issues in the Route 68 corridor, it should move quickly to adopt the ordinance so that it can capture the revenue from the new wave of development that it likely to follow.

The transportation strategies are compiled in Table 3.9.

**Table 3.9**

Transportation						
Objective 1.0: Improve roads and intersections to create safe and efficient car travel throughout the planning area.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source	Deliverable or Measurable Outcome	Record of Action
T 1-1 (T 2-1)	Apply access management techniques to the Route 68 corridor to reduce the number of curb cuts and driveways as new development occurs. Changes can be made over time by incorporating design guidelines into municipal ordinances.	H	Connoquenessing Township, Connoquenessing Borough, PennDOT, Butler County	DCED LUPTAP; SPC Special Planning Funds	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
T 1-2	Establish Transportation Development District along Route 68 to fund new transportation projects that address issues of congestion and high speeds.	H	Connoquenessing Township, Connoquenessing Borough, PennDOT, Butler County	DCED LUPTAP; SPC Special Planning Funds	Within 18 months, develop ordinance to implement district and complete multiyear transportation plan to outline transportation projects that will use funds generated by Transportation Development District.	
T 1-3	Develop a traffic impact fee ordinance for the Township. This ordinance assesses a fee on developers at the time of new development to help fund certain off-site public transportation capital improvements. Prior to adoption, the Township must develop a land use assumptions report, a roadway sufficiency analysis and a transportation capital improvements plan (see T 1-4).	M	Connoquenessing Township, PennDOT	DCED LUPTAP; SPC Special Planning Funds	Within five years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	

**Table 3.9 (continued)**

<b>Objective 1.0: Improve roads and intersections to create safe and efficient car travel throughout the planning area.</b>						
<b>No.</b>	<b>Strategies</b>	<b>Time Frame</b>	<b>Responsible &amp; Participating Parties</b>	<b>Potential Funding Source</b>	<b>Deliverable or Measurable Outcome</b>	<b>Record of Action</b>
T 1-4	Create capital improvements plans (CIP) to establish a five- to ten-year implementation schedule for roadway improvements. The CIP outlines timelines and prioritization for roadway maintenance, reconstruction, or enhancements, as well as financing. This plan can also be used to establish dedicated bike paths and enhance existing roads to provide bike lanes.	M	Connoquenessing Township, Connoquenessing Borough	DCED LUPTAP; SPC Special Planning Funds	Within five years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
T 1-5	Add turning lanes at existing or future signalized intersections on PA 68, including Whitestown Road, Eagle Mill Road, and Stevenson Road.	H	PennDOT, Connoquenessing Township	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-6	Improve narrow road conditions and sight distance at the intersection of Shannon Road and Prospect Road in Connoquenessing Township by upgrading the intersection to meet current PennDOT design standards.	H	PennDOT, Connoquenessing Township	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-7	Improve sight distance at the intersection of Dick Road and Whitestown Road in Connoquenessing Township by upgrading the intersection to meet current PennDOT design standards.	H	PennDOT, Connoquenessing Township	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-8	Enhance Eagle Mill Road by correcting sharp horizontal and vertical curves, narrow pavement widths, and poor sight distances due to curves and driveways.	H	PennDOT, Connoquenessing Township	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	

**Table 3.9 (continued)**

<b>Objective 1.0: Improve roads and intersections to create safe and efficient car travel throughout the planning area.</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source	Deliverable or Measurable Outcome	Record of Action
T 1-9	Improve roads that experience significant east-west cut through traffic by correcting horizontal and vertical alignment issues, sight distance issues, and insufficient pavement widths. These roads include Whitestown Road, Moose Road, Powder Mill Road, Harmony Street and Constitution Ave East, among others.	H	PennDOT, Connoquenessing Township, Connoquenessing Borough	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-10	Add pavement markings to Borough and Township roads where needed.	H (Bor) M (Twp)	PennDOT, Connoquenessing Township, Connoquenessing Borough	Local funds	Within 1 year, inventory roads needing pavement markings and prioritize .	
T 1-11	Upgrade roadway conditions to current PennDOT design standards with construction projects and new development.	H	PennDOT, Butler County, Connoquenessing Township, Connoquenessing Borough	4-Year TIP, Tax Increment Financing (TIF)	Meet with PennDOT and developers as new projects arise.	
T 1-12	Incorporate ADA standards in all transportation improvement projects to accommodate the handicapped and elderly populations.	H (Bor) M (Twp)	Townships	PennDOT Enhancement Program	Meet with PennDOT as new improvement projects arise.	

Table 3.9 (continued)

Objective 2.0: Manage impacts of increased development on major routes.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source	Deliverable or Measurable Outcome	Record of Action
T 2-1	Apply access management techniques to the Route 68 corridor to reduce the number of curb cuts and driveways as new development occurs. Changes can be made over time by incorporating design guidelines into municipal ordinances.	H	Connoquenessing Township, Connoquenessing Borough, PennDOT, Butler County	DCED LUPTAP; SPC Special Planning Funds	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
T 2-2 (T 1-1)	Implement an Access Management - Overlay District along Route 68 to manage number and spacing of driveways.	H	Connoquenessing Township, Connoquenessing Borough, PennDOT, Butler County	DCED LUPTAP; SPC Special Planning Funds	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
T 2-3	Upgrade Eagle Mill Road to promote access to Route 422	H	Connoquenessing Township, PennDOT, Butler County	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 2-4 (LU 3.7, G 1.5, EC 3.3)	Work with neighboring municipalities from Evans City to the City of Butler to develop a regional transportation and land use plan for the Route 68 corridor. The plan should address potential improvements such as turning lanes and improved intersections, as well as coordinated growth strategies to better manage traffic impacts. Ensure that recommended improvements are included in SPC's Regional Long-Range Plan and Transportation Improvement Plan ("TIP").	H	Connoquenessing Township, PennDOT, Butler County	DCED - LUPTAP; PennDOT Special Planning Funds (through SPC)	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	

**Table 3.9 (continued)**

<b>Objective 3.0: Explore the feasibility of transit connections with nearby municipalities</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source	Deliverable or Measurable Outcome	Record of Action
T 3-1	Contact Butler Transit Authority (The BUS) to discuss the possibility of providing transit services within the study area.	H (Bor) M (Twp)	SPC, The BUS, Township	Congestion Management/Air Quality (CMAQ) Program	Coordinate a joint meeting among municipal officials, PennDOT and the BUS.	
T 3-2	Contact Butler Transit Authority (The BUS) to discuss coordination with the transit service included in the Cranberry Area Transit Study.	H (Bor) M (Twp)	SPC, The BUS, Township	Congestion Management/Air Quality (CMAQ) Program	Coordinate a joint meeting among municipal officials, PennDOT and the BUS.	

<b>Objective 4.0: Create pedestrian and bicycle connections in appropriate locations.</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source	Deliverable or Measurable Outcome	Record of Action
T 4-1	Expand and enhance sidewalk network within Connoquenessing Borough along Main, Constitution and Upper Harmony.	H	PennDOT, Butler County, Connoquenessing Borough	PennDOT Transportation Enhancements, Safe Routes to School, and Hometown Streets Programs	Within 3 years, apply for PennDOT funding.	
T 4-2	Provide a safe pedestrian crossing of PA 68 to connect Connoquenessing Borough with Connoquenessing Park.	H	PennDOT, Butler County, Connoquenessing Borough	PennDOT Transportation Enhancements, Safe Routes to School, and Hometown Streets Programs	Within 3 years, apply for PennDOT funding.	



**Table 3.9 (continued)**

Objective 4.0: Create pedestrian and bicycle connections in appropriate locations.						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source	Deliverable or Measurable Outcome	Record of Action
T 4-3	Develop a plan and perform a feasibility study for pedestrian and bicycle pathways along primary corridors to promote access between individual sites from adjoining streets and neighborhoods (ex. access to schools, parks, churches, etc.). As part of the plan develop map of proposed bicycle and pedestrian facilities and connections.	M	PennDOT, Butler County, Township, Borough, SPC	PennDOT Transportation Enhancements, Safe Routes to School, and Hometown Streets Programs	Within 5 years, apply for PennDOT funding.	
T 4-4	Widen shoulders along Rt 528 to develop Bike route to connect to Moraine State Park.	L	PennDOT, Butler County, Township, SPC	PennDOT Enhancement Program,	Within 10 years, apply for PennDOT funding.	
T 4-5	Incorporate pedestrian and bicycle facilities as standard features in all transportation improvement projects. Develop sidewalk requirements for the subdivision and land development ordinance to incorporate ADA standards to accommodate the handicapped and elderly population.	L	PennDOT, Butler County, Township, Borough, SPC	PennDOT Transportation Enhancements, Safe Routes to School, and Hometown Streets Programs	Within 10 years, apply for PennDOT funding.	
T 4-6	Provide appropriate signage for identified bicycle routes.	L	PennDOT, Butler County, Township, Borough, SPC	PennDOT Enhancement Program	Within 10 years, apply for PennDOT funding.	
T 4-7	Contact and discuss the strategies in this plan with PennDOT District 10-0 Bicycle/Pedestrian Coordinator.	L	PennDOT, Butler County, Townships	N/A	Coordinate and hold a meeting with Borough, Township and PennDOT representatives.	
T 4-8	Coordinate with PennDOT and SPC to include bicycle and pedestrian facilities projects on the Transportation Improvement Program (TIP).	L	SPC, PennDOT, Butler County, Township, Borough	N/A	Coordinate and hold a meeting with Borough, Township and PennDOT representatives.	

**Table 3.9 (continued)**

<b>Objective 4.0: Create pedestrian and bicycle connections in appropriate locations.</b>						
No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source	Deliverable or Measurable Outcome	Record of Action
T 4-9	Update municipal ordinances and standards to be more pedestrian/bike friendly. Encourage development in areas within walking distance to shopping, work, or recreation. Promote sidewalks on roadway projects and all future developments.	H (Bor) M (Twp)	Township, Borough	PennDOT Transportation Enhancements Program, Safe Routes to School Program, Local funds	Within 3 years, apply for PennDOT funding.	
T 4-10	Identify transportation projects that coincide with bicycle and pedestrian connections and identify corresponding agencies that should be involved.	L	PennDOT, Butler County, Townships	PennDOT Enhancement Program, PennDOT School Walking Route Program	Meet with PennDOT as new improvement projects arise.	
T 4-11	Review PennDOT Surface Treatment Program to identify possible pavement/shoulder widening projects.	M	PennDOT, Township, Borough	4-Year TIP, PennDOT Highway Restoration Program, PennDOT County Maintenance Funds	Within 4 years, meet with PennDOT district representative.	

# ACTION STRATEGIES BY TIMEFRAME

In addition to the tables presented earlier by planning element, this Plan provides three tables that list actions by the order in which they should be implemented. While the tables organized by planning element may be more useful for subcommittees charged with taking action in those specific areas, the following tables will be helpful to the Advisory Committee as well as elected officials, planning officials and other interested parties in determining which actions overall are most time sensitive and in allocating funds for implementation.

Table 3.10 lists actions that should be accomplished with 3 years of Plan adoption. Table 3.11 contains those strategies that would be undertaken within 4 to 7 years. Finally Table 3.12 records actions that would occur within an 8-to-10 year time frame. Strategies that apply to two or more planning elements have been consolidated as one action. Moreover, within each table, actions are listed in order of when deliverables or measurable outcomes are expected. Therefore, an action that requires a grant proposal to be filed within 6 months is listed before another action that requires a meeting within one year.

**Table 3.10 - Strategies with High Time -Sensitivity**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 1.1 (G 1.1)	Adopt an Intergovernmental Cooperation Agreement and jointly apply for funding to implement the strategies identified in the Comprehensive Plan.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within 3 months, adopt an ordinance approving the Agreement.	
LU 1.2 (G 1.2)	Establish an intergovernmental advisory committee that will oversee implementation of the joint comprehensive plan and ensure that municipal actions are consistent with the plan and future land use map. The Committee will also be responsible for reviewing developments of regional significance.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within 6 months, convene the Committee and establish operating procedures, meeting schedules, etc.	
LU 1.3 (G 1.3)	Develop and adopt a Township zoning ordinance that establishes districts and standards consistent with the plan and the future land use map.	H	Township Supervisors and Planning Commissioners	DCED - LUPTAP; Local Government Academy	Within 6 months, submit applications to DCED and LGA for implementation grants.	
LU 1.4	Conduct a legal and technical audit of the Township's Subdivision and Land Development Ordinance. Update and determine which elements are more appropriate for inclusion in a zoning ordinance.	H	Township Supervisors and Planning Commissioners	DCED - LUPTAP; Local Government Academy	Within 6 months, submit applications to DCED and LGA for implementation grants.	
LU 1.5 (G 1.3)	Revise the Borough's Zoning and Subdivision and Land Development Ordinances to reflect the comprehensive plan and future land use map.	H	Borough Council and Planning Committee	DCED - LUPTAP; Local Government Academy	Within 6 months, submit applications to DCED and LGA for implementation grants.	
A 1.1 (LU 2.5)	Encourage additional agricultural landowners to enroll in the Agricultural Security Area program so that farms are protected from eminent domain and nuisance suits. ASA farms are also eligible for consideration for the Agricultural Land Preservation program.	H	Elected officials, Butler County Farm Bureau, local farmers	Butler County Agricultural Land Preservation Board	Within 6 months, arrange an information session for interested landowners about the ASA program and tools for farmland preservation.	

**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 1.2 (LU 2.6)	Support Butler County's continued participation in the Pennsylvania Farmland Preservation Program. Continue to encourage farmers to grant conservation easements and expand the growing percentage of permanently protected farmland in the planning area.	H	Elected Officials, Butler County Agricultural Land Preservation Board	Butler County Agricultural Land Preservation Board	Within 6 months, arrange an information session for interested landowners about the ASA program and tools for farmland preservation.	
EC 3.1 (LU 3.1)	Conduct an Act 537 Sewage Plan in the Township to address existing needs and plan for continued residential and commercial growth, particularly in the Route 68 corridor.	H	Township Elected and Planning Officials	DCED- Local Municipal Resources and Development Program (LMRDP); DEP Act 537 Sewage Facilities Planning Grants	Within 6 months, apply for grant funding .	
G 1.4	Institute semi-annual meetings between elected officials in the Township and Borough to share information, coordinate planning and promote greater understanding between the two municipalities.	H	Township and Borough Elected Officials	DCED - LUPTAP; Local Government Academy	Within 6 months, hold first meeting and develop a list of joint initiatives.	
G 2.1	Implement recommendations that are put forward in the Township's Act 537 Plan, when completed.	H	Township Elected Officials	DCED- Local Municipal Resources and Development Program (LMRDP); DEP Act 537 Sewage Facilities Planning Grants	Within 6 months, apply for grant funding to initiate the Plan.	
A 3.2	Install signage in farming areas to alert drivers that roads are shared with farm vehicles.	H	Township and Borough Elected Officials; County; PennDOT	PennDOT Transportation Enhancement Funds (local roads); PennDOT (State Roads)	Within 1 year, meet with the County and PennDOT to discuss the means of obtaining and installing signs.	

**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
CHR 2.1	Undertake an inventory of historic buildings that play a role in the municipalities' heritage (log homes, one-room school houses, former general stores and the like). Create signage that tells residents and visitors about these historic structures.	H	Township and Borough Elected Officials; Butler County Historical Society	PHMC Certified Local Government Grants	Within 1 year, apply for a grant to conduct the inventory and pursue listing for significant structures.	
ENR 1.6	Adopt/amend stormwater management requirements in local ordinances to meet DEP requirements for best management practices.	H	Elected Officials and Planning Commission/Committee	DEP Stormwater Planning and Management Grants	Within one year, apply for a DEP grant.	
ENR 1.9 (LU 3.3)	Conduct periodic inspections of septic systems and take enforcement action where systems are failing.	H	Township and Borough Elected Officials	Local Funds	Within one year, develop an inspection plan; within three years, complete first round of inspections.	
G 2.2	Jointly work with Pennsylvania American Water Company to plan for water line extensions into new growth areas.	H	Township and Borough Elected Officials	Local Funds	Within 1 year, meet with water company officials to present the future land use map and discuss future needs.	
T 1-5	Add turning lanes at existing or future signalized intersections on PA 68, including Whitestown Road, Eagle Mill Road, and Stevenson Road.	H	PennDOT, Connoquenessing Township	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-6	Improve narrow road conditions and sight distance at the intersection of Shannon Road and Prospect Road in Connoquenessing Township by upgrading the intersection to meet current PennDOT design standards.	H	PennDOT, Connoquenessing Township	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-7	Improve sight distance at the intersection of Dick Road and Whitestown Road in Connoquenessing Township by upgrading the intersection to meet current PennDOT design standards.	H	PennDOT, Connoquenessing Township	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	

**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
T 1-8	Enhance Eagle Mill Road by correcting sharp horizontal and vertical curves, narrow pavement widths, and poor sight distances due to curves and driveways.	H	PennDOT, Connoquenessing Township	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-9	Improve roads that experience significant east-west cut through traffic by correcting horizontal and vertical alignment issues, sight distance issues, and insufficient pavement widths. These roads include Whitestown Road, Moose Road, Powder Mill Road, Harmony Street and Constitution Ave East, among others.	H	PennDOT, Connoquenessing Township, Connoquenessing Borough	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-10	Add pavement markings to Borough and Township roads where needed.	H (Bor) M (Twp)	PennDOT, Connoquenessing Township; Connoquenessing Borough	Local funds	Within 1 year, inventory roads needing pavement markings and prioritize .	
T 2-3	Upgrade Eagle Mill Road to promote access to Route 422.	H	Connoquenessing Township, PennDOT, Butler County	4-Year TIP	Within one year, initiate discussions with Butler County's SPC representative.	
T 1-2	Establish Transportation Development District along Route 68 to fund new transportation projects that address issues of congestion and high speeds.	H	Connoquenessing Township, Connoquenessing Borough, PennDOT, Butler County	DCED LUPTAP; SPC Special Planning Funds	Within 18 months, develop ordinance to implement district and complete multiyear transportation plan to outline transportation projects that will use funds generated by Transportation Development District.	



**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 2.1 (LU 2.1)	Establish an agricultural district in the Township in areas where farming and prime agricultural soils are prevalent. The district shall be characterized by low density and larger setbacks that preserve the rural character of these areas.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
A 2.2 (LU 2.2)	Limit uses in the Township and Borough agricultural districts to farming, timbering, mining, recreation, low-density residential and similar compatible uses. Prohibit extension of public services to the district except in villages. Permit more intensive uses in other districts, particularly in close proximity to Route 68.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
A 3.1	Require that new residential subdivisions constructed adjacent to existing farms have appropriate setbacks and perimeter buffers to minimize potential conflicts.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
EC 1.1 (LU 3.5)	Establish commercial and industrial districts in the Township where infrastructure to support higher intensity uses is available or planned.	H	Township Supervisors and Planning Commissioners	DCED LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
EC 2.2	Draft/revise ordinance provisions to allow for greater diversity of uses and mixed use developments in the Village Commercial District. Incorporate elements of Traditional Neighborhood Development.	H	Borough and Township Elected and Planning Officials	DCED LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
EC 2.3	Develop reasonable square footage limitations for new commercial development in the Village Commercial Districts to ensure that the scale of and impacts from such development are compatible with small town, residential character.	H	Borough and Township Elected and Planning Officials	DCED LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	

**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
ENR 1.1	Amend local grading ordinances to limit disturbance of steep slopes. The amount of disturbance is based on the degree of the slope and the soil type. Sites with greater than 40% slopes or highly slide-prone soils should not be disturbed.	H	Elected Officials and Planning Commission/Committee	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
ENR 1.2	Adopt municipal-wide riparian buffer ordinances to protect water quality and aquatic life. The buffer would include all areas within the 100-year floodplain and a minimum width on either side of the stream where vegetation would be maintained.	H	Elected Officials and Planning Commission/Committee	DCED LUPTAP; Floodplain Land Use Assistance Program	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
H 1.1	Create several residential districts (conservation, suburban, and multi-family) in the Township that allow for different densities, lot-sizes and housing types.	H	Township Supervisors and Planning Commissioners	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
H 1.3	Revise the Borough's zoning ordinance (PRD provisions) to allow for new residential tools (like conservation subdivision design) that will better meet the goals of the comprehensive plan.	M	Borough Council and Planning Committee	DCED - LUPTAP; Local Government Academy	Within two years, incorporate conservation subdivision design tools in the new ordinances.	
LU 1.6 (EC 2.4)	Limit high-impact commercial, light industrial and high density residential development to areas close to Route 68. Keep commercial districts well defined to avoid uncontrolled strip development throughout the corridor.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances and zoning maps consistent with the comprehensive plan.	
LU 3.4	Continue to create incentives for lot consolidation in the Woodlands area and/or look for opportunities to tap into existing water and sewer infrastructure.	H	Township Elected Officials and Planning Commission	Local funds	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan and complete the 537 Plan.	

**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 3.8	Develop reasonable square footage limitations for new commercial development to ensure that the scale of and impacts from such development are compatible with existing and planned road capacity.	H	Elected Officials and Planning Commission/Committee	DCED - LUPTAP	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	
LU 3.9 (T 1.1, T 2.1)	Adopt access management standards in municipal ordinances to control traffic impacts to major roadways such as Route 68, Kriess Road and Eagle Mill Road.	H	Elected Officials and Planning Commission/Committee	PennDOT Growing Smarter Initiative; DCED LUPTAP	Within two years, adopt standards consistent with PennDOT model ordinances.	
PR 1.1	Develop and implement a joint park, recreation and open space plan among the two municipalities to identify necessary upgrades to existing facilities and quantify unmet park and recreation needs in the planning area.	H	Township and Borough Elected Officials; Borough Park Committee	DCNR Community Conservation Partnership Program	Within 2 years, submit a grant application to DCNR.	
PR 1.3 (T 4.2)	Create an improved pedestrian crossing of Route 68 at Constitution Avenue to allow safe access from densely-settled residential areas to the park.	H	Borough Council; PennDOT District 10	DCED Community Revitalization Program; PennDOT Transportation Enhancements Program	Within 2 years, submit grant applications and hire a consultant to design intersection improvements.	
LU 3.2	Coordinate implementation of the comprehensive plan and the Act 537 Plan to ensure that land use and infrastructure projects are mutually supportive of the community's goals and objectives. Promote coordination between planning officials and municipal water and sewer providers.	H	Elected Officials and Planning Commission/Committee	DCED - LMRDP, LUPTAP; DEP Act 537 Sewage Facilities Planning Grants	Within two years, complete the 537 Plan.	

**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
EC 3.3 (LU 3.7, G 1.5, T 2.4)	Work with neighboring municipalities from Evans City to the City of Butler to develop a regional transportation and land use plan for the Route 68 corridor. The plan should address potential improvements such as turning lanes and improved intersections, as well as coordinated growth strategies to better manage traffic impacts. Ensure that recommended improvements are included in SPC's Regional Long-Range Plan and Transportation Improvement Plan ("TIP").	H	Borough and Township Elected Officials	DCED LUPTAP; PennDOT Special Planning Grants (through SPC)	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
T 2-2 (T 1-1)	Implement an Access Management - Overlay District along Route 68 to manage number and spacing of driveways.	H	Connoquenessing Township, Connoquenessing Borough, PennDOT, Butler County	DCED LUPTAP; SPC Special Planning Funds	Within two years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
H 2.1	Target key locations of quality older housing for restoration, such as Whitestown in the Township and Main Street/Constitution Avenue in the Borough. Work with residents to obtain financing for rehabilitation of existing homes.	H	Township and Borough Elected and Planning Officials	USDA Rural Housing Programs (Single Family Home Ownership Loans, Housing Preservation Grants)	Within two years, coordinate an information session with area residents about the types of financing available.	
ENR 1.7	Ensure that stormwater management and erosion/sedimentation controls are properly addressed during the site review process for new development.	H	Elected Officials & Planning Commission/Committee, Butler County Conservation District	N/A	Within two years, send planning commission members to training on DEP's new stormwater management requirements.	

**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
EC 2.1	Target focused public investment in the Borough's Main Street corridor and the Village of Whitestown (such as improved sidewalks, street trees, lighting and signage) to attract new private investment.	H	Borough Council and Township Supervisors	Growing Greener II; USDA Community Facilities Program	Within three years, apply for grant funding and develop a downtown improvement plan.	
ENR 1.8	Partner with local watershed associations to support water quality testing and development of watershed management plans for the Connoquenessing watershed.	H	Elected Officials, Connoquenessing Watershed Alliance	DEP Nonpoint Source Management Grants; USDA Watershed Protection and Flood Prevention Grants; EPA Targeted Watersheds Program	Within three years, apply for grant funding.	
T 4-1	Expand and enhance sidewalk network within Connoquenessing Borough along Main, Constitution and Upper Harmony.	H	PennDOT, Butler County, Connoquenessing Borough	PennDOT Transportation Enhancements, Safe Routes to School, and Hometown Streets Programs	Within 3 years, apply for PennDOT funding.	
T 4-9	Update municipal ordinances and standards to be more pedestrian/bike friendly. Encourage development in areas within walking distance to shopping, work, or recreation. Promote sidewalks on roadway projects and all future developments.	H (Bor) M (Twp)	Township, Borough	PennDOT Transportation Enhancements Program, Safe Routes to School Program, Local funds	Within 3 years, apply for PennDOT funding.	
A 1.3	Involve representatives of the farming community early on in the development of new or amended zoning regulations.	H	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Ensure that members of the farming community are represented on the Joint Comprehensive Plan Advisory Committee.	

**Table 3.10 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
T 3-1	Contact Butler Transit Authority (The BUS) to discuss the possibility of providing transit services within the study area.	H (Bor) M (Twp)	SPC, The BUS, Township	Congestion Management/Air Quality (CMAQ) Program	Coordinate a joint meeting among municipal officials, PennDOT and the BUS.	
T 3-2	Contact Butler Transit Authority (The BUS) to discuss coordination with the transit service included in the Cranberry Area Transit Study.	H (Bor) M (Twp)	SPC, The BUS, Township	Congestion Management/Air Quality (CMAQ) Program	Coordinate a joint meeting among municipal officials, PennDOT and the BUS.	
T 1-11	Upgrade roadway conditions to current PennDOT design standards with construction projects and new development.	H	PennDOT, Butler County, Connoquenessing Township, Connoquenessing Borough	4-Year TIP, Tax Increment Financing (TIF)	Meet with PennDOT and developers as new projects arise.	
T 1-12	Incorporate ADA standards in all transportation improvement projects to accommodate the handicapped and elderly populations.	H (Bor) M (Twp)	Townships	PennDOT Enhancement Program	Meet with PennDOT as new improvement projects arise.	



**Table 3.11 - Strategies with Moderate Time-Sensitivity**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
LU 2.4 (A 1.5)	Consider use of agricultural zoning techniques that discourage the subdivision of large farm lots, such as area-based allocations. This technique establishes a formula that limits the number of non-farm dwellings that can be subdivided from an agricultural parcel based on the size of the original parcel.	M	Township and Borough Elected Officials and Planning Commissions	DCED - LUPTAP; Local Government Academy	Within 6 months, arrange an information session for interested landowners about the ASA program and tools for farmland preservation.	
CHR 2.2 (H 2.3)	Encourage owners of historic homes or commercial buildings (like the Nicklas store and J. Brown Dodds house) to pursue listing on the National Register of Historic Places. Listed and eligible structures may be eligible for Historic Tax Credits for restoration projects.	M	Township and Borough Elected and Planning Officials	PHMC Certified Local Government Grants	Within 1 year, apply for a grant to conduct the inventory and pursue listing for significant structures.	
ENR 1.5 (PR 2.2)	Conduct a feasibility study and establish a park along Little Connoquenessing Creek in the Township. The park would be publicly accessible for passive recreation (walking, fishing, wildlife viewing).	M	Township Board of Supervisors	DCNR Community Conservation Partnership Program; DCED Local Municipal Resources and Development Program; Municipal Impact Fees	Within 1 year, apply for funding for a comprehensive recreation, park and open space plan; within three years adopt a mandatory dedication/fee-in-lieu ordinance.	
T 1-10	Add pavement markings to Borough and Township roads where needed.	H (Bor) M (Twp)	PennDOT, Connoquenessing Township; Connoquenessing Borough	Local funds	Within 1 year, inventory roads needing pavement markings and prioritize .	
H 1.4	Allow for mixed use developments in the Village Commercial Districts that would allow ground level commercial with apartments on upper floors.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/ amend zoning ordinances consistent with the comprehensive plan.	



**Table 3.11 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
H 2.2	Promote regular maintenance of housing stock throughout the planning area through implementation of housing rehabilitation assistance programs.	M	Township and Borough Elected and Planning Officials	Core Communities Housing Program; Federal HOME Program; USDA Rural Housing Programs	Within two years, coordinate an information session with area residents about the types of financing available.	
LU 1.8	Establish consistent design standards and guidelines for commercial and other development along the Route 68 and Main Street corridors to ensure that growth reflects the area's small town character and scale.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Within two years, adopt/amend zoning ordinances consistent with the comprehensive plan.	
CHR 1.1	Partner with the Butler County Historical Society, local schools and area churches to schedule talks about the area's history. Highlight significant events such as Washington's travels through the Township along the Venango Trail, Connoquenessing's role in the "oil boom" of Western Pennsylvania, and the arrival of the Harmony Short Line Trolley.	M	Borough and Township Elected Officials, Connoquenessing Elementary School, Butler County Historical Society	DCED Heritage and Tourism Cooperative Marketing Grants; Local Funds	Within 3 years, apply for a grant to conduct a range of programs about local history.	
EC 1.2	Retain and attract businesses for the high-density and medium-density commercial districts surrounding Route 68.	M	Township and Borough Elected Officials; Butler County Community Development Corporation	DCED Economic Stimulus Package Technical Assistance; DCED Small Business First Program; USDA Rural Business Enterprise Grants	Within 3 years, contact DCED's Community Action Team about assistance with economic development of the Route 68 corridor.	

**Table 3.11 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
ENR 1.4	Work with local landowners and land trusts to negotiate conservation easements in areas of high ecological value, such as the Connoquenessing Floodplain Biological Diversity Area, and desired conservation, like the Greenway Overlay District.	M	Township Board of Supervisors, Wild Waterways Conservancy	DCNR Community Conservation Partnership Program; NPS Rivers, Trails and Conservation Assistance Program; USDA Conservation Reserve Program; USDA Wetlands Reserve Program; National Fish & Wildlife Federation Acres for America Program	Within three years, convene a meeting with landowners, land trust(s) and other interested parties to discuss options.	
G 3.2	Evaluate methods of providing more coordinated and efficient fire protection and emergency services to the Connoquenessing area, such as establishing a regional emergency management coordinator. Currently three companies service the planning area. The coordinator would oversee operations and coordinate training, equipment purchasing and other common needs.	M	Township and Borough Elected Officials	DCED Shared Municipal Services Program	Within three years, facilitate a meeting between the three VFDs to discuss coordinator position and other ways to improve service.	
T 4-9	Update municipal ordinances and standards to be more pedestrian/bike friendly. Encourage development in areas within walking distance to shopping, work, or recreation. Promote sidewalks on roadway projects and all future developments.	H (Bor) M (Twp)	Township, Borough	PennDOT Transportation Enhancements Program, Safe Routes to School Program, Local funds	Within 3 years, apply for PennDOT funding.	

**Table 3.11 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
PR 2.1	Adopt/amend a mandatory dedication ordinance requiring developers to set aside a percentage of each subdivision as recreational open space. The ordinance should include fee-in-lieu provisions that would enable the developer to pay the municipalities a fee instead of the mandatory dedication of land. The municipalities must use the fees collected to establish park and recreation facilities for residents.	M	Township and Borough Elected and Planning Officials	DCNR Community Conservation Partnership Program	Within 4 years, seek funding to amend the Borough's ordinance and adopt an ordinance in the Township.	
T 4-11	Review PennDOT Surface Treatment Program to identify possible pavement/shoulder widening projects.	M	PennDOT, Township, Borough	4-Year TIP, PennDOT Highway Restoration Program, PennDOT County Maintenance Funds	Within 4 years, meet with PennDOT district representative.	
A 3.3	Increase awareness of the importance of agriculture to the region through school curricula, 4-H programs and support for the Butler Farm Show.	M	Elected Officials; Butler Area School District; Butler County Extension Service; Farm Show Board of Directors	County and School District Funds; DCED Heritage and Tourism Marketing Grants-Festival Initiative	Within 5 years, apply for a grant to enhance marketing of the Butler Farm Show.	
CHR 1.2	Continue to support the Butler Farm Show. Look for opportunities to showcase other features of the municipalities to Farm Show visitors (e.g. historic walking tours).	M	Township Elected Officials; local merchants	DCED Heritage and Tourism Cooperative Marketing Grants; Local Funds	Within 5 years, apply for a grant to enhance marketing of the Butler Farm Show.	
G 3.1	Consider regional policing or evaluate alternatives such as contracting for police protection with neighboring municipalities.	M	Township and Borough Elected Officials	DCED Shared Municipal Services Program	Within 5 years, initiate new discussions with neighboring municipalities.	

**Table 3.11 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
G 3.3	Support the Connoquenessing Volunteer Fire Department in its efforts to build a new fire station. Assist the VFD with fundraising and volunteer recruitment.	M	Township and Borough Elected Officials; local service organizations	DCED Emergency Responders Resources & Training Program; Community Revitalization Program; USDA Community Facilities Program	Within five years, apply for one or more grants.	
H 2.4	Enforce property maintenance codes throughout the planning area.	M	Municipal Code Enforcement Officers	Local Funds	Within five years, conduct inspections and issue citations to property owners in violation of local ordinances.	
PR 1.2	Conduct a feasibility study for the undeveloped portion of the park to determine whether the land should be developed as walking trails, picnic pavilions, active recreation facilities or other uses. The feasibility study may be done as part of the park, recreation and open space plan.	M	Township and Borough Elected Officials; Borough Park Committee	DCNR Community Conservation Partnership Program	Within 5 years, apply for DCNR funding (2 years, if done as part of the larger plan).	
PR 2.4	Look for other opportunities to create recreational facilities in the planning area, particularly near areas with growing population, like the Treesdale area. Alternatively, work with local businesses or organizations to create recreational facilities (like ballfields) that can be used by the public.	M	Township and Borough Elected Officials	Mandatory Dedication or local funds collected through Fee-in-lieu; Private Funds	Within 5 years adopt/amend mandatory dedication/fee-in-lieu ordinances.	

**Table 3.11 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
T 4-3	Develop a plan and perform a feasibility study for pedestrian and bicycle pathways along primary corridors to promote access between individual sites from adjoining streets and neighborhoods (ex. access to schools, parks, churches, etc.). As part of the plan develop map of proposed bicycle and pedestrian facilities and connections.	M	PennDOT, Butler County, Township, Borough, SPC	PennDOT Transportation Enhancements, Safe Routes to School, and Hometown Streets Programs	Within 5 years, apply for PennDOT funding.	
T 1-3	Develop a traffic impact fee ordinance for the Township. This ordinance assesses a fee on developers at the time of new development to help fund certain off-site public transportation capital improvements. Prior to adoption, the Township must develop a land use assumptions report, a roadway sufficiency analysis and a transportation capital improvements plan (see T 1-4).	M	Connoquenessing Township, PennDOT	DCED LUPTAP; SPC Special Planning Funds	Within five years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
T 1-4 (LU 3.6)	Create capital improvements plans (CIP) to establish a five- to ten-year implementation schedule for roadway improvements. The CIP outlines timelines and prioritization for roadway maintenance, reconstruction, or enhancements, as well as financing. This plan can also be used to establish dedicated bike paths and enhance existing roads to provide bike lanes.	M	Connoquenessing Township, Connoquenessing Borough	DCED LUPTAP; SPC Special Planning Funds	Within five years, apply for LUPTAP funding and develop a joint request to SPC that it apply for special planning funds from PennDOT.	
ENR 1.3 (PR 2.3)	Establish a greenway overlay district in the Township zoning ordinance. The overlay provisions would create additional protections for sensitive environmental areas within the greenway to maintain a contiguous corridor of protected natural resources through the center of the Township.	M	Township Board of Supervisors	DCED LUPTAP; DCNR Community Conservation Partnership Program	Within seven years, adopt amendments to local ordinances that would create more stringent standards within the overlay.	

**Table 3.11 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
A 1.4	Assist local farmers and young people interested in farming to obtain grants and loans to help finance land acquisition, business expansion, equipment and product promotion.	M	Elected officials, Butler County Farm Bureau, USDA Farm Service Agency, local farmers	First Industries Fund Grants; Small Business First Loans; Next Generation Farmer Loans; Farm Service Agency Direct and Guaranteed Loans	Conduct a workshop about available grants and loans.	
A 2.4 (LU 1.7, LU 2.7)	Evaluate establishing a Transfer of Development Rights (TDR) Program in the Township. Sending Areas would be created in rural areas where preservation is desired allowing for greater intensity of development in designated Receiving Areas where growth is to be encouraged.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Ask DCED and/or the Local Government Academy to conduct an educational program in the area on TDRs. Send elected and planning officials to the program.	
EC 3.2	Expand the Borough's Sewage Treatment Plant to accommodate Phase II of the Leslie Farms Development and any anticipated commercial growth in the Borough.	M	Borough Council	DCED Community Revitalization Program; Infrastructure Development Program; Penn VEST; Penn Works; Local Municipal Resources and Development Program	Implement recommendations in Borough's 537 Plan update.	



**Table 3.11 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
ENR 2.2	Work with local developers to educate them about the benefits of the new development techniques including lower infrastructure costs and high market value.	M	Elected Officials and Planning Commission/ Butler County Planning Commission	DCED LUPTAP; Local Government Academy	Coordinate a workshop for local developers and real estate professionals.	
H 1.5	Continue to encourage a range of housing styles with amenities that appeal to new homebuyers and empty nesters like duplexes, quads and low-rise apartments/condos.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Allow for appropriate multi-family and density options in the single-family and multi-family residential districts.	
H 1.6	Promote the development of senior housing by permitting affordable independent living apartments/condos, assisted living facilities and continuing care facilities to address the needs of the area's aging population.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy; USDA Rental Housing for Families and Elderly Loan Program	Allow for appropriate senior living options in the single-family and multi-family residential districts.	
T 3-1	Contact Butler Transit Authority (The BUS) to discuss the possibility of providing transit services within the study area.	H (Bor) M (Twp)	SPC, The BUS, Township	Congestion Management/Air Quality (CMAQ) Program	Coordinate a joint meeting among municipal officials, PennDOT and the BUS.	
T 3-2	Contact Butler Transit Authority (The BUS) to discuss coordination with the transit service included in the Cranberry Area Transit Study.	H (Bor) M (Twp)	SPC, The BUS, Township	Congestion Management/Air Quality (CMAQ) Program	Coordinate a joint meeting among municipal officials, PennDOT and the BUS.	
T 1-12	Incorporate ADA standards in all transportation improvement projects to accommodate the handicapped and elderly populations.	H (Bor) M (Twp)	Township	PennDOT Enhancement Program	Meet with PennDOT as new improvement projects arise.	



**Table 3.11 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
ENR 2.1 (H 1.2)	Establish a Conservation Residential District in areas characterized by steep slopes, floodplains and other natural features. Low density residential development that preserves a required percentage of common open space would be preferred through conservation subdivision design, clustering or similar development tools.	M	Township Officials and Planning Commission	DCED LUPTAP; Local Government Academy	Incorporate conservation subdivision design tools in the ordinances.	
A 2.3 (LU 2.3)	Make low impact residential development in agricultural areas the preferred method of new development through incorporation of conservation subdivision design, clustering or similar development tools.	M	Township and Borough Elected and Planning Officials	DCED - LUPTAP; Local Government Academy	Incorporate conservation subdivision design tools in the ordinances.	

**Table 3.12 - Strategies with Low Time-Sensitivity**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
EC 1.3	Promote new businesses that complement nearby businesses drawing large numbers of people to the region, like Butler Memorial Hospital. For example, these may include doctors' offices, laboratories, clinics, pharmacies and the like.	L	Township and Borough Elected Officials	DCED Economic Stimulus Package Technical Assistance; DCED Small Business First Program; USDA Rural Business Enterprise Grants	Work with the Butler County CDC to help small businesses apply for small business financing programs.	
EC 1.4 (G 1.6)	Develop a joint business development and marketing strategy designed to attract new business to the Route 68 corridor. Assemble and distribute information about small business financing programs. Market the benefits of the planning area to prospective businesses.	L	Township and Borough Elected Officials; Local Business Owners	DCED Economic Stimulus Package Technical Assistance; DCED Small Business First Program; USDA Rural Business Enterprise Grants	Contact DCED's Community Action Team about assistance with economic development of the Route 68 corridor.	
EC 1.5	Capitalize on the economic potential of the region's strong farm sector by encouraging related businesses (farm markets, farm equipment, etc.).	L	Township and Borough Elected Officials; local farm community	PA Dept of Agriculture First Industries Fund	Work with USDA to conduct a workshop about available grants and loans for these types of businesses.	
G 1.7 (PR 3.1 & 3.2, CHR 1.3)	Work together to plan for multi-use trails between the two municipalities for the benefits of all residents. Trails may include a connection between the Borough and the Elementary School as well as path along the former Harmony Short Line track linking residential areas in the Township to the Connoquenessing Community Park.	L	Township and Borough Elected Officials	DCNR Recreational Trails Program; DCNR Community Conservation Partnership Program; Local Municipal Resources and Development Program	Establish a committee of interested citizens from both municipalities willing to guide trail development and help seek funding.	

**Table 3.12 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
G 1.8 (PR 2.5)	Evaluate the creation of a regional recreation board between the Borough, Township and other neighboring municipalities to create better recreational programming for area residents.	L	Township and Borough Elected Officials	DCED Community Revitalization Program; Shared Municipal Services Grants	Include as part of the comprehensive recreation, park and open space plan.	
G 1.9	Lobby the US Postal Service regarding the establishment for a single zip code for Connoquenessing Township.	L	Township Officials	N/A	Conduct meeting with postal service officials.	
PR 2.6	Explore opportunities to work with Camp Lutherlyn to make its trails and programs more accessible to local residents.	L	Township Board of Supervisors	N/A	Meet with Camp officers to discuss options.	
PR 3.3 (T 4.4)	Develop a designated Bike Route along Route 528 that would connect Evans City to Prospect Borough and ultimately to Moraine State Park. Include a spur along Harmony Road to take cyclists into Connoquenessing Borough.	L	Township and Borough Elected Officials; PennDOT District 10	PennDOT Transportation Enhancements Program	Establish a committee of interested citizens from both municipalities willing to guide trail development and help seek funding.	
T 4-5	Incorporate pedestrian and bicycle facilities as standard features in all transportation improvement projects. Develop sidewalk requirements for the subdivision and land development ordinance to incorporate ADA standards to accommodate the handicapped and elderly population.	L	PennDOT, Butler County, Township, Borough, SPC	PennDOT Transportation Enhancements, Safe Routes to School, and Hometown Streets Programs	Within 10 years, apply for PennDOT funding.	
T 4-6	Provide appropriate signage for identified bicycle routes.	L	PennDOT, Butler County, Township, Borough, SPC	PennDOT Enhancement Program	Within 10 years, apply for PennDOT funding.	
T 4-7	Contact and discuss the strategies in this plan with PennDOT District 10-0 Bicycle/Pedestrian Coordinator.	L	PennDOT, Butler County, Townships	N/A	Coordinate and hold a meeting with Borough, Township and PennDOT representatives.	

**Table 3.12 (continued)**

No.	Strategies	Time Frame	Responsible & Participating Parties	Potential Funding Source or Technical Assistance	Deliverable or Measurable Outcome	Record of Action
T 4-8	Coordinate with PennDOT and SPC to include bicycle and pedestrian facilities projects on the Transportation Improvement Program (TIP).	L	SPC, PennDOT, Butler County, Township, Borough	N/A	Coordinate and hold a meeting with Borough, Township and PennDOT representatives.	
T 4-10	Identify transportation projects that coincide with bicycle and pedestrian connections and identify corresponding agencies that should be involved.	L	PennDOT, Butler County, Townships	PennDOT Enhancement Program, PennDOT School Walking Route Program	Meet with PennDOT as new improvement projects arise.	



# Appendix A:

Population and Income Data Tables





# Appendix B:

Labor Force, Employment,  
and Education Data Tables



# Appendix C:

## Housing Data Tables



# Appendix D:

Potential Funding Sources



# Appendix E:

## Traffic Impact Fee Checklist



