




# THE BOROUGH OF EDINBORO, FRANKLIN TOWNSHIP, AND WASHINGTON TOWNSHIP MULTI-MUNICIPAL COMPREHENSIVE PLAN

June 2005  
Prepared by the  
Joint Municipal Planning Commission

Revised: October, 2005

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TOWNSHIP, AND WASHINGTON TOWNSHIP MULTI-  
MUNICIPAL COMPREHENSIVE PLAN**

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**This project was financed, in part, by a Land Use Planning and  
Technical Assistance Program (LUPTAP) grant from the  
Commonwealth of Pennsylvania, Department of Community and  
Economic Development**



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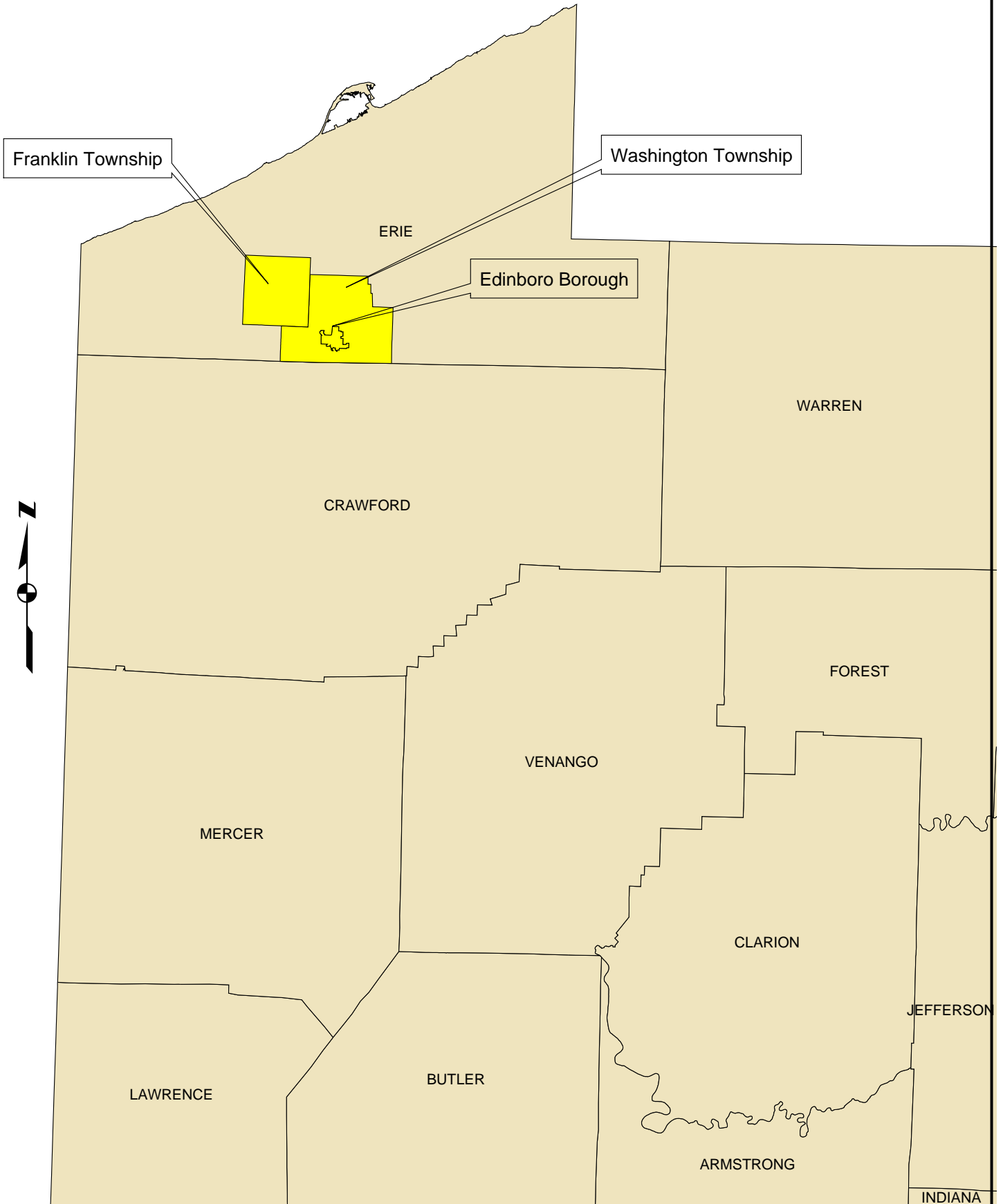
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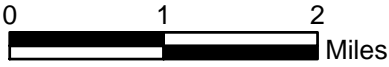
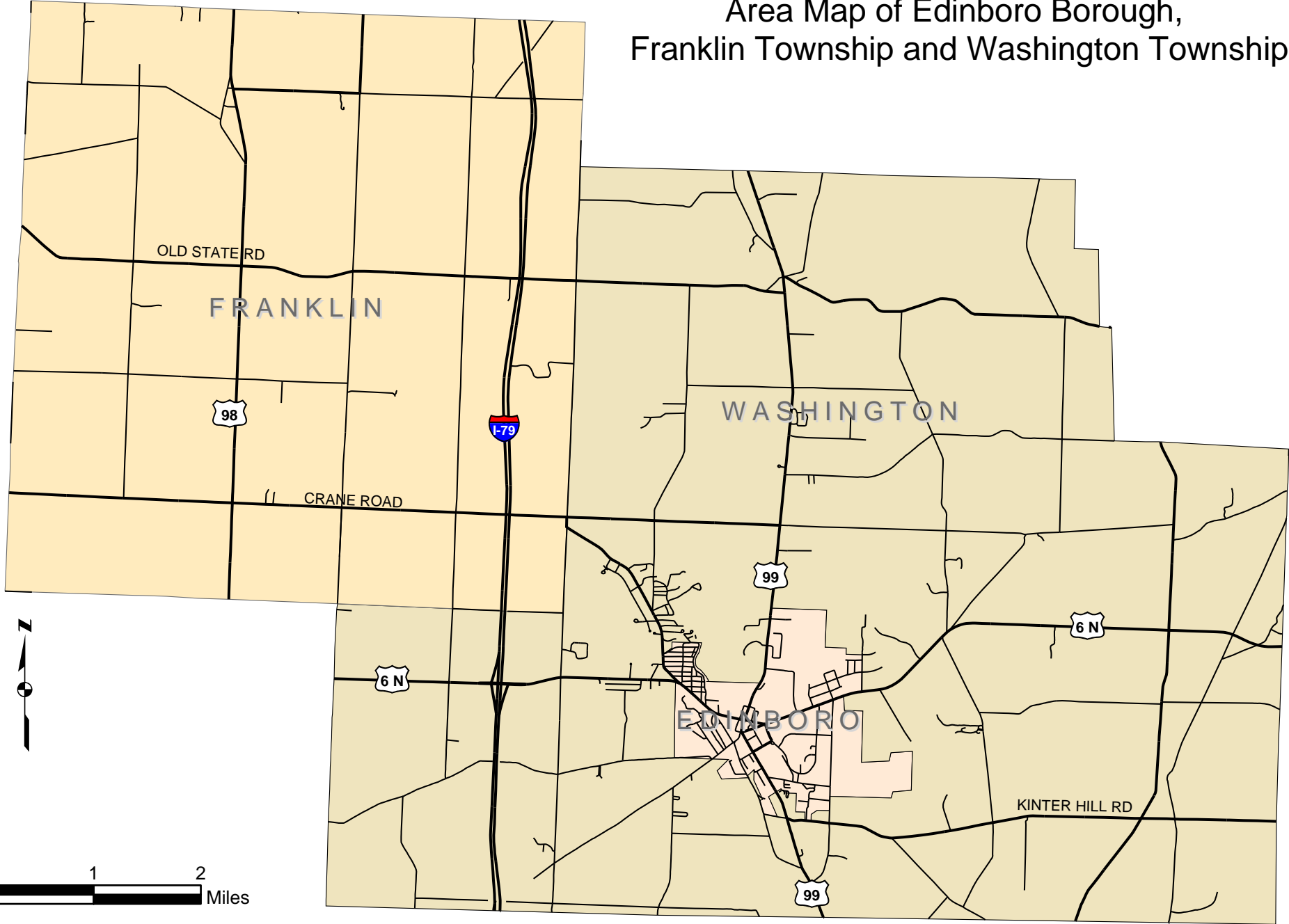
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# General Location of Edinboro Borough, Franklin Township, Washington Township



# Area Map of Edinboro Borough, Franklin Township and Washington Township



This map was financed, in part, by a Land Use Planning and Technical Assistance Program (LUPTAP) grant from the Commonwealth of Pennsylvania, Department of Community and Economic Development

# **THE MULTI-MUNICIPAL PLAN FOR THE BOROUGH OF EDINBORO, FRANKLIN TOWNSHIP AND WASHINGTON TOWNSHIP**

## **Why a New Plan?**

The decade from 1990 to 2000 marked more than the start of a new millennium. Attitudes were changing along with centuries. In the year 2000, watershed legislation of Acts 67 and 68 set regional planning in Pennsylvania on a solid new footing, and this approach was not merely legislative. At first, Governor Tom Ridge, then his successor, Governor Ed Rendell, placed a priority on regional versus individual actions. Local governments were not far behind. Problems did not stop at the municipal line—nor did solutions. Even more important, local citizens usually view cooperative solutions more positively than individual action.

Certainly, the regional approach is appropriate to this Plan. The issues that face Edinboro, Franklin, and Washington can only be fully addressed by cooperation. Sewers, transportation, economic development, housing, recreation—all of these—can best be approached through joint action.

This Plan is a first step along a new path that offers long-term answers and the knowledge that solutions come from cooperation! That is what our citizens expect, and it is the underlying philosophy of the Multi-Municipal Plan.

The Edinboro, Franklin, and Washington area—a good place to live today—and can be an even greater place tomorrow!

## **The Comprehensive Plan – The Process and the Plan**

- **The Process:** Over the past 20 years, many changes have occurred in the planning process. Where once the public was engaged only when the plan was complete (at the public hearing), they are now looked upon as a partner throughout the entire process. Why? Because only if the public is engaged can a plan hope to be successful.

What are some proven methods of public input?

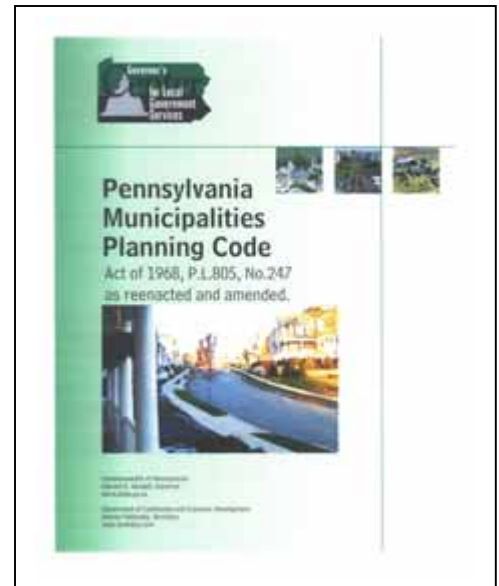
- ▶ A Survey: Over the past few years, a series of citizen surveys on planning issues were taken in western Pennsylvania. They have garnered a high response rate, proving people *are* interested in planning issues. That certainly was true in this area where over 1,000 survey responses were received.
- ▶ Town Hall Meetings-Vision Sessions: For this Plan, three separate Town Hall sessions were held—one daytime affair and two night meetings.

However, just as important as public input is the involvement of elected representatives. Here, a survey process was also used—so, all parties had an opportunity for input. This entire process is detailed in the next section, “The Process of Input.”

## What is Required in a Plan?

Article III of the Pennsylvania Municipalities Planning Code specifies that a comprehensive plan must address:

- Community Objectives
- Land Use
- Housing
- Transportation
- Community Facilities, Utilities, and Services
- A Plan for the Protection of Natural and Historic Resources
- Plan Interrelationships—Compatibility and Consistency
- Implementation – How can the communities most effectively address their problems? Will cooperative agreements be needed—joint agencies or consolidation?



## The Process of Input

Planning for the future of a community must be an open process if it is to be successful. Certainly, the State Planning Code has various requirements for openness (a public meeting and a public hearing), but these tend to offer only limited opportunities for input after a draft plan has already been developed. A strategy for early public input became a key issue. Input from elected and appointed officials not directly involved in the planning process is all too often forgotten. The draft plan should not be a product of only the planning commission, for a draft plan must be constructed with maximum public input.

The communities of Edinboro, Franklin, and Washington wanted to embrace an inclusive process from the outset. Three separate devices were used to accomplish that goal:

- A local leaders' survey
- A citizen survey
- Town Hall meetings

The surveys have been covered by separate reports, but an overview of all efforts will be covered here.

### Local Leaders' Questionnaire

Ninety-seven surveys were mailed in December 2003. They were mailed to all local elected and appointed officials as well as the school district. In all, 64 percent of the surveys were returned. A report summary follows. Full copies of the results were delivered to all three municipalities, and a copy of the combined results is attached to this Plan as Appendix A.

Respondents – 62 (64%)

Please note, as is typical with such surveys, not every respondent answered every question.

Response Profile by Municipality:

Edinboro – 48%

Franklin – 15%

Washington – 35%  
Did Not Indicate – 2%

As noted, the results are attached, and are self-explanatory. A few highlights though are interesting.

**Page 1** – Local leaders were asked to rank the area. Some 65 percent of all respondents found the area *AVery Desirable*. The balance found it *ASomewhat Desirable*.

**Problems:** Next was a series of potential problems—leaders were asked to rank these issues. Concerns about highway congestion, Edinboro Lake, and tax exempt properties were identified as severe problems, while “too many people,” *Adeteriorated housing*, and the loss of *AAg* land led the *ANot a Problem* heading.

**Page 2** – Asks about priorities over the next five years.

The following:

- Long-Range Plans
- Cooperation
- Quality Development
- Manage Traffic Congestion
- Edinboro Lake

were the leaders (40+ votes, combining *Highest* or *High Priority* ranking). Waterline extensions, new housing, and the extension-enhancement of police and fire services were the lowest ranked. These issues received the highest number of *AModerate* or *ALow* priority ratings.

**Page 3** – Grant programs can facilitate various projects/programs. Leaders were asked to prioritize purposes for potential grants.

**Grants:** Obtaining grants for improving traffic congestion, code enforcement (targeted), open space, and attracting industry and commercial development were the top categories. However, answers in this section were quite mixed. Some categories received a large number of *ANot Important* votes, while at the same time, received numerous *AVery Important* votes. In a clear majority of categories (6 of 9), the *ASomewhat Important* option received the highest number of votes.

**Use of Buildings and Land:** What future development is needed in the area? Restaurants, retail stores, light industry, motels/hotels, and A senior@ housing all received the greatest number of ANeed More@ votes. Some 8 of the 13 categories received an AEnough@ checkmark. Often, the AEnough@ choice was given more checks than the AToo Much@ and ANeed More@ options combined.

**Page 4 - Size of Development:** When is new development large enough to create concern among local leaders? Once a new residential development exceeds 26 lots, local leaders get concerned.

**Concerns About New Development:** What types of developments and issues create concern?

- Mobile Home Parks (45)
- Sewage Management (44)
- Traffic Congestion (41)
- Traffic Safety (40)

were the areas of most concern.

**Page 5 - Consolidation and Joint Operations:** The issue of municipal consolidation presented a mixed response. Nearly all questions relative to authority merger, cooperative/joint operations received positive responses. A tri-community municipal merger received about 29 percent support with another 29 percent “unsure.” Questions relative to combining Edinboro and Washington or Franklin and Washington also did not receive majority support, although the “support” proportion of 39 percent and 30 percent, respectively, was higher. The “unsure” vote ranged from 29 percent to 38 percent, while the opposed vote on municipal mergers was 42 percent for all three municipalities, but dropped to 32 percent for the individual pairings (Edinboro and Washington or Edinboro and Franklin). The only option that did not receive an outright “support” vote was a combination for sewer and water services involving all three communities.

This survey is only a start—a snapshot in time—it allowed all appointed and elected officials an opportunity to express their opinions on a variety of planning/community development issues. As noted at the beginning of this section, the tabular results of this survey are contained in Appendix A.

## TOWN HALL MEETINGS

Four Town Hall meetings were held. These were informal “input” sessions and did not use a vote approach, as survey results were to be available. In all, about 130 to 150 people attended and participated in these meetings. There were some common threads in these sessions—each was distinct.

### Washington – August 3, 2004

The first session was in Washington Township and, due to a newspaper story, there was some confusion relative to the issue of consolidation. Participants were told this was not a consolidation meeting.

There were a number of persons interested in “growth” versus “no growth” policies. By vote, there was a 50/50 split on this issue. Farmland preservation and Growing Greener concepts were endorsed. In addition, several persons wished to keep new development at low density. Yet, a few voices supported additional intense development, be it residential, commercial, or industrial.

Many of the comments voiced here centered on road issues. Much of the transportation concern appeared to center on better access to Edinboro University and how to avoid using the Route 6N or Route 99 corridor for that purpose. There was talk of an Irish Road (Crawford County), I-79 off ramp to the University as one solution. Bikeways were also suggested. Intersection problems on 6N with various north/south roads were presented as a constant problem. Angling Road was specifically mentioned as a difficult intersection.

Schools were cited as a definite asset.

### Edinboro – August 9, 2004

Two meetings were held in Edinboro. The meeting at 2:00 p.m. attracted about 14 persons, many seniors. At the 7:00 p.m. meeting, about 35 people attended.

As was the case in Washington Township, many persons were concerned about road access to Route 6N. At the two meetings, the Angling Road intersection and other roads to the Lakeside area were mentioned. Another Borough problem intersection was Route 6N/Maple Drive. In addition, Fry Road (Washington

Township)—the much used north/south link—was discussed, especially at the Route 6N intersection.

Though Route 6N and its intersection difficulties were the major issues, traffic on Route 99 was also discussed, due to its increasing volume. Participants observed that motorists could have long waits for access to Route 99, especially at Crane Road.

Other transportation issues included the condition of pavement (Route 6N East), drainage, overall Borough traffic congestion (particularly during special events), and speeding on local streets. Finally, there was some discussion about possible Edinboro bypasses; Shelhamer or Dundon to Walker were mentioned as options.

Non-transportation issues focused on:

- Code enforcement
- Public facilities – library and parks
- Sidewalks
- Aesthetics and beauty
- Concerns for Edinboro Lake—watershed issues were mentioned by two or three persons
- The Borough police force was identified as a plus

Growth was discussed with various attitudes. One person called for controlled growth; others were concerned about the lack of growth—the need for new development for taxes and additional population to generate additional tax revenues.

Only one person mentioned consolidation, and he was a supporter. An official of the Borough noted Edinboro Council’s agenda on August 19, 2004 would discuss that very topic.

Finally, a few residents expressed a concern about taxes. Generally, they were “too high.” However, one person stated he would gladly pay higher taxes for more services.

## Franklin – August 10, 2004

The meeting in Franklin had a somewhat different character. This is a more rural township, and most participants expressed their desire to keep Franklin as a rural, undeveloped community lifestyle, with few of the typical urban amenities (public water, sewer, police). However, this was not a universal belief. Some persons did desire police protection and paved roads. One resident (at the session's end) pointed out that new development could have benefits, particularly in terms of an increased tax base.

As was found with other meetings, there were discussions on roads and highways. A few comments focused on Route 98—poor winter maintenance and a need for repaving\*. Sight distance issues along Crane Road were reported, especially approaching Fry Road from the east. There were also several comments about local road issues (Mohawk, etc.). These focused on maintenance and condition.

\*A supervisor noted PennDOT was to begin a repaving project on Route 98 in August of 2004.

One interesting sidelight was the topic of high-speed Internet access. Several persons mentioned this need.

## Summary

Though these sessions were unstructured and not all issues can be neatly categorized, three major topics emerged:

- “Growth versus No Growth”—this encompasses Growing Greener, farmland preservation, and growth policies versus continued suburbanization
- Highway congestion, safety access, and better intersections
- Sewers

**PUBLIC MEETING  
WASHINGTON TOWNSHIP AUGUST 3, 2004  
ATTENDANCE – 45**

Public Suggestions, Input:

1. Sewer plant location – Kinter Hill Road (southeast of Borough)
2. Growth votes – 10  
No growth votes – 10
3. Keep area rural – low-density growth (repeated numerous times)
4. Schools are good – an attraction
5. Fry Road – needs upgraded, due to use – also problem at 6N intersection (traffic light?)
6. Other roads in need of attention:
  - Old State Road
  - Irish Road (Crawford County) – another connection, better access to University – off ramp to the University, near the I-79 northbound rest stop
  - Route 6N intersection
7. Bike trails radiating from Edinboro and Edinboro University
8. Protect farmlands (mentioned more than once)
9. Endorse Growing Greener
10. Police protection in Edinboro—an asset

**BOROUGH OF EDINBORO MEETING  
AUGUST 9, 2004 – 2:00 P.M.  
ATTENDANCE – APPROXIMATELY 14**

1. Turn arrows – confusion at 6N and Route 99 (near misses) intersections
2. Student traffic (after-class change) (possible shuttle buses?)
3. Parking issues (on- and off-street) – can the Borough have public off-street lots in older residential areas?
4. Land reuse—two old gas stations on 6N and Route 99 – reuse for better use
5. Angling Road/Bagel Shop intersection with 6N, and others from the Lakeside area, very difficult and dangerous
6. Route 6N – the 4-to-2-lane blend east of Wal-Mart is a problem
7. Water runoff (French Creek-Edinboro Lake)
8. Possible bypass  
Shelhamer and Aspen to Walker  
Dundon/Walker – a new road to connect these areas would be needed
9. Congestion on Route 99
10. Fry Road used as a north/south bypass
11. School district as an asset (mentioned by various people as a plus)
12. Need to attract young families – population growth is now seen as flat
13. Controlled growth
14. Police are an asset

## **Borough of Edinboro – 7:00 P.M. Meeting**

**Attendance: 35 plus/minus (included a few residents from Washington Township who could not make their session)**

1. Jefferson (Lakeside) and Route 6N intersection a problem
2. Preserve beauty and aesthetic appeal (loss of covered bridge)
3. Preserve Edinboro Lake—not just study action
4. Fry Road and Route 6N intersection a problem
5. Speeders through town (Chestnut Street mentioned – more than one person complained)
6. Taxes – too high – more than one person
7. Enforce building codes – enforce sidewalk ordinance (more than one person)
8. Angling Road and Route 6N intersection a problem
9. Benefit of cultural activities at the University is a plus
10. Washington Township residents – want to keep private wells
11. Watershed concern – Edinboro Lake quality of water – What is being done – silt and runoff? (See item 3)
12. Maple Drive (near Edinboro Inn) and Route 6N intersection a problem
13. Need more traffic lights
14. Parks and library – support, need more services—need a new library building
15. Consolidation (Washington and Edinboro) had some support
16. If growth occurs outside of Edinboro Borough as a result of this Plan, how about revenue sharing?

17. Storm drainage on Route 6N East (200 block of Waterford Street) – property owner’s complaint
18. Condition of pavement on 6N East – property owner’s complaint
19. Traffic snarls after soccer tournaments (also need better trash cleanup after events)
20. Quality of life issues:
  - Noisy boom boxes (more than one person)
  - Open burning (took place over Borough border in Washington Township)
21. Maintain or improve community services – “I will pay more taxes.”
22. Speed limit and accident potentials – Crane and Lay Road intersection – poor sight distance, eastbound lane especially
23. Borough growth generally limited to infill and replacement of teardowns. Need new growth in the Borough, Washington Township to maintain the area, and for a better tax base
24. Infrastructure is needed for growth

**MEETING RESULTS – FRANKLIN TOWNSHIP – AUGUST 10, 2004**  
**Attendance – 40 Plus**

1. Farmland preservation\*
2. Property rights\*
3. Roads – maintenance\*  
    Mohawk and other local roads
4. Roads – pave gravel roads
5. Winter maintenance – better winter salting of Route 98
6. Leave roads graveled (no urban frills)
7. High-speed internet\*
8. No local police for Franklin Township
9. Keep water and sewer on lot
10. No new regulations
11. No consolidation with Edinboro (concerns about sewer issue)
12. Security—need police
13. Speeders on Crane Road
14. No mergers
15. No extra fees
16. No water and sewer services (\$) (See item 9)
17. Preserve open space
18. Test wells and septic annually
19. Repave Route 98 (to start August of 2004)

20. Control junk yards
21. No new big industry
22. Another view—growth not all bad—needed for tax base

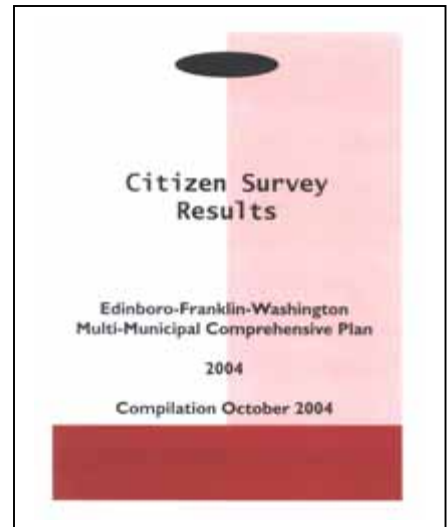
\*Indicates topics mentioned by more than one resident

## Citizen Survey

A survey was mailed to all resident households on the mailing lists of the three municipalities. As was the case of the public officials' survey, a full report was prepared in October of 2004 and distributed to local officials.

A total of 1,059 surveys were tabulated. This represented approximately 25 percent of the total households (4,280) in the three-municipality area. By percentage, the responses were Edinboro Borough 329 (31% of all surveys), Franklin Township 256 (24% of all surveys), and Washington Township 474 (45% of all surveys).

It must be noted that these results are somewhat skewed. Edinboro is under-represented while Washington and Franklin are somewhat over-represented. Such figures do not diminish the validity of the survey, but must be kept in mind when interpreting the results. As with any survey, the results speak for themselves. This analysis is brief and deals only with the combined results. A copy of the full tabular results is found in Appendix B.



- A Place to Live – By a very wide margin, survey takers like this area. Some 97 percent found it desirable or very desirable.
- Problems – A series of eight issues were presented in the survey. Some are common to all western Pennsylvania, and a few specific to this area. Those problems that ranked the highest were:
  - Living Wage Jobs
  - Loss of Agricultural Land
  - Health of Edinboro Lake
  - Highway Congestion
- General Issues – Some three topics were presented—both long-range plans and high-quality development led these topics (see survey).
- Zoning – There were five questions under zoning. Essentially, they addressed the amount of land to be devoted to various land uses. Very

clearly, respondents preferred “low-density” residential land use while high-density residential, industrial areas, and additional commercial areas were given low rankings.

- **Land Development** – Here, some six issues were put forth—with the following priorities designated by respondents:
  - Encourage large lot (low-density) growth
  - Improve street standards
  - Provide sidewalks in high-density areas
  - Strong development regulations needed
  
- **Commercial and Industrial Development** – There were two questions in this series, and the results are interesting. Even though “living wage jobs” are a local priority, a very clear majority (83%) of respondents believed strong design controls for new commercial and industrial development were needed, and 75 percent believed such standards should be applied to areas of four acres or less.
  
- **Greenspace and the Environment** – Though listed in separate sections of the survey, the next four questions focused on environment-open space issues. It is obvious area residents wished to:
  - Preserve/enhance Lake Edinboro and its watershed
  - Preserve woodlands-open space
  - Require open space “set asides”
  - Preserve farmlands
  
- **Economic Development** – A scant majority (51%) supported attracting new industry while most believed that any new manufacturing should be small and light. Only a few opted for heavy manufacturing (5%) while one in five (20%) were not in favor of any new manufacturing.
  
- **Developmental Focus** – Some six geographic areas were offered to respondents as potential developmental sites. The top three choices by respondents were:
  - Route 99 north of Edinboro
  - Interchange area of Route I-79/Route 6N
  - Edinboro Borough

- Grant Funds – Governmental grants from Federal or State sources are available for a variety of activities. Respondents identified four “very important” uses for grant funds:
  - Traffic congestion
  - Protect open space
  - Assist existing businesses/areas
  - Property maintenance codes

A great number of responses were in the median range, while the “not important” category usually saw 20 percent or less of all votes. The least popular activities for grant uses were:

- Rehabilitation programs for rental housing
  - New industrial/commercial sites
  - Expansion of water and sewer lines
- New Development Concerns – Survey respondents were asked questions about new development and what would concern them most. The top three concerns were near ties, with the fourth not far behind:
    - Mobile home parks
    - Traffic congestion
    - Traffic safety
    - Loss of rural character
  - Traffic and Transportation – Where did local residents see key problems?
    - Route 6N and Fry Road
    - The Route 6N and Route 99 intersection
    - Route 6N and Angling Road
    - The I-79 and Route 6N Interchange area

Though this Plan is not about municipal consolidation, it is an issue of interest locally. None of the options for consolidation received majority support—most respondents were opposed or unsure.

Conversely, the concept of shared services was received in a more positive fashion. Emergency services, joint trash and recycling, and a joint recreation authority all

received very clear majority endorsement. Only water and sewer and public works options received less than a majority of votes.

## Summary

The results of these surveys were in some ways predictable, and, in a few areas, surprising, but always instructive. The fact that local residents like living in the area and want to preserve it was a common desire. The overwhelming concern for Lake Edinboro and environmental issues was somewhat of a surprise. Also, the call for strict development controls in a rural region was unexpected.

Some responses gave mixed signals. Creating a joint recreation authority was widely supported, yet recreational grants were given only lukewarm support. Leaders must also look at the response to “where should growth occur.”

It must be remembered that this is a survey to obtain public attitudes. It was not intended to be a substitute for the Comprehensive Plan or the planning process. Yet, the Citizens Survey remains an important tool. Where the recommendations of this Plan deviate from popular concepts, some type of remedial action is warranted. What action? At the minimum, a fuller explanation of the policy or program and its rationale is needed. Why? To be effective, this Plan needs more than official approval. It needs public acceptance. It is only with that broad-based acceptance that the activities set forth in a plan can be achieved. However, where a plan deviates from popular concepts, it shows that the public must be informed as to the need and advisability of particular actions.

Finally, though the results in all three communities were similar, they were not identical. The Franklin resident has a more rural outlook, Edinboro more urban, and Washington typically suburban.

## DEMOGRAPHICS AND CENSUS DATA

The population of the three participating municipalities is 13,085 according to Census 2000. Results are shown by Table D-1.

**Table D-1  
Edinboro, Franklin, and Washington  
2000 Population**

Edinboro Borough	6,950	53%
Franklin Township	1,609	12%
Washington Township	4,526	35%
Total	13,085	100%
Source: U.S. Census		

- The rate of growth in the region far exceeds that of Erie County as a whole. This is especially true in the Townships. And even though Edinboro lost population in the 1990s, overall, the region still grew at a far faster pace than the County or Pennsylvania.

**Table D-2  
Edinboro, Franklin, and Washington Population – 1980 to 2000**

	1980	1990	2000	% Change 1980 to 2000	% Change 1990 to 2000
Erie County	279,780	275,572	280,843	0.4	1.9
Edinboro Borough	6,324	7,736	6,950	9.9	-10.2
Franklin Township	1,301	1,429	1,609	23.7	12.6
Washington Township	3,567	4,102	4,526	26.9	10.3
<b>Study Area Total</b>	<b>11,192</b>	<b>13,267</b>	<b>13,085</b>	<b>16.9</b>	<b>-1.4</b>
Source: U.S. Census Bureau					

- Overall, the region is predicted to modestly grow. The County comprehensive plan forecasts that the three communities will grow in a similar manner to the rest of the County. The reason for the higher growth between 2000 to 2010 is the relatively high number of young residents and families in the three communities. The County’s projection series is based upon Census data. Local building permit information indicates that the Census may understate real growth. Conversely, school enrollment data tends to show a more conservative picture.

**Table D-3  
Population Projections – 2000 to 2020**

	1980	1990	% Change	2000	% Change	2010	% Change	2020	% Change
Erie County	279,780	275,572	-1.5	280,843	1.9	284,813	1.4	286,044	0.4
Edinboro Borough	6,324	7,736	22.3	6,950	-10.2	7,014	0.9	7,030	0.2
Franklin Township	1,301	1,429	9.8	1,609	12.6	1,687	4.8	1,671	-0.9
Washington Township	3,567	4,102	15.0	4,526	10.3	4,751	5.0	4,798	0.9
<b>Study Area Total</b>	<b>11,192</b>	<b>13,267</b>	<b>18.6</b>	<b>13,085</b>	<b>-1.4</b>	<b>13,452</b>	<b>2.8</b>	<b>13,499</b>	<b>0.3</b>

Source: U.S. Census Bureau and Erie County Demographics

- The median age in the communities is lower than the Statewide norm of 38.0 years. Edinboro, because of the University, is by far the lowest, at 21.8 years. Due to the student population, it is difficult to get an accurate median age for Edinboro’s year-round resident population. The median age for Franklin Township is 36.9 and for Washington it is 37.5.
- The gender mix is slightly more male than female, male 50.4 percent, female 49.6 percent. This is consistent with trends in the more rural communities of the State.
- Even with the University, there is little racial diversity in the communities. All are well over 90 percent white, with Franklin and Washington being over 98 percent white. The largest minority concentration is in Edinboro, with 309 African Americans, or 4.4 percent of the Borough’s population.
- The Hispanic population is under one percent for the entire region. However, it has significantly grown between the 1990 and 2000 Census reports.
- The number of households in the three communities increased dramatically during the 1990s. A total of 551 new households were created during the decade—an increase of 14.8 percent.
- Both family households (includes single parent) and married-family households also increased significantly during this time period. The rise in family households was contrary to broader State trends. However, family households still lost ground in relation to its proportion of the total number of households.
- Even though Edinboro lost 786 residents (essentially, all were students in group quarters) during the 1990s, it actually gained 229 households.

- Contrary to broader national trends, the three communities saw a decline in the population of female head-of-household families, from 342 (9.2%) in 1990 to 331 (7.7%) of all households in 2000.
- The vacancy rate in all three communities was very low. It was 2 percent or less for owner-occupied homes in the municipalities in 2000 and 4.1 percent for rental units (2000 Census).
- Median household income (MHI) for 1999 in the communities varied greatly; again, it is mainly because of the University. In Edinboro, it was \$26,652, in Franklin it was \$49,483, and in Washington it was \$51,759. The two Townships had a much higher MHI than the State and National norms of roughly \$41,000.
- Median family incomes (MFI) in 1999 were in a far closer range than the MHI. In Edinboro it was \$48,516, in Franklin it was \$50,789, and in Washington it was \$57,318. The Statewide MFI was just over \$49,000.
- The individual poverty rate in Edinboro in 1999 was nearly 35 percent, and approached 40 percent for the population over 18 years of age. Again, this is a direct result of the University population. A better indication of the true poverty found in the region is the family poverty rates. Here, it was 11 percent for Edinboro, 2 percent in Franklin, and 0.8 percent in Washington. Statewide, the family poverty rate was 7.8 percent.
- Median home value in 2000 was \$97,000 for the State of Pennsylvania. In Edinboro, it was \$108,400, in Franklin \$100,000, and in Washington \$120,900. The region is one of the few areas in western Pennsylvania where home values are above the State and near the National median of \$116,000.
- In Franklin Township, less than 25 percent of the housing stock was built prior to 1940. In Edinboro and Washington, the figure is under 20 percent. Statewide, nearly a third were built before World War II.

## COMMUNITY DEVELOPMENT OBJECTIVES

- Controlled growth through zoning and land use planning
- Update/amend land use documents to promote Growing Greener and other options to preserve open space and generally opt for low-density growth
- Protect and enhance Edinboro Lake
- Improve access along Route 6N and Route 99
- Enforce building code ordinances relative to maintenance and appearance

# LAND USE AND NATURAL RESOURCES

## Introduction

It is acknowledged by all Plan participants that the Future Land Use Plan is the most critical section of the Edinboro-Franklin-Washington Multi-Municipal Plan. The purpose of this Plan section is to discuss that topic. The major elements are:

- Existing Land Use
- Growing Greener
- Current Land Use Controls
  - Zoning
  - Subdivision Regulations
- The Community Resource Inventory/Environmental Considerations
- Future Land Use

## Existing Land Use

The plate, Existing Land Use, depicts the land use patterns within the study area. This map covers all three municipalities and contains nine land use categories. This mapping originated with the Erie County comprehensive plan and was then updated by local officials. Although there was no attempt to complete a parcel-by-parcel land use survey, the plate generally represents the current land use patterns of the area.

As can be easily seen, the most intense uses can be found in the Borough of Edinboro. There, a major land use is Edinboro University, though there are also extensive residential areas. Commercial areas are focused along Route 6N and Route 99. Most are primarily in the downtown area, though some are also scattered along these roads.

In Washington Township, the primary built-up areas are found in three locations. The Lakeside Angling Road-Lay Road area is intensely developed, primarily in single-family residential uses. Secondary development strips are along Routes 6N













































































































































































