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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?

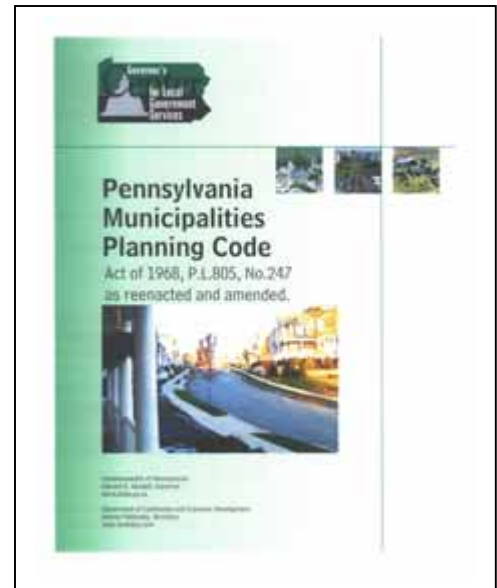
- ▶ A Survey: Over the past few years, a series of citizen surveys on planning issues were taken in western Pennsylvania. They have garnered a high response rate, proving people *are* interested in planning issues. That certainly was true in this area where over 1,000 survey responses were received.
- ▶ 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

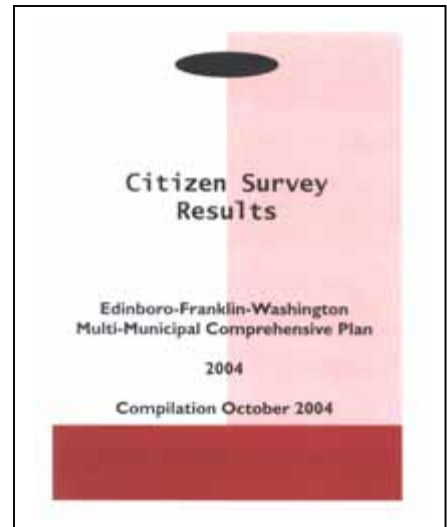
*Indicates topics mentioned by more than one resident

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
Study Area Total	11,192	13,267	13,085	16.9	-1.4
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
Study Area Total	11,192	13,267	18.6	13,085	-1.4	13,452	2.8	13,499	0.3

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

and 99. These are often mixed-use areas. The I-79 and Route 6N Interchange has become a place of recent developmental focus. Here is found Wal-Mart, two convenience stores, and a fast-food restaurant. Also along Route 6N is the County branch of the YMCA and Girl Scouts of America office. Route 99 also has major developments, including the General McLane School complex, several car dealers, and McLane Village. The balance of the Township has a mixture of low-intensity uses of low-density scattered residential use, farms, and vacant acreage. A portion of State Game Land 192 is found off Lewis Road in east Washington Township.

In Franklin Township, primary uses are along Route 98, which include the Township/VFD complex, the VFW Post, and scattered commercial developments. Through the area, residential uses (essentially single-family homes) are found along rural roads. As there are no public water and sewer facilities in Franklin, development has occurred in a scattered fashion. Isolated commercial and industrial uses can be found, but primarily the development pattern is rural residential (i.e. a few homes, farms, and vacant land). Although the Township has been experiencing steady growth over the past years, it remains essentially undeveloped.

Overall, the development patterns in the three-municipality area focus primarily on Edinboro, the Route 6N corridor between Edinboro and I-79, the Lakeside environs, and Route 99 from McLane to Edinboro. Most of Franklin and much of Washington Township remain rural by appearance. It is the rural environment that has made the Growing Greener movement attractive locally. The support for rural low-density growth was a pervasive theme in the survey responses.

Growing Greener

What is it? Can it be used effectively in the Edinboro-Franklin-Washington area? The Growing Greener (GG) movement in Pennsylvania has been the result of a collaboration between three agencies: the National Land Trust, the Pennsylvania Department of Conservation and Natural Resources, and the Penn State Extension Office. Officially, it was designed to help communities develop land use ordinances protecting the inter-connected networks of open space (see the Forward in the Growing Greener Workbook).

Yet, Growing Greener is much more extensive than this simple statement. It entails not just concern about open areas or “greenways,” but also encourages communities to look at new development in a land-based context that is much broader than the traditional engineering/density approach most ordinances

promote. It asks questions about wetlands, steep slopes, mature tree stands, open vistas, perhaps even relics from an old farmstead. Why? Because these features, if destroyed, may never be replaced. In this context, the movement might be considered as anti-development. It is more accurate to categorize it as anti-thoughtless development. In fact, the process recognizes that it cannot succeed without the active support of the development community. And, it realizes that support should be rewarded with density bonuses, at best, and a density-neutral concept, at a minimum. In other words, a “Growing Greener” developer could find the same land area may yield more homes than a traditional approach—at lower development costs.

Is Growing Greener for everyone? No, probably not. It requires an active and somewhat sophisticated real estate market where both developers and homebuyers recognize the value of the approach. It also needs a certain scale to work. Likely, smaller subdivisions (under 12 to 15 lots) could not effectively embrace this process. Any community interested in good growth, however, could profitably adopt certain elements of its philosophy. It also requires a municipality be willing to actively engage the subdivision and land development ordinance (SALDO) administration, which Growing Greener requires. This includes not merely a more pro-active review process, but also participation in such elements as the post-development status of open spaces.

In the Growing Greener Workbook, there are five GG options discussed:

- Neutral Density and Basic Conservation
- Enhanced Density with Greater Conservation
- Estate Lots – low-density developments carefully placed to minimize impact
- County Properties – very low densities where conservation easements are used to maintain open areas
- Hamlets and Villages – new towns with special guidelines

For the purpose of the Edinboro-Franklin-Washington area, only the first two options will be discussed, along with the subdivision “Four-Step Design Process.”

A pure Growing Greener approach uses an Adjusted Tract Acreage (ATA) basis. That means that floodplains, wetlands, steep slopes (25% plus), and similar

unbuildable areas are deleted from a tract's size. These undevelopable areas are called constrained lands. For example, a 60-acre parcel with five acres of floodways, three acres of wetlands, and two acres of steep slopes would yield 50 ATA acres. This is contrary to typical land use practice, which essentially allows unbuildable land to be included in density calculations, as long as it is not actively used. For example, a one-acre lot could have a strip of floodplain along its rear line. Though this area could not be used for a building, it still is acceptable as a rear yard. Conversely, in the Growing Greener example, only the 50 acres of unconstrained land *are the basis* for tract density calculations. In our example, a zoning ordinance requiring one-acre lots would yield 50 building lots, not 60 lots. It is by this ATA density yield that all future options are measured. That, however, is where the concept parts from traditional development. Though allowing the same number of lots (50), these lots would be configured to preserve tract resources such as constrained land, wooded areas, meadows, or perhaps an historic foundation. At a minimum, lands identified as primary conservation areas are protected. Lots are placed on unconstrained land, and their sizes may vary. Selected areas are kept permanently undeveloped under various options. The general goal is to preserve at least 50 percent of all unconstrained land.

Option 1: Neutral density requires a 50 percent open space set-aside, but does not offer any density bonus. There is no development on constrained or open space land. However, as the entire parcel is not being developed, road and perhaps utility installation could be reduced, bringing down utility cost (see the Four-Step Design Process) for the developer.

Option 2: This option rewards a developer for preserving a greater portion of the tract. The typical example is when the preservation of 60 percent of the unconstrained lot is preserved; a 33 percent lot bonus is awarded. Thus, the developer could realize 66 lots out of his tract, not the original 50.

Other options are estate lots, county properties, as well as hamlets and villages. The first two essentially are larger-acreage development, which is still practical locally, where land costs are not too high.

What is the Growing Greener design process and how is it applied?

Growing Greener requires a developer to submit a site context and an existing resources and site analysis plan. The former places the tract in context of a larger area, i.e. the neighborhood. It asks to see the placement of streams, major woodlands, valleys, roads, ridgelines, trails, utility

easements, and similar features. The latter plan looks only at the proposed site. It is an analysis of some nine elements:

- Wetlands and floodplains*
- Slopes*
- Soils*
- Significant wildlife habitat
- Woodlands
- Farmlands
- Historic/archeological and cultural features
- Scenic vistas
- Groundwater recharge

*See later comments.

While this site analysis plan is detailed, it need *not* be expensive. And, it need not be done with a survey-like precision. In fact, at the preliminary subdivision stages, GG tries to avoid the detailed design that a traditional preliminary plan entails and its attendant engineering costs. Growing Greener treats the preliminary plan as a very fluid stage, encouraging good design, which is only set down in “hard” lines at the final plan stage. The preliminary plan function is to determine what areas of the site are important and then to prioritize the areas by importance. This leads to the **Four-Step Design Process**, which entails:

- Identifying conservation areas – constrained and other conservation lands
- Locating housing sites – best sites by location, view, etc.
- Aligning streets and trails – based on housing sites
- Drawing lot lines – the last step

It is only after this process is complete that the developer is asked for detailed plans and agreement. This precludes the need for heavy design expenditures in the early stages. Washington Township adopted a modified GG approach in its zoning ordinance and SALDO in 2002. Franklin has not adopted any detailed regulation, but has officially noted the GG philosophy is welcomed by its land use ordinances.

Current Land Use Controls

No single land use regulation impacts upon community development more than zoning. In this Plan section, the current zoning ordinances of the three participating

municipalities are examined. A generalized zoning map follows this written portion.

Edinboro

The Borough has had a zoning ordinance for many years; its most recent edition was adopted ten years ago. Though much of this ordinance is standard for smaller urban places in western Pennsylvania, there are unusual elements in this regulation. An overall description of the Borough's zoning follows.

“Agricultural” District is unusual for the Borough, but is specifically intended for the Goodell farm, a single farm property nearly in the heart of the Borough. There is another special purpose district, the “Recreation” District. It is intended for only Borough-owned recreational land. The final special purpose district is the University District. As its name clearly indicates, it was specifically developed to accommodate Edinboro University. The other districts are more traditional.

Edinboro has four residential districts. Of these, the R-1, R-1A, R-2, and R-4 Districts are typical for western Pennsylvania. The R-1 and R-1A are essentially single-family districts, R-2 a medium-density district, and the R-4 a multi-family district. The R-3 is specifically designed for the Lakeside cottage area to the west of Edinboro Lake. It is mirrored by Washington Township’s R-3 District.

The Residential Limited Business District is a district designed to accommodate non-retail business and residential uses in older neighborhoods near the downtown and along main streets.

The two commercial districts are aimed at the Downtown (C-1) and its adjoining areas (C-2). Industrial uses are accommodated in the I-Industrial District.

A brief analysis of each district follows:

The Agricultural, University, and RC-Recreational Districts, as noted, are special purpose. (Please see prior comments.)

R-1 Residential District – This is primarily a single-family district with related uses. Lot size is 20,000 square feet, or a density of 2.2 dwelling units per acre. The zone is used in the more recently developed areas of the Borough.

R-1A Residential District – The uses in this district are the same as the R-1, but the density is greater, at approximately 4.4 dwelling units an acre. The R-1A areas are limited and found off Water Street, Terrace Drive, and Stonehaven Drive.

The R-2 District, a medium-density zone, is used extensively. One area surrounds the downtown; another area is off Walker Drive; and a third is off West Plum, behind the House of Edinboro facility. Uses focus on one- and two-family dwellings, though limited multi-family dwellings are allowed (up to 6 units). A *PRD* can be placed in this district. Single-family densities are 4.4 dwelling units an acre, duplexes at 7.3 units, and multi-family approximately 13 units per acre.

The RLB District has the same density as the R-2 zone; however, it includes a number of office- and service-type uses as well as the standard residential activities.

The R-3 District is the Lakeside area. Here, smaller lots are permitted (3,600 square feet), yielding densities of 12 dwelling units an acre. Uses are limited to one- and two-family dwellings, along with some recreational and lake-related commercial functions. There is little area left for development in the Lakeside area.

R-4 District – This is the Borough’s *multi-family* district. Essentially, one-family and two-family development densities are similar to the R-1A, R-2, and RLB Districts (4.4 and 7.3 units per acre). Multi-family dwellings are only constrained by lot size. A 10-unit apartment would require a lot of 22,000 square feet, yielding a density of about 20 dwelling units an acre, while a 20-unit apartment has a density of 23.5 units an acre. The R-4 District is essentially residential in nature, with complementary uses allowed (bed and breakfast, day care, personal care boarding homes, etc.). Finally, uses to accommodate University students are found here, such as dormitories, fraternities, and sororities.

The C-1 and C-2 Commercial Districts have no minimum lot requirements and allowed uses are similar, except the C-2 does allow some multi-family developments with limits (6 units per lot, density at R-2 level, maximum of 13 units per acre), while the C-1 provides second-story residential.

The Industrial District has a minimum lot size of 10,000 square feet with lot coverage and side yard requirements that promote open space. Light industrial uses, warehousing, and offices are permitted uses, while more intense uses are special exceptions with specific criteria.

The PRD element of the ordinance looks for larger developments (10 acres or more) and does allow for density bonuses of up to 37 percent, depending upon proposed amenities.

Much of Article 3 contains specific standards for special exceptions or conditional uses. The ordinance's supplementary regulations cover non-conformity, yard and height, performance standards, parking, signs, and miscellaneous provisions.

Although it has several districts, the ordinance is internally consistent and is designed to meet the needs of special uses within the Borough's borders. Edinboro's SALDO is about a decade old. It is a standard western Pennsylvania ordinance.

Franklin Township

The ordinance was adopted in 1981 and amended in 1991, 1993, 1997, and 1999. The body of this ordinance is based upon ordinances from the 1960s and 1970s. The use patterns and some parking regulations are dated, as is Section 409, Mineral Extraction. Criteria for conditional uses often lack specific standards.

The ordinance has nine articles. Like Edinboro, it is written in a "permissive format." Uses are delineated in Article III, while lot and yard regulations are contained in Chart 1/Chart 2, which was amended in both 1997 and 1999.

This ordinance has six districts. There are two rural districts, Agricultural and Conservation; two residential, R-1 Low Density and R-2 Medium Density; a commercial district, B-1; and an industrial district, I-1. The A-2 Conservation District is a floodplain area, and uses are limited to agriculture, open recreation, and some utilities.

The A-1 Agricultural District is essentially a farm, single-family area with a variety of other uses allowed or as conditional uses. Density is one dwelling unit per two acres. This district comprises most of the Township.

As noted earlier, the A-2 District is essentially floodplain. Housing is not a permitted use. Lot size is two acres.

The R-1, Low-Density Residential District, is found in a cluster along Route 98, and Old State Road. The permitted residential density is one dwelling unit per acre. Permitted uses focus on residential development and compatible activities. Conditional uses include some more-intense activities (athletic clubs, nursing homes, nursery schools, etc.).

R-2 Medium-Density Residential is similar, but does permit two-family dwellings. Densities vary. Single-family dwellings are permitted on a 20,000 square foot lot (2.2 dwelling units per acre), or on 10,000 square feet when public sewers are available (4.4 dwellings per acre). Multiple-family dwellings are allowed as conditional uses, but no density guidelines are given. As the Township has no sewer or water facilities, no multi-family development has actually occurred.

B-1, General Business – This district has a modest 12,500-lot requirement and allows for a great variety of permitted uses. It is found off Route 98 at the Crane Road and Old State Road intersections. Residential uses are allowed in B-1 as a conditional use.

The I-Industrial District permits a variety of light industrial and office uses. Conditional uses include industrial parks, “*all uses not permitted*” elsewhere subject to “*the highest attainable standards.*” I zones are along Route 98, Francis Road, Koman Road, and Crane Road. This Koman/Crane area is a KOZ district.

This ordinance does contain generalized Growing Greener provisions.

Franklin adopted a County subdivision ordinance by reference.

Washington Township

Enacted October 2, 1990, this ordinance replaced one from 1969. It has six districts and a Floodplain Overlay District. Districts include A-1 Agricultural, R-1 Rural Residential, R-2 Suburban Residential, R-3 Suburban Residential, C-1 Commercial, and I Industrial. Once more, it is permissive in nature.

The A-1 Agricultural District allows a variety of open space, agricultural, and single-family dwellings, as well as some five special exceptions and eight

conditional uses. The minimum lot size of 80,000 square feet yields a density of just over one-half dwelling unit per acre. Generally, the A-1 zone is along the peripheral areas of the Township.

In the R-1 District, the lot size drops to 30,000 square feet for single homes, for on-lot sewer and water, or about 1.5 units per acre. Where one or both utilities are allowed, this density can increase to 2.2 or 2.9 (both utilities) dwelling units an acre. Though the ordinance lists several uses, essentially this is a residential and agricultural district. The R-1 District is primarily east of Fry Road and south of Crane Road.

The R-2 District permits lot sizes of 10,000 square feet to 20,000 square feet, depending upon the presence of public water and sewer. Possible densities range from 2.2 to 4.4 dwelling units per acre. The use schedule is similar to the R-1 District, except multi-family dwellings in a variety of configurations are allowed. With public water and sewer, multi-family residential density could approach 5.5 dwelling units per acre. This district abuts Edinboro Borough on the east and south sides.

The R-3 District is essentially a continuation of Edinboro's Lakeside R-3 zone. Primarily, this district is intended for the Lakeside area developed prior to the 1969 zoning ordinance. Single homes and complementary residential uses are permitted. Smaller lots are permitted, with densities ranging from 4.4 to 10.9 units per acre. This district is just west of Lake Edinboro.

The C-1 District requires one-acre lots, and permits a variety of commercial and agricultural uses. Conditional uses and special exceptions allow for an additional eleven uses. The C-1 District follows 6N east and west of Edinboro and Route 99 north and south of Edinboro.

The I Industrial District also requires a one-acre lot. It allows light manufacturing and open/agricultural uses. Heavy industry is a special exception and such uses as auto salvage yards and landfills are conditional uses. This district sits between Silverthorn Road and I-79, north and south of Route 6N.

Criteria for special exceptions and conditional uses are listed.

In 2002, Washington Township adopted Ordinances No. 3 and No. 4, amending their existing zoning and subdivision regulations to allow Growing Greener

options. Combined, these documents run over sixty pages, too voluminous for detailed comment here.

The zoning amendment creates the Conservation Design (C-D) Overlay District, which allows all four Growing Greener developmental options (see subsequent discussion). This ordinance uses the adjusted tract area as well as the yield plan approach for certain developments. An important element of Growing Greener is to provide for permanent open space. Discretionary density bonuses are allowed. The density bonuses allow the developer to use the additional income from the allowed density to endow funds, allowing for greenway land maintenance. Greenway space can be dedicated to the Township, a condominium association, a homeowners' association, the county, a private conservation organization, via easement, or non-common private ownership. The ordinance also deals with lot areas, setbacks, and similar features, but often in a non-conventional manner.

Ordinance No. 4 amended the Township's SALDO, essentially to provide for the processing of the four optional conservation subdivisions. As previously noted in the Growing Greener approach, sketch plans are encouraged, preliminary plans are flexible, and the four-step design process is used. Though the Township adopted the Growing Greener ordinance, there are two important considerations to note. First, this approach is voluntary. Traditional subdivisions are allowed with no penalty. Second, the needed amendments to their comprehensive plan were not prepared to fully complement the process.

Summary

These three ordinances are very distinct in their use patterns and their density requirements. Though use differences can easily be rectified via the use-sharing provisions of multi-municipal plans, the differences in densities are not as easy to unify. This is due to potential nonconformity issues for lot and yard criteria.

All of the current ordinances used in the three municipalities were originally prepared before the watershed legislation of 2000 (i.e. Acts 67 and 68). As such, such items as forestry, historic preservation, agricultural issues, as well as various purely technical issues, per recent Planning Code Amendment, have not been addressed.

The Community Resource Inventory/Environment Considerations

In order to better embrace the Growing Greener concept, a Community Resource Inventory is appropriate. The purpose of this section of the Plan is to provide those elements of the inventory that can be gleaned for available resources. Some material is taken from previous individual comprehensive plans, some from available internet sources, Federal sources, and finally, some information from the Erie County Natural Resources Inventory.

To provide this inventory, the following maps are presented:

Wetlands

This map shows area wetlands and their relation to local streams and roads. The source of this information is USGS maps provided by the Fish and Wildlife Service, U.S. Department of the Interior. As can be seen, the greatest concentration of wetlands is near Lake Edinboro and along Conneauttee Creek.

Floodplains

The Floodplain map is taken from Federal and State mapping sources. The principal corridors are the Conneauttee, the Little Conneauttee, Darrows, and the North Shenango Creeks.

State Game Lands and Prime Agricultural Soils

The game lands are shown, as they are permanently open space. The mapping for prime farmlands was taken from the 1995 Washington Township Comprehensive Plan and the 1980 Franklin Township Comprehensive Plan. These sources show the Conneauttee and Little Conneauttee valleys contain the greatest concentrations of prime farmlands.

Natural Heritage Study

The Western Pennsylvania Conservancy completed a Natural Heritage Study of Erie County in the 1990s. Heritage areas are shown as the Devil's Backbone (Franklin Township), the French Creek Basin (Washington and Edinboro), and McLane Fens (Washington Township).

These maps present both primary conservation areas as well as important secondary conservation areas. As such, any Growing Greener development must be compared to these maps when determining developmental patterns.

The Future Land Use Plan

For the Borough of Edinboro, as well as the Townships of Franklin and Washington, the Future Land Use Plan is its primary document. Why? Because, this Plan is the basis for future zoning and SALDO amendments, as well as the outline for public water and sewer service areas. These areas essentially establish the development footprint for the next decade-plus within the three municipalities.

Essentially, this Plan provides for the following:

The Core Development Area: This area is comprised of the Borough of Edinboro as well as adjoining areas in Washington Township, extending to a small area of Franklin Township. It extends from Crane Road south between Fry Road to Hamilton Road, essentially extending south to the county line. This area is composed of:

- Single- and multi-family dwellings
- Edinboro University
- The Lakeside area
- Industrial uses

Extensions – Core Area West: This consists of commercial and industrial areas in Washington and Franklin Townships. This includes the commercial areas around the I-79/Route 6N Interchange as well as the Franklin KOZ area.

Route 99 Area: This is an area designated for mixed-use with a Business Overlay Zone along much of its length from the Borough to McLane Village. The Village is also a controlled mixed-use area.

In Franklin Township, the land use scheme essentially mirrors the Township's current zoning ordinance and KOZ designation.

Land Use Policies

- This multi-municipal plan will be used as the basis for a land use sharing agreement.
- All three municipalities need to address their land use ordinances.
 - Edinboro – As an intensely developed urban area, the Borough is not a Growing Greener candidate. However, both its zoning ordinance and SALDO are some years old now. They require technical review (changes to the PaMPC need to be considered). Also, the Borough must consider its role in the three-community land use scheme.

It must also consider updating its SALDO relative to its land development section. Finally, the Borough needs to consider introducing design review options for both its zoning ordinance and SALDO, especially for commercial development. A Traditional Neighborhood Development (TND) ordinance would be an excellent addition to the Borough's design review capacity.

- Franklin Township – Franklin's SALDO is sound, although the Township should review the land development section. Its zoning ordinance is dated and should be replaced. (See separate Growing Greener comments below.) *Note: If land use sharing agreements are concluded, the Township should seriously consider the elimination of multi-family areas as well as some unused commercial and industrial areas.*
 - Washington – The Township has a relatively modern set of ordinances, and modest amendments would update them.
- All three municipalities need to revise their zoning maps, as needed, to generally conform to the Future Land Use Plan.
- Franklin Township wishes to enact Growing Greener options. This could be done as part of an update to its land use ordinances. It can use the Washington Township ordinances as a model. However, this Plan notes that the level of development needed for successful Growing Greener implementation is some years away in Franklin. Washington's Growing

Greener amendments have been in place for three years. It would be wise to review them to see if they could be made more attractive to developers.

- This Plan area is also concerned with natural resources. The maps relative to the conservation areas of the Growing Greener interest can be used by the developing Townships to protect their most sensitive areas. If Franklin adopts Growing Greener amendments, that process will be strengthened. In addition, all municipalities must adopt ordinances to provide riparian buffer strips (at least 15 feet on each stream bank) along primary streams. This will enhance all water quality—in particular Lake Edinboro.
- In concert with the Transportation Plan, Washington Township should develop access management land use regulations for Route 99 (entire length) and Route 6N (Edinboro to the I-79 Interchange area). The intensity of existing development in Edinboro makes access management then of questionable effectiveness.

Agricultural Protection

Agricultural Security Areas are already established in the study area. Encourage more participation. Encourage the PACE initiative in primary conservation areas.

HOUSING

Housing is one of the primary assets of the study area. Though the type of housing varies between Edinboro, Franklin, and Washington, overall quality is high and problems are minimal. In 2000, the three communities had a combined housing unit count of 4,531.



In the following sections, a brief housing overview of each municipality will be presented. This information was drawn from Census and local data sources.

**Table H-1
Census 2000 Data
Edinboro, Franklin, Washington**

	Edinboro	Franklin Township	Washington Township
Housing Units	2,242	565	1,724
Occupied	2,087 (93%)	554 (98%)	1,639 (95%)
Vacant	155	15	81
For Rent	36	0	8
For Sale	15	0	12
Occasional Use*	86	6	19
Owner-Occupied	748 (36%)	515 (93%)	1,451 (86%)
Renter-Occupied	1,339 (64%)	39 (7%)	188 (14%)
Median Year Built	1970	1975	1977
Median Value**	\$108,400	\$100,000	\$120,900
Median Rent Contract	\$430	\$375	\$411
Single-Family	1,098 (49%)	475 (84%)	1,346 (78%)
*Occasional use includes recreation homes			
**Median Value – the value of an owner-occupied dwelling as estimated by the homeowner			
Source: Census 2000			

This table provides a real insight into the housing stock of the three communities.

Edinboro

The Borough has high occupancy rates (due to students) (rental and owner), the majority of housing units are rental (students again), and only one half of all units are single-family. The housing stock is surprisingly modern. The Borough has a well-established code enforcement program, and most serious housing condition problems have been resolved.

Franklin

The Township has a very high occupancy rate, and the majority of units are owner-occupied. The housing stock is modern and values are near the County median, but somewhat lower than the other two communities. Franklin portrays a picture of an essentially rural community.

Washington

There is a high occupancy rate in the Township. Most homes are owner-occupied (not as high as Franklin, but 50 percentage points higher than Edinboro). The Township has the newest housing stock in the area, purchase-housing values are high, and it is a typical suburban area.

The issue of housing stock quality is always an important one. Though a house-to-house survey was not completed, fieldwork did not reveal any pockets of deteriorated homes. A windshield survey conducted in 1992 classified Washington Township housing stock as good. A housing survey in Edinboro (1996) revealed only 33 problem homes (1.6 percent of the housing stock). And, both Washington and Edinboro did have housing rehabilitation programs. The Borough Code Office reports they have resolved their serious housing problems. The last housing survey for Franklin Township was completed over 20 years ago (July 1980). It found five deteriorated or dilapidated units out of 964 single-family units—a 6 percent problem housing level. In all, the area's housing stock appears quite sound. It is important to note that local residents must take pride in their housing, as strict code enforcement is a stated priority (see survey).

In a prior section, some housing data was provided. The following presents additional Census data (see Table H30, SF3 – Census 2000). Its main features not already discussed can be summarized as follows:

- Most multi-unit housing is in Edinboro (40 percent of all housing units).
- There are few mobile homes in Edinboro, 22; however, there are 81 in Franklin (14 percent of all homes); and 308 in Washington (18 percent of all homes).
- Only Edinboro is listed as having group quarters. Some 1,994 residents of Edinboro are in such housing, 118 in nursing homes, 1,873 in collegiate dormitories, with three listed in religious group quarters.

The final aspect of housing is its growth. Table H-2 shows house construction from 2000 to 2003 inclusive (four years).

**Table H-2
Housing Permits
Edinboro, Franklin, Washington**

	2000	2001	2002	2003	Total
Edinboro	8	5	3	9	25
Franklin	9	8	6	7	30
Washington	18	20	22	12	72
Total	35	33	31	28	127

Source: Building Permit data

This data shows that an average of 32 housing units are built annually within the study area. Obviously, Washington Township is experiencing the most growth, but Edinboro and Franklin also see positive numbers.

These numbers appear quite steady. If they agree with historic data, the accuracy of the Census must be questioned. Even at a modest 2.5 persons per household, an overall increase of 800 person per decade could be anticipated, not a loss of -1.4 percent, as indicated from 1990 to 2000.

HOUSING PLAN

Housing in the study area is in sound condition. It is also expected that the private market will supply virtually all of the new housing required for the three municipalities. The quality and density of development will be determined, in large part, by the individual land use ordinances and building codes. Based upon historic development patterns, the Borough will accommodate a total variety of housing from single family to multi-family. Washington Township can expect some medium-density development, but primarily will see single-family units. Franklin can expect single-family units. Also, new units will be governed by the UCC.

This Plan calls for the following actions:

- Housing type (density) to be subject to the multi-municipal land use agreement
- Aggressive code enforcement to forestall deterioration and blight. Adopt a standard property maintenance code. Use mutual aid for enforcement.
- Spot housing rehabilitation—on an as-needed basis
- An exploratory meeting to determine the market for, and potential support of, a senior housing complex. Local officials need only to sponsor this session. Local real estate developers, potential non-profit sponsors, churches, and government agencies should be invited.

As the housing stock is essentially sound, no dramatic action is needed.

Mobile home developments received low marks via the Citizen Survey. Both Franklin and Washington Townships should review their standards and:

- Increase individual lot area (no more than 35 percent lot coverage per individual unit)
- Require landscaping
- Introduce design standards to encourage units that appear “house like” on park borders to better blend with surrounding developments.

TRANSPORTATION

Historically, transportation plans may have three elements: air, water, and surface. As there are no active public airports or water carriers in this study area, the focus will be on surface transportation. Although railroad freight and Amtrak passenger services are available in Erie County, there are none in the immediate three-municipality planning area.

The remaining surface transportation concerns are highways and transit. These are covered by this Plan.

Transit

There are two separate transit operations that serve the study area, and the Erie Metropolitan Transit Authority (EMTA) operates both. One is the “LIFT” and the other is bus service.

The LIFT is a “demand response,” shared-ride, transportation system. It is a low-cost, or no-cost, option for most of its patrons. This is because of funding from the State Lottery, the Area Agency on the Aging, as well as programs such as medical assistance. Thus, target populations, essentially senior citizens and those with physical or medical issues, often ride free.

Generically, in a demand-response operation, patrons call for a ride, usually one day in advance of their need. (Same-day rides are available, but at full fare.) The patrons are picked up at their residences, driven to their destination, and returned home. Van-type vehicles are used, and more than one rider is served at a time. Because of the shared-ride feature, the LIFT rides are scheduled in various areas of the County on different days. The study area is in the McKean-Edinboro LIFT service area. Within the study area, LIFT rides can be generally scheduled during the workday (8:00 a.m. to 5:00 p.m.). Saturday rides are also available, on a more limited schedule.

Regular bus service is also an option, and EMTA provides three services for the Edinboro area. EMTA Route 14 leaves Perry Square in Erie City, and travels to the Millcreek Mall. From there, the bus travels along Route 99 through McKean, to Edinboro. The service is available Monday through Friday during the day. There are morning and afternoon buses—one from Erie and the other from Edinboro. The Edinboro-to-Erie fare is \$2.20. Senior citizens ride free during non-peak hours.

The other EMTA bus services are shuttles focused on Edinboro. One bus loop primarily serves the Edinboro University campus—the Campus Loop. This service has a one-half hour head time. No holiday services are available. Edinboro University students ride free; others pay \$1.10. The second shuttle called the Edinboro Borough Loop is an hourly service from the Borough to the Wal-Mart store at the Route 6N/I-79 Interchange. The fee schedule is the same as the Campus Loop.

Roads and Highways

Table T-1 contains the local road mileage for the three municipalities.

**Table T-1
Road Statistics
Edinboro, Franklin, and Washington**

	Edinboro	Franklin	Washington	Total
Local	17.95	32.08	73.29	123.32
State	3.70	23.64	34.81	62.15
Total	21.65	55.72	108.10	185.47

Of the 185 miles of roads in the area, those of the state network are key, and carry the bulk of traffic. The major State roads, their functional classification and volumes are listed in Table T-2 and the map, Highway Characteristics.

**Table T-2
Road Characteristics – Designated Traffic Routes**

Route	Functional Classification	AADT*	Comments
I-79	Interstate	19,000 to 24,000	4-lane divided, limited access on National Highway System
US 6N	Principal Arterial	4,100 to 17,000	2-lane except at I-79 and turning lanes at Route 99 on National Highway System
PA 98	Rural Major Collector	2,800 to 3,300	2-lane (recently repaved) Bikeway A
PA 99	Rural Major Collector	4,800 to 13,000	2-lane (see text)
*AADT – Annual Average Daily Traffic Source: PennDOT: Federal Functional Class – Erie County (2004), Traffic Volumes 2002 (Published December 2003)			

PA 99 is classified as a Rural Major Collector from Washington Township’s north boundary to Edinboro. PennDOT then changes its designation to a Minor Arterial

until it exits Erie County. Interestingly, it retains that classification its entire length in Crawford County, though traffic volumes are less than 5,000 AADT.

The highest traffic volumes found for both Route PA 99 and U.S. 6N are experienced within the Borough of Edinboro. As noted in Table T-2, Route 98 is on the State's Bikeway System, designated as Route A. In all, that facility covers 199 miles from Erie County to the West Virginia border. The Bikeway runs parallel to I-79 on various roads; but in this area, it is only on Route 98.

The functional classification and traffic volumes for other State Roads (SRs) are shown on the map. None is rated a traffic route. The only roads with appreciable uses are Crane Road (SR 3008), Old State Road (SR 3014), and Kinter Hill Road (SR 3022).

Traffic Volumes

The traffic volumes presented herein are taken from the PennDOT Traffic Volume Map published in December of 2003. Individual data are shown in the Functional Classification/Traffic Volume Map. Only highlights are mentioned in the text.

- **I-79** (combined north and south lanes): North of the Route 6N interchange volumes are given as 24,000 vehicles per day and south 19,000 AADT (Annual Average Daily Traffic).
- **Route PA 99** (Edinboro Road): At the McKean/Washington border, the volume is listed as 8,100 AADT; when Route 99 crosses into Edinboro (near Walker), it is listed as 13,000; in downtown Edinboro, 11,000; at Kinter Hill Road, approximately 6,600; and as it exits Edinboro south, it is listed at 4,800.
- **Route PA 98**: North of Old State Road volume is given as 3,300 AADT; south of that point, 2,800 to Crane Road; then south of Crane, 2,400.
- **Route U.S. 6N**: As it enters Washington from the east, the volume is approximately 3,000 AADT; west of SR 3023 (Sharp Road), it increases to 4,400; west of Route 99 in the Borough, volumes are 17,000; and it then is reported to drop to 8,400 east of I-79; while west of I-79, volume is given as 4,100. Local sources believe updated data will dramatically increase volumes as a result of the Wal-Mart complex at I-79 and 6N.

Traffic counts on local roads are not available.

The most recent "MPO" transportation study (*Erie County 2030 Transportation Plan*, two volumes) contains both generalized traffic volumes and Level of Service (LOS) projections to 2030. Table T-3 shows the volumes of interest in the study area. Also shown is the projected Level of Service. These are given in ranges from "A" (free flow) to "F" (excessive delays). Generally, a LOS of C is regarded as the minimum acceptable for transportation-planning purposes by the Erie County MPO. Service levels over C (D, E, F) approach gridlock.

**Table T-3
Projected Traffic Volumes and Level of Service**

Highway	Project Volumes	LOS Over C
U.S. Route 6N (East of I-79)	19,800	Yes
U.S. Route 6N (West of I-79)	9,300	Yes
PA Route 98	NA	NA
PA Route 99 (Route 6N to Crane)	10,500	Yes
PA Route 99 (North of Crane)	9,000	Yes
I-79 South of 6N	38,000	No
I-79 North of 6N	43,000	Yes
Source: Erie County 2030 Transportation Plan		

It clearly appears that the major transportation corridors within the study area are predicted to grow in volume and have service problems by the year 2030.

The previously mentioned *Erie County 2030 Transportation Plan* lists two sections of "Traffic Concerns" in the study area—the Lakeside area of U.S. Route 6N and the northern segment of PA Route 99 in Edinboro.

Safety Issues

The map, Number of Accidents on State Highways From 1997 to 2001, identifies the areas with the primary accident concerns. This is based upon accident data submitted by PennDOT. Accident data from January 1, 1997 to December 23, 2001 was given for nine separate roads. These range from I-79 to relatively minor State and local roads. Table T-4 sets forth the general statistics for the area.

Table T-4
Number of Accidents – Selected Roads – Summary Table
1997 To 2001

Accident Severity	I-79	6N	Route 99	Route 98	Crane Road SR 3008	Old State Road SR 3014
Fatality	0	0	1	2*	1*	0
Major Injury	2	3	3	2	1	1
Moderate Injury	11	15	20	7	3	7
Minor Injury	43	49	73	13	19	23
Unknown Injury	4	2	0	3	3	1
Property Damage Only	81	66	56	16	11	12
Total	141	135	153	43	38	44
*Intersectional accidents 11/16/04, Route 98 and Crane Road, 2 fatalities.						
Source: PennDOT Accident Summary Records						

Reports were also received for Sharp Road (4 accidents), Kinter Hill Road (12 accidents), and SR 3021, West Stancliff and Eureka (0 accidents). Due to the few accidents reported, these roads were not included in the summary table.

Based on an overall analysis, there were approximately 560 accidents reported over a five-year period, just over 110 per year. Some 25 percent of mishaps were on I-79. Yet, I-79 did not experience any fatalities, and considering the relative traffic volumes, its accident total appears modest. Of the local roads, Route 99 appears to have the greatest incidence of accidents.

Of greatest concern are those accidents that involve fatalities. These are covered below:

Fatalities: Three fatal accidents were reported. These resulted in six deaths. The PennDOT summary lists causes; two were “driving on the wrong side.” Two of the three accident reports indicated alcohol in the blood test—for one, one driver left the scene.

A second interest is in any “clustering” of accidents as shown by Table T-5:

**Table T-5
Accidents by Location**

Intersections	No. of Accidents
Old State Road and Route 99	14
Crane Road and Route 99	9
Route U.S. 6N and Route 99	7
I-79 and Route 6N	7
Route 6N and Fry Road	6
Route 6N and Lakeside	6
Old State Road and Route 98	4
Normal Street and Route 99	4
Waterford Street and Route 99	4
Route 6N and Maple	4
Route 6N and Perry	4
Source: PennDOT Accident Reports 1997-2001	

Of the eleven intersections cited above, Route 99 and Old State Road had the greatest number of accidents, though most were minor. Crane Road and Route 98 had nine accidents, with one fatality. Angling Road at Route 6N was “under the radar” with only three reported accidents. The intersection of the roads of Angling, Washington, and Lakeside with Route 6N had a total of ten accidents in this time period.

It is interesting to note that on I-79 most accidents occurred during bad weather—snow, sleet, or rain. On other roads, adverse weather conditions did not seem to be a major factor, and, other accident characteristics (rear-end accidents, angle, hit fixed objects) were mixed. Consequently, it is not easy to clearly identify specific causal patterns.

Bikeways

The only formally designated bikeway in the study area is “Route A.” This is a State-designated bikeway along Route 98 in Franklin Township, along the highway’s paved shoulders. There was a discussion of an extension to Bikeway Y (Route 6) along Route 6N through Edinboro to Route 20. That, however, was never implemented.

Citizen Concerns

The residents of the area have identified five primary highway concerns:

- U.S. Route 6N and Fry Road
- U.S. Route 6N and Route 99
- U.S. Route 6N and Angling Road
- I-79 and U.S. Route 6N, General Intersection Area
- Route 99 and Crane Road

Transportation Plan

Traffic congestion and safety were concerns of elected officials as well as the citizens of the area. The purpose of this element of the Transportation Plan is to address these issues. However, the solution to these problems does not rest completely with local officials.

The bulk of traffic in the study area uses the State Highway System. The project planning and implementation for that system is conducted through a combination of Federal and State processing. Generally, the bulk of the funds for major highway projects is obtained through the fuel taxes on gasoline and diesel sales. Typically, 80 percent (sometimes more) of project funds are Federal and 20 percent are from the State.

Federal funding priority and project planning comes through the TEA-21 Program (Transportation Equity Act for the Twenty-First Century). State funding is tied to this process but also must include the Commonwealth's Transportation Commission actions. By Act 120 of 1970, Pennsylvania requires the State Transportation Commission to undertake a Twelve-Year Transportation Program. This program is separated into three, four-year segments. The first four years coincide with the four-year action program required under TEA-21, the TIP (Transportation Improvement Program). All capital projects that use Federal or State transportation funds must flow through this dual planning procedure.

If this Plan for Edinboro-Franklin-Washington is to be realized, its major recommendations must be part of a two-part process. For Erie County, the TEA-21/Twelve-Year Program is planning collaboration between the Pennsylvania Department of Transportation and Erie County via the Planning Department, through the Metropolitan Planning Organization (MPO). Essentially, this organization draws up a long-term plan and the shorter-term, four-year project

plan. Recommendations are then submitted to Harrisburg for final approval. A project must be approved locally and placed on the short-term program (TIP) if it is to be constructed. Longer-term concepts can be included in the TEA-12 Long-Range Transportation Plan, and the second and third “four years” of the State’s Twelve-Year Transportation Program. Erie County’s long-range plan, *Erie County 2030 Transportation Plan*, was adopted by the MPO on November 19, 2003 and should be considered the plan from which project funding will flow. However, the Erie County Long-Range Transportation Plan 1998 update (adopted by County Council 12/1/98) is still the official transportation element of the County’s comprehensive plan. Fortunately, the MPO process already recognizes many of the study area’s major concerns. Yet, as plans can and do change, local officials will be challenged to keep their projects in achievable priorities.

Based upon the resources listed, this Plan will focus on transit, bikeway, highway, and safety issues. Some elements of the Transportation Plan recommendations involve land use and are detailed in that section.

Transit

Issues of transit services were not raised during the public input portion of the Plan. However, this Plan recognizes that transit provides unique services to its residents, and these services are often targeted to residents with limited transportation options—or to special groups, such as students. Consequently, it is the goal of this Plan to keep transit operations, both the LIFT, bus and shuttle, at the current level.

Bikeways

Currently, the only formal bikeway in the study area is Route 98, which is designated Route A on the State Bikeway System. Yet, bikeways have been discussed as a desirable. Where? Within the study area, there are no vacant right-of-ways that could easily be converted into a bikeway—per the “rails-to-trails” program. Consequently, any bikeway will either need to use existing roadways or special right-of-ways. In promoting bikeways along existing highways, safety must be a concern. According to “Traffic Safety Facts 2002,” (USDOT) (95-193), over 600 bicyclists are killed annually as a result of collisions.

What general criteria should be considered?

- Generally, the minimum recommended bike lane is five feet wide (excluding the curb gutter).
- There should be two bike lanes on two-way roads—of the same pavement type as the road.
- Bike traffic should flow in the same direction as the adjacent traffic lane.
- Manhole covers and drainage grates are to be avoided as much as possible. If not, manholes should be at grade with the street, and drainage grates be “bicycle safe.”
- High-volume, high-accident roads should be avoided.

This study is not in sufficient detail to propose detailed bike-lane areas, but does suggest that a bikeway study be prepared with the following goals:

- Bikeways should be available in all three municipalities.
- The bikeway should connect collegiate areas, residential areas, and key recreation facilities.
- The rural elements of the bikeways should use low traffic roads with reasonable grades.
- If possible, bikeways should take advantage of potential greenways.
- There has been discussion of extending a branch of Bikeway Y along Route 6N. This should be explored for any bikeway plan. Yet, the congestion along Route 6N from Dundon Road to I-79 argues for a bikeway bypass of that particular stretch of road.

Key connections for any bikeway would be:

- Edinboro University
- Billings Park/Crawford Beach area
- Mike Onda Beach
- The VFW Post in Franklin
- Elementary and Secondary Schools

Bikeways can be funded via either PennDOT or DCNR funds; sometimes, these grants can be combined. They can also be accessed for a master bike plan needed before a workable system can be designed for this area. Such is the recommendation of this Plan.

The Highway Network

Based upon public input and background data, the following highway projects are recommended:

Safety Projects

The following intersections or road segments, in priority, show a high incidence of accidents and should be the subject of safety studies/projects:

- Old State Road (SR 3014) and Traffic Route PA 99*
- The intersection of PA 99 and U.S. Route 6N**
- The Route 6N/Lakeside area (from Lakeside Drive to Angling Road)**
- Route 6N and Fry Road**
- Route 98 and Crane Road
- Sight distance corrections along Crane Road near the Fry Road intersection area

*See comments below – Route PA 99

**See comments below – Route U.S. 6N

Special Corridor Studies

- Route U.S. 6N – This route is the principal traffic carrier within the study area. However, volumes decrease appreciably west of I-79 and east of Dundon Road. Based upon these findings, a special corridor study from the west side of the I-79 Interchange area to Dundon Road is recommended. If possible, this study should be undertaken in the very near future. Why? The opening of the Wal-Mart plaza and the increased use of Fry Road bring more and more pressure on this stretch of highway. Even before Wal-Mart, the County 1998 Transportation Plan as well as its “2030 Plan” both projected significant traffic increases in this area. (See 1998 Plan, Figure 17 and Figure 19, as well as the 2030 Plan, Table IV-4 and page IV-9.) However, it would be wasteful to examine that corridor without factoring in the

intersectional problems cited above, i.e. Maple Road, Angling Road area, Fry Road, Route 99 sector, etc.

It would be wise to include O&D studies in the Route U.S. 6N study to test that result (i.e. How many vehicles are bound through on Route 6N versus those turning north on Route 99?). Fortunately, these issues are recognized in whole or in part by the County's 2030 Plan. It calls for improvements to Route 6N (a third lane), an Edinboro area traffic study, and the listed Route 6N safety concerns. The challenge is to expedite a corridor study and to include the entire I-79 Interchange area.

- Route PA 98: This highway received no particular mention in the County's 2030 Plan, and, locally, primary concerns focused on safety issues, particularly the Crane Road intersection. Yet, it is scheduled in the Betterment Program with \$4.2 million programmed (Period B) for the stretch from Sterrettania Road to the Crawford County line. The repaving of this road is likely part of this effort.
- Route 99 – Once again, there is a combined need to study traffic capacity as well as safety at key intersections. A deficient operational function for this road is shown in the County's 1998 Plan as well as the 2030 Plan (page IV-10). Traffic increase is also forecast in the County "2030" Plan (Table IV-5), though these projected increases seem low when looking at the actual 2002 volume map. This study should include all of Route PA 99 from the McKean border south to Kinter Hill Road. Included in the study are three key intersections: East Normal, Plum Street (Route U.S. 6N), and Old State Road.

Once again, the 2030 Plan recognizes the need to study this important road with a "Route 99 Land Use and Transportation Study" recommended (page V-4 on the 2030 Plan). This study should also examine the classification of Route 99, currently listed as a Major Collector. Given its volume of use, this facility should be reclassified as a Minor Arterial.

In an ideal world, these two studies should be completed concurrently. If, however, priorities are needed, then Route 6N with its intersectional needs should receive preference. The studies should be multi-dimensional. That is, safety and land use implications are needed as well as considerations of capacity. Of special interest will be recommendations for access

management, especially on Route 99, as it still has significant stretches of undeveloped land.

Other Potential Transportation Projects

- The Edinboro Bypass – Over the years, a bypass for the Borough has been discussed. Various options include: Shellhamer via Pineview and Aspen to Walker; Dundon Road with a new road constructed to link with Walker Road; Hamilton-Crane-Fry. The first two options function as a bypass for east side traffic bound for Erie/Millcreek via Route 99. The latter functions as a complete Borough bypass. This study does not recommend the Shellhamer approach, due to the traffic and safety impact on existing local residential streets. The latter two do merit consideration. Dundon is more rural, though a new road near one-mile length would be needed with a stream crossing (Darrows Creek). The Hamilton-Crane-Fry Roads bypass has the advantage of being in existence, although Crane Road east of Route 99 would need considerable improvement to adequately function. Yet, it also has one distinct disadvantage: though now available, few use it.

The Edinboro bypass concept was evaluated in the 2030 Plan (see page A-7), and the computer simulation indicated a bypass road would carry fewer than 1,000 vehicles per day.

- I-79 and Old State Road Interchange – This concept was originally suggested in the McKean Area Comprehensive Plan. The purpose was to draw trips from the Edinboro/Washington area to Millcreek/Erie off Route 99 and direct them to I-79. This proposal was also computer-tested. This model found that though helpful, the impact was approximately 1,000 vehicles a day—an impact considered inadequate for the cost of this project.

The three communities of this Plan are at a point when significant transportation investments are needed. It is essential in Edinboro and Washington where the U.S. 6N and PA 99 corridors are predicted to become more and more congested. Yet, the “Peach Street” lesson must be heeded. Sound land use policies are needed if future transportation investments are to be cures rather than a temporary palliative.

COMMUNITY FACILITIES

The purpose of this section is to provide an overview of the community facilities of the three municipalities that comprise the study area.

Parks and Recreation

The incidence and use of recreational facilities are important in contemporary life. They are a resource most urban dwellings assume and though rural areas often have limited resources, those in the suburbs expect community facilities.

Edinboro Community Parks

The Borough of Edinboro has six public parks, including a guarded public beach and an unguarded beach along with other recreational resources.

- **Billings Recreational Complex** – This multi-purpose facility is located in the Lakeside neighborhood, along Cypress Street, Washington Street, Jefferson Street, and Lakeside Drive. The complex contains approximately six acres of land and includes a playground area, a pavilion, and a volleyball court. Also included in this area are temporary parking facilities for boat trailers. Nearby are a boat launch ramp and a handicapped-accessible loading dock.



Billings Recreational Complex

- **Boat Dock** – Along the Lakefront, the Borough maintains approximately 28 docks. These are rented to boaters on a weekly or seasonal basis. In 2004, the Borough rented 105 dock spaces. The Borough's Public Works Department maintains and installs the docks.
- **James Hagerty Memorial Park** – Near the intersection of Lakeside Drive and Elm Street, a small peninsula extends into Lake Edinboro. This area contains mowed open space, a handicapped-accessible fishing pier, a wooden picnic pavilion with three picnic tables, an inlet boat berth, park

benches, a walking/biking trail, and approximately 15 parking spaces along Lakeside Drive.

- Culbertson Triangle Park – This small park, containing a land area of approximately one acre, can best be described as a passive recreational area located along Fairway Drive.
- The Culbertson Hills Pool is located near the Culbertson Park along Fairway Drive. Although the Borough has never owned the pool, the Borough has, in the past, leased the pool and operated it as a community facility. The Erie County YMCA currently operates the pool. A citizens group, the People for the Pool Committee, has commissioned a study of the pool, its needs, and operations.

The Swimming Pool Feasibility Study was completed in April of 2005. It recommends the ownership of the pool be transferred to some type of joint ownership. However, as the Plan states, there are many other issues beyond ownership that need to be addressed. The Plan identifies six main topics in its Action Plan and notes that “hundreds of tasks” are required. Beyond ownership and operation, the study also identified \$272,030 in needed renovations and improvements. And, under a heading of “Additional Features,” other improvements were discussed.

- Chestnut Park has a high-tech playground made of high-strength plastic molded components. This playground is user-friendly with a handicapped-accessible area. Slightly smaller than the Culbertson Triangle Park, this park is located at the corner of North Skytop Road and Chestnut Street.
- Mallory Run Project – This facility is an excellent example of municipal, civic, and individual cooperative efforts coming together for the public good. Named in memory of Royce Mallory, the Mallory Run project is located directly behind the municipal building and directly below the Chestnut Street Dam on the Lake outlet (Conneauttee Creek). The project, containing approximately 0.5 acres, provides fishing opportunities for children under the age of twelve, handicapped persons, and veterans. Concrete walkways provide access to a concrete pad on each side of the creek to facilitate fishing. The Borough owns and maintains the project. Civic groups and individuals provide fish for stocking the area.

- Mike Onda Beach – Located off Route 99 North, the unguarded beach is open from Memorial Day to Labor Day and features a nearby pavilion with tables and benches for picnics. Portable restroom facilities are provided.
- Nature's Outlet – This passive, picturesque park is the Borough's newest recreational site. An Edinboro resident originally developed Nature's Outlet. The Borough acquired the site with a Keystone grant. Located along the eastern side of the Lake outlet, above the Chestnut Street Dam, Nature's Outlet is an easy five-minute walk from most of the downtown area. Major features of this 1.5-acre park include: shrubs and diverse types of trees, a split-rail fence along the outlet border, green space with trees, shrubs and plantings, park benches, and a bordered red and white gravel trail that winds through the park.
- Robert Thompson Park – Centrally located within the Borough, Robert Thompson Park serves the traditional function of a neighborhood playground. Situated off High Street, the park contains approximately one acre. Its major features include a cyclone-fenced tennis court area, a similarly fenced basketball court area with three courts (7 hoops), a wooded playground with swings and benches, and a water fountain.
- Wood Family Ballpark – The ballpark is used mostly for organized softball games. It is located beside the sanitary sewer treatment plant, along Water Street in the southern end of the Borough and is equipped with lights, bleachers, dugouts, restrooms, and a food concession stand.
- The Green Area – This 11.5-acre site can best be described as an undeveloped conservation area, and was taken possession of by the Borough through a resolution. The green area is located along Darrows Creek, in the northern portion of the Borough and serves as a natural riparian buffer area between two major residential developments. It is the intention of the Borough to maintain the area as an undeveloped natural site.
- Pat Crawford Beach – The Borough's largest, guarded beach is open from Memorial Day until Labor Day and sports a large, clean shoreline nestled in a shaded, grassy area. The beach area is located across the street from Billings Park.

Franklin Township

Franklin Township has no public park areas; however, the Edinboro-McKean VFW Post does provide recreation areas for local use. This includes a lighted ball field, swings, a play structure, and shelter area. Local officials indicate the VFW as very cooperative with recreational groups. Dave's Pond and Erie Hunt and Saddle Club are private recreational uses.



Washington Township

The Township has a variety of recreational facilities for its residents:

- Conneauttee Park – This is a small park primarily designed to serve the Conneauttee/Forest Heights subdivision. The facility has a picnic pavilion, a swing set, a slide, and play apparatus. Its size is three-fourths of an acre, with access from either Woodlawn or Culbertson.



- Bicentennial – This is a three-acre facility on a triangular parcel, which the Township rents. It is primarily an open mowed area with swings, picnic tables, and grills. It is located at the Route 6N/Angling Road intersection.
- Point Park – A small picnic, playground facility located at the intersection of Lay and Angling Roads.
- Peninsula Park – This 39-acre site includes the upper reaches of Edinboro Lake with inlets and fingers. The park has two good-sized picnic pavilions with tables and a grill. A canoe access point and a handicapped-accessible fishing dock are available along with a larger open area. It connects by a trail to Willow Park.
- Willow Park – This facility has a ten-station exercise trail to use and is connected via trails to Peninsula Park.

- Woodlands Nature Park – This is a 26-acre open site with walkways and was once a chemical dumpsite. This park was proposed to be an ecological reserve and a regional library. The Edinboro Regional Community Services was to take title from the Pennsylvania Department of Environmental Protection of this land. Another group, the Friends of the Library, was to develop the library. Currently, the development of this site is at a standstill. It is situated on Route U.S. 6N.

- Veterans Memorial Park – This is a small two-acre park located off Route PA 99, just north of the Township building. This facility is now under construction. Its proposed development is as follows:
 - An entrance kiosk shelter with a statement of the park’s purpose, dedicatory plaque, and a map of the park
 - A grassed commons defined by 12-foot high classic columns and surrounded by a paved walkway lined with trees
 - A long, serpentine stone wall containing markers for each of the major conflicts from the Revolutionary War forward
 - Bronze military branch markers prominently displayed in front of the wall at its center point
 - A classically styled gazebo
 - Benches, paved walkways, paved parking areas
 - An arboretum and a garden with pathways

The large classical gazebo is completed and an arboretum of 29 flowering trees is installed. Parking areas are graveled and the commons is excavated.

- Wainer Park – This is a 17-acre site with just over one-half million dollars of improvements scheduled over a five-year period, with three construction phases. Proposed improvements include:
 - Volleyball court (ice skating – II)*
 - Trails – I
 - Pavilions with kitchen and restroom – I, II, and III

- Horseshoes – I
- Playground – I
- Storage areas – III
- Road and Parking – I and II
- Amphitheater – II
- Bridge – III

*The Roman numeral indicates the development phase.

The area is off PA Route 99 to the south and west of the Township building.

Recreational Analysis and Plan

A generation ago, recreation studies followed a "cookbook" approach. Recreational facility needs were measured primarily against two criteria: population and service area. Typically, yardsticks, such as those published by the National Recreation and Park Association, were used. An area of 10,000 persons needed two baseball diamonds, four tennis courts, etc.

Recreational planning has changed. Today's plans rely upon surveys, recreational trends, and outreach, in addition to traditional inventories. It is very much a market-driven undertaking. These new approaches recognize recreational trends change. A generation ago, Jimmie Connors was a national hero, and tennis was exploding. In the 1980s, no one heard of in-line skating. Often today tennis courts are vacant or have been converted to deck hockey. Also, adults are recognized as recreation consumers, not just the school-aged population.

In the three-community study area, using the "cookbook" standards approach of the National Recreation and Park Association, there appear to be sufficient resources already existing or proposed. Beyond those projects already committed, this Plan recommends:

- A recreation study of the three communities is needed, with more emphasis on current and future user program needs and less on new expensive development plans.
- A process to provide recreation services cooperatively must be found. That process should be a primary element of the recreation study.

- The General McLane School District and Erie County YMCA should be on the Study Committee, either as official participants or as "ex-officio" observers. These two agencies must also be involved in any discussion on a pool for the area, be it a rejuvenated Culbertson Hills or a year-round facility.
- The costs of future operations and maintenance of current facilities must be established.
- Both Edinboro and Washington should consider a recreation fee for new dwelling units. Any fee should recognize that operations and maintenance are as important as new facilities. Franklin currently has no public park system. However, if the Township participates in regional park funding, it too may wish to develop such a system.
- Another element of the regional park study should be the development of a mechanism for regional park operations, be it an operating authority or cooperative approach.
- “The Borough of Edinboro: Swimming Pool Feasibility Study” states the best management option for the pool would be some type of intergovernmental organization, consisting of Edinboro Borough, Washington Township, the YMCA, and the General McLane School District. The committee, “People for the Pool,” believes that an Act 177 agreement would be the best approach to manage the pool. It is the recommendation of this Plan that the issue of a pool should involve all interested municipalities, the Erie County YMCA, and the McLane School District. Furthermore, the potential of a year-round pool—not just the current facility—needs to be considered.

State Game Lands

There is one State Game Land in the study area. Approximately half of SGL 192 is in eastern Washington Township off Lewis Road. The size is approximately 135 acres. No change is recommended.

Public Safety

Fire Departments

- Franklin – The Franklin Township Volunteer Fire Department is a 35-member organization. They are located in a campus-type setting near both the Township complex and the Erie County Fire School facility. Their equipment is as follows:
 - One tanker/pumper, 2,000 gallon tank
 - One pumper, 1,500 gallon tank
 - One BLS ambulance
 - One utility/fire police vehicle
 - Social hall built in 1983 and is in good physical condition

- Edinboro – The Edinboro Volunteer Fire Department is located across from the Municipal Building at 125 Meadville Street and includes an ambulance service. The department is completely manned by volunteers. There are approximately 80 active personnel. The department serves the Borough of Edinboro, Washington Township, and Edinboro University. Included in its service area are parts of Elk Creek, Cussewago, and Venango Townships in Crawford County.

The department is dispatched by the West Erie County Communications Center. Together with its ambulance and EMT personnel, the department is able to effectively deal with a variety of emergency situations.

Currently, the department is well housed and employs state-of-the-art equipment. The fire department building, which includes a fully equipped social hall, was erected in 1987 and is in very good physical condition.

Equipment:

- Ambulances – Two
- Trucks:
 - Two pumpers
 - Rescue
 - Tanker
 - Aerial (65-foot aerial ladder)
 - Fire/police vehicle

Edinboro Police Services

The Borough of Edinboro police are headquartered in the Municipal Building at 124 Meadville Street. There are eight full-time officers, a full-time secretary, and one part-time officer. The Borough also has a dog and an assigned canine officer to assist in dealing with drugs. The police department provides twenty-four hour service, seven days a week. Police cars are equipped with video and sound devices to reduce court time and to protect the officers from frivolous lawsuits. A typical year includes about 3,000-plus calls and 700 criminal cases.

The Borough headquarters does not have lockup facilities, so prisoners are kept at the Erie County prison.

The service area of the Borough police is limited to the Borough. However, at the request of the State Police or outside municipal officials, they will provide service or assistance outside of Edinboro.

Edinboro University of Pennsylvania has a fully staffed police department with fourteen officers. Through mutual agreements, the two police departments (Borough and University) complement each other.

Plan Recommendations

At this time, no changes to emergency or fire services are recommended. The municipalities and services appear to have good working relationships. However, active membership levels should be monitored.

Likewise, Borough police services are well regarded, and no change is recommended. Washington Township has indicated an interest in limited police services. At this time, this can be accommodated through a purchase of services contract.

Refuse Collection and Recycling

Edinboro

Tri-County Industries, Inc. of Grove City, Pennsylvania provides this service. There is a curbside pickup once a week. Residents and businesses are billed every

two months for refuse collection and recycling. Special pickups are coordinated with student move-out and move-in dates and they include the entire municipality.

Recycling is mandatory. Recycling bins are distributed to all residents in which they may commingle their recyclables items. The Borough has received numerous program and performance grants due to its recycling performance.

Franklin

There is no mandatory refuse collection or recycling in the Township. However, all garbage haulers in Franklin are licensed and residents have three options:

1. Individually tagged garbage bags and free recycling pickup;
2. Quarterly payment with unlimited weekly pickup of garbage and free recycling; or
3. Individually tagged recycling bag pickup with no garbage pickup.

The Township's recycling program includes #1 and #2 plastics, glass (bottles), "tin" cans, aluminum cans, and newspaper. Franklin also traditionally provides Recycle Days. These events are to accommodate larger items (tires, car batteries, etc.) and items such as anti-freeze and oil. Due to a lack of funding, the Recycle Days have been temporarily suspended.

Washington

There is no formal refuse or recycling program.

Plan Recommendations

No changes are recommended.

Library Services

The Erie County Library System has a branch library, which is located within the Edinboro Municipal Building. Edinboro residents support this County library facility by not charging rent or utilities (heat, light, etc.).

Its hours are as follows:

- Monday – 10:00 a.m. to 5:00 p.m.
- Tuesday – 1:00 a.m. to 8:00 p.m.
- Wednesday – 10:00 a.m. to 5:00 p.m.
- Thursday – 1:00 p.m. to 8:00 p.m.
- Friday – 10:00 a.m. to 5:00 p.m.

It is not open on Saturday or Sunday.

Edinboro University has the Baron-Forness Library for its students on the University campus. As previously noted, a local group wishes to construct a new library facility.

Plan Recommendations

There has been talk of constructing a new library along Route 6N at the former Superfund site. A local group initiated fundraising and a schematic plan was displayed. Such an undertaking is laudable, but must be viewed with caution. Important issues are:

- Construction costs
- Source of capital funds
- Cost of operations and maintenance
- The capacity of the Erie County Library System to stock and operate such a facility

It must be noted the State funds for libraries have been limited in recent years, and a commitment for long-term support is a necessity. This should be either from a large endowment or active County support.

Schools

All the study area schools are within the General McLane School District. There are no known private schools. According to available data, the total enrollment for the district is 2,485 (2003-



General McLane High School

2004) students. Enrollments in individual schools are as follows:

Edinboro Elementary (K-4)* – 430
James W. Parker Middle School (5-6)* – 210
McKean Elementary School (K-4) – 392
James W. Parker Middle School (7-8)* – 405
General McLane High School* – 878

*Physical facilities within the study area

Source: Pennsylvania Department of Education, 2003-2004

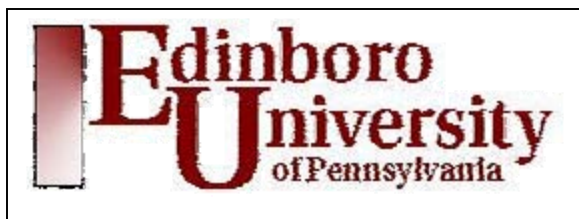
This current district budget is approximately \$25 million with 13 percent used for debt service. This is for bonds that were used to finance the renovations of all district schools and the construction of a service center.

It must be noted that in the 1999-2000 school year, enrollment in the district was 2,775, and a 10 percent drop has occurred over the past five years. In addition, the Commonwealth projects enrollments to decrease by 28.7 percent by the 2013-2014 school year. Yet, given the residential construction in this area, that number is suspect. It cannot, however, be ignored, and school officials acknowledge shrinking enrollment.

All schools in this system have undergone renovations/additions in the past ten years. Also, a new service center, which houses a bus garage and grounds and maintenance staff, was completed in November 2002. The additions/renovations have provided updated facilities to meet the needs of the community and provide the inclusion of technology as an instructional tool. All buildings and grounds are well maintained and are available for a large number of community uses.

The General McLane School District has in place a number of support services, including an Instructional Support Team, Title I, a Student Support Program, Transition Services, Parent/Teacher Organizations, Reading and Learning Support Programs, and the Better Way Program.

Edinboro University of Pennsylvania



Founded in 1857, Edinboro University of Pennsylvania (EUP) has grown to become the largest comprehensive university in

northwestern Pennsylvania. EUP is one of fourteen universities in the Pennsylvania State System of Higher Education and enrolls nearly 8,000 students in 100 academic undergraduate and graduate programs. It has a 585-acre campus. Edinboro is ranked among the nation's top ten universities for its services for students with disabilities. Enrollment at its Borough campus is about 7,000 students. There is a branch campus, the Porreco Center in Millcreek Township. Recently, a second branch campus was opened in a leased facility in Meadville, Pennsylvania. The Baron-Forness Library has 480,000 bound volumes. No significant change in enrollment is anticipated in the future.

In addition to its formal courses, the University offers many cultural enrichment programs to its students and to the public as well.

Plan Recommendations

There are no recommendations for these facilities.

Water and Sewer Facilities

Franklin Township

Currently, the Township has neither public water nor sewer facilities.

Washington Township

Currently, the Township has two sewer plants it operates. There is a Washington Township Sewer Authority that owns the Angling Road plant. However, it is a financing tool and not operational. The Authority's facilities are leased back to the Township, which operates and provides maintenance as well as administrative services. Its two systems are:

- **Kline Road** – This plant services the Majestic Heights Mobile Home Park located on Kline Road in the Township. The plant is permitted at 80,000 gallons per day (gpd), but usually averages 9,000 to 10,000 gpd (2006 Chapter 94 Report). Outfall is to a branch of Darrows Creek. In 2003, the park submitted an application to expand the facility by 39 units. Development is now underway, and is expected to be completed in 2005/2006. Organic loadings of up to 210 pounds of BOD per day are permitted. The plant averages 32.5 pounds per day. According to engineering analysis, this plant has been operating well within its permitted

capacities and will continue to do so in the future, even with the expansion of the mobile home park. *Note: This plant only services the mobile home park.*

- Angling Road – The principal sewer treatment plant for the Township is the Angling Road plant located near the Lakeside area. The plant has a permitted hydraulic capacity permitted at 200,000 gpd with a solids (BOD) loading set at 350 pounds per day. The plant discharges into Whipple Run and then into Edinboro Lake. The service area for the Washington Township sewer system is shown on the Sanitary Sewer System plate. Even though the inflow and infiltration (I&I) project (see below) reduced the hydraulic load of the plant, its past history and future flow projections necessitated a Consent Order and Agreement with the Pennsylvania Department of Environmental Protection on March 14, 2002. The Township submitted a Corrective Action Plan (CAP) on April 12, 2002 (revised August 9, 2002). One of the key elements of the CAP was joint sewer planning with the Borough (see below).

In the past, this plant has experienced hydraulic overloads. There was a significant I&I rehabilitation project completed in September of 2000, which is credited with reducing I&I by 30 percent. The Township also continues to check lines and repair them, as needed, as well as to test for illegal drains in an ongoing program to reduce I&I.

I&I, plus continued growth, spells out the need for future additional capacity. There are two options for the Township. One is to pay for additional capacity at the Edinboro plant. The second is to build a larger facility on Angling Road. Currently, the latter option appears likely, and a 600,000-gpd plant is projected. This should be adequate for a 20-year growth pattern in the Township. However, as the Township is growing, future capacity will be needed. Current projections show the plant to be hydraulically overloaded by 2007.

As previously noted, the Consent Order and Agreement included a requirement to work with Edinboro to resolve sewer problems on a regional basis. A second issue is to move the Angling Road plant outfall from Whipple Run, which outfalls directly into Edinboro Lake to Conneauttee Creek below the Lake.

Edinboro appealed the DEP finding that a portion of its system was hydraulically overloaded. Eventually, that appeal was lost.

Currently, the Township is in the process of developing a new Act 537 Plan, which was due March 2005.

Edinboro

The sanitary sewer system is owned by the Edinboro Sewer Authority, but is operated by the Borough. In addition to the treatment plant, the system contains nine lift stations and approximately 18 miles of gravity lines. The collection system also has force mains, including one of the three inflows to the plant. Borough employees staff the treatment plant. The Borough's WWCT Department handles most line and pump maintenance, as well as routine line and new equipment installation.

The system's service area is essentially limited to the Borough and University (Sanitary Sewer System plate), with a few adjacent users in Washington Township. The only industrial effluent received by the plant is from Penn-Union, a manufacturer of electrical connectors and related products. Over the past years, Penn-Union, the Borough's primary industrial customer, has taken steps to reduce its discharge.

The permitted hydraulic capacity of the treatment plant is 1.2 MGD. The permitted organic capacity is 2,700 pounds per day. In 2003, the average hydraulic loading was 0.803 million gallons per day. The average organic loading is 1,298 pounds per day. Thus, on the average, Edinboro's treatment plant is operating within its design capacity, permitted or otherwise. The sewer system experiences great variations in usage due to the University. Both hydraulic and organic loads drop significantly during the summer months and during college breaks.

Currently, the Borough has tentatively allocated 50,000 gpd for Washington Township customers. This is essentially for users along Dundon Road, Route 99 South, as well as abutting areas now being served or where existing lines could provide service. Part of this allocation will also be used for existing users in the Township who have been connected to the Borough via a variety of agreements over many years.

The treatment system is an activated sludge-extended air system. The process consists of six sequential steps: preliminary, primary, aeration, digestion, clarification, and chlorination. Essentially, these steps involve using physical,

biological, and chemical means to treat sewage. After treatment, the effluent is discharged into Conneauttee Creek at the south end of the Borough.

As mentioned previously, one of the key issues facing the Borough's system was a DEP finding that one of the Borough's lines was hydraulically overloaded. In 2000, the Borough disputed this finding and an appeal was made to the Environmental Hearing Board, which sustained DEP. The Borough then appealed that decision through the Pennsylvania Courts and on August 27, 2004, the Commonwealth Court again sustained, ordering the Borough to file a CAP and a new Act 537 Plan in March 2005. This plan was filed in a timely fashion.

Storm Drainage

There are no large-scale storm drain systems in either Township. However, there are in Edinboro.

More than half of Edinboro is connected to some type of storm drainage system. A combination of storm drains and open swales are used with outfalls to the nearest stream. The majority of storm drains outfall into the outlet or Conneauttee Creek, though some use Darrows Creek. There are no known cross-connections between the storm and sanitary sewer systems.

Water

Geographically, much of the study area relies upon individual wells for potable water. This is usually sufficient for domestic use or low-demand situations. More intense uses require public water supplies. There are only two water systems in the three communities. These are described below:

Edinboro

The Edinboro system supplies water for practically the entire Borough as well as a few adjacent users in Washington Township. In 2004, the system pumped 260,664,000 gallons, for an average of 714,000 gallons per day. This use, however, will fluctuate during the year as student populations at the University fluctuate. Current pumpage is almost 20 percent less than 1995. The maximum one-day pumpage was 1,270,000 and the minimum 351,000. Plant operators attribute this reduction in usage to:

- Leak control projects
- New individual meters
- New flow meters (system)
- Conservation

Usually, the summer is the system's low pumpage season. There are 1,552 separate accounts on this system.

This is a groundwater system using two wells on the Edinboro University campus. Treatment includes an air-stripping tower used to remove trichloroethylene from the water supply (installed 1997). In addition to the tower processing, fluoride and chlorine are added to the water. Water storage is in one of two tanks, the West Tank and East Tank—one on Sherrod Hill Road; the other on Dundon Road. Each has a 500,000-gallon capacity.

Short-term projects include reactivating a well located behind the former post office building in downtown Edinboro to serve as a system backup.

Though an authority owns the Edinboro system, the Borough operates it on a leaseback arrangement

Washington Township

The Township water system services approximately 150 customers. With the development of the Shenango Heights subdivision off Lay Road, an additional 30 customers are expected in the short term. It is owned by the Authority and operated by the Township. This is a well system with wells in the Lake Isle Estates area near Edinboro Lake. After treatment, water is pumped to a 326,000-gallon storage tank on the southeast quadrant of the Route 6N and I-79 Interchange. Daily use is approximately 40,000 gallons per day. The system was designed to service additional users, and storage can be doubled at a relatively low cost.

This system was constructed in 1995 as a result of a \$2,000,000 grant from the EPA Superfund. This was due to the former battery operation along Route 6N. Pollution from this site polluted area wells (Conneauttee subdivision), necessitating a public water system.

Plan Recommendations

The approximate future service area for water and sewer services is shown on the appropriate plate. Sewer recommendations will follow the Act 537 Plan. Future water service should be restricted to the areas shown and will be governed by need, funding, and system capacity. Of greater importance is to develop and obtain formal agreement for inter-agency services. If Franklin is to be serviced by Washington, a clear understanding is needed by all parties relative to:

- Capital costs/assigned capacity
- Maintenance
- Billing
- Transport
- Treatment

Obviously, any utility sharing between Edinboro and Washington needs the same basis, which has been the subject of long-term negotiation.

It must be clearly noted that both Edinboro and Washington Township have good groundwater sources that are adequate for current needs as well as development that is expected in the next decade. This should hold true even if water service is extended in Franklin Township.

It must be clearly noted that although the potable water supply is of greatest interest to this Plan, the overall issue of water quality is an important one. Of special importance is Edinboro Lake. The provision of riparian buffer strips as well as the proposed division of Washington Township's sewer treatment plant effluent below the Lake should greatly improve water quality in that body.

HISTORY

The Planning Code now requires that a comprehensive plan include an historic element. A brief outline of the communities appears below.

The Edinboro/Washington area was originally settled in 1796 by William Culbertson of Lycoming County, and Alexander Hamilton. The area now known as Edinboro and Washington Township was first inhabited by the Erietz, Iroquois, and Cornplanter Indians. The region itself was a dense forest with no accessible roads. The Indians referred to the region as Conneauttee, meaning “land of the living snowflake.”

The Borough of Edinboro

Culbertson’s farm occupied much of today’s Edinboro. Culbertson built grist and lumber mills, and began laying out lots on his land. As lots sold, the town grew and was settled. In 1840, Edinboro Borough was incorporated, with a population of 232. The Borough had 500 acres at that time.

Access to Erie and Meadville was important to early Edinboro, and by 1852 a plank road between Erie and Edinboro was completed. Taylor and Reed, local mill operators, were influential in routing the Erie Road to the Meadville turnpike through the Borough, on the current Erie and Meadville Streets.

In 1856, what is now Edinboro State University was founded as an academy. Some five years later, in 1861, it became the Edinboro State Normal School, dedicated to training teachers. By 1914, the property was acquired by the State and became Edinboro State Teachers College.



Lake Edinboro in the Evening

By 1900, the Borough became linked to Erie via an electric railroad (trolley). In fact, the Crossroads Dinor (1929) is actually a car that ran on that route.

Generally, Wilbur Billings is given credit for building the dam, which now gives shape to the current Lake Edinboro, in 1911. Part of his holdings were subsequently developed into what is now the Lakeside area.

Edinboro's downtown was originally a collection of frame structures. In 1902, 1905, and 1909, a series of fires leveled much of the downtown and the current brick architecture rose in its place. Some important structures in Edinboro include:

- The Edinboro Cemetery – 1833
- The Bigger's House (circa 1853)
- The Goodell Farm
- The Taylor House
- Jollie's Apothecary
- The Doucette House
- Selected Edinboro University Structures

Franklin Township

Franklin Township was established in 1844 out of portions of McKean, Washington, and Elk Creek Townships. It was named Franklin after the patriot of the Revolution, Benjamin Franklin, at the suggestion of Honorable Judge John H. Walker. J. P. Silverthorn was the main person who circulated petitions and worked for its creation as a township.

In 1844, the area that was being incorporated into the new municipality was thought to be five miles square, consisting of 16,896 acres. With modern surveying methods, Franklin Township was actually determined to be 5.22 miles from east to west and 5.2 miles north to south, consisting of 18,441.8 acres.

The first permanent settler was L. D. Rouse who came from Connecticut in 1829. As late as 1835, the Township remained almost an unbroken forest.

For early settlers, there are roads named: Francis, Fry, Silverthorn, Carbury, and Clair Wright.

The chief public thoroughfares were the Old State Road; the Population Road, on the line between Girard, Elk Creek, and Franklin Townships (now Ivoray Road); the Crane Road; the Sterrettania Road, from that place to Cussewago, Crawford County (now Eureka Road); and the Quarry Road, from Franklin Center to Fairview (now Route 98 and Falls Road).

The Methodist, Episcopal and German Lutheran religious societies erected a church at Franklin Center in 1869. The Union Church, as it was known, cost \$1,500. It is now known as the Franklin Center United Methodist Church.

The Methodist Episcopal congregation was organized in 1866 with 26 members, which grew to about 75 by 1884. The German Lutheran congregation was organized in 1871 with 10 members. The Eureka Methodist Episcopal Church was organized in 1867 with 26 members.

The Elk Creek Baptist Church was erected at the intersection of Population Road (now Ivoray Road) and Crane Road in 1868. The congregation was organized two years earlier with 10 members and had grown to about 30 in 1884.

The closest Catholic Church was at Cussewago, Crawford County.

Franklin Center, or Franklin Corners, as it was called in the post office directory of the time, lies eight miles from Girard, Fairview, and McKean. The village was founded by Oren G. Wood, who started a store and induced others to settle around him. John Tuckey, O. G. Wood, and John Loyer were the original owners of the land.

In 1884, Franklin Center consisted of two stores, a church, schoolhouse, cheese factory, two blacksmith shops, a wagon shop, two shoe shops, about 15 houses and about 75 people. The village is the voting and meeting place of the Township.

The Howard Quarry, east of the intersection of Francis and Falls Roads, was in operation from the 1860s until the early 1900s. The quarry is of interest, as stones from this source were used for the Erie County Court House.

Washington Township

This Township was originally named Conneauttee and did not change to Washington until 1834. This change was made to distinguish it from Conneaut Township. In 1844, Franklin Township was cut from the west side of Washington with another portion taken later and added to Waterford Township. According to the *1988 History of Erie County, Pennsylvania* (Warner, Beers & Co., Chicago), the earliest settlers were Alexander Hamilton and William Culbertson of Williamsport. Early settlers (in addition to Culbertson and Hamilton) included such

names as Crane, Kinter, Sherrod*, Goodell, and Tarbell. Early villages included McLannen's Corners, Draketown, and McLane. McLane is the only early settlement of that time that still has a current identity.

*Spelled Sherod in the 1884 history.

In 1884, McLane was important village. It boasted two churches, two stores, a blacksmith, wagon and carriage shop, a shoe store, schoolhouse, and a dozen houses. That the settlement was originally named Compton's Corners but changed its name in honor of General John W. McLane, an Erie County Civil War general.

Early schools included the old Plank Schoolhouse, as well as various schools on family farms in the Township.

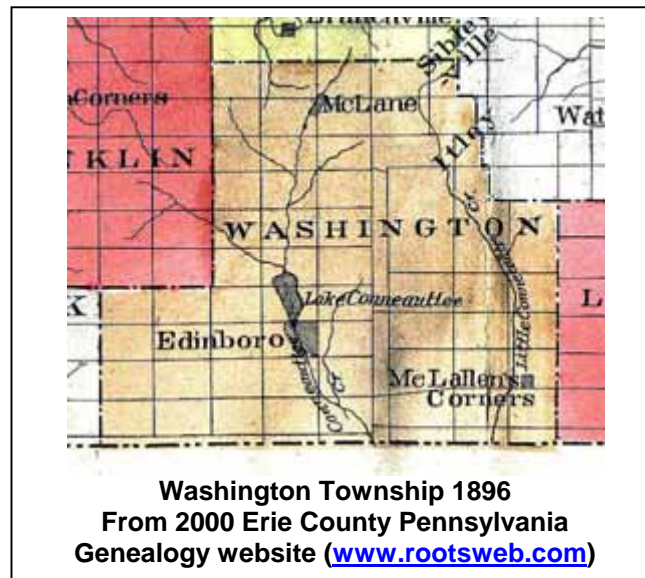
The settlers of Washington Township were self-sufficient by necessity. Produce, trade goods, and supplies were carried to and from French Creek at the Waterford settlement for further transport to Erie or Pittsburgh, or later to the railroad at Cambridge Springs for a wider market. Early industries included Wait & Ensign (sawmill), Wellman's Cheese, St. John's Tannery, and Andersons Cider and Jelly Mill. There were numerous other businesses of the same type, based upon local resources and local needs.

The first good road from Erie was a plank toll road, and not completed until 1852 (now Route 99). Farmers in the area objected to paying a toll to take their produce to market and eventually the tollgates were abandoned. Early roads in the area included the Erie and Edinboro Road, State Road (Old State Road), Sherrod Hill Road, and Old Waterford Road.

A stage line was organized along the plank road and folks heading for Erie could expect to arrive after an uncomfortable ride of four to eight hours, depending on road conditions. A rider on horseback could make the trip in much less time. While other townships were benefiting from canal service and railroads, horses were the all-important way to travel in and through Washington Township.

Horses also were incorporated into the community fair activities, with a one-half mile sulky track on the fairgrounds that were established in 1855. Thirty years later a fine grandstand was built, adding to the comfort and pleasure of crowds. In 1900, when an electric car company established a trolley route through the Township from Erie to Cambridge Springs, Edinboro Lake offered an inexpensive vacation spot. Promotional brochures a few years later claimed, "It is no Coney Island, and

has no ambition to be one.” The trolley line ended in 1928, two years after Route 99 was improved and a bus line began providing service.



The three committees of Edinboro, Franklin, and Washington have long histories. Current settlements can trace these routes back over two hundred years and Native Americans for many years before the first contemporary development—truly a proud history.

Tools for Historic Preservation

The purpose of this chapter of the Comprehensive Plan is to give information to choose which tools may fit the needs of the three Plan communities:

- The National Register of Historic Places
- The Related Tax Credit Program
- The Historic District Act of 1961
- Zoning and Codes for Preservation

National Register



The key tool of historic preservation policy in the United States is the National Register of Historic Places. The Register was established as a part of the Historic Preservation Act of 1966. Properties listed on the Register may be listed for architectural or historic significance. That

significance may be local, statewide, or national. Significance may be related to a famous person, an event, or keyed to broad patterns in the past. The National Register listings in Pennsylvania are administered by the Pennsylvania Historical and Museum Commission (PHMC), which is designated by the Federal government as the official State Historical Preservation Office. The Museum Commission's policies have been to encourage the listing of districts in which a number of related structures can be included. Generally, individual sites not connected to districts are discouraged unless they are part of a tax credit effort (see the Tax Credit entry).

Once listed, the Register has three main benefits. First, the National Register is an honor. The listed property also receives a degree of protection from any project utilizing Federal funds, which would create an adverse impact upon it. It is important to note that this protection does not apply to any private activity. The property owner remains completely free to alter, expand, or even to demolish the structure. However, Federally funded projects, such as the use of Community Development Block Grant money, must determine the impact on the resource and, if significant, take corrective action. At the very least, an extensive documentation process is required before demolition or significant alteration. Thus, the Register can protect private property from destruction by a public body.

Tax Credit

Owners of income-producing property, who conduct restoration activities, which meet the Secretary of the Interior's Standards for Historic Preservation, can receive a significant 20 percent tax credit on their Federal income tax. For business owners, the tax credit, if pursued carefully, can result in significant profitability, as this is a credit against the income tax owed, not an income deduction. The difficulty tends to be in working with a design and construction team that understands the appropriate standards and also in completing the necessary paper work.

The Historic District Act

For municipalities that really value their historic resources, land use regulations can actively protect such resources. There are two options for this in Pennsylvania. The first is the creation of an historic district under the provision of the Historic District Act of 1961. This power is implemented through a municipal ordinance. A proposed historic district must be carefully researched and documented as part of this process, with the results submitted to the PHMC. The local historic district

ordinance must then be certified by the PHMC before it can become effective. Upon passage of the ordinance, the local government is empowered to create an Historic Architectural Review Board (HARB). The composition of the five-member HARB is defined by the law and must include in its membership an architect, code officer, and realtor. After adopting the ordinance and creating the HARB, new construction, exterior renovations, and demolitions within the district must be reviewed and approved, after which they are granted a certificate of appropriateness. The HARB approach is used in a number of Pennsylvania communities. Western Pennsylvania examples are the City of Franklin in Venango County and Harmony in Butler County.

Zoning

For some years, communities have been empowered to create zoning for the purposes of “regulating, restricting, or prohibiting uses or structures at, along, or near places having unique historical, architectural, or patriotic interest or value.” With the passage of Acts 67 and 68 in the year 2000, zoning now “shall provide for protection of natural and historic features and resources.” However, the Planning Code is silent on how this mandate might be accomplished.

For most communities, Historic Zones are treated as Overlay Zones. That is, they add additional regulations to the underlying zone, be it commercial, residential, or industrial. Typically, the criteria in such zones are based upon the regulations that are similar to the Historic District Act.

It is the policy of this Plan to encourage each of the three municipalities to adopt those preservation tools most appropriate to their needs. Communities that need technical assistance can liaison with:

- The Erie County Department of Planning
- The Erie County Historical Society and Museum
- The State Historical Museum Commission

ECONOMIC DEVELOPMENT

The Pennsylvania Municipalities Planning Code does not require a section on economic development. Yet, this is an important topic for local citizens. Half of the 1,000-plus respondents to the Citizen Survey ranked “Not enough living-wage new jobs” as the greatest problem for the tri-municipal area. Yet, that same survey indicated traditional “heavy” manufacturing was unpopular. Consequently, it is necessary to structure a plan that can take advantage of local resources while not opting for many of the elements traditionally seen in Erie County industry. These



would exclude manufacturing that generates heavy-duty truck traffic or intense uses, such as forges.

Developing an economic development strategy involves activities that affect the classic components of that field: land, labor and capital. Local governments in Pennsylvania are not designed to address such private-sector items. Consequently, the General Assembly has allowed for the creation of specialized agencies, which can effectively participate in the economic development field. Such agencies already exist in Erie County, and this Plan suggests any economic schemes be completed in concert with them. They include:

- The Erie Regional Chamber and Growth Partnership
- The Economic Development Corporation of Erie County
- The Erie County Redevelopment Authority
- The Erie County Department of Economic Development and Planning

Of these agencies, the Economic Development Corporation of Erie County and the Erie County Redevelopment Authority have the legal capacity to acquire, develop, and sell land directly or via related corporations. Both have been successful in obtaining grants for that purpose. They also can loan money for business purposes. Even more important, they have brought or saved many good jobs for Erie County. Consequently, they will be key to any implementation activities suggested here.

Locational Advantages

Geographically, the Edinboro, Franklin, and Washington area sits astride an important highway, I-79. As business is typically sensitive to locational imperatives, the following projects, which are near this interstate, are appropriate:

- The Franklin Township Keystone Opportunity Zone (KOZ):

The Franklin Keystone Opportunity Zone tax abatement period will expire December 31st of 2010. That leaves approximately five-and-one-half years of such benefits remaining. Time is of the essence. Currently, the KOZ



properties lack the proper infrastructure and roads necessary for industrial development. The fact this land remains in private ownership is also somewhat of an issue, as it makes governmental grants more difficult to secure. To make this property attractive, the following steps are needed:

- **Water Service:** This will require a formal agreement with Washington Township and the needed funding to extend lines.
- **Sanitary Sewer Service:** This also requires an agreement with Washington Township, an approved Act 537 Plan, and the needed funding to extend lines and purchase sewer treatment plant capacity.
- **Road Improvements:** Fry, Koman, Crane, and Silverthorn Roads service this area. None are well suited for intense traffic. To provide first-class access to the KOZ area, good roads are a must. There are various avenues to secure funds for road improvements. Both PennDOT and DCED are potential funding sources.
- **Land Ownership and Development:** Currently, all the Franklin KOZ property is in private hands. To facilitate property development, some type of public ownership is preferred. In Erie County, the Erie County Economic Development Corporation, via GEIDC, or the Corry Area Industrial Development Corporation (CAIDC) are the primary agencies for such activity. The potential of grant assistance for needed road and infrastructure improvements would be greatly enhanced by such ownership. These agencies have the capacity to own and develop such projects as well as the contacts to secure grant assistance.

However, until an industrial park and new industrial employer are seriously proposed, funding for any meaningful improvements will be difficult.

- **The I-79/Route 6N Interchange Area:** There is a well-known maxim for real estate value that states the three most important qualities of a property are: location, location, location. To those imperatives must be added water and sewer service.

The I-79/Route 6N Interchange area reflects both of these observations. To the east of I-79, where water and sewer are available, are two convenience stores, a big-box retailer, and various other retail/service establishments. On the west, where there are no utilities, land use is quite different. A self-storage facility is found along with the temporary storage of truck trailers. Most of the remaining land is open or lightly developed. Yet, the potentials for more intense use, uses that could generate both jobs and tax base, exist.

The Future Land Use Plan shows the area from I-79 to Silverthorn Road scheduled for industry. At this time, no change is suggested. However, flexibility is advisable. The possibility of a business/light industrial park is a real one in this location. At the same time, some creative thought for other uses is advisable. It is a common practice to allow such frontage (Route 6N) lots as retail while keeping back lot acreage for business parks.

- **Downtown:** Though no longer the retail hub of this area, the Edinboro Downtown remains a vital element of these three communities. It houses retail stores, restaurants, banks, and services, as well as give the area a visual identification. No short-term strategies are suggested, but this Plan supports ongoing programs to improve and enhance the Edinboro Downtown. The Erie Regional Chamber would be the key player in any initiative for downtown improvements.

- **The University of Edinboro:** The University of Edinboro already is a strong economic component for the study area. The students, staff, and University operations contribute millions of dollars to the region's economy. However, this Plan



suggests a further exploitation of that resource. Edinboro's Liberal Arts School has a very respected Cinema Graphic Design Area of Study in its Department of Arts. Its work in computer animation is ranked as one of the best in the Eastern United States. Given the apparent growth in that field in entertainment, advertising, and other arenas, an incubator/multi-tenant facility focused on this field, on or near the Edinboro campus could be a project that would benefit the University, its students, as well as the local economy. To realize such an undertaking, a true partnership will be required between the community, the University, and Erie County economic agencies. The County Redevelopment Authority may be the best fit. If the special resources of the University can be creatively matched with the proven capability of the Erie County Redevelopment Authority, this undertaking could not only be an economic benefit for all participating parties but a truly national resource.

Summary

As previously noted, this Plan does not suggest that the three communities directly undertake any economic activity on their own. But, it does suggest that they are the needed catalyst to initiate the activities set forth by this section.

INTERRELATIONSHIPS, IMPLEMENTATION AND COMPATIBILITY

The Pennsylvania Municipalities Planning Code requires that a comprehensive plan be compatible with existing and proposed developments in contiguous municipalities. To undertake this analysis, the comprehensive plans for both Erie and Crawford County were consulted, as these resources contain information on current land use patterns and on proposed development patterns.

In Erie County, there are seven townships, which are contiguous to the study area. These include Elk, Girard, Fairview, McKean, Waterford, and LeBoeuf Townships. The existing land use of these areas is classified as primarily open or agricultural. Any existing development tends to be scattered low-density residential. The County's Land Use Plan identified these same contiguous sectors as Rural Resource Areas. That designation is compatible with this Plan's designation as Agricultural/Conservation. In Crawford County, the abutting areas are in Cussewago, Venango, and Cambridge Townships. The Crawford County Land Use Plan also identifies the abutting land as Agricultural/Conservation.

Consequently, based upon current development patterns and proposed development plans, the Future Land Use Plan of the Edinboro, Franklin, and Washington Multi-Municipal Comprehensive Plan is compatible with the surrounding municipalities.

On the following pages, the activities proposed by this Plan are listed. In addition, responsible parties are noted, interrelationships noted, and priorities are given.

IMPLEMENTATION

This section identifies activities set forth by the Plan and assigns priority to them as well as identifying the responsible parties and potential assistance.

Priority Key

- A – Immediate – 0 to 3 Years
- B – Moderate – 4 to 6 Years
- C – Long-Term – 7 to 10 Years
- O – Ongoing
- AN – As Needed

Land Use Policies

AN	Develop a Multi-Municipal Agreement , based upon the model prepared by <i>10,000 Friends of Pennsylvania</i> to facilitate the land use sharing potential of this Plan.
A	Update Local Land Use Ordinances: <ul style="list-style-type: none"> - <u>Edinboro</u>: Modest updates of both zoning and subdivision and land development ordinance (SALDO) are needed. These documents need to be reviewed both for consistency with this Plan and technically reviewed to incorporate needed changes relative to the Planning Code. - <u>Franklin Township</u>: Their first priority is to completely revise their zoning ordinance. The Township’s SALDO uses the County’s SALDO, and it is generally a modern updated ordinance. However, the Township may wish to upgrade the “Land Development” elements.
A	
B	Growing Greener: <ul style="list-style-type: none"> - <u>Franklin Township</u>: Franklin wishes to employ Growing Greener land use devices. However, they should wait until development becomes more intense to implement those options in their zoning and SALDO regulations. - <u>Washington Township</u>: The Township recently updated its land use ordinances to include Growing Greener options within them. No future comprehensive text amendments are recommended in the near future.
C	
A	All Municipalities: <ul style="list-style-type: none"> - Conform the zoning maps, as needed, to the Future Land Use Plan. - Adopt riparian buffer ordinances (at least 15 feet on each stream bank) to protect local water quality and enhance flood protection. This is particularly important to water quality issues for Lake Edinboro. - Develop access management land use standards for Route 99 and the I-79/Route 6N area.
A	
B	

Land Use Policies (Continued)

B	<p>Agricultural Protection:</p> <ul style="list-style-type: none"> - Sponsor workshops and promote education on Agricultural Security Areas and the PACE Program in concert with Erie County.
<p>Responsible Parties: Local land use decisions and ordinances are the responsibility of the individual governing bodies with the advice and assistance of their respective planning commission. However, as this is a multi-municipal plan, a planning committee of the three municipalities can facilitate some of these activities, especially if a multi-municipal agreement is signed. The modernization and updates to land use ordinances are typically fundable under Department of Community and Economic Development (PA) programs—in particular, the LUPTAP.</p>	

HOUSING

Preface: The current housing stock of the three-municipality area is generally good. This Plan is concerned with maintaining the quality of the housing stock and providing a variety of housing choices for new residents.

Maintenance of Housing Stock

O	<p>Code Enforcement:</p> <ul style="list-style-type: none"> - All communities need property maintenance codes to form the basis of any remedial action.
AN	<p>Housing Rehabilitation Program:</p> <ul style="list-style-type: none"> - Funded by Federal dollars, this is viewed as a sporadic need by the Plan.
B	<p>Senior Housing</p> <p>Explore the market for senior housing</p>
	<p>Implementation:</p> <ul style="list-style-type: none"> - Edinboro and Washington have the greatest experience in code enforcement and should provide guidance for Franklin Township. Code enforcement should be cooperative with either Edinboro or Franklin providing services for a reasonable fee. - Housing rehabilitation assistance can be provided via the Erie County Department of Planning. - Senior housing needs can be explored by a consortium of interested parties and potential sponsors at workshops sponsored jointly by the three communities.
B	<p>Upgrade Mobile Home Park Standards:</p> <ul style="list-style-type: none"> - This activity is focused in Washington and Franklin Townships. It can occur concurrently with the updating of land use ordinances discussed under the Land Use Plan element
	<p>Implementation:</p> <p>See the Land Use element.</p>

TRANSPORTATION

Preface: Improvements to the transportation system are costly and are primarily financed by Federal and State funds. The planned expenditure of these dollars is subject to Federal (TEA-21) and State (12-Year Program) planning processes. Consequently, this Plan element, by necessity, needs a high degree of coordination with other agencies.

O	<p>Transit:</p> <ul style="list-style-type: none"> - Keep current transit services both to and from Erie as well as Edinboro-based shuttles.
B	<p>Bikeways:</p> <ul style="list-style-type: none"> - This Plan recognizes the importance of bike travel and generally recommends potential bikeways and connections. However, it also recognizes that a Bikeway Study is needed to address detailed issues of safety, location, and design.
A	<p>Highway Safety:</p> <ul style="list-style-type: none"> - The following intersections are identified as priority safety concerns by this study: <ul style="list-style-type: none"> ▪ Old State Road (SR 3014) and Traffic Route PA 99 ▪ The intersection of PA 99 and U.S. Route 6N ▪ The Route 6N/Lakeside area (from Lakeside Drive to Angling Road) ▪ Route 6N and Fry Road ▪ Route 98 and Crane Road ▪ Sight distance corrections along Crane Road near the Fry Road intersection area
	<p>Corridor Studies:</p> <ul style="list-style-type: none"> - Two corridor studies are proposed from the study area.
A	Route 6N from Silverthorn to Dundon Road
A	Route 99 from the border with McKean Township* to the Kinter Hill Road *It may be beneficial to suggest the study be extended into McKean Township to develop a more comprehensive evaluation.
C	The Edinboro Bypass
C	I-79/Old State Road Interchange
	<p>Implementation:</p> <p>The primary partners in these undertakings are the Erie County Department of Planning, which program funds as the TEA-21, MPO (see detailed discussions under Transportation), and PennDOT. For bikeway assistance, DCNR should also be consulted. The Edinboro bypass and I-79 Interchange with Old State Road are included as low-priority items, as previous computer simulations predicted little impact from their construction. Though retained as low-priority options, new traffic patterns may change their potential benefit.</p>

COMMUNITY FACILITIES

A	<p>Recreation Plan: The citizens of all communities have access to public or quasi-public recreational facilities. Both Edinboro and Washington own parks and playgrounds, while in Franklin, the VFW provides a community resource. Better use and joint efforts for future development and programming lead to the need for a formal three-municipality recreation study.</p> <p>Implementation: The three municipalities, the Erie County YMCA, and General McLane School District. Funding can be obtained via DCNR.</p>
B	<p>Recreation Fees: The joint recreation study should include the basis for recreational fees to be assessed against new dwelling units in the area (SALDO option – see Land Use)</p>
	<p>Pool Study The Pool Study has just been completed. This study was for the Culbertson Hills outdoor pool. This Plan believes the issue of a pool should involve all interested municipalities, the Erie County YMCA, and the McLane School District, and should address the potential of a year-round pool—not just the current facility.</p>
	<p>Public Safety: This Plan recommends no changes.</p>
	<p>Refuse Collection and Recycling: This Plan recommends no changes.</p>
C	<p>Library Services: These are currently provided in the Edinboro Municipal Building, but a local group wishes to construct a new facility. This Plan recommends caution until the issues of capital and operational cost feasibility can be determined.</p>
	<p>Educational Facilities: This Plan recommends no changes.</p>
	<p>Sewer and Water Facilities: This Plan recommends services as set forth by the plate “Future Water and Sewer Service Areas” (precedes page 72).</p>
	<p>Implementation: All three municipalities. <i>Note: A new 537 Plan for Edinboro and Washington has been prepared and is under review by DEP, at this time. Any extensive service to Franklin may need an Act 537Plan update.</i></p>

HISTORIC PRESERVATION

AN	This Plan recommends historic preservation activities only upon the recommendations of the owners of historic properties.
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ECONOMIC DEVELOPMENT

Preface: Local governments in Pennsylvania were not designed for economic development agencies. But Erie County has effective agencies that can aid in local economic initiatives.

A	Franklin KOZ: Seek a large user and develop needed infrastructure.
B	I-79 Interchange Area: Acquire land for a possible business/light industrial park. Consider frontage retail.
O	Downtown Edinboro: General support of physical façade and trade improvement.
AN	The Edinboro Computer Graphics Art Incubator: Development of a computer graphic arts incubator.
	Implementation: The key agency for any downtown activity is the Erie Regional Chamber and Growth Partnership. All other activities will need the Erie County Redevelopment Authority and the Economic Development Agency of Erie County for successful implementation. Some funding is available from DCED.