

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

**June 2005
Prepared by the
Joint Municipal Planning Commission**

AMENDED JANUARY 2010

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.

**SPECIFIC
RECOMMENDATIONS
2010**

TRANSPORTATION

6.0 TRANSPORTATION ALTERNATIVES

This section of the report explores various improvement alternatives for the transportation network to manage future traffic conditions that are anticipated as a result of the projected land use. Categories of alternatives typically follow the project goals and objectives as follows:

- Section 6.1 – Pedestrian and Bicycle Circulation
- Section 6.2 – Truck Traffic
- Section 6.3 – Corridor Safety
- Section 6.4 – Special Events / Incident Management
- Section 6.5 – Traffic Operations

6.1 PEDESTRIAN AND BICYCLE CIRCULATION

6.1.1 Sidewalk and Transit Improvements

Based upon a review of the existing facilities, the most direct method to enhance the existing pedestrian circulation system, including pedestrian linkages to transit stops, would be to complete the missing links of the system while maintaining or improving any infrastructure that is already in-place (Exhibit 43). Options to build upon the existing sidewalk system, fill in any gaps, and expand transit service are:

New Sidewalk with Development

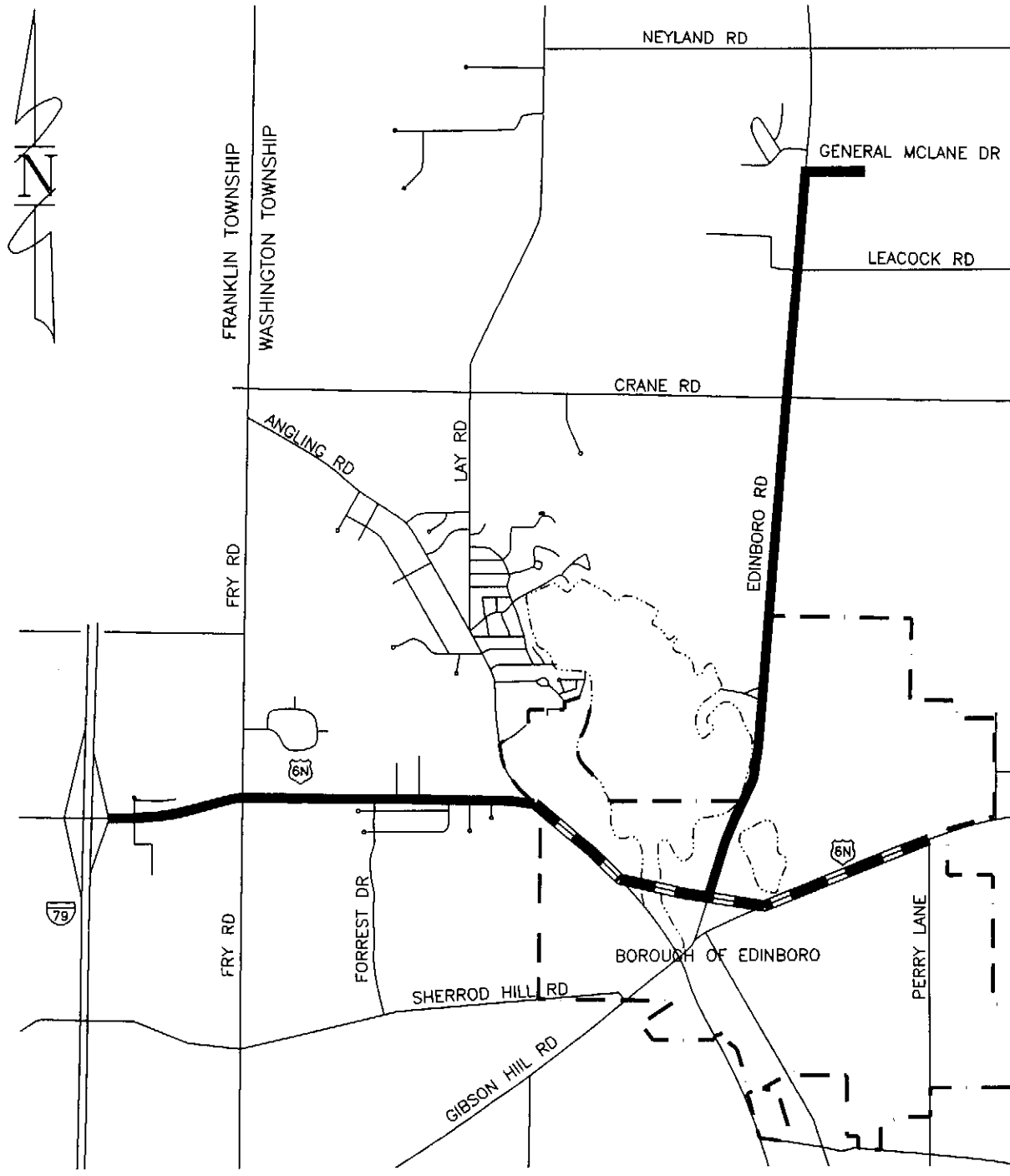
Construct segments of new sidewalk concurrent with new development. For example, proposed and developer-supported marginal access roads between Washington Towne Boulevard and Fry Road should be designed to incorporate sidewalks.

New Sidewalk Segments




Construct segments of new sidewalk wherever there are gaps in the existing sidewalk network. Specifically, such gaps exist along most of US 6N west of approximately Maple Drive and east of approximately Ontario Street. Placement of any new sidewalk segments should be planned carefully in order to best integrate with localized needs, destinations, right-of-way or topographical constraints, etc.

Multi-Use Paths

In lieu of pedestrian sidewalk only; consider multi-use paths to consolidate resources and serve the pedestrian and bicycle communities simultaneously. Refer to Section 6.1.2 for additional detail.



LEGEND

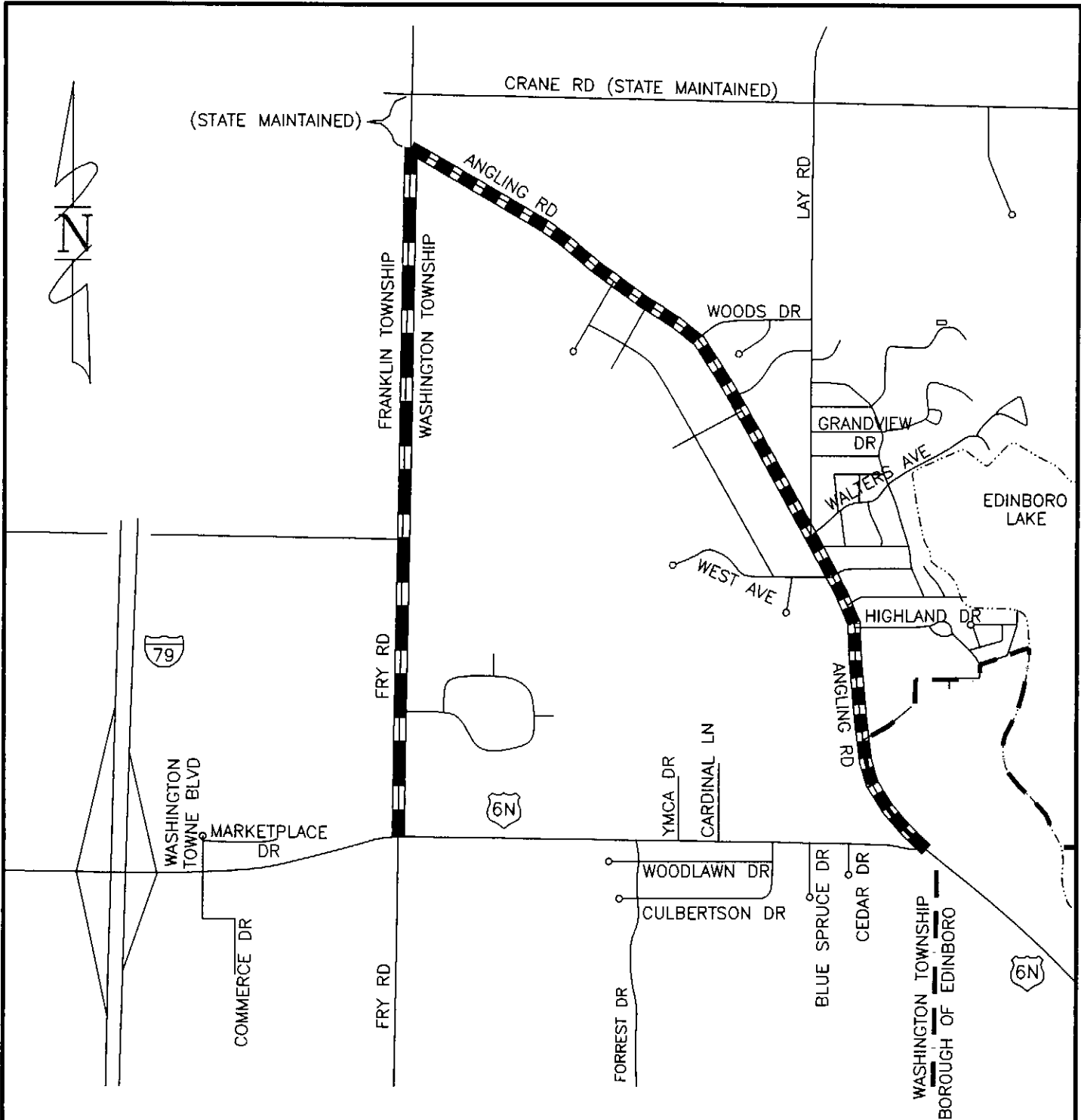
-  EXISTING PEDESTRIAN/BIKEWAY ROUTE
-  PROPOSED PEDESTRIAN/BIKEWAY ROUTE
-  BOROUGH/TOWNSHIP BOUNDARY

PEDESTRIAN/BIKEWAY ROUTES



SCALE:

0 3,000 6,000 feet



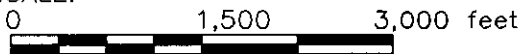


LEGEND

-  ANGLING ROAD PROPOSED SWAP LENGTH = 1.92 MILES
-  FRY ROAD PROPOSED SWAP LENGTH = 1.40 MILES

ROAD SWAP PROPOSAL

SCALE:



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

In August of 2009, the Washington Township Sewer Authority redesigned the Angling road plant and converted the plant to a raw sewage lift station. Washington Township then began pumping all sewage from the Township's conveyance system into the expanded Edinboro Treatment Plant, which is located along Water Street extension bordering Washington Township.

- **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.

A previous Consent Order and Agreement with the Department of Environmental protection required Edinboro and Washington Township to work together to resolve sewer problems on a regional basis. In July of 2006 Washington Township eliminated their discharge into Edinboro Lake and began using a newly constructed discharge line installed through the Culbertson Golf course and discharging treated effluent into a tributary of the Conneauttee Creek.

In April of 2007 Edinboro Borough and Washington Township signed an agreement to expand the Edinboro Treatment Plant located on Water Street Extension by 600,000 gallons per day to accommodate Washington Townships current and future sewage needs. This expansion tripled the capacity of Washington Township to accommodate growth in the region for approximately the next twenty years. The bulk services agreement with Edinboro Borough and the expansion project at the Edinboro plant along with the conversion of the Angling road plant into a pump station began in the fall of 2008 and was substantially completed in September of 2009 when the Angling road plant was finally converted into a pump station.

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 **now 1.8 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.

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 **and the water quality should greatly improve in that body.**

Specific Plan Recommendations (Amended 2010)

- 1. It is recommended that water service should accompany all sewer service expansion projects in the region.**
- 2. It is recommended that all commercial and industrial zoned parcels in the region with potential development projects that will create employment opportunities be considered for assistance in extending sewer and water services either through a cooperative arrangement such as TIF (Tax Increment Financing) or LERTA tax incentives in cooperation with Erie County and the General McLane School District.**

- 3. It is recommended that sewer and water services be expanded west of the State Route 6 N and I-79 interchange to promote economic development and growth.**

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.

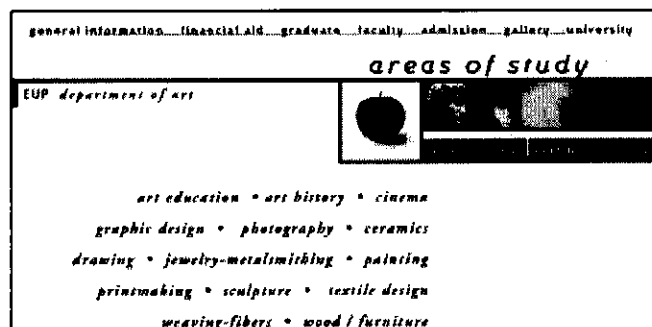
- **The I-79/Route 6N Interchange Area:** There is a well-known maxim for real estate value that states the three most important qualities of a property are: location, location, location. To those imperatives must be added water and sewer service.

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.

**SPECIFIC
RECOMMENDATIONS
2010**

**ECONOMIC
DEVELOPMENT**

Economic Development

As the Edinboro-Franklin Township-Washington Township Joint Comprehensive Plan is being reviewed and amended in 2009, America is experiencing a country-wide economic recession. Locally, several failed businesses have closed their doors and a dozen or so smaller retail businesses have closed shop and or relocated out of the area. Both residential and commercial development are currently virtually non-existent. During the first five years of the Joint Comprehensive Plan, the Interstate-79-Route 6N Corridor saw the development of two banks and an 87 room Hotel. Also some existing local business developments such as the Coldwell Banker Realty relocation and the newly constructed CVS Pharmacy development in Edinboro Borough have been bright spots. Unfortunately, however, during the positive economic development period preceding the current recession, development was halted because of the moratorium on new sewer connections within Washington Township. Now that the sewer issue has been resolved with the new Edinboro Agreement, the designated growth area which lies largely in Washington Township, is ready for growth and development to take place.

As stated, presently the development of commercial and residential projects is at a standstill. The Federal Government is attempting to boost the economy by injecting stimulus funds for income tax deduction, tax credits for first time home buyers, and shovel ready projects. When the private development sector begins to rebound, many communities will be vying for those commercial and industrial projects. To attract residential, commercial and industrial projects to the Edinboro-Franklin Township-Washington Township region, incentives will be needed. Commercial development will bring to the area jobs, new families, and home construction. It is recommended that the LERTA area be expanded to include the commercial areas east of the interstate-79 Interchange as an incentive to attract new development.

4.2 FUTURE DEVELOPMENT

The purpose of this overview is to forecast future development patterns within the 6N Corridor study area. This forecast is driven by the following considerations:

- Past development patterns
- The availability of public water and sewer facilities
- Discussions with local public and University officials
- Current density patterns
- Demographic expectations

Within the study area, there are four major institutions which will influence future development patterns. Three are municipal governments. Their influence is generated by the policy of land use ordinances as well as the availability of water and sewer services. Obviously, this last consideration is primarily a short-term issue for Washington Township. The final institution is Edinboro University of Pennsylvania. The University is the major economic "engine" of the study area. Its future means more than student population. Its continued viability is critical to the economic well being of the entire region.

4.2.1 Washington Township

The Township has the greatest growth potential. The study area includes most of the core area of the Township and those areas which currently have needed utilities or where these utilities can be reasonably extended.

There are three considerations relative to growth in Washington Township. First is the fact that they are currently under a sewer "tap-in" ban. Those few buildings being currently constructed that are connected to the Township's sewer system were issued building permits prior to the imposition of the ban. However, this is a temporary situation, as a new 537 Sewage Facilities Plan has been prepared and adopted, and an agreement for effluent treatment with Edinboro Borough signed. Based upon current schedules, the ban should be lifted by May of 2009. A second issue is soil suitability for on-lot systems. Development using on-lot systems in Washington are normally at a minimum density of one dwelling unit per acre, or less. The final consideration is the Township's long-term policy of not funding utility system extensions via Township money. To date, extensions of their water and sewer systems have been financed by developers.

The expected growth areas are set forth in the approximate order in which development is expected (See Exhibit 27). Areas #1 and #2 will likely experience development concurrently. The deciding factors will be property availability and sewer line access. Although Area #1, the Angling/Lay Road, appears to have an edge on the latter quality, Area #2 may have an advantage, especially to denser development.

Area #2 already enjoys extensive commercial development, with a motel under development, as the study was initiated, and a family restaurant proposed.

Area #3 embraces both western quadrants of the I-79 and 6N interchange area. In 2008, both public water and sewer will be extended to those areas. Currently, both quadrants are used for storage—the northwest for a “self-store” facility and the southwest stores semi-truck trailers. Their zoning anticipates both industrial and commercial activity. Development timing here will be difficult to predict.

Area #5 includes the area between development on Forrest Drive and the Borough line. Current development (except in Conneauttee) is low-density residential. However, this area also includes the Culbertson Hill Country Club property. For years, this area has been rumored as the site for residential development, though nothing has occurred to date. (*Note: This property extends into the Borough.*) Between the Township and Borough, up to 100 dwelling units are expected in this area.

Area #4 includes the southeast quadrant of I-79 and Route 6N as well as Fry Road South. A Wal-Mart, fast-food restaurant, a small strip plaza, and a convenience store are located here. However, the area has three issues. First, there is limited sanitary sewer service, and the Fry Road area is somewhat hilly, complicating extensions. Finally, the property owners in that area have expressed opposition to intense development, and that opposition was reflected in the adopted Future Land Use Plan of the 2005 document.

Route 99 North: Future development along Route 99 North is problematic. The sewer line which services the area has quite limited capacity. Based upon past studies, it would need to be replaced before extensive sewer service could be provided to Route 99 in Washington Township. Based on historic trends, a few homes and some modest new business uses are anticipated.

4.2.2 Edinboro Borough

Though Edinboro appears fully developed, there is development potential within its boundary. These are:

- **Culberston Hills Golf Course:** This property sits astride the Edinboro and Washington boundary, south of Route 6N. For many years, there has been discussion of the conversion of the golf course to a residential development. There are about 31 acres within the Borough. Zoned R-1. As noted above, about 100 dwelling units could be accommodated by the “golf course” property.
- **Goodell Farm:** There are no current plans to develop any of Goodell’s property. However, the land is flat and reasonably accessible to utilities.

6N Corridor Study: Future Development Areas

Study Area Acreages:
 Edinboro Borough 1,187 Acres
 Franklin Township 714 Acres
 Washington Township 6,131 Acres

Future Development Areas	Other Development Considerations
<ul style="list-style-type: none"> Area 1 Area 2 Area 3 Area 4 Area 5 	<ul style="list-style-type: none"> Goodall Farm Walrus Drive Area Edinboro University Lakeside Golf Course Wal Mart Mine Road Sewage Treatment Plant PA 88 Commercial Corridor

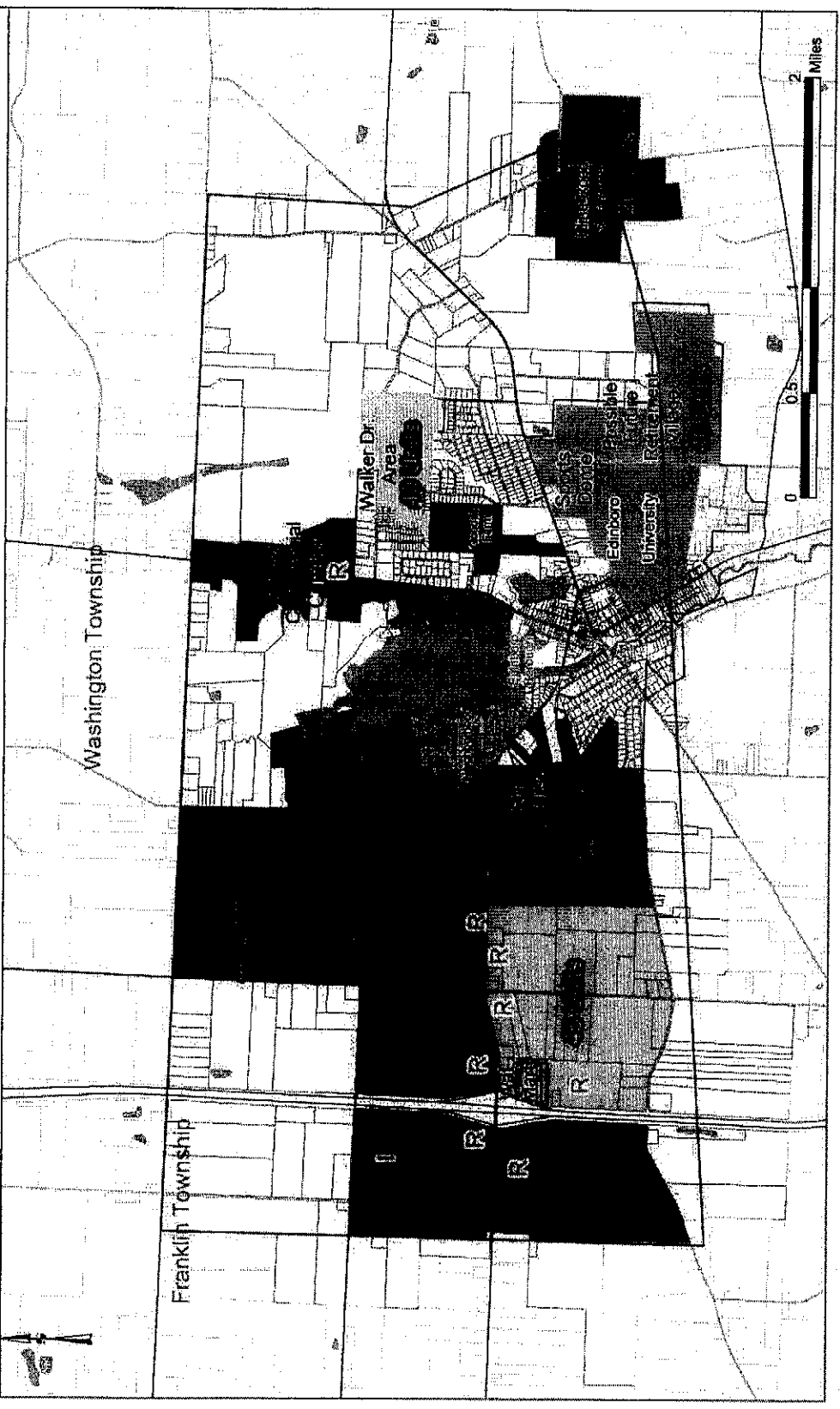


Exhibit 27: Future Development Areas

- **Walker Drive:** The land to the immediate east of Scots Glen has some developable areas. Borough officials estimate 40 new units of housing could be constructed on this property.
- **Property of Edinboro University:** The University owns two parcels with over 220 acres off (east) of Perry Lane. This land could be used for housing (see comments under Edinboro University).

4.2.3 Franklin Township

The corner of Franklin Township which is included in the study area runs from Koman Road to Crane Road and from Silverthorn Road to Fry Road. It is bisected by I-79, though it does not have direct access to the Interstate. This area is primarily zoned industrial, due to the designation of certain properties as a Keystone Opportunity Zone in 1999. However, development was hampered, due to a lack of water and sewer facilities and the fact that only Crane Road was paved. The KOZ designation is due to expire on December 31, 2010, and any utility improvements are some years away. Currently, the area is composed of a few homes; some farm land, the Buffalo Nickel Farm; open areas; and wooded tracts. No significant change is seen for the next decade.

4.2.4 Edinboro University of Pennsylvania

The Edinboro University of Pennsylvania is not only a major university in the State's system, but it is also the principal economic resource of the 6N Corridor. Obviously, its future plans will have an impact upon the area.

Currently, Edinboro has an enrollment of 6,413, down from its 7,029 enrollment in 2003. The freshman class has also dropped to 1,290, down 165 students in 2003, yet, an improvement over the prior year. However, under its new president, the University is now recruiting more aggressively.

One of the major strategies to attract more students includes the replacement of the existing student dormitory housing (2,068 beds). A \$105 million two-phase development is to replace traditional dormitories with suite and semi-suite student residential complexes. Essentially, this is a nearly one-to-one replacement program, but, when completed, there will be a reduction of total campus beds. In fact, when completed in 2011, the total beds on campus may drop to 1,800.

This policy is in anticipation of a reduction in available freshmen in future years. In Phase I of the housing program, some 796 beds are under construction. As these new beds are added, some existing dormitory facilities will be razed or converted. The new structures will be located between Perry Lane and Scotland, south of Scot Road. Phase I has a price tag of \$56 million. This housing will replace Shafer and Scranton Halls in that same area (already demolished) and will not change campus traffic patterns. The Sports Dome will be primarily for the University use, so no major traffic is seen.

The only immediate use change in the area is the relocation of the softball field on Scot Road, northward, and the construction of a new "Sports Dome."

In the longer term, some new residential development is in the very preliminary planning phase. A "retirement" community, aimed at Edinboro alumni, is now being discussed by the Edinboro University Foundation. No numbers or timeline for the realization of this proposal have been set. For planning purposes, a value of 40 units has been set. The property is east of Perry Lane.

4.2.5 Expected Development Summary

In general terms, most future development is expected in Washington Township. As seen previously on Exhibit 27, Future Development Areas, some nine areas have been identified:

- Area 1 – 46 residential units (primarily single family)
- Area 2 – 184 residential units (mixed)
- Area 3 – Commercial and industrial development
- Area 4 – Golf course area (mixed residential – 100 units)
- Area 5 – 45 units (primarily single family)
- Kline Road – 20 units (single family)
- Route 99 Corridor – Limited development (primarily commercial)
- Walker Drive – 40 residential units (mixed)
- University Area – 40 units (likely older residents)

In summary, continued development is seen in the area over the next 20-plus years (2030). In recap, the estimated figures are listed in the table below:

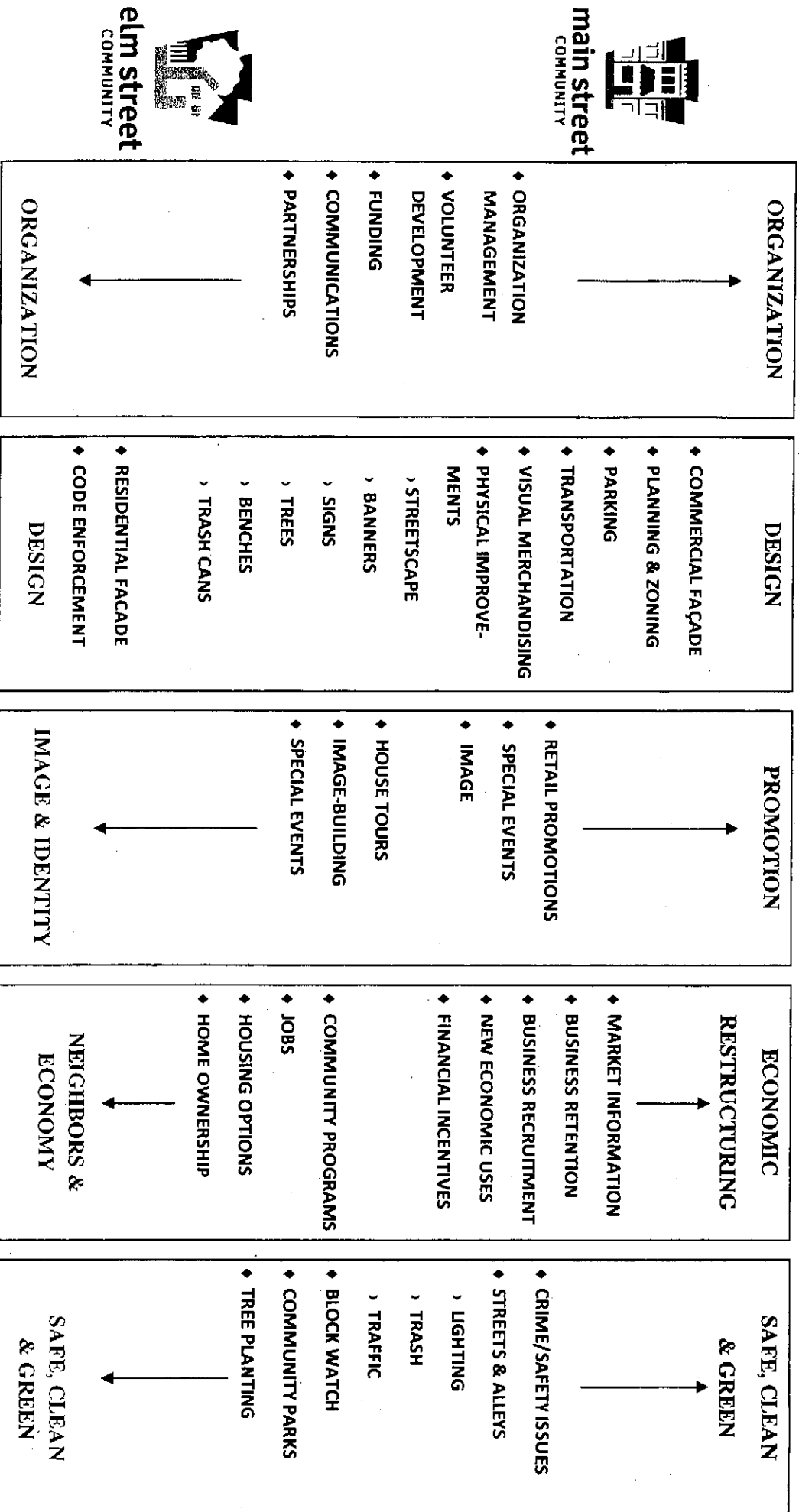
Exhibit 28: Expected Development Summary

Use	Estimated Development 2030
Residential	650 Units
New Retail	362,000 Square Feet
New Industrial	60,000 Square Feet

This development will impact the 6N Corridor.

Community Revitalization

Utilizing the Main Street and Elm Street 5-Point Approach



elm street
COMMUNITY



FOR ADDITIONAL INFORMATION CONTACT THE CD TEAM:
 SUZANNE GAGLIARDO 814-677-4900 X122
 suzanneg@nwcommission.org



Sources:
 National Main Street Center
 DCED
 PA Downtown Center