

# **TOWNSHIP** *of* **FINDLAY**



## **2012** **COMPREHENSIVE** **PLAN**

**1271 STATE ROUTE 30**  
**P.O. BOX W**  
**CLINTON, PENNSYLVANIA 15026**  
**724-695-0500**  
**[WWW.FINDLAY.PA.US](http://WWW.FINDLAY.PA.US)**

# ACKNOWLEDGEMENT

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The officials and employees of Findlay Township are recognized for their invaluable assistance in the preparation of this Plan and their commitment to planning for Findlay Township's future. Their input enables this plan to better serve as a guide for the future development of Findlay Township.

We would also like to thank the following township departments and related organizations for their time and expertise.

Jesse J. Lesko Jr., Mark Joyce - Police Department  
Bob Bradburn - Imperial Fire Department  
Dr. John DiSanti and Carol Bonnar-  
West Allegheny School District  
Jason Orsini -Findlay Township  
Municipal Authority  
Michael Baker, Jr., Inc. - Township Engineering  
P.B.S.J.-Transportation Engineers  
Gerald Bunda - Imperial Land Corporation  
Valley Ambulance Authority  
Barbara Coates - Wage/OPT Tax Collector  
John O'Neal - Public Works Department  
Steve Sarachine and Darlene Howell-Recreation  
Dept.  
Wm. Randell Forister & Eric Buncher -  
Pittsburgh International Airport  
Tim Cook - Plumbing/Stormwater Inspector

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# PREFACE



## COMPREHENSIVE PLAN FORMAT

The Comprehensive Plan for Findlay Township is organized into three major divisions. These are:

1. The identification and examination of the existing conditions and factors likely to influence the course or pace of development in the Township;
2. The identification and description of the proposed land use plan for the Township; and
3. The identification and discussion of the programmatic, regulatory, and municipal organization to encourage the proposed development patterns.

Each chapter first examines a particular area of concern within the contexts of Findlay Township and the Southwestern Pennsylvania Region and then reviews the implications of those concerns to the anticipated airport related land use changes and to the goals of the Township. The chapters begin with a stated community goal and conclude with several objectives for achieving stated community goals. Actions or policies which would further support the goals and objectives of the Comprehensive Plan are recommended and discussed in the text as a part of the definition of the objectives.

The Comprehensive Plan presents goals in ten major areas:

### **Existing conditions and factors:**

1. General purposes and philosophy;
2. Airport related impacts;
3. Natural resource and environmental issues;
4. Transportation systems;
5. Provision of infrastructure;
6. Public facilities and services;

### **Proposed land use plan:**

7. Economic growth and employment opportunities;
8. Neighborhood preservation and new housing;

### **Municipal organization and preparation:**

9. Land use and growth management; and
10. Municipal organization

*Goal*

**EACH CHAPTER GOAL WILL BE PRINTED IN A PAGE-WIDE BOX AT THE BEGINNING OF THE CHAPTER.**

**Goals**

A goal is a final destination. In terms of this comprehensive plan, a goal describes what Findlay Township should be in the future. A goal will identify those factors which will be preserved as well as the expected changes. Each chapter in the Comprehensive Plan text offers a goal directed to a particular topic area. These goals express the policies incorporated into the comprehensive plan and found at the beginning of each chapter graphically highlighted in a page wide shaded box similar to that above.

*Objective*

**Objectives will be found in similar column-wide boxes after the existing condition discussions in each chapter.**

**Objectives**

If the goal is the destination for the Township, the objective are the guides to arriving at that destination. The objectives identify policies and purposes which help accomplish the goals of the community. Each chapter's initial discussion of existing conditions and factors leads to the formulation and statement of community objectives in relation to these established goals. An objective still can be a very general statement of community values which must be supported by

the policies, actions, and decisions made by municipal officials and review boards. Objectives in this comprehensive plan are graphically emphasized by their bold typeface within a column wide, shaded box.

**Policies and actions**

Goals and objectives are supported by plans for action, policies for future decisions, and the identification of immediate needs. These policies and actions are presented in the text of the Comprehensive Plan as part of the discussion of an objective. Further discussion presented in the text will identify even more specific tasks and activities which will be needed to reach the Township's chosen destination. The statement of the policy is graphically separated from the text of that discussion by bold and italic typefaces.

**Policy and action statement:** *The policy or action recommendations will appear in the text as a short statement in bold typeface followed by a longer description in italic script.*

## How To Use This Plan

The Comprehensive Plan prepared by Findlay Township emphasizes a plan of action for the Township. This planning effort is supported by the expectation that the influences of the Pittsburgh International Airport and new supporting transportation and utility networks will stimulate profound changes in the traditional development patterns within Findlay. The Comprehensive Land Use Plan presented here assumes the eventual development of the entire Township. These changes are likely to result over many years in response to airport growth, regional prosperity, and national and international investment practices. This plan identifies the Township's long range goal for those changes and recommends the means of achieving those goals.

Although both long and short range recommendations are included in this Comprehensive Plan, updates will be necessary until development patterns and development pressures within the Airport Area have stabilized and until the major investments in capital improvements have been accomplished. Regular updates of the plan will remain a wise course of action for Findlay Township in any case.

The Comprehensive Plan will be effective only if it is used to guide decision making at every level within the Township. The regulatory structure of the Township should be revised to incorporate the goals and objectives of this plan and to provide the standards and methods of achieving the desired results. Even small decisions about the maintenance of services or facilities within the community will be affected by the goals and objectives of the plan and should be considered in terms of their impact on the plan.

If the community is to respond effectively and immediately to proposals for future development, the goals and objectives of the Comprehensive Plan must provide the consistent basis for review and approval of all planned development activities including those of the Township, local residents, and outside developers. The Goals and Objectives Application Checklist provided at the end of the report should be used to evaluate each planned action in terms of this overall plan. The Synopsis Chart for Growth Management presented at the end of Chapter Ten identifies the long and short range actions which the Township must initiate and must continue to control and accommodate anticipated development.

## Definitions

Agencies, programs, and planning districts often are identified by their initials or by "short names". The following list of terms identifies those acronyms used within this report. A more extensive definition of each term or program will be found within the context of its discussion in the Comprehensive Plan.

### **ACDED**

Allegheny County Department of Economic Development

### **BFI**

Browning Ferris Industries, Inc.

### **DCED**

Pennsylvania Department of Community Affairs and Economic Development

### **DEP**

Pennsylvania Department of Environmental Protection

### **EIT**

Earned Income Tax; local income tax on the earnings of township residents

### **EMS**

Emergency Medical Service;

### **FAA**

Federal Aviation Administration

### **FEMA**

Federal Emergency Management Agency, includes the National Flood Insurance Program

### **IMPAC**

Improvement Program of Allegheny County

### **LERTA**

Local Economic Revitalization Tax Assistance Act

### **LST**

Local Services Tax; an annual \$52.00 employment tax on those employed within Findlay Township

### **MPC**

The Pennsylvania Municipalities Planning Code, *Act 247 as amended by Act 170*

### **PennDOT**

Pennsylvania Department of Transportation

### **PD**

Planned Development; planned unit development emphasizing business and industrial land uses

### **PHFA**

Pennsylvania Housing Finance Agency

### **P.I.A.**

Pittsburgh International Airport

### **PRD**

Planned Residential Development; planned unit development emphasizing residential land uses but which may include commercial or business land uses

### **PUD**

Planned Unit Development process; used in a general sense to describe a complete site planning and development process

### **RIDC**

Western Pennsylvania Regional Industrial Development Corporation; a non-profit economic development company which operates business parks in the region including RIDC Park West in Findlay Township

### **SPC**

Southwestern Pennsylvania Commission

## Chapter One

**PURPOSE AND PHILOSOPHY***Goal***IMPROVE THE OVERALL QUALITY OF LIFE FOR ALL LIVING AND WORKING IN FINDLAY TOWNSHIP BY:**

- . Encourage stable and steady growth in the economic base
- . Preserve, conserve, and efficiently utilize the natural resources and environmentally sensitive land in the Township

**Description of Township****Size**

Findlay, the largest township in Allegheny County with 32.8 square miles or 20,736 acres, is located at the extreme western and southern corner of the County. It was originally part of the Virginia Territory, was later included as part of Moon Township and was incorporated as Findlay Township in 1822.

**Physical character**

Findlay Township is a scenic region of forested hills, open fields and steeply cut stream valleys. It is located on the Allegheny Plateau, as is most of Western Pennsylvania. The Township is characterized by great variations in topography with relatively broad, rounded hills about 1000 feet wide which are dissected by often deep v-shaped stream valleys. The active downcutting of the streams accounts for the landslide prone nature of many of the stream valley walls. Many of these streams have significant flood plains which extend up the valley walls.

The Pittsburgh Coal seam is found throughout this area at elevations of 1100 to 1200 feet. As a result Findlay Township has been extensively deep and strip mined.

Findlay is largely rural in character with active farms and vast stretches of undeveloped land.

**Regional context**

Findlay borders five townships beginning with Moon Township to the north and proceeding clockwise to North Fayette Township to the east, Robinson Township in Washington County to the south, and Independence Township and Hopewell Township in Beaver County to the west. In addition to these five, two more townships, Hanover Township in Washington County and Hanover Township in Beaver County, share the western most corner of Findlay with Robinson and Independence Townships.

**Population statistics and composition**

With a 2010 census resident population of 5,060 and a total area of 20,736 acres, the Township has a relatively low population density of one person for each 4.0 acres. Residents of Findlay are generally consistent with the county average with a median age of 42.1 in 2010 compared to 41.3 for the county.

In the period 1980 to 2010, the Township maintained its population with minor fluctuations, while at that same time many townships, the City of Pittsburgh, and Allegheny County lost population. In the decade between 1980 and 1990, the Township

lost population but again it was not at the rate of loss experienced by those referred to above. In the 1990's, the Township experienced residential growth with the expansion of new and existing residential areas. Clearly, the Township is growing in population, along with

**Table 1.1  
FINDLAY TOWNSHIP POPULATION TRENDS**

<b>POPULATION</b>		<b>AGE DISTRIBUTION:</b>	
1980	4,573	<u>2000</u>	<u>2010</u>
1990	4,500	Under 5	366 260
2000	5,145	5-9	392 287
2010	5,060	10-19	673 704
		20-34	889 796
		35-54	1,814 1,734
		55-64	458 631
		65-Over	553 648
<b>HOUSING UNITS</b>		<b>MEDIAN AGE:</b>	
1980	1,592	2000	37.4
1990	1,609	2010	42.1
2000	2,128		
2010	2,259		
<b>PERSONS PER HOUSEHOLD</b>			
1980 Avg. Per Household	2.97		
1990 Avg. Per Household	2.71		
2000 Avg. Per Household	2.53		
2010 Avg. Per Household	2.24		
<b>HOME MEDIAN VALUE</b>			
1980	\$48,200		
1990	\$67,500		
2000	\$110,300		
2010	\$133,900*		
<b>HOUSING TYPE</b>	<u>2000</u>	<u>2005-2009</u>	
<i>Single Family, Detached</i>	1,488	1,589	
<i>Single Family, Attached</i>	223	353	
<i>Multi-Family</i>	417	378	
Source: 1980, 1990, 2000 and 2010 U.S. Census *2005-2009 American Community Survey			

North Fayette, and those figures are reflect in our school systems student enrollment. Table 1.1 provides data for 1980, 1990, 2000 and 2010 population trends. As you will note, the population from 2000 to 2010 resulted in a decrease of residents. This is a change from 1980 thru 2000 when the population increased by 12.5%. In 2010 there was a decrease in age groups: under5, 5-9, 20-34 and 35 -54. Increases were in the age groups 10-19, 55-64 and 64 and over.

land comprising 39% of the Township is administered by the Allegheny County Airport Authority. With the advent of the Midfield Terminal Complex in the Fall of 1992, a great deal of expansion has occurred at this site. The Airport Expressway opened in 1991, Clinton Commerce Park, Phase I consisting of 186 acres, was developed in 2004, Industry Drive Extension opened 107 acres to office development in 2004 and North Field was developed in 2007, which gave access to 105 acres of future cargo development.

**Current land use**

The Pittsburgh International Airport owns slightly more than 8,000 acres in the northern half of the Township. This tract of

Vast portions of privately owned land in Findlay also are currently open, agricultural or undeveloped. More than half of the privately owned land in the township is currently not

**Table 1.2  
FINDLAY TOWNSHIP POPULATION PROJECTIONS**

YEAR	S.P.C. FORECAST*	PERCENT GROWTH	COMPREHENSIVE PLAN LAND/USE	PERCENT GROWTH
<b>Resident Population**</b>				
2000	5,145	-----	-----	-----
2010	5,060	-1.6%	5,060	-----
2020	5,876	16.3%	-----	-----
Build-out	----	-----	7,797	54%
<b>Number of Households***</b>				
2000	2,208	-----	-----	-----
2010	2,092	-5.3%	2,092	-----
2020	2,694	28.8%	-----	-----
Build-out	----	----	3,427	63.8%
<p>* From the Southwest Planning Commission</p> <p>** Resident Population is calculated based on 1,136 acres of new residential land developed at a density of one unit/acre multiplied by projected persons per household (2.41) + total 2010 population = 7,797</p> <p>*** Number of persons per household has decreased from 2.53 in 2000 to 2.41 in the year 2010 and is projected to decrease to 2.18 in the year 2020.</p>				

developed. A good percentage of this vacant land occurs in large contiguous parcels which gives Findlay and its land owners a significant planning advantage. With the expansion of water, sewage and the opening of the Findlay Connector, lands that were once considered to be undevelopable are now accessible and generating revenue and jobs for the Township.

There are three major population centers within Findlay: 1) Clinton along U.S. Route 30, west of the Findlay Connector; 2) Imperial in the east along U.S. Route 30 near its junction with U.S. Route 22; and 3) the Montour Run Corridor where Westbury Subdivision, Aten Road, and the Regional Industrial Development Corporation (RIDC) Park West complex are found. Imperial is by far the largest with neighborhoods of residential streets and a Main Street business district.

The remainder of the residential and business land uses intermittently line the roads of the Township with strong evidence of a tendency to radiate from the three population centers.

Access to the privately owned land area south of U.S. Route 30 was effectively blocked when the Airport began to grow in the 1950's. Because of the Airport's location in the north central portion of the township, few north/south roads lead into the heart of Findlay Township. That all changed when the Findlay Connector (Rt. 576) opened in 2006. As the first leg of the Southern Beltway for the Pittsburgh region, the Findlay Connector (Rt. 576), running between the Airport and Route 22 just south of the McDonald Exit, opened up more than 9,000 acres of land. Recent activity has more than 500 acres in the Westport Exit area off of the Findlay Connector under development for warehouse, industrial and distribution.

As a result of the investments in infrastructure, the Township has been steadily seeing residential and commercial growth over the past twenty years. New commercial development has surfaced along the improved transportation routes and residential developments have expanded to in-fill parcels in Imperial and Westbury. Clinton has maintained its rural atmosphere while residential subdivisions have started to mature and commercial activity expanding. Situated between these population centers still exists farms and open land that have defined the character of the Township.

#### **Attitude of the citizens**

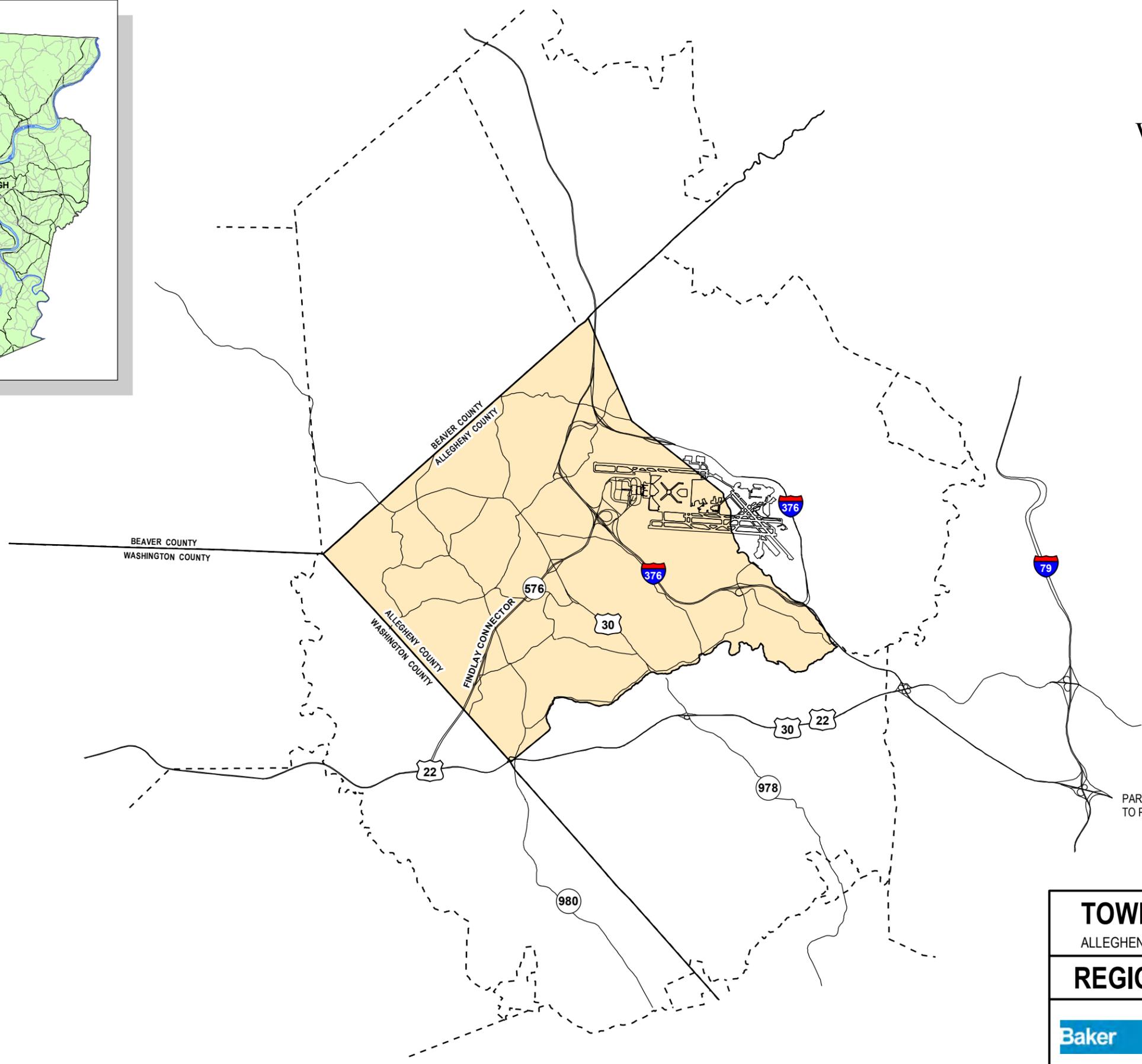
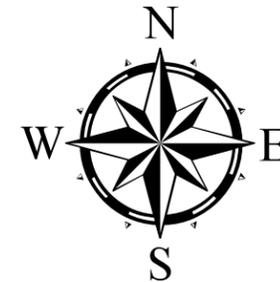
The citizens of Findlay value and enjoy their community and their environment, but they are practical, too. The generated development is fully expected to be realized and the residents of the township are convinced that they can influence the quality and nature of that development. They encourage the extensive business development in the community with the understanding that design standards and performance criteria will result in better environments for all concerned.

#### **Intent of the Township leaders**

The Township leaders have clarified the process of land development in Findlay. They expect to exercise controls which will attract the highest quality businesses and residential developers to the community. The open land in the Township is a valuable resource for the future of the Township. Township leaders recognize the opportunity in shaping a new urban landscape that can co-exist with streams and open space next to brick and mortar structures. The scale of the available land encourages a broad approach with long range planning for quality development patterns.



**ALLEGHENY COUNTY**



<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>REGIONAL CONTEXT MAP</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	SCALE: NOT TO SCALE	REVISION NO. 3

## Chapter Two

**AIRPORT INFLUENCES***Goal*

**TAKE ADVANTAGE OF ECONOMIC BENEFITS OF AIRPORT ACTIVITY WHILE MINIMIZING THE NEGATIVE IMPACTS OF AIRPORT GENERATED DEVELOPMENT CONSTRAINTS ON THE TOWNSHIP.**

The Greater Pittsburgh International Airport (GPIA) was constructed in 1952 on 1,000 acres of land slightly more than 16 miles northwest of downtown Pittsburgh. The introduction of jet engine aircraft in 1960 led to the lengthening of GPIA's original runways, an increase in passenger volumes, and the initiation of economic growth in the immediate area of the airport. This growth was most evident in Moon Township where the terminal and its access highway were located.

Since 1960, airport operation expansions have been increasingly important generators of economic growth. The 1988 "Greater Pittsburgh International Airport Impact Area Plan" noted that more than 50% of the Pittsburgh area's suburban offices and 25% of the foreign companies moving to the Pittsburgh area have located in the southwest quadrant of Allegheny County where GPIA is located. While some of this growth can be attributed to general development pressures, to land availability, and to the improvement of transportation networks in the quadrant, the positive effects of the airport in generating and supporting economic activities are recognized.

The relocation and expansion of the GPIA terminal to its mid-field location and the proposed runway expansions resulted in the building of a new and larger airport. The "new"

airport, Pittsburgh International Airport (PIA, formerly GPIA) generated economic benefits to the region and the local communities. These benefits were accompanied by potential costs to local communities in convenience, municipal expenditures, and livable environments.

Findlay Township has welcomed the new PIA and its potential economic impacts. Findlay intends to preserve and expand upon the community and environmental qualities which its residents have enjoyed in the past.

**County Property**

PIA is owned and operated by Allegheny County through the Allegheny County Airport Authority. The Allegheny County Airport Authority has a Development Director to coordinate existing and future expansions of commercial and industrial development parcels. Although the aviation related operations of PIA are regulated by the Airport Authority and the Federal Aviation Administration (FAA), ultimate decisions about the related but non-aviation essential land uses within airport acquisition property rests with the local communities having jurisdiction over the land.

**Location**

PIA is located in western Allegheny County.

Highway access to the airport from the east has historically been along the Parkway West and from the west along I-376. Regional arterials connecting to this system have gradually given way to newer interstate highway construction. Interstate 79 is notable in substantially improving regional north-south access to the airport.

The Airport Expressway completed in September 1992 greatly improved access from points east and west. With the completion of the Findlay Connector (PA Route 576) in 2006, access points from south of Route 30 and south of Route 22 have been greatly enhanced.

The region served by PIA includes Western Pennsylvania and parts of West Virginia and Ohio. The other airports in this region, though of major economic importance to the region, are general aviation facilities which do not provide the significant level of scheduled air carrier services that PIA does.

PIA derives national importance from its geographic location and available land area to expand. Its proximity to the eastern seaboard cities places PIA less than two hours flight time from the Eastern and Midwestern States yet still within the influence of the eastern megalopolis.

This advantageous location along the eastern United States has prompted the County to market PIA to airlines as an alternative airport for passenger and cargo traffic.

USAirway's original designation of PIA as a regional hub was to substantially increase passenger volumes and the number of flight connections to distant national and international destinations. However, since September of 2001, the airline industry has experienced turbulent economic times that have affected all

carriers. Passenger volumes have decreased along with the number of daily flights to and from PIA.

### Size

From its 1952 construction on 1,000 acres of land, the airport has grown to more than 8,800 acres in Moon and Findlay Townships. Of these, about 6,900 acres of the Allegheny County owned airport acquisition property are located within Findlay Township.

Airport size is often gauged by the number of passenger embarkations and total passenger volumes (Table 2.1) and cargo. In 1960 when jet service was first offered, 2,258,871 passengers departed from GPIA. By 1990, that figure was increased 759% to 17,145,831 and to 19,816,571 passengers in 2000. Because of USAirways no longer considering PIA a hub, passenger volumes dropped to 8,031,175 in 2009. Enplanements increased in 2010 for the first time in eight years with a 2% increase for a total of 8,195,359 passengers. Total cargo volume in 2000 was 232,502,177 pounds and fell to 144, 870,363 pounds in 2010.

The economic impacts of PIA have far reaching significance to the Pittsburgh region. In 2008, the Allegheny County Airport Authority conducted an Airport Economic Impact Study to estimate the economic benefits generated by on-airport business and visitors to the Pittsburgh area. The study concluded that in 2007, PIA supported approximately 71,160 jobs, generated nearly \$2.13 billion in annual payroll and produced over \$5.73 billion in economic activity. These impacts represent 5.1% of the total economic impact and 5.9% of all employees in the Pittsburgh Metropolitan Statistical area (MSA).

This study estimated that out of 4,540 total airport employees, 98 reside in Findlay Township. These employees provided the Township with approximately \$236,080 in local services tax and \$50,300 in earned income tax.

As part of the Economic Impact Study, a separate analysis of non-aviation businesses located on PIA property was conducted to ascertain the economic benefits to the regional economy. In 2008, there were 18 non-aviation businesses and one military facility with on-airport employees. Most tenants are located in the Airside Business Park and Clinton Commerce Park ranging in size from a small restaurant to Dick’s Sporting Goods corporate headquarters, which has 2,323 employees. The economic impact generated by these businesses was estimated at \$980.7 million with 7,107 full-time employees.

It should also be noted that visitors to PIA create benefits to local hotels, restaurants and retail establishments.

**Shared Boundaries With Findlay Township**

Approximately 78% of PIA's 8,800 acres are within Findlay Township. The irregularly shaped airport property forms a 13.1 mile long common boundary with the surrounding privately owned land. In its 1970 to 1971 acquisition program, Allegheny County purchased more than 5,000 acres of land including entire residential neighborhoods to protect airport operations and to preserve options for future expansions. This acquisition was responsible for the loss of a substantial portion of Findlay's tax base and a significant reduction in annual Real Estate Tax Revenues which took the Township almost 10 years to regenerate. Further losses in water system infrastructure investments were incurred when newly served neighborhoods were acquired. The land within the PIA (formerly GPIA) acquisition property has largely remained undeveloped in the intervening 30 years through successive master planning updates and delaying economic recessions. The Township recognizes the importance airport property development will have on its own economic well-being and the critical need to shape and encourage interfaces between potential airport

**Table 2.1  
AIRPORT ACTIVITY**

	1980	1990	2000	2002	2009	2010
<b>Passenger Volumes</b>	11,452,512	17,145,831	19,816,511	18,027,165	8,031,175	8,195,359
<b>Enplaned Passengers</b>	5,720,744	8,588,428	9,899,961	9,005,106	4,016,937	4,098,384
<b>Total Aircraft Operations</b>	355,279	385,837	448,785	424,974	147,720	144,563
<b>Total Cargo (Pounds)</b>	.....	.....	232,502,177	231,776,586	134,204,033	144,870,363

*Source: Allegheny County Airport Authority*

commercial and industrial land uses and its own neighborhoods, roads, and land designated for economic development.

### **Airport Master Plan**

In its 42 years, the aviation operations of PIA has had little influence upon new commercial development patterns in Findlay Township until quite recently. It is in recent years that the business development in the RIDC Park West and associated areas at the extreme northeast of the Township has emerged as a major economic determinant within the Township. The remaining land area within the Township has grown slowly and without apparent connection to the airport's activities. With the construction of the PIA Terminal, Airport Expressway Route I-376 and the opening of the Findlay Connector in 2006, PIA is a major influence on Findlay Township.

A Master Plan for the Airport was last updated in 1999 with numerous planning studies completed in recent years.

### **Aviation Related Development**

The configuration of the current aviation related uses at PIA are largely the result of master plans adopted in 1972 and 1978. In recommending the development of two additional cross wind runways, the 1972 master plan established PIA's long range land acquisition program. The 1978 master plan revised the recommendation to include only one additional cross wind runway and two additional parallel runways. Later PIA studies focused on clarifying the relationship of airport demand to potential capacity and considered alternative locations for a new cross wind runway. In 2008, PB Aviation did a Land Use Plan for PIA that recommended only a single

additional parallel runway.

The 2008 PIA Land Use plan was completed after the airline industry started experiencing the economic effects of September 11, 2001 and deregulation. Once considered a "hub" before USAirways reorganized in 2004, PIA had to attract other airlines to fill gates that were vacated by USAirways.

On an average day in 2000, PIA had 1,229 takeoffs and landings. Since this time, average daily volumes have fallen to 696 in 2005 and 396 in 2010. Air traffic fell 32 percent between 2000 and 2010 with 2009 totals being the lowest with an average daily volume of 381.

In November 2004, PIA officially lost its status as a USAirways "Hub" and became a "Focus City" to the dominant airline at the airport. With the emphasis now on point-to-point flying, the loss of "Hub" status and reduction in daily flights by USAirways, PIA had to attract other carriers. In 2010, there were 13 major carriers servicing PIA. USAirways emplaned 26% of the passengers while Southwest emplaned 20% and Delta/Northwest emplaned 16%.

While airport planners are attracting new airlines to service passengers, expand cargo and prepare vacant land for development, local communities are likely to experience this potential growth with additional traffic and increase in take-offs and landings.

Efforts directed to meeting the transportation, infrastructure, and economic development goals of PIA are essentially positive forces in the economic development of Findlay Township.

### **Non-Aviation Related Development**

Non-aviation related development refers to the anticipated development that is not directly related to the operation of the airport. Homes and businesses constructed in response to increased demand for locations nearer PIA may be generated by the airport expansion. These will have no functional interrelationships with aircraft arrivals, loading or departures, or with the services and provisions for passengers on those aircraft.

Two types of land uses are expected to increase in response to airport growth.

1. Residential development pressure will increase to satisfy the need for convenient housing for employees of the airport and of businesses locating in the airport area.
2. Businesses will seek locations in the airport area to take advantage of airline connections, of aviation-related distribution of regional transportation improvements, and of the growing business community in the airport area.

Residential subdivision activity has been active in Findlay Township. That growth is expected to continue. However, flight tracks from airport operations do not make portions of the Township compatible for future residential housing and these portions of the Township have been zoned business/commercial. By 2000, the Federal Aviation Administration (F.A.A.) required all commercial and cargo aircraft to be equipped with Stage 3 hush-kit engines. This requirement, and a drop in airport operations has reduced the noise exposure contours which measure the impact of noise. Noise is measured through the F.A.A.'s Integrated Noise Model (INM) to develop Day & Night Average Sound levels (DNL), then overlaid over the communities to see where noise impacts are. The maximum noise

exposure for residential areas is 65 DNL. Since 2000, the overall area of the 65 DNL has decreased to only 40 acres in Findlay Township outside of airport property. Environmental constraints and existing and projected patterns of development further delineate the appropriate locations for residential development.

The PIA Impact Area Plan proposes a Comprehensive Land Use Plan showing extensive areas of residential and agricultural land uses throughout the Township. While that plan reserves noise impacted areas from residential use, it does not reflect the municipality's perceived demand for commercial and industrial sites within Findlay Township.

Business land uses are expected to increase in the vicinity of the airport in response to the increased marketing efforts which are emerging for the airport communities and the non-aviation essential Airport Authority owned property.

In 2003, the Allegheny County Airport Authority completed a Site Capacity Analysis report that generally identified the physical development capacity that are realistically achievable for over 3,000 acres of land surrounding PIA. Updated in 2010, the report found of this total, 2,739 acres are in Findlay Township and that about 1,734 acres were buildable with up to 26,331,000 square feet of Gross Floor Area. Although a majority of the Authorities property is zoned Heavy Industrial (HI), it was assumed that portions would be rezoned to Mixed Use (MXU) or Business Park (BPK) to accommodate various uses. (See Development Master Plan)

Out of the 17 sites identified for

development, 10 are in Findlay Township. Site 10, which is the largest with 1,420 acres, has 691 buildable acres, is located between I-376, Route 30, Findlay Connector and west of Imperial. Site 8, Industry Drive Extension, has 107 acres of which 43 acres are buildable. Site 9, located between Enlow and McClaren Roads consist of 111 acres of which 60 acres are buildable. Site 11 has 345 acres with 164 buildable acres and is located between I-376, Route 30, the Findlay Connector and is east of Clinton. Site 12 has 810 acres of which 341 acres are buildable, this site is located west of Clinton Road to Hookstown Grade Road. North of Camp-Meeting Road to I-376 and currently includes Clinton Commerce Park Phase I. Site 13 has 53 acres with 28 acres being buildable. This site is located off of Hookstown Grade Road and is bordered by I-376 to the east and the exit/entrance ramps for Flaugherty Run Exit.

The 2010 Site Capacity Analysis report also took into consideration developable parcels inside the I-376 loop. Out of the 1,734 total buildable acres, 533 acres were identified inside the I-376 loop at four sites. Site A, consisting of 328 acres of which 200 acres are buildable, includes the North Field Site (International Drive) west to the Flaugherty Run Interchange. This site also includes Dick's Sporting Goods Corporate Headquarters. Site D, which is west of the long term parking lot out to Clinton Road, contains 182 acres of which most is developable. Site F, being the smallest site with 5 developable acres, is located just south of the return road adjacent to the long term parking lot. Site G, with 31 acres of which 20 acres are developable, is located between Sites D and F, south of the long term parking lot and north of I-376.

Taking into consideration current real estate

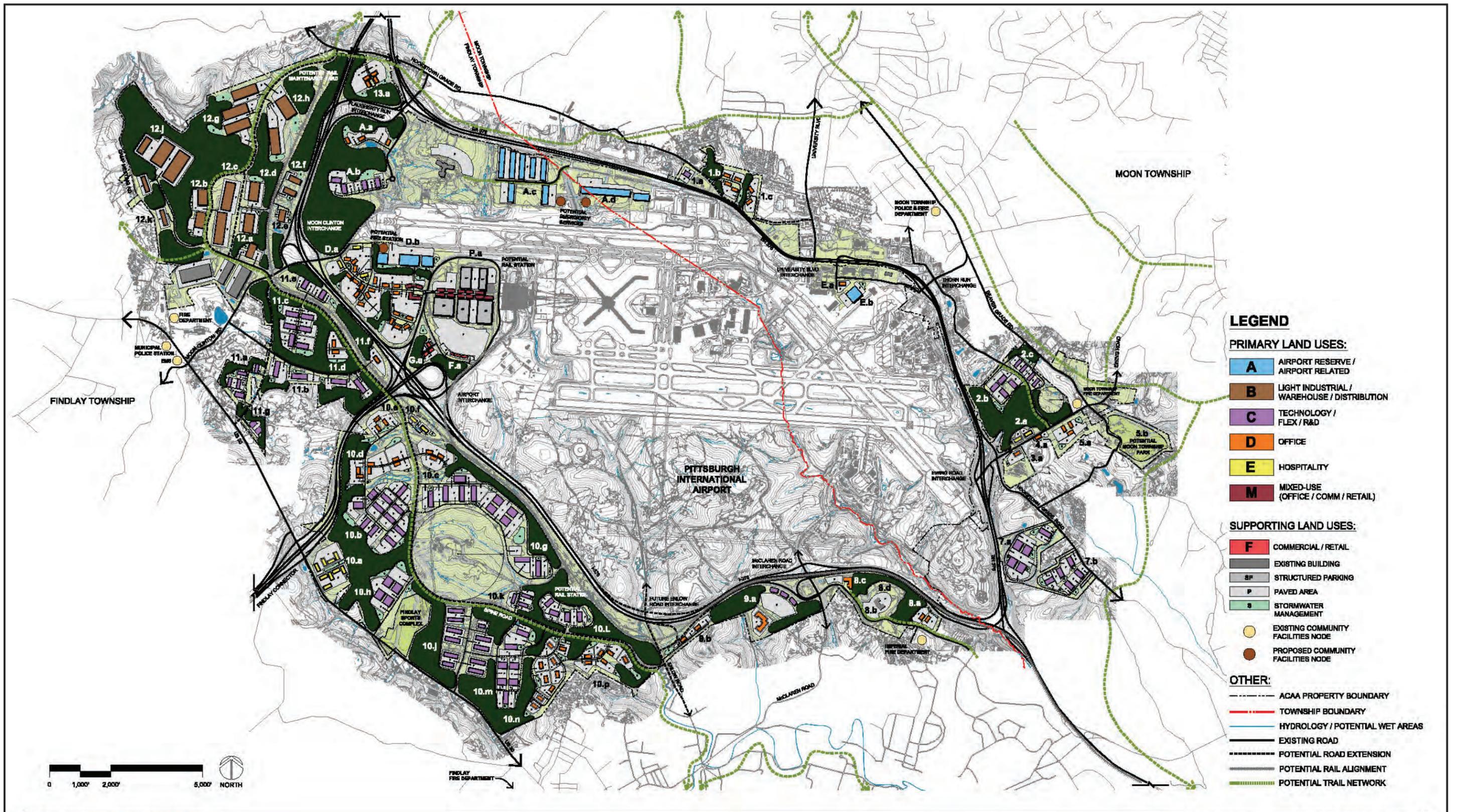
market trends and availability, the site capacity analysis report recommends that PIA should concentrate its marketing efforts for such facilities as office space, hospitality, high technology uses, light manufacturing, warehousing, research and development and flex space.

The 2001 PIA Land Use Plan is the vision of the airport proper for the next 20 years into the 21st century. This plan includes:

- . Increased airfield capacity with the development of an additional runway, of primary interest is the southern parallel.
- . Construction of a separate satellite international terminal and aircraft maintenance buildings between the southern runway and Runway 10-28L. Reuse of former GPIA terminal area as a business park and air cargo facility, which has been completed. Additional airfield support and air freight.

The highway system created to support the PIA is one aspect of non-aviation related development which is expected to produce wide-reaching benefits to the region. The Airport Expressway completes an airport beltway which provides excellent access to the new airport area. The effects of this expressway coupled with the Findlay Connector go beyond improving access to the new terminal.

1. Their presence makes PIA a more attractive departure location for individuals and firms from the far south and west, well within West Virginia and Ohio.
2. They disperse traffic from the Airport Parkway improving connections to I-376, the Pennsylvania Turnpike, and Interstate 79.



- LEGEND**
- PRIMARY LAND USES:**
- A** AIRPORT RESERVE / AIRPORT RELATED
  - B** LIGHT INDUSTRIAL / WAREHOUSE / DISTRIBUTION
  - C** TECHNOLOGY / FLEX / R&D
  - D** OFFICE
  - E** HOSPITALITY
  - M** MIXED-USE (OFFICE / COMM / RETAIL)
- SUPPORTING LAND USES:**
- F** COMMERCIAL / RETAIL
  - EXISTING BUILDING
  - SP STRUCTURED PARKING
  - P PAVED AREA
  - S STORMWATER MANAGEMENT
  - EXISTING COMMUNITY FACILITIES NODE
  - PROPOSED COMMUNITY FACILITIES NODE
- OTHER:**
- ACAA PROPERTY BOUNDARY
  - TOWNSHIP BOUNDARY
  - HYDROLOGY / POTENTIAL WET AREAS
  - EXISTING ROAD
  - POTENTIAL ROAD EXTENSION
  - POTENTIAL RAIL ALIGNMENT
  - POTENTIAL TRAIL NETWORK

**IDC ARCHITECTS**



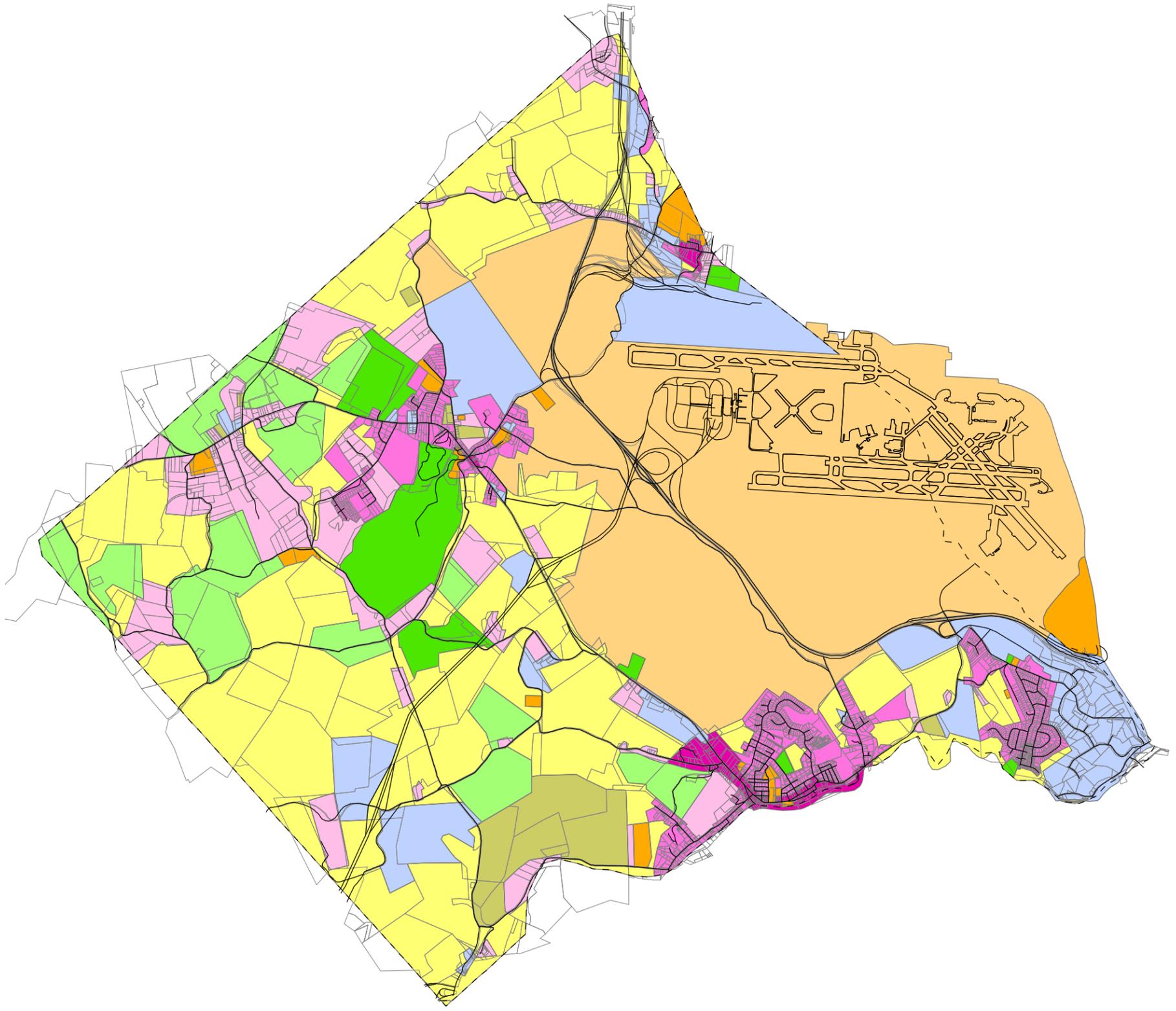
**Development Master Plan**

**Allegheny County Airport Authority**  
 Pittsburgh International Airport  
 Allegheny County, Pennsylvania

January 2011

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### Legend

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL/ COMMERCIAL MIX
- COMMERCIAL
- INDUSTRIAL
- AGRICULTURAL
- RECREATION
- PUBLIC/SEMI-PUBLIC
- VACANT
- AIRPORT PROPERTY

<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>EXISTING LAND USE PLAN</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 5,000 feet	REVISION NO. 3

3. They enhance the marketability of land in Findlay Township and surrounding communities which were previously accessed by the airport area's older highway system.

The Findlay Connector capitalizes on the positive effects of the Airport Expressway by providing a more direct route to PIA for areas to the south and west and by reinforcing the potential development of thousands of acres of land within Findlay Township.

Other highway system improvements having less direct impact on Findlay Township will improve highway connections to the airport for communities throughout the region.

The Southern Beltway as endorsed by the PA Turnpike Commission would accomplish this connection. Beginning at the Airport, the Findlay Connector from the Airport Expressway to U.S. Route 22 near McDonald-Bavington is the first leg of the Southern Beltway. From Route 22 the beltway would then connect to I-79. This section is currently in final design with the PA Turnpike Commission.

#### **Development Corridor and the Impact Area**

The area expected to profit from the economic impacts of the airport expansion is far greater than the number of acres on airport property. The PIA "Impact Area Plan" identifies the development area of the airport as extending from west of the Flaugherty Run Road interchange on I-376 east to the Montour Run interchange. Portions of Moon Township, Robinson Township, North Fayette Township, and Findlay Township are included in this impact area. The townships, however, are preparing for township-wide impacts and

development pressure beyond this identified development zone.

The economic growth generated by PIA activities is expected to be concentrated in the airport development area but should extend well into all three adjoining counties. Beaver County, Allegheny County, and Washington County are all preparing for anticipated commercial and industrial development.

#### *Objective*

**Avoid conflict between aviation and non-aviation land uses.**

The principal conflicts between aviation and non-aviation land uses which are likely to arise are (1) the effects of airport noise level exposure on living, working, and recreation facilities, and (2) the limitations on the height, surface, permitted uses, and included amenities of structures within the potential flight interference zones set by the FAA. Efforts to minimize incompatible uses or to modify construction practices to counter potential negative effects have reduced the potential for serious conflicts.

**Land Use Planning:** *Avoid the potential for conflict by assigning compatible land uses within high noise level exposure zones and by setting maximum height thresholds for structures in the flight path.*

High noise level exposure is already a reality in the airport area. Aircraft arriving or departing from the airport are at low elevations with respect to the surrounding communities.

Air traffic industry and housing agencies agree that noise level exposure areas of 65 DNL

or higher are inappropriate for the traditional single family home environment. Even where standard home insulation would approach that which is required for sound level insulation, exterior noise levels remain inappropriate for outdoor living and children's play spaces. High noise level exposure areas of 65 DNL to 75 DNL have been designated for commercial, industrial, agricultural, or conservation uses.

Activities that produce electromagnetic effects which interfere with navigational instrumentation or with aircraft communications are not permitted uses in the airport area.

Maintaining an unobstructed flight path to and from the airport runways is of major concern to the FAA and the Allegheny County Airport Authority. All structures piercing the flight ceiling or within the flight path are required to be submitted for FAA review. Provisions for this height limitation and review process have been incorporated in zoning and subdivision regulations.

**Buffer Zones:** *Protect residents and visitors from very high noise level exposure by restricting all development in areas having noise levels of 75 DNL or higher and preserve the environment by establishing buffer requirements.*

Areas having noise exposure levels of 75 DNL or greater are not recommended for habitation. These areas should be designated as airport buffer zones or conservation areas to restrict any development within them.

**Subdivision and Building Regulations:** *Subdivision and building regulations reinforce zoning for appropriate noise exposure levels, avoid flight or navigational interference by new structures, and establish landscape treatment*

*guidelines.*

Subdivision and land development regulations under the Pennsylvania Municipalities Planning Code now apply to all development. In controlling subdivision activities, the Subdivision and Land Use Ordinance reinforces the controls on conflicting land uses provided under airport operations responsive land use and zoning codes. Building codes emphasize the need for sound level insulation in the airport area and should minimize potential obstruction or interference with aircraft operations at PIA.

Landscape treatment guidelines set minimum requirements for the landscapes in setbacks and buffers.

**Performance Standards:** *Standards for development which work to produce effective relationships between structures, open space and populations.*

Performance standards for development in the airport area should reassert the need to maintain safe conditions for aircraft, and safe and suitable locations for individual and community activities. These standards should also reinforce efforts to develop the airport area as an attractive, pleasant living and working environment, and as a suitable setting for long term business growth.

The 1992 Three Rivers Parkway Workbook recommended the establishment of an overlay district along the Airport Expressway and Parkway West, now I-376. This overlay intention is to protect the natural environment 1,000 feet along both sides of I-376. In September of 1993, the Board of Supervisors adopted the Expressway Overlay District which incorporated some of the concepts of the Three

Rivers Parkway Workbook. The intent of this overlay district is to regulate development that would impact visually upon I-376. As most of the standards proposed in the Three Rivers Parkway Workbook were already implemented within the Township's zoning and subdivision ordinances, few additions were adopted. Included are:

- . Development signs shall not be permitted along the expressway.
- . Slope tops and ridgelines shall not be leveled, but rather rounded and contoured
- . Clear cutting is restricted to within 16 feet of proposed development.
- . Roof tops up to two stories shall be fully enclosed with no visible roof mounted equipment.
- . Roof tops for three or more stories shall have fully enclosed roofs or articulated roof forms.
- . All mechanical equipment, trash collection areas, loading docks, and service areas shall be oriented away from the expressway and integrated into the site.

These performance standards are related to expressway speeds. The concepts can be appropriately applied to new and improved road systems in developing areas within Findlay Township and are incorporated into the zoning and subdivision regulations.

*Objective*  
**Coordinate timing of organizational and capital improvements to facilitate development projects.**

The timing of economic development and marketing efforts with capital improvements is of critical importance to continued economic growth in the airport area. Advance planning

for proposed improvements not only increases efficiency in implementing the capital improvements program, but also is a valuable marketing aid providing potential developers with information about projected services and preparedness in the community.

**Transportation:** *Complete a collector and arterial study to determine capital improvements needed to achieve the Comprehensive Plan development patterns.*

The highway systems in the airport area are or will be well studied. However, the success of the land use plan is also dependent upon a knowledgeable program of improvement for vehicular and pedestrian circulation within developed areas. Special care should be taken to insure the PIA development sites are integrated with Township road systems. Proposals for the collector and arterial road system in the Township should be examined in detail to determine the extent of improvement needed and to develop a capital improvements program which will help to guide future state, county, municipal, or private funded construction of roads to serve the emerging commercial and industrial complexes.

**Infrastructure:** *Develop a Capital Improvements Plan for the provision of the infrastructure needs of PIA and new development areas of the Township.*

Water and sewer services are fundamental conditions for the development of airport and other land within the Township. Decisions regarding who will be providing these services as well as the capacities must be consistently assessed by the Findlay Township Municipal Authority.

## Chapter Three

**DEVELOPMENT CONSTRAINTS***Goal***PROTECT NATURAL RESOURCES AND ENVIRONMENTALLY SENSITIVE LAND.****Existing Natural Constraints**

The most influential physical features in Findlay are (1) the wetlands and floodplains found in the stream valleys, (2) the steep and landslide prone slopes along the valley walls, and (3) five separate watersheds.

The Township intends to respect and protect these natural features while still encouraging development. Township leaders want to avoid conflict by preserving natural ecosystems through sensitive planning, design and construction practices. Findlay's residents value both the natural resources and the potential future development. It is the Township's intention to merge the two by creating a network of linked open space through newly developed land.

**Wetlands:** Wetlands are those areas where water flows or ponds above the ground surface or where water at or near the ground surface supports the growth of wetland vegetation. These areas are valued for their natural function as wildlife habitats, flood water detention, ground water recharge, surface water purification and sedimentation reduction, and for their other contributions to maintaining the balance of the ecosystem. Wetlands are protected by Chapter 105 of the Pennsylvania Department of Environmental Protection (DEP) "Rules and Regulations". The DEP defines

wetlands in terms of the site's ability to support vegetation indicative of aquatic conditions or of saturated soil conditions.

Under the DEP regulations any disturbance which diminishes or destroys all or a part of a wetland must be reproduced or replicated on the site or elsewhere, at a ratio of 2 to 1 times the wetland area disturbed. Creating a new wetland, "wetland replication", is very expensive and commonly is not successful in reproducing the functions of the original wetland. In utilizing double the original area replication requirement, DEP is recognizing the 50% survival rate of wetland vegetation in replication areas.

The DEP, in 1993, formulated new wetland regulations which establish three classes of wetlands each with specific setback requirements:

1. "Exceptional Value", especially valuable or sensitive areas of groundwater recharge, wildlife habitats or endangered species (300' setback);
2. Significant Wetlands, useful but less essential or less sensitive areas (100' setback); and
3. Other Wetlands, relatively insensitive to disturbance in adjacent areas (no required setback).

The wetlands in Findlay are located along streams or in the vicinity of older strip mining operations. Wetlands in the narrow floors of the stream valleys often form a part of the floodplain. Where the stream valley widens as it does at the confluence of streams, the wetland commonly widens. Man made wetlands in the Township are associated with past strip mining operations where natural drainage routes were blocked or where unfilled pits remain to capture groundwater and surface drainage. Such small wetlands are nevertheless protected by wetland legislation. The map of wetlands in Findlay Township is strongly related to the mapping of floodplains, steep slopes and slide prone lands as most of these factors have a common generator, water.

**Floodplains:** The three major streams in Findlay Township are the Montour Run at the border with North Fayette, the Potato Garden Run which flows to the north toward Beaver County and the McClaren's Run along the border with Moon Township. A number of tributaries to these streams also meander through Findlay Township. Each of the water courses has a floodplain to which waters rise during flood times. National Flood Insurance Program Federal Emergency Management Agency (FEMA) maps indicate that base 100 year flood elevations were calculated for the Montour Run and McClaren's Run waterway. The FEMA maps do indicate areas likely to flood along the Potato Garden Run and smaller streams during a 100 year storm. These maps were last updated on October 4, 1995.

Although many of the tributary streams are small, their destructive power is great because of the landslide prone slopes on the hills and the runoff characteristics of the soils. It could prove hazardous to infringe upon the natural waterways with intense development. The

wisest course of action is to avoid potential conflicts with floods by restricting any development in floodplains.

**Steep Slopes and landslide prone land:**

The very steep and landslide prone slopes are located on the walls of the stream valleys. The flowing water undercuts banks and seepage along the valley wall increases slippage in the poorly consolidated soils and shales. However, it is reasonably simple to cope with related development constraints by employing accepted grading techniques or by avoiding construction in areas which would aggravate natural conditions.

The United States Geological Survey Maps of slide prone areas note that in Allegheny County, 90% of the landslides are caused by inappropriate excavation of steep slopes, by excessive loading of steep slopes with fill, or by altering groundwater or surface water flows. Most slides in the county have occurred since 1940 with the post-WWII surge in building and highway construction.

Slide prone areas in Findlay Township are associated with the coal bearing bedrock common to the region, particularly in areas undergoing active stream erosion. This correlation of unstable, steep slopes with other stream related elements reinforces the linear system of sensitive landscape features which are best left undisturbed. The Development Constraints map clearly illustrates the patterns of streams and down cutting valleys.

**Watersheds:** The Township land contributes stormwater runoff to five watersheds. The most extensive of these within Findlay Township are the Montour Run and the Potato Garden Run watersheds. Additionally, smaller portions of the Flaugherty Run,

Reardon Run, and the Raccoon Creek watersheds are within the Township. Of the five, the Montour Run and Flaugherty Run watersheds have state mandated watershed stormwater management plans which has been approved by Allegheny County and the local municipalities. The Montour Run Watershed Stormwater Management Plan was adopted by DEP and the municipalities within the watershed in 1990 and the Flaugherty Run Plan was adopted in 1999.

The Montour Run Stormwater Management study identifies 28 subsheds in the entire watershed of which all or a portion of 17 subsheds are within Findlay Township. The P.I.A. Subshed and Subshed 13 in the McClaren Run/Westbury areas are the only two subsheds within the boundaries of the Township which are assigned a 100% runoff ratio. Subshed 16 which includes the 911 Air Force Reserves Military Reservation and the Pittsburgh Air National Guard has been assigned a release rate of 90%.

The Montour Run Watershed Stormwater Management Plan requires that the remaining 14 subsheds in Findlay maintain an 80% or less runoff rate during times of peak runoff. Development in areas with release rates less than 100% is required to limit stormwater discharge to the assigned percentage of pre-development runoff. A subshed with a 75% release rate restricts post-development flows to 75% of the land's current runoff rate in its undeveloped state. These subsheds with restricted runoff rates are primarily undeveloped.

The Flaugherty Run watershed consists of 22 subsheds of which only a portion of two subsheds are in Findlay Township. These subsheds exist in the northwestern corner of the Township, north of Route 60 in the Flaugherty

Run Interchange area. The rest of the watershed is mostly in Moon Township with some overlap occurring in Hopewell Township, Beaver County.

The County's stormwater management plans for the other three watersheds within the Township have not yet begun but may well have similar stringent release rates as these streams, too, are in the upper reaches of their watersheds.

Restricted runoff release rates present minimal constraints to future development if adequate consideration is given to runoff detention at the outset of a project. Reduced runoff ratios can be achieved by maximizing infiltration processes, preserving floodplains and controlling storm flows within the subsheds. If designed and located appropriately, simple on-site detention structures such as ponds can achieve the objectives of the watershed management plan while adding to the amenities of the site. In some areas of the Township, an integrated facility shared by adjacent property owners might be preferred over several smaller facilities.

### **Stormwater Pollution Prevention**

In 2003, federal stormwater management regulations required Municipal Separate Storm Sewer Systems (MS4) to apply for a National Pollutant Discharge Elimination System (NPDES) permit to discharge stormwater. With this permit, Findlay Township was required to implement and enforce a stormwater management program approved by DEP which is designed to reduce the discharge of pollutants from its MS4's to the maximum extent practicable. The goal is to protect water quality and satisfy the appropriate water quality requirements of the Federal Clean Water Act.

In September of 2003, the DEP issued the Township a NPDES permit.

The Township's approved permit outlines a stormwater program that includes best management practices and measurable goals for each element of the program. Federal regulations established six categories of "minimum control measures" which are: public education and outreach, public participation and involvement, illicit discharge and detection, construction site runoff control, post-construction runoff control, pollution prevention and good housekeeping of municipal operations and maintenance. To meet these measures, the Township distributes stormwater educational information to developers, contractors, businesses, and residents through brochures, newsletters, Township web site, and various other web links. The Township also sponsors numerous community clean up and recycling programs throughout the year for such items as electronics, appliances, tires, newspaper, cans/bottles, yard waste and Christmas trees.

Township inspectors address all issues related to stormwater testing and pollution prevention on an ongoing basis. Annual MS4 reports are filed with DEP for conformance to the Township NPDES permit and to monitor Best Management Practices.

### **Existing Man-Made Constraints**

Past land uses in Findlay have produced man-made constraints to future development. Conditions of concern include the presence of (1) abandoned subsurface coal mines, (2) older strip mined sites (3) active and inactive landfill and refuse dump areas, and (4) the impacts of the operation of the Pittsburgh International Airport. Each of these conditions is well defined within the Township and information

regarding the condition is readily available. In general, when plans indicate the possible presence of any of these conditions, a specific diagnostic study to evaluate the exact nature of any problem which might be encountered during construction and/or occupancy for the proposed use of the site is recommended.

**Subsurface Mines:** A large portion of Findlay Township lies above the expansive Pittsburgh Coal Seam, a geological feature extending over much of Western Pennsylvania. The coal in this seam is found at depths of less than 200' with many abandoned mines closer to the existing ground surface. It is common in Findlay for this seam to be within 100' of the surface. In more than 100 years of mining activity, about 250 square miles or 35% of Allegheny County has been deep mined. Since much of the Township was mined prior to 1920, available records of the deep mines in Findlay are not complete.

Subsidence and acid mine drainage are the primary problems associated with the presence of deep mines. Although subsidence is dependent upon the characteristics of the rock strata in the overburden, some generalizations about potential problems can be made. Subsurface mines less than 100' below the surface of the soil present the most potentially severe constraints. Mines at a depth of 100'-200' present moderate constraints. Depths greater than 200' present slight constraints. However, where the overburden is unstable, the potential for subsidence can remain significant to depths of 300'.

The Natural Development Constraints map indicates the limit of the Pittsburgh Coal Seam which has been extensively mined in this region of the County. Deep mines are likely to exist in the areas mapped.

When subsurface mines are present or likely to be present, diagnostic geotechnical surveys can provide specific information about the bearing capacity of the soil and rock strata remaining in the overburden. Core borings made in the survey will support conclusions about subsurface subsidence with evidence of fractures in the rock strata. Once the degree of constraint is understood and incorporated into specific site design and building construction proposals, development of sites over subsurface mines is not prohibitive for larger structures. Building over subsurface mines may be very cost prohibitive for single family residential uses if the structures have to be set on piles or if some other engineering alternative to the standard foundation wall is required.

The Commonwealth of Pennsylvania offers mine subsidence insurance through the Department of Environmental Protection's Division of Mine Subsidence Insurance.

**Surface Mines:** In this region, surface mines are commonly synonymous with strip coal mines because one method of reclaiming old deep mined areas has been to strip the remaining coal from the site. Strip mining of coal in Western Pennsylvania has been practiced over much of the region within the Pittsburgh Coal Seam. Stripping coal involves removing soil and rock overburden to expose the remains of the older deep coal mine. Once the coal has been removed, the overburden is replaced.

Constraints associated with surface mined sites include residual ponding of water, existence of steep sloped "high walls", barren ground surface, unstable rocky spoil piles, a sulphurous odor associated with the weathering of some types of disturbed rock strata, acidic mine drainage and possible subsidence under

the loading of new structures. Although modern strip mining techniques share these characteristics, state law now requires the restoration of surface mining sites to their approximate natural contours and the reestablishment of a vegetative cover after mining operations are completed. In the past, replacing the overburden has resulted in the flat, barren terraced earth forms typical of older strip mining practices. These broad flat areas are suitable sites for large office or business structures.

Older and newer surface mines alike, must be evaluated to determine the degree of constraint particular to the site. To avoid subsidence and settlement occurrences, developers should commission a diagnostic geotechnical survey which will identify the most appropriate location and construction process to be used on site.

In Findlay Township, the areas which have been mined are generally found on undeveloped lands south of U.S. Route 30 and on airport land. The largest private landowner in the Township, Imperial Land Corporation, owns about 4,000 acres of which most have been mined in the past.

**Landfills:** Findlay Township has long been a regional location for solid waste disposal. Landfills in Findlay, like most landfills, must be considered potentially hazardous because of the variety of household toxic wastes routinely disposed of in them. Land use mapping show landfill sites along U.S. Route 30 near Clinton, at Robinson Road, and near the intersection of Boggs and Potato Garden Roads. There have also been several old landfills uncovered on county owned airport property during the grading for the new P.I.A.

A landfill operated by Mazarro Coal and Disposal Company along U.S. Route 30 near Clinton, ceased operations in the 1980's.

The Robinson Road landfill site was previously operated by the Aloe Holding Company. The portion of this site between U.S. Route 30 and Robinson Road has been closed for about 30 years. The landfill to the south, across Robinson Road, is a closed phase of the Allied Waste landfill operation which now enters from Boggs Road.

Allied Waste Imperial Landfill along Boggs Road near Potato Garden Run Road occupies nearly a thousand acres and is still active. The Imperial Landfill is likely to remain active for many years. Allied Waste leases the site from the Imperial Land Corporation. This waste disposal area is located on a site previously surface mined by the Aloe Mining Corporation.

Problems associated with construction on landfill sites are settlement and the shallow soil cover over buried wastes. Since landfill wastes are covered with soil each day, layers of soil and wastes are formed. As the landfill wastes compact and decompose, the surface of the landfill can settle substantially. Permanent capping of the landfill at the cessation of landfill operations, provides a 2' to 4' thick impervious cover on the site. Any use which pierces this shallow cover destroys the integrity of the cap and exposes the landfill. This alone eliminates the potential for a lot of future uses.

Environmental problems associated with leachate production, groundwater or surface water pollution, methane production and the accessibility of deposited wastes do not recommend these sites for permanent habitation of any type. Where methane is a problem, it must be addressed to avoid dangerous situations

and to reduce the odor associated with the gas. Use of landfill areas is generally restricted to surface activities of a temporary nature, such as park sites, open space, wildlife conservation and similar low intensity recreation. This will effectively reserve landfill areas until their decay and settlement is no longer active.

### **Airport Influence**

Much of Pittsburgh International Airport is located in Findlay Township and this proximity imposes some constraints on development, as well. Constraints involve aircraft noise levels incompatible with residential development and height restrictions on development to provide safe airspace, free of obstruction hazards.

Significant portions of Findlay Township are along the flight path of existing aircraft landing and take off patterns. Noise levels in these areas can approach severe levels. These noise levels have been plotted as contours of noise level increments for both the existing and future operations. The noise criteria cited in the P.I.A. Part 150 Study gives an indication of the severity of the various exposure levels (Table 3.1).

Since 1980, Findlay Township and the airport have worked together with FAA Air Traffic Control, airlines and pilots on programs to minimize aircraft noise impacts on residents. These programs have been successful and have included:

1. Operational measures to direct aircraft away from populated areas.
2. Remedial measures, such as residential sound insulation and residential acquisitions, to alleviate impacts.

**Table 3.1  
NOISE EXPOSURE LEVEL IMPACTS**

<b>Day &amp; Night Sound Level</b>	<b>Noise Exposure Class</b>	<b>HUD Assessment Guidelines</b>	<b>Suggested Controls</b>
<b>0-55 DNL</b>	<b>Minimal</b>	<b>"Clearly acceptable"</b>	<b>Normally no special consideration</b>
<b>55-65 DNL</b>	<b>Moderate</b>	<b>"Normally acceptable"</b>	<b>Consider land use controls</b>
<b>65-75 DNL</b>	<b>Significant</b>	<b>"Normally unacceptable"</b>	<b>Recommend Noise Easements, Land Use and Other Compatibility Controls</b>
<b>75 and higher</b>	<b>Severe</b>	<b>"Clearly Unacceptable"</b>	<b>Recommend containment within Airport boundaries or use of positive Compatibility Controls</b>

- Airport Noise Exposure Overlay zoning to eliminate development of noise sensitive uses in areas impacted by aircraft noise.

The airport reassessed the impact of aircraft noise on residents in 2006. New noise exposure maps were generated for the existing condition and for the year 2010. The Federal Aviation Administration certified the noise exposure maps are in compliance with applicable federal requirements.

The 2010 noise exposure map indicates the extent of aircraft noise impacts on Findlay Township. Impacted beyond airport property is a single area of 40 acres along Camp-Meeting Road, north of Maple Drive. Aircraft noise levels in this area are incompatible with residential use. All seven homes in this noise impact area have participated in, or were offered an opportunity to participate in, either

the Residential Sound Insulation Program, or Compensated Aerial Easement Program, or received benefits from noise litigation. Therefore, these homes are considered compatible with said aircraft noise levels. Other land uses compatible with noise levels in this particular area include office, commercial, manufacturing, production, recreation and open space. Aircraft noise does not constrain development in any other area of the Township.

Height restrictions on development apply to all of Findlay Township. Height restrictions are in place to provide safe, unobstructed airspace around Pittsburgh International Airport. Findlay Township imposes height restrictions through its Airport Flight Ceiling and Navigation Overlay Zoning Ordinance. Heights of buildings are restricted to 1,204 feet above mean sea level at runways increasing to 2,300 feet above mean sea level at the furthest

reaches of the township. These height restraints have not been a deterrent to development in Findlay Township.

The choice of Findlay to welcome and absorb extensive business and commercial land uses stems from this understanding of the impacts from the Airport.

**Land Suitable for Development**

Each color on the Natural Development Constraints map represents a single constraint. A site on the map may have more than one constraint to guide and shape its development. A site's suitability for a proposed land use must be evaluated in terms of the interaction of the land use with particular constraints. The following chart generally relates constraints to compatible land uses. (Table 3.2)

Land affected by only the Airport Flight Ceiling and Navigation Interference overlay is suitable for all land uses including residential. The Natural Development Constraints map when correlated with Table 3.2 will indicate that locations having subsurface mining, surface mining or airport noise exposure impose severe constraints on single family residential uses but impose light to moderate constraints on business development, multiple family residential or transient housing. Typical daily use patterns and the cost of modifying construction for these limitations, render mined and airport noise exposure areas more suitable for larger structures.

**Objective**  
**Restrict development to areas safe for habitation through overlay zones.**

**Wetlands:** *The Wetlands Overlay identifies Township wetlands as an area of no disturbance intended to link into a publicly accessible, interconnected conservation and open space network. As additional wetlands are identified, they should be adopted as amendments to the Wetlands Overlay Map.*

This overlay establishes the presence, location and value of wetlands in the Township and reaffirms the Township's intention to preserve them under federal and state law as a part of the Findlay Township's linked public open space system. Wetlands are regulated by the Pennsylvania Department of Environmental Protection (DEP). Regulation and permitting of wetlands protected by this overlay should remain the responsibility of the DEP. In creating this overlay, Findlay is insuring that these valuable wetland features are not forgotten in the zoning and the subdivision and land development processes.

Even as a component of the linked public open space system, wetlands are sensitive land areas and should not be disturbed by human activity. Setback areas required between wetlands and development are more appropriate for pedestrian activity and developers should be encouraged to dedicate land within these setbacks where it is needed for paths and ties to the open space system.

**Table 3.2  
DEVELOPMENT CONSTRAINTS**

<b>Overlay</b>	<b>Potential Degree of Constraint</b>	<b>Compatible Land Use</b>
<b>Wetlands</b>	Severe	Open Space, Conservation
<b>Floodplains</b>	Severe	Open Space, Conservation
<b>Steep and Landslide Prone Land</b>	Moderate to Severe	Recreation, Open Space, Conservation
<b>Landfills</b>	Moderate to Severe	Recreation, Open Space, Conservation
<b>Subsurface Mining</b>	Slight to Severe	Business Development, High Density Residential, Recreation, Open Space, Conservation
<b>Surface Mining</b>	Slight to Severe	Business Development, High Density Residential, Recreation, Open Space, Conservation
<b>Airport Influences</b>		
<b>Noise</b>	Slight	Business Development, High Density Residential, Recreation, Open Space, Conservation
<b>Flight Ceiling Navigation Interference</b>	Slight to Moderate	Residential, Business and Development, High Density Residential, Recreation, Open Space, Conservation

**Floodplains:** *The Floodplains Overlay is based upon the National Flood Insurance Program FEMA maps for Findlay Township. This overlay establishes floodplains as areas of limited development which form a part of the Township linked open space and conservation network.*

Floodplains are those areas subject to a 100 year flood as identified in the Flood Insurance Study (FIS) prepared for Findlay Township by the Federal Emergency Management Agency (FEMA).

Development within the floodplain are restricted to changes which do not affect flood elevations, or which do not alter conditions to endanger life or property. Development in the floodway which can obstruct or alter water flow must be avoided.

Floodplains can be designated as usable open space. Since reasonable amounts of grading are permitted in the floodplain, this is a suitable location for active recreation and the public right-of-way path network.

**Steep slopes and landslide prone land:**

*The Steep Slope and Landslide Prone Land Overlay notifies potential developers of the site constraints and establishes procedures for minimizing potential landslide hazards.*

This overlay ordinance recognizes steep slopes and landslide areas as sites with potentially severe but avoidable limitations. Construction in or adjacent to those areas identified as landslide prone are limited to development approaches and construction techniques which take the landslide potential into account. Site development practices which restrain natural landslide tendencies are required for site approvals. These would include preserving natural vegetation and drainage and controlling off road vehicular traffic. Excavation, grading or loading the affected slopes are restricted to reduce or prevent the occurrence of landslides.

**Landfills:**

*The Landfill Overlay identifies known landfill sites as recreation or conservation areas.*

Landfill sites present the potentially severe problems of settlement, toxic wastes, leachates, pollution of groundwater and surface waters, and methane gas production. This land should be limited to activities of a temporary nature which do not require stable soils.

Uses proposed for reclaimed landfill sites must be justified by detailed surface and subsurface investigations. Although innovative uses for landfill sites are encouraged, site constraints in these areas are so potentially severe that subsurface investigations including evaluation of potential toxicity are necessary.

Applications for proposed reclamation and re-use of landfill must include records of wastes

deposited, daily landfill operation practices, and detailed reclamation and site improvement plans.

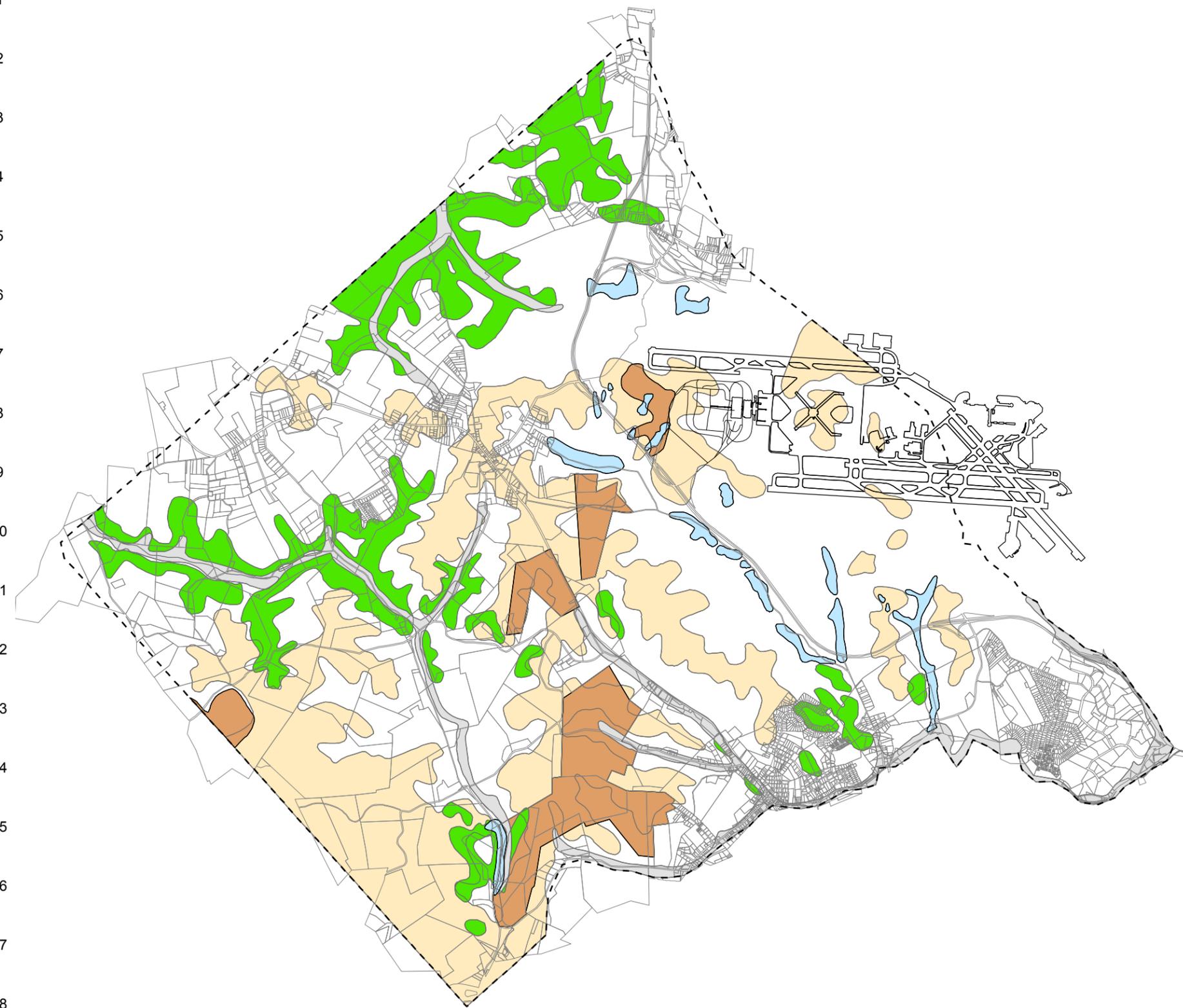
**Mined Land:** *The Mined Land Overlay identifies lands associated with this constraint and establishes proper site investigation and development procedures.*

Areas of Findlay Township with a history of mining are susceptible to subsidence, acid runoff, disturbed water regimes and acid soil conditions. Where mines are deep and the overburden is stable, the likelihood of subsidence from subsurface mining is relatively low. Where mines are close to the surface or the overburden is not capable of supporting increased loads, the likelihood of subsidence is high and the cost of damages from its occurrence are high. The process of strip mining breaks underlying rock strata into particles which are more susceptible to weathering. The resulting degradation of rock can lead to subsidence with the application of loads associated with construction. This Township overlay zone is intended to notify potential developers of the presence of mines and to prescribe proper studies to determine the nature and degree of any constraint.

Geotechnical surveys are required using core borings which can be interpreted for underlying subsidence potential and rock fractures. The Township has set a standard of three borings for the first five acres and an additional boring for each additional five acres uniformly spaced across the building site. As a part of the application package, the developer is required to submit a certified Mine Subsidence Risk Assessment Report which recommends the most suitable construction location and practices.

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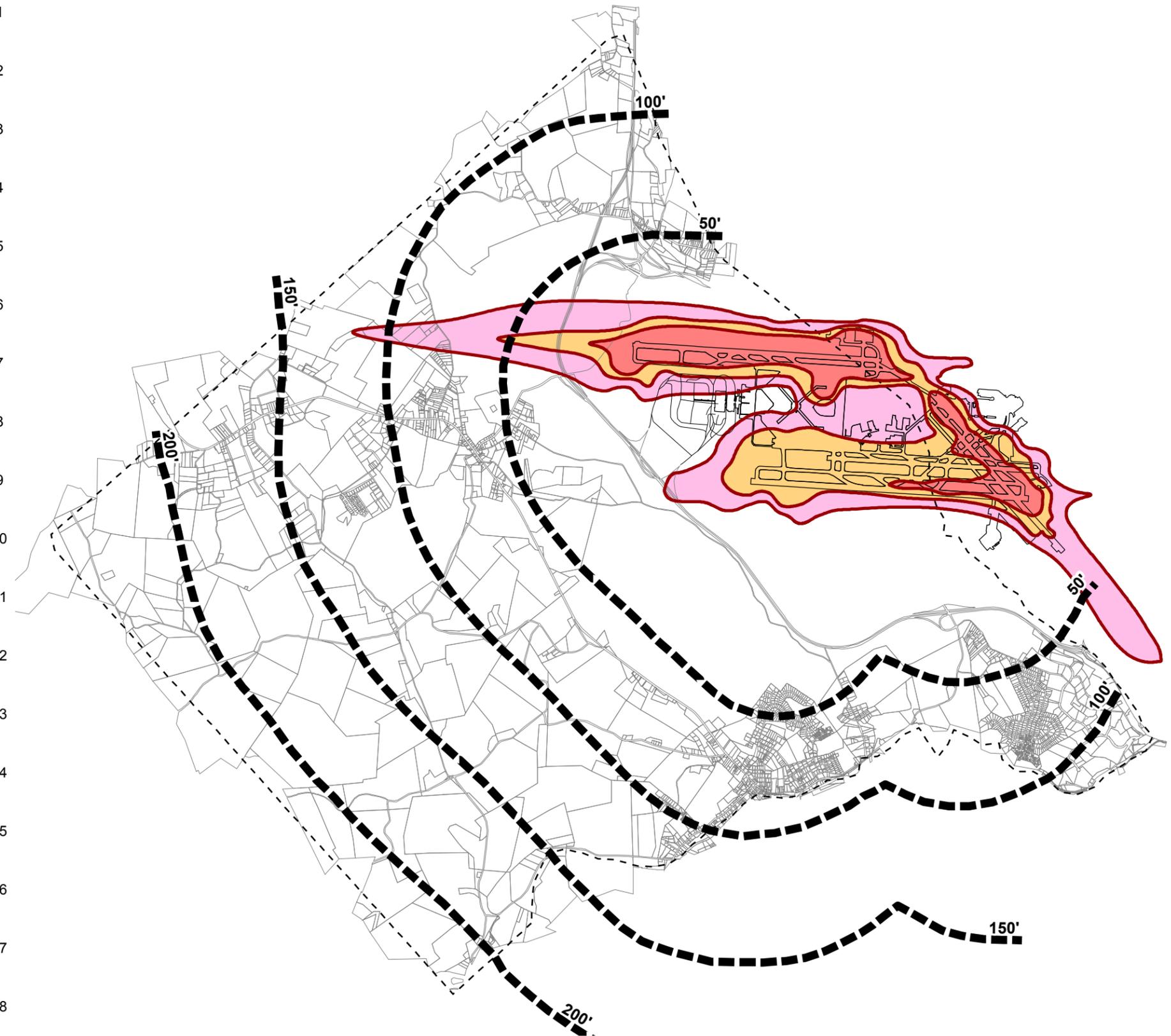
### Legend

-  WETLANDS
-  FLOODPLAIN
-  LANDSLIDE PRONE AREAS
-  LANDFILLS
-  MINED LAND

<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>NATURAL DEVELOPMENT CONSTRAINTS</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 5,000 feet	REVISION NO. 2

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**Legend**

-  FLIGHT CEILING
-  65 TO 70 DNL
-  70 TO 75 DNL
-  75 AND GREATER

<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>AIRPORT DEVELOPMENT CONSTRAINTS</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 5,000 feet	REVISION NO. 3

A geotechnical study of this type represents a modest sum in the total site development budget for mid-rise multiple family and business structures. It is reasonable to suggest that potential developers of these large scale complexes research the geologic history of their site and commission a geotechnical survey when conditions warrant.

In addition to the geotechnical survey, state and federal regulations for discharges would require that all surface and groundwater discharges meet appropriate standards. Provision for this is incorporated into the overlay zone as an environmental audit to determine water quality, soil fertility, and wetland locations.

**Airport Overlay:** *Findlay Township directly regulates areas affected by noise exposure and height restrictions due to the proximity of Pittsburgh International Airport through zoning overlay districts as follows:*

1. The Airport Noise Exposure Overlay limits land uses to those compatible with aircraft noise levels.
2. The Airport Flight Ceiling and Navigation Overlay identifies height constraints to provide safe, unobstructed airspace.

The Airport Noise Exposure Overlay indicates a single off airport area of 40 acres along Camp-Meeting Road, north of Maple Drive, which has noise levels incompatible with residential development. Overlay zoning does not permit new residential development in this area. Aircraft noise and noise overlay zoning do not constrain development in any other area of the township.

The Airport Flight Ceiling and Navigation

Overlay alerts development applicants to the need to provide safe airspace around the airport by limiting the height of development.

Both of these overlays alert applicants to the need for special attention in these zones. Such attention is most economical if incorporated into the initial planning and conceptualization of projects.

**Objective**  
**Preserve natural features for ecological and social reasons.**

Natural features in Findlay Township include wetlands, floodplains, topography and vegetation. These elements overlay to form a natural and interconnected pattern across the Township. The Township proposes to utilize that existing natural connection to create a linked open space and conservation system where ecological and social needs are merged.

**Recreation Plan:** The Comprehensive Recreation, Park and Open Space Plan (G.W.S.M.) describes present and future parks and recreation facilities in Findlay Township and was adopted as an element of the Comprehensive Plan in 2001.

Act 170 bases the municipality's authority to require the public dedication or the combination of land dedication and fees for recreational use upon the requirement of its adopting a formal Recreation Plan. The provision also states that in that plan, any park and recreation facilities must meet the principles and standards for recreation found in the Subdivision and Land Development Ordinance. The establishment of a publicly

accessible interconnecting open space system in the Township through the dedication of land at the time of subdivision can only occur now that this plan has been adopted. In addition to describing the existing recreation facilities in the Township, the plan establishes the purpose, relationship, services and character of anticipated or required recreation components for each land use type, and for the Township as a whole.

**Natural Resources Management Plan:**

*Develop a Natural Resources Plan for Findlay Township as an amendment to the Comprehensive Plan which identifies issues and proposes strategies to address the protection, constraints and development of natural resources in the Township.*

Anticipated development within the Township can encounter conflicts with existing natural resources. The Zoning and Subdivision and Land Development Ordinances can better protect these natural features and process if a separate and specific statement of values, goals and objectives for each is provided. Such a Natural Resources Plan in Findlay would aid the community in preserving restoring and developing existing resources.

Types of factors which might be included in such a study would be wetlands, unusual geologic formations, unique habitats or plant communities, water resources, water supply and quality, flood control, stormwater management, pollutant sources, wet, erodible, shallow or highly disturbed soils, floodplains, landslide prone slopes, and mineral resource extraction.

The Natural Resources Plan should be developed as a guide to sensitive and responsible land use and development practices. It should set community goals, describe

objectives and set policies for resource management in achieving the land use plan adopted with this Comprehensive Plan. It should encourage development with due respect to the ecological and social costs of modifying Findlay's existing physical environment. Such a plan of action would reinforce the Township's authority to zone for the protection of natural resources under Pennsylvania Municipal Planning Code and provides the information and logical framework for performance related decisions of the Planning Commission, the Zoning Hearing Board and the Board of Supervisors. Very detailed identification, mapping and evaluation of these features would be basic components of the study and subsequent plan. This information and the experience of formulating the Natural Resources Plan would help the Township leaders to become more aware of the interaction of environmental planning and land use development.

**Linked open space system:** *A policy and practice of encouraging open space components in site development to incorporate natural features into a cohesive, interconnected open space system available to the community.*

The Wetlands Overlay, Floodplain Overlay, and Landslide Prone Overlay reserve affected lands as integral components of this linked open space system and further encourages providing public access to these lands throughout construction and occupation of the site. Provision for dedication of land in the Zoning or Subdivision and Land Development Ordinance is authorized under the Municipalities Planning Code.

The open space system resulting from the preservation and conservation of sensitive environmental land is almost completely linked

by naturally occurring land form features in its existing state. Additional land areas, not affected by wetlands, floodplains or landslide prone areas but needed to complete the link, should be acquired or dedicated to complete the interconnections of the network.

**Trail System:** *Design and construct a trail system connecting the preserved stream corridor open spaces, the neighborhood walk systems and the urban open spaces.*

Between the border of Findlay Township and North Fayette Township is the Montour Trail that utilized an existing railroad bed to create a hiking/biking trail. With assistance from Findlay Township to construct the surface, the Montour Trail Council, an all volunteer organization, maintains the trail in Findlay as part of its 40-mile trail system. The Montour Trail Council in 2010 received approval from Pittsburgh International Airport to dedicate an Airport spur trail that would link the airport to the Montour Trail. This spur trail alignment is along Enlow Road, Clinton-Enlow Road, McCaslin Road, Clinton Road and then connects to the Airport through the long term parking lot. Another link to the Montour Trail is the R.I.D.C. Park West Trail. Constructed by the Township, this trail runs the length of Industry Drive, connects to R.I.D.C. Park West Drive, along Cliff-Mine Road, and connects to the Montour Trail just west of Summit Park Drive.

Within residential and commercial developments, the Township has encouraged developers to construct hiking/biking trails for residents and employees. Like the trail in the R.I.D.C. Park West, developers have constructed trails in Clinton Industrial Park, Chapman Commerce Park and Findlay Industrial Park. Residential developments that

have trails include Imperial Pointe, Westbury, Sun Ridge and Village at Clinton Lake.

This trail system will extend throughout the linked open space system and private development will be encouraged to connect internal path systems to paths in this open space network. The entire trail system is incorporated into the Township's official Comprehensive Recreation, Park and Open Space Plan as required by Section 503 (II) of Act 170, the Pennsylvania Municipalities Planning Code. Such inclusion establishes the legal framework for zoning and for subdivision and land development ordinances to provide for private participation in the dedication and construction of the trail system.

**Market advantage:** *Market the preserved natural elements to developers as an important visual component for commercial and residential areas in Findlay Township.*

The integration of new land uses with this linked open space will provide potential developers with a valuable and unique amenity. Publicly accessible natural features linked to the open space components of individual residential or business complexes by a Township-wide trail system offers substantial recreation, environmental and aesthetic advantages to prospective occupants.

**Objective**  
**Protect natural integrity of land that is developed.**

Findlay Township will strive to encourage sensitive use of currently undeveloped land and to maintain the integrity of environmental

systems throughout the construction, occupation and management of new complexes in the Township.

**Preserve visual resources and ecological balance:** *Integrate new development with existing natural features including visual as well as functional opportunities.*

Visible patterns of topography and vegetation evident in currently undeveloped land could disappear with increasing development without adequate regulation. These visual and ecological resources are valuable amenities which can be preserved within potential large scale residential and business land uses.

Through zoning and subdivision and land development ordinances, the Township can safeguard these aspects of the land. Required setbacks and side yards are considered integral components of the natural integrity of developed land. Provisions for the character and extent of required re-vegetation is established with clear standards for performance which attempt to preserve or restore original conditions. Grading for access, drainage, stormwater management and structures should be accomplished in accordance with natural contours and off-site visual and functional effects.

**Design and performance standards:** *Established planning, development, and construction standards guide potential developers in establishing the quality of land use that Findlay Township anticipates.*

Their purpose is to achieve integration and respect for the community's visual, open space,

and ecological components and to preserve existing character and patterns within the Township. Wherever possible, these standards for design and performance are regulated through Special Exception, Conditional Use and Planned Development applications.

The factors noted by Lane Kendig, author of Performance Zoning are included in these standards:

1. The proportion of the site which will be designated as open space (Open Space Ratio);
2. The proportion of the site which will be covered by structures, roads, parking lots, or other paved concrete or bituminous material (Impervious Surface Ratio);
3. The measurement of land use intensity for residential uses in units per acre, based on net usable land rather than gross land area (Density); and
4. The measurement of the land use intensity of non-residential uses as a ratio between total building floor area and net site area (Floor Area Ratio).

Design and performance standards determine requirements for landscape buffers and screens, site perimeter landforms and grading, preservation of existing water features, fit with existing natural systems, path and landscape connections to the public linked open space system, landscape improvements of road frontage, as well as the visible effects of engineering and design of stormwater management features, roads and other components of public systems.

**Environmental constraints checklist:** *Develop a checklist of environmental constraints to use in project proposal reviews.*

The administration of zoning overlays for environmental features would be most effective if a checklist of characteristics or effects is developed and consistently employed. Such a list would be most visible if it were included in the project's overall checklist. Review agencies would then be well aware of interactions with potential hazards and could help the applicant plan accordingly.

Chapter Four

# TRANSPORTATION

*Goal*

**REALIZE AN EFFICIENT TRANSPORTATION NETWORK ON REGIONAL, COUNTY, AND LOCAL LEVELS.**

**Existing Transportation Systems**

Findlay Township is located at the extreme southwest corner of Allegheny County. It is bounded by Washington and Beaver counties, which are generally rural in character. The municipal road system has evolved to create ties to communities in Allegheny and its neighboring Counties.

The rural qualities of Findlay Township are

reinforced by its transportation systems. The roads in Findlay, begun as access roads to farms in the community, have continued their service to the land-based activities of agriculture and mining today. Until the 1970's subdivision activity was sporadic and produced few demands on the Township's emerging road systems. As Findlay grew, so did the need for improved roads. With the Pittsburgh International Airport expansion, the municipal road system is the object of intense concern. Development in the

**Table 4.1  
ROADWAY CLASSIFICATIONS**

<b>Class</b>	<b>Description</b>	<b>Examples</b>
<b>Arterial &amp; Expressway</b>	Speeds of 45-55 mph or greater, 2-4 lanes may be divided, restricted access from abutting land, accepts and moves large volumes.	Parkway West (I-376) I-376 Business Route 22 Findlay Connector (PA Rt 576) Industry Drive
<b>Collector Roads</b>	Speeds of 35-45 mph, 2-4 lanes, some direct access from abutting land, connect local roads to arterial Highways	U.S. Route 30 Moon Clinton Road Clinton Road
<b>Local Roads</b>	Speeds of 35 mph or less, provide access to abutting property, low volume	Most roads in Township

Township is dependent upon adequate vehicular access. This chapter on transportation will address road improvements within the Township in terms of the needs for proposed development throughout the region and of continued service to area residents.

Roads are commonly classified according to their functional characteristics: (1) the speeds they are designed to accommodate, (2) the volume of traffic they will carry, (3) the number and width of travel lanes, (4) the type and number of access points, and (5) their relationship to other roads in the system. The three categories or classes of roads recognized here are found in Table 4.1.

Problems arise when Findlay Township's local system is forced to function as local roads and collectors simultaneously.

With the opening of PIA, and expanding business parks, local and regional access to the airport via Findlay's road system has put an increased burden on the local roads. Further overloading will result from increased traffic generated by airport support services, potential development and resultant jobs within the Township. The concerns of highway and local road improvements in Findlay reflect issues that are local and regional in their scope. The Township has devised plans that speak to these regional, as well as local, concerns.

### **Regional Roads**

The PIA and its acquisition property occupies about a third of Findlay's northeast border with Moon Township. The Parkway West I-376 was built to provide access to the airport. This highway has also served as a corridor of development for the townships in the airport area. In recent years, I-376 has

brought increased development and greater commercial visibility to lands abutting them.

The Parkway West was designed as an expressway throughout much of its length with interchanges at focal points. Recently, additional interchanges have been added for developments and connection to Interstate 79. These interchanges have put a burden on I-376 making it one of the busiest roadways in the Pittsburgh region.

In 2008, the Federal Highway Administration approved the combining of route numbers for the Beaver Valley Expressway (Route 60), Airport Expressway (Route 6060), Parkway West (Route 22/30, Route 60, Route 279) and the Parkway East (Route 279) into one route today known as I-376. This one route designation has helped to eliminate confusion for drivers in the region and identified a common north-south travel corridor from Interstate 80 to the PA Turnpike (New Castle exit), Interstate 79 (Pittsburgh exit) to the Pittsburgh exit of the PA Turnpike in Monroeville.

US Routes 22, 30 and PA Route 576 also influence transportation patterns in Findlay. Route 22 is an expressway connecting the airport area with West Virginia and Ohio to the south of the Township. Route 30 bisects Findlay east to west and connects Route 22 to West Virginia. Route 576 travels south from the Airport, intersecting Route 30, to Route 22.

I-376 is the heaviest traveled highway in the Township. Originally built as primarily access to the new Airport, I-376 has become the main thoroughfare for commuters in the airport area. With exits at Flaugherty Run, Clinton and McClaren Roads, I-376 is important to businesses and residents. Route 30 enters the Township from Beaver County and travels

eastward through Clinton and Imperial towards Route 22. It functions as an arterial road carrying traffic through the Township and as a collector road for local neighborhoods and businesses. Route 30 is in relatively good condition but is characterized by some serious problem areas, notably the Clinton Road intersection in Clinton and the Main Street, Gregg Lane intersection in Imperial where sight distances are poor and roadway geometry is substandard. The Township and PennDOT in

2011 will begin to address the Clinton Road intersection by adding turning lanes and re-configuring the intersection to improve visibility and vehicle movements.

**Local Roads**

Roads within Findlay are under the management of three different levels of government - state, county, and township. All of the state maintained roads are important components of present and future road systems in the Township. County maintained roads

**Table 4.2  
STATE ROADWAY MANAGEMENT**

<b>State Maintained Road</b>	<b>Location</b>
U.S. Route 30	Cross township from Beaver/Washington County through Clinton and Imperial to U.S. Route 22
Potato Garden Run Road	Southwest of Clinton, from U.S. Route 30 to U.S. Route 22
Boggs Road	South of Imperial, from Santiago Road to Potato Garden Run Road
Burgettstown Road	West of Imperial, from U.S. Route 30 to Potato Garden Run Road to Washington County
Clinton Frankfort Road	Southwest of Clinton from U.S. Route 30 to the Beaver County/Findlay Township border line
I-376	From the Montour Interchange northwest passed PIA then northeast.
Clinton Road Moon-Clinton Road	From U.S. Route 30 in Clinton S.R. 376 Flaugherty Run to Moon Twp.
Santiago Road	Imperial, south of U.S. Route 30 along Montour Run, from U.S. Route 30 to Boggs Road to Steubenville Pike
McClaren Road	Intersection with Industry Drive north towards Moon Township
Washington Road and Potato Garden Run Road	From U.S. Route 30 in Clinton to Point Park to just short of Washington County (Partial "turnback")
Flaugherty Run Road	North of Clinton at Flaugherty Run Interchange from Moon Clinton Road to Moon Township
Route 576	From Airport Exit southward to Route 22
Economy Grade Road	From Spring Run Road Extension to Beaver County
Cork Bocktown Road	From U.S. Route 30 at Potato Garden Run Road to Beaver County line

include roads important to current land uses and some roads which may be significant in planning for future development. The remaining approximately one hundred Township maintained roads are largely localized in their influence and service areas. As Findlay continues to participate in PennDOT's "turnback" program, state roads of increasing importance to Township regional economic development will come under local management. Tables 4.2 and 4.3 identify the roadways managed by the State and by Allegheny County, respectively.

**Proposed Transportation Systems**

The impacts of PIA and expanded development are changing land use patterns in the communities surrounding the airport and in the three county region. Within Allegheny County, continued interest in airport area commercial and industrial sites have affected Moon and Findlay Townships with significant increases in development pressure. Robinson and North Fayette Townships, primarily residential and retail commercial activity, have also experienced radical changes in the intensity of land uses in their municipalities.

**Table 4.3  
COUNTY ROADWAY MANAGEMENT**

<b>Allegheny County Maintained Roads</b>	<b>Location</b>
Robinson Road	Northwest of Imperial from U.S. route 30 to Burgettstown Road
Enlow Road (Old Route 978)	Northwest of Imperial from Five Points intersection to county property line
McCaslin Road	Northeast of U.S. Route 30 from Clinton Road to Enlow Road
Cliff Mine Road	Northeast of Imperial, from the Township Line to Montour Run Interchange
Spring Run Road Extension	Flaugherty Run to Moon Township

The new airport area transportation infrastructure offers the potential for sustained economic growth within the Southwest Region of Pennsylvania for many years to come. The key to meeting transportation needs of local development activity lies in creating transportation systems which generate increased residential, commercial, and industrial opportunities beyond Allegheny County. In recognition of this, Findlay's transportation goal is addressed to the prosperity of the region as a whole.

### **Regional**

#### **Regional Proposed Projects**

The one regional roadway project that will influence Findlay Township is the Southern Beltway project. Forming a radius about fifteen miles south of the City of Pittsburgh, the Southern Beltway is a four lane limited access highway extending about 30 miles from Pittsburgh International Airport to the Mon-Fayette Expressway. The Southern Beltway will enable people and goods to move through the region safely and efficiently. Increase accessibility to areas of the region that are in a state of redevelopment and new growth and improve access to other areas which can provide markets to enhance the economic vitality of the region. The three Southern Beltway projects will enhance capacity, safety and travel times to the overall accessibility and mobility of the regions transportation network.

#### **Findlay Connector**

The six mile Findlay Connector section from I-376 to Route 22 was formally designated as PA Turnpike I-376 in 2006. Drivers can enter Route 576 from Pittsburgh International Airport on I-376, Route 30 between Clinton and

Imperial, Burgettstown Road at the Westport Interchange and Route 22 just south of the McDonald exit. Cost of the project was approximately \$225 million.

#### **Route 22 to I-79**

Environmental clearance has been issued for the thirteen mile section that would extend Route 576 south and east from Route 22 in Robinson Township, Washington County to a new interchange on Interstate 79 at the Allegheny -Washington County line near the Veterans National Cemetery of the Alleghenies. The Route 22 to Interstate 79 Southern Beltway project would improve access for employment, industry, truck traffic, emergency services and future growth area.

#### **Mon-Fayette Expressway**

The Pennsylvania Turnpike Commission identified four independent but interconnected projects to complete the Mon-Fayette Expressway between I-376 in Pittsburgh and Monroeville and I-68 near Morgantown, West Virginia. These projects are Route 51 to I-376 in Allegheny County, I-70 to Route 51 in Washington and Allegheny Counties, Uniontown to Brownsville area in Fayette and Washington Counties and Route 68 to Route 43 in Fayette and Monongalia County, West Virginia. Completion of the Mon-Fayette Expressway would provide faster and safer travel options for the through traffic, particularly commercial vehicles, that now use existing arteries such as Route 51, 88, 48, 885 and 875 as well as U.S. Route 119 and 40. The environmental Record of Decision (ROD) has been issued for the proposed twelve mile section from I-79 to the Mon-Fayette Expressway at a new interchange

south of Finleyville. The U.S. Army Corps of Engineers signed the ROD in 2009 which estimated the project at \$730 million.

### **Completed Transportation Projects**

A number of projects recommended in the 1996 Strategic Highway Plan and previous Compliance Plans have been completed or otherwise changed during the past years that have influenced traffic patterns in and around Findlay Township. These include the following:

**Findlay Connector** - provided the first leg of the Southern Beltway between Pittsburgh International Airport and Route 22 with interchanges at Route 30 and Westport. This also completed the Clinton Interchange ramps.

**Montour Interchange** - improvements included acceleration/deceleration lanes at the Montour Interchange off of I-376.

**Industry Drive Extension** - completed the connection to the McClaren Interchange of Industry Drive in the R.I.D.C. Park West. Also realigned a new connection to Aten Road making Aten Road less attractive as a through route and more suitable as a residential collector.

**Cargo Interchange** - at Business I-376 in Moon Township has been completed along with the development of International Drive on Airport property.

**Route 30/West Allegheny Road Intersection** - in North Fayette is being re-designed with turning lanes on Route 30 and Steubenville Pike.

### **Future local transportation system**

Local impacts of development are expected to be significant. To keep up with these added pressures, the Township adopted a Strategic Highway Plan in 2004 and completed a Capital Improvements Plan as part of the 2007 Impact Fee Report.

The plans acknowledge that the areas visible from the Findlay Connector and closest to the Airport are likely to be the most desirable for development. Accordingly, new roads in these areas that should receive priority are the Clinton By-Pass, Airport Spine Road and a Connector Road between Route 30 and the Airport Spine Road. Improvements to existing roadways are recommended for the Clinton/Route 30 intersection, Potato Garden Run Road, Washington Road, Burgettstown Road, Robinson Road, Route 30, Moon-Clinton Road, Clinton Road, McClaren Road and Five Points in the Enlow area. Each of these roadways currently have problems with vertical and horizontal geometry, alignment, conditions, design capacity and sight-lines at several points along their length. The program of improvements for these roads involves a system of cyclical upgrades to meet development needs as they occur.

### **Transportation and Land Uses**

The nature of an existing or proposed land use will determine transportation needs. In Findlay the proposed land uses are expected to generate five types of traffic: (1) employee traffic to workplaces, (2) truck delivery and service vehicle traffic to businesses, (3) client or customer traffic, (4) through traffic to airport facilities, and (5) local residential trips. In developing suitable transportation networks for Township land uses, the needs of all of these users must be met.

### **Land Use - Transportation Cycle Theory of Transportation Planning**

The transportation cycle theory describes the interrelationship of land uses and the provision of transportation systems to proposed land uses as being interdependent and mutually stimulating. Transportation changes improving access to a land parcel increase the attractiveness of that land to potential developers. Once the land is developed, the increased business and/or residential activity will lead to an increase in travel demand. This in turn generates needs which must be met with improvements in travel opportunities such as continued improvements in road and transit systems. The cycle of access, development and increased need repeats itself until patterns of development are complete.

Findlay Township recognized that land within its boundaries is in an attractive location for potential development into commercial and industrial uses. The Township intends to provide the initial transportation impetus, described by the cyclical theory of transportation planning for those areas outlined on the Comprehensive Land Use Map as commercial and mixed use districts.

There are five essential components in this effort:

1. The Findlay Connector (Route 576);
2. Industry Drive Extension;
3. A U.S. Route 30 upgrade;
4. Westport Interchange off of Rt. 576;
5. Airport Spine Road, this includes Sweeney Drive.

The Findlay Connector, Industry Drive, and U.S. Route 30 have regional impact as links to the transportation ring serving the Airport and

will be primary influences on local growth. Westport and the Airport Spine Road will serve as collector roads for the expanding development in these areas.

#### **Objective**

**Establish the regional transportation network necessary to take advantage of the economic development spurred by P.I.A. and the Findlay Connector**

Access to the region beyond immediate airport environs will enhance development potential within Findlay Township and will improve the possibility of commercial and industrial expansion throughout the region. Dependence on a single transportation route limits growth potential by aggravating existing congestion and by restricting convenient transportation access to the immediate locale of the airport.

#### **Findlay Connector:**

With the completion of the Findlay Connector in 2006, the following impacts were realized.

1. It improves access to the airport for businesses, emergency vehicles and private citizens by providing alternate routes to the airport and its associated network of regional highways.
2. It serves about 4,000 acres of proposed commercial and industrial land in Findlay Township and facilitates travel to Washington and Beaver County and West Virginia communities, maximizing PIA's impact on the regional economy.
3. It improves access between the three

counties enhancing the potential development of residential land uses to serve the airport and the business developments in the Airport area.

4. It forms an initial and critical link in the proposed Southern Beltway around the City of Pittsburgh.
5. It preserves opportunities for future transit routes by proposing a generous median thereby improving the potential for achieving mass transit connections between the commercial activity in Findlay and a working population drawn from a large regional area.
6. It can provide the market advantage needed to generate initial and continued interest from potential developers by reinforcing the image of the airport area as a transportation hub for the region.

**Objective**  
**Establish local transportation network necessary to support the regional network in an effort to accommodate economic development**

A well developed regional network of highways alone will not generate or support economic development within Findlay Township. Since the existing local road system is not sufficient to accommodate the increase in traffic anticipated by the Township, the local transportation network must be improved by:

1. Existing roads must be upgraded to meet projected demands.
2. The plan for making localized improvements in known trouble spots must

be implemented.

The condition of current roads and the nature of required improvements supported the need for the Township Strategic Highway Plan, which was completed in 2004. This effort provided Findlay with a plan for knowledgeable action and capital improvement planning which will improve the speed of road improvements and development within the Township. This study assesses all existing roads in terms of their current configurations and their proposed demand levels and defines specifications for design and construction to meet the needs of the proposed land use plan.

**New Roads:** *Develop a strategic plan for providing new roads in high priority development areas.*

The 2004 Strategic Highway Plan recommends that the desirable access for commercial property in Findlay Township should be within two miles of interchanges, within half mile of an arterial road and within quarter mile of a collector road. The amount of potential development on the airport property and around the Findlay Connector far exceeds the regions ability to absorb it in the near future. Subsequently, the need for new roads will most likely be dictated by the pace of development. These new roads and streets are a component of the Strategic Highway Plan to determine intersection intervals, traffic volumes generated by projected land uses, and design and construction standards for implementation.

**Upgrade of existing roads:** *Develop plans for the improvement of existing roads.*

Existing roads within Findlay Township must be improved to meet the requirements of new development.

**Spot Improvements:** *Identify and improve localized problem areas within the Township road system.*

Spot improvements are needed on most roads within the Township. The Strategic Highway Plan identifies and recommends engineering solutions for each one.

### **Recommended Findlay Projects**

The road projects needed for an efficient Findlay Township transportation network are listed here. *(Note that they are not listed in priority order.)*

### **Expressways**

#### **Enlow Interchange**

Support efforts by Allegheny County to get state funding for the construction of the Enlow Interchange off of I-376 between the Airport and McClaren Road exits. This interchange would support the proposed Airport Authority spine road and eliminate future transportation impacts on McClaren Road and Enlow Road.

#### **Route 30 Widening**

With the Findlay Connector opened in 2006 and an interchange on Route 30, PennDOT should consider widening Route 30 from the interchange east towards Imperial to Route 22. Widening should include improved shoulders and a turning lane.

#### **McClaren Interchange**

Upgrade the McClaren Interchange to handle future traffic volumes that will be generated by

development of surrounding vacant commercial properties.

#### **Flaugherty Run Fly Over Ramps**

Support the Moon Township Transportation authority efforts to complete the Flaugherty Run Fly Over Ramps that would connect Expressway Route 60 with Business Route 60 in the Flaugherty Run area.

#### **Southern Beltway**

Support others to call for the completion of the Southern Beltway, especially from US 22 to I-79, but also east to the Mon-Fayette Expressway which is now under construction.

### **Collector**

#### **Airport Spine Road**

Support the Airport Authority's efforts to construct a spine road on County property south of I-376. Extending from Hookstown Grade Road to Clinton Road to Enlow Road to McClaren Road, this collector roadway will collect future development traffic from County development sites. The spine road is necessary for access to development sites and also desired to lessen impacts on current roadways. Sweeney Drive in Clinton is the first completed section of this spine road.

### **Arterials**

#### **Clinton Road By-Pass**

Construct a by-pass road from just south of the Clinton intersection on Clinton Road to Route 30, adjacent to the eastern end of Crescent

Drive. Clinton Road would remain open to the Route 30 intersection but all other traffic that doesn't need to travel through this restrictive intersection can use the by-pass to access Route 30.

#### Upgrade McClaren Road

As development occurs along McClaren Road, upgrades to the shoulders and adding turning lanes needs to be done.

#### Santiago Road

Signalize Santiago Road at its intersection with Route 30 and support North Fayette Township to upgrade the tunnel on the southern end of Santiago Road.

#### McCaslin Road Upgrade

Upgrade McCaslin Road from Clinton Road to Clinton-Enlow Road to support future Airport Authority development.

#### Re-Open Washington Road

Reconnect/reconstruct Washington Road to Hebron Road and Westport Road to support development on Imperial Land and Chapman property.

#### New Road Segments

Build four new short connector road segments to complete a network of arterials:

1. Straighten Potato Garden Run Road at its intersection with Burgettstown Road.
2. Relocate (straighten) the northern end of Washington Road to avoid a combination 90° curve and 17% grade at Route 30 near Clinton and tie into Clinton Road by-pass.

3. Extend Burgettstown Road via a new road segment north from Point Park Road to Route 30.
4. Realign the intersection of Robinson Road and Burgettstown Road.

#### Flaugherty Run Interchange Area

Lower the high hump on Moon-Clinton Road just north of Flaugherty Run interchange and improve the intersection approaches.

#### Enlow Five Points

Widen, realign, and signalize the Enlow Five Points intersection.

#### West Allegheny Road

Support North Fayette Township to widen, realign, and signalize the Route 30, Old Steubenville Pike, and West Allegheny Road intersection.

#### Road Reconstructions

1. Washington Road
2. Potato Garden Run Road
3. Robinson Road
4. Bald Knob Road

#### **Project Funding**

A key issue will be how to pay for the investment in new roadway infrastructure. Findlay will need to prioritize projects and work systematically and consistently to develop the skeleton roadway network. Funding will need to come from many sources including the Township's Impact Fee Ordinance which was adopted in 2002.

- \* The Township should expect to make

regular appearances before the State Transportation Commission and the SPC asking that specific projects be added to the 12-year Transportation Plan.

- \* Developers could build segments of the arterial network and virtually all collectors as a negotiated cost of their development.
- \* Form public/private transportation partnerships or other special taxing districts.
- \* Development can be encouraged where infrastructure currently exists using tax income from one development to phase in improvements for the next.
- \* Create a transportation Authority under the "Authorities Act" to issue bonds secured with a pledge of revenues from the Township and from private landowners.
- \* Use Local Economic Revitalization Tax Assistance Act designations to permit tax revenues to be directed to transportation debt reduction.
- \* Issue a bond to pay for proposed construction and repair.
- \* A combination of Impact Fees, Transportation Authority, Local Economic Revitalization Tax Assistance Act and Municipal bond to meet both reconstruction, repair and new construction transportation needs.

#### **Objective**

**Encourage mass transit from Pittsburgh to the Airport area to secure future expansion into Findlay development centers.**

The potential magnitude for industrial and distribution development within the Township outstrips the available local workforce. In order to successfully exploit the developmental potential, mass transit must be able to bring regional employees to Airport and Findlay based jobs.

**Lobby PAT:** *The Port Authority Transit must be made aware of the development potential and establish a mechanism to provide a mass transit option for people seeking jobs in Findlay.*

Having a transit system in place will create the possibility of increasing the local workforce population. This transit system will facilitate service to all sections of Findlay and will provide transportation to employment opportunities for people outside of the Township.

**Preserve right-of-ways for future mass transit:** *Begin immediately to identify the possible routing of mass transit facilities to protect needed right-of-ways for the system.*

Current plans for mass transit in the airport area include MAGLEV, light-rail and expanded public bus service. Expanding bus service is essential to servicing all areas of the Township, which is currently limited to the RIDC Park West and Imperial area. To link employees to an employment hub like the Airport and Westport, bus service must be expanded.

MAGLEV's proposed route would link the Airport with Pittsburgh and Westmoreland County with an elevated high-speed train. The project is being developed through the Port Authority, MAGLEV Inc. and PennDOT. However, as of 2010, the Federal Railroad Administration has not awarded this project to any of the cities competing across the country. Since it does not appear that MAGLEV will be awarded any time in the near future, it is the Township's recommendation that the alignment studied during the public meeting process should be considered for light rail.

**Create development patterns conducive to Mass Transit:** *Encourage the development of concentrated centers of population and business activity to support a focus of demand for Mass Transit.*

By concentrating development in designated high density areas, both resident and non-resident employed populations are also concentrated at convenient, and logical points for transit stops.

### **PRIORITY PROJECTS**

The following list of priority projects is an attempt to rank proposed improvements. Actual construction schedules will need to be adjusted as development pressures exist and infrastructure expands. Some priority projects may be built by developers to mitigate the impacts of their developments and others may require the addition of other projects. Still other road projects might be built by the State or Allegheny County.

#### **Priority Expressway Projects**

Findlay officials should request all the

expressway projects described earlier be built as soon as possible.

#### **Priority Arterial/Collector Projects**

Project name and description:

##### #1 Airport Spine Road

Build a new collector on airport property for anticipated development as outlined in the Airport Authority's Site Capacity Analysis. Continue Sweeney Drive as a spine road.

##### #2 Clinton Road By-Pass

Build a by-pass arterial just south of the Clinton Interchange on Clinton Road to the eastern end of Crescent Drive on Route 30.

##### #3 McClaren Interchange

Complete signalization and lane configuration of the McClaren Interchange as described in the Industry Drive Extension Traffic Study.

##### #4 Robinson Road/Route 30 By-Pass

Connector Road from Route 30 to Airport Spine Road in area of vacated Cummings Road.

##### #5 Washington Road (SR 3089) Relocation - 90° bend to Route 30

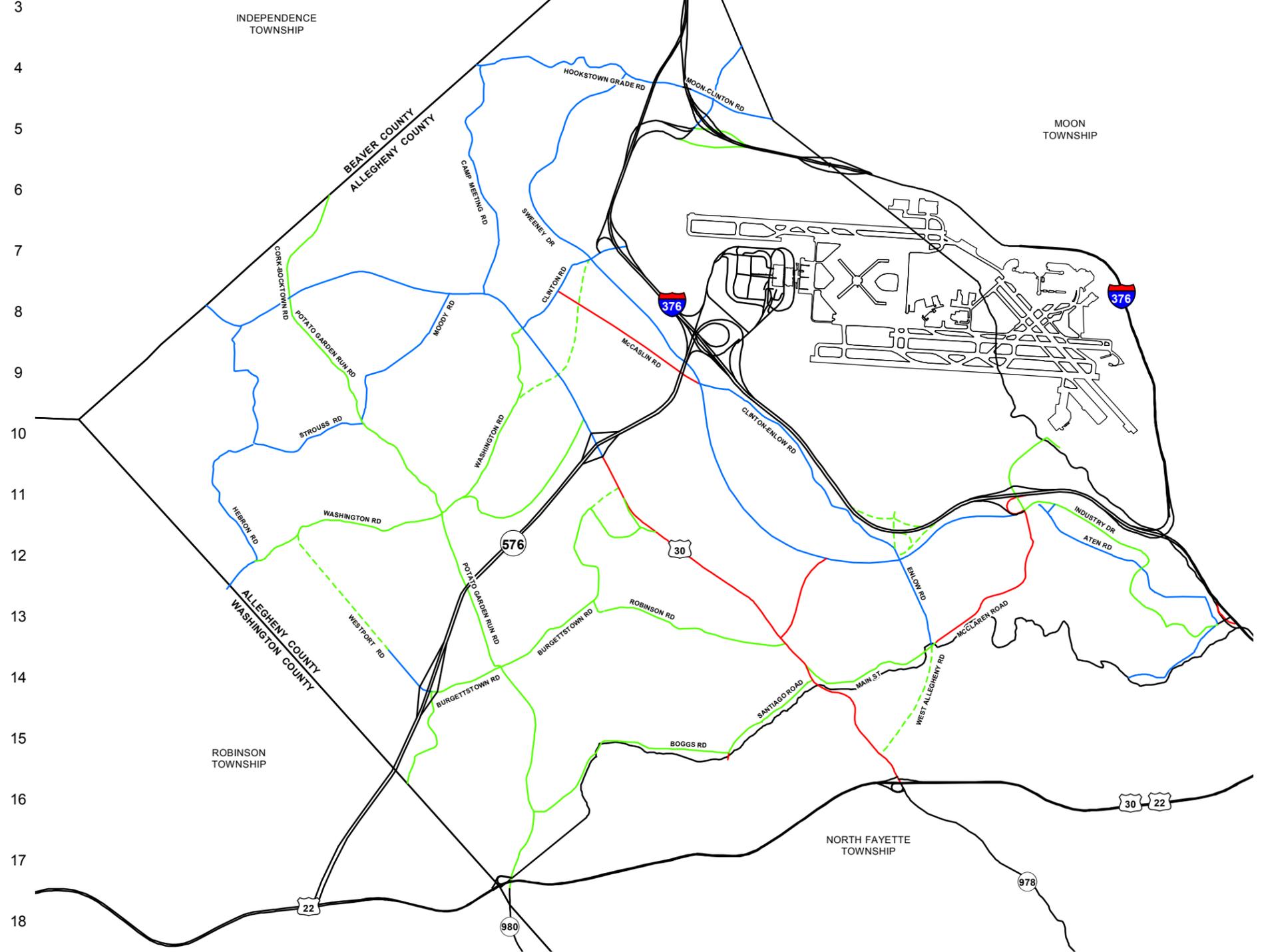
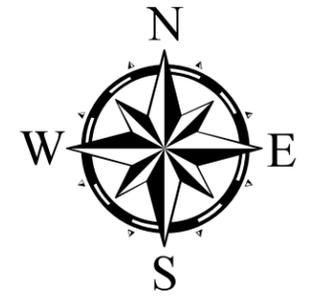
Relocate portion of existing Washington Road to avoid combination 90° curve and 17% grade near Clinton and connect to Route 30 by proposed Clinton by-pass connection.

Length - 0.35 mile

- #6 Westport Road Arterial - Burgettstown Road to Washington Road  
alignment coordinating with Westport development.  
  
Extend Westport Road from interchange of Findlay Connector to Washington Road.  
Length - 1.1 miles
- #7 Route 30 widening between the Findlay Connector and Imperial. Widen to three standard lanes.  
Length - 3.0 miles
- #8 Improve Route 30 Through Imperial  
Improve Route 30 to provide left turn lanes and traffic signals at key intersections.  
Length - 0.2 mile
- #9 McClaren Road  
Widen to three lanes for a turning lane and improve shoulders.  
Length - 1.1 miles
- #10 Washington Road Reconstruction  
Reconstruct Washington Road between Potato Garden Run Road and the relocated section near Clinton.  
Length - 2.0 miles
- #11 Washington Road (SR 3089) Relocation - Hebron Road to Potato Garden Road  
Build new arterial to relocate Washington Road around slide area. Consider existing coal haul road
- #12 Potato Garden Run Road Realignment  
Realign steep S-curve northern leg of Potato Garden Run Road at Burgettstown. Add left turn lanes. Coordinate with Findlay Connector construction and Burgettstown Road improvements.  
Length- 0.15 miles
- #13 Burgettstown Road Reconstruction - Westport Intersection to Robinson Road  
Reconstruct to State standards. Realign intersection of Robinson Road. Coordinate with Robinson Road reconstruction.  
Length - 1.5 miles
- #14 Robinson Road Widening - Route 30 to Burgettstown Road  
Widen to State standards. Coordinate with Burgettstown reconstruction.  
Length - 1.6 miles
- #15 Flaugherty Run Interchange Reconstruction  
Lower hump on Moon-Clinton Road (SR 3089) between I-376 interchange and Moon Township line; adjust Hookstown Road to meet new grades.  
Length - 0.2 miles

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**Legend**

- EXISTING ROADS**
- ARTERIAL
  - COLLECTOR
  - - - PROPOSED ARTERIAL LINK
  - PROPOSED OTHER PROJECTS

<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>STRATEGIC HIGHWAY PLAN</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 5,000 feet	REVISION NO. 3

## Chapter Five

**INFRASTRUCTURE***Goal*

**PLAN AND PROVIDE FOR THE EXTENSION OF INFRASTRUCTURE TO CURRENT RESIDENTS AND TO SUPPORT STEADY, STABLE GROWTH.**

**Existing Infrastructure**

Public infrastructure in the Township consists of a potable water supply, a gravity sewage collector, an interceptor system a .15 MGD sewage treatment facility in the Potato Garden Run watershed, and stormwater runoff structures. Most concentrated population areas are served by the Findlay Township water system. The eastern half and Clinton area of the Township have both water service and sewage facilities and all of the Township is regulated by its Stormwater Management Ordinance.

Land use expansions proposed in this Comprehensive Plan are dependent upon the provision of public water and sewer service. Growth in commercial and industrial activities require adequate public utilities to attract developers. The steady and consistent economic growth that Findlay Township desires must be matched by a readiness and ability to expand water and sewage facilities as needed.

**Water**

The Findlay Township Municipal Authority is a newly created authority, having come into existence as a result of the combining of the water and sanitary sewer systems in August of 2003. Prior to this merger, the water system was owned and operated by the Findlay

Township Water Authority, which had been in existence since the 1960's. The sanitary sewer system was owned and operated by Findlay Township since the 1970's. The Municipal Authority currently has a customer base of approximately 2,000 combined and varied water/sewer customers with approximately 240 of these accounts commercial users.

Daily-metered water sales in 2010 averaged approximately 486,000 gallons of water per day. A breakdown of these average daily sales is as follows: residential 209,509 gallons and commercial 276,641 gallons.

Current water supply is provided by two main providers: The Municipal Authority of Robinson Township and the Moon Township Municipal Authority. Approximately 95% of the Authority's water supply comes from the Robinson Authority through an interconnect that was created in the early 1990's. Along with that project came a 30-year supply agreement between the Robinson Authority and the Findlay Authority that would allow the FTMA to grow its customer base and infrastructure needs as development grew.

In 2007, the FTMA underwent a \$6,900,000 expansion that was primarily funded through PA state grants and loans. The Potato Garden Phase I project added approximately 2 miles of 16" water transmission lines, a 1.5

million gallon water storage tank and chlorinating facilities, a pumping station, and a pump boosting station added to the Clinton Water Tank. The primary goal of this project was to improve both domestic and fire flow capabilities to areas in the western portion of the Township.

In the year following the Potato Garden Project, the FTMA added two new operators and purchased equipment that allowed the Authority to maintain and repair its own water infrastructure. Prior to 2007, the Authority had contracted all of its maintenance and repair work to an outside plumber. With all of the potential development that Findlay had, making the switch from a contractor to an Authority led crew, made financial sense. In addition to repairing water mains, installing new services, and performing daily maintenance and customer service tasks, the Authority started an aggressive Leak Loss Detection Program. In 2006, FTMA's "Unaccounted For Water" was at 40%. In 2010, that number had been reduced to 17%.

Also in 2007, the FTMA awarded a contract to change all of its older water meters with a new style meter that was compatible with a remote reading unit. This new Automated Meter System would implement the latest technology and allow water meters to be read through a vehicle mounted unit. Not only did this change bring a more automated approach to meter reading, it created a more streamlined and efficient billing process.

In 2009, the FTMA, in conjunction with the US Army Corps of Engineers, administered a \$2,400,000 project called Phase IIA to bring a 16" water transmission line to the Western section of the Township. This line will benefit all areas West of Imperial with both increased

pressures and more reliable fire protection. The Clinton Commerce Park is a benefactor of this project.

### **Sanitary Sewer**

The earliest sanitary sewer systems in the Township were found in Westbury and Garden Lane area, which were served by collector sewers and by package treatment plants installed as the subdivisions were constructed. These treatment plants were removed and the sewers connected into the Montour Run Interceptor in 1980. The Montour Run Interceptor Sewer was constructed along the stream bed of the Montour Run between 1977 and 1980 at which time the new Imperial sewer lines were connected to it.

The need to plan for a regional sewage treatment facility had been recognized in the 1970's. Updates of the Township's sewerage plans were compiled in two successive "Engineering Feasibility Report on Waste Water Collection and Treatment" studies completed in 1970 and in 1971. Findlay Township had formulated its Township-wide sewage treatment plan by 1972 in which sanitary sewer lines from Imperial and Aten Road were designed to transport sewage to the Montour Run Interceptor Sewer along the Montour Run stream bed. At that time a separate sewage system and treatment plant was designed for the Clinton area which would drain into the Potato Garden Run watershed at Murdocksville.

Excluded from this early plan was the land to the south of U.S. Route 30 in the Potato Garden Run watershed where surface mining of coal and landfill operations were active and to the north of Route 30 where a majority of the land was included in the Pittsburgh

International Airport (P.I.A.) acquisition property. The Imperial area was fully serviced by the Township sanitary sewer between 1977 and 1979. The R.I.D.C. Park West area was included in the system in 1978. The Clinton area sewers and treatment facility were not approved for funding by EPA due to the lack of population densities and were, therefore, not constructed.

The municipal sewage system for the Montour Run currently extends as far south as the intersection of Santiago and Boggs Roads and as far west as Clinton Road. Sewerage services in the Potato Garden Run Watershed are currently along Moody Road, Westport Interchange, and areas north and south of Route 30 in the immediate Clinton area.

In 2007, the Authority extended a main trunk line sewer interceptor along McCaslin Road at a cost of \$1,500,000. This 5-mile gravity interceptor now serves the Clinton Commerce Park and all areas along the proposed Airport Authority Spine Road adjacent to US Rt. 30. It connects into the Enlow Road sewer and eventually into the North Fayette Interceptor. This long run of gravity sewer eliminated the need for a pumping station in the Clinton area.

In 1994, the Township received approval for its Act 537 plan from the Pennsylvania Department of Environmental Protection. This plan will ultimately serve the majority of Findlay Township in the Potato Garden Run watershed, the Reardon Run watershed, and the upper reach of the Montour Run watershed in the Clinton area under a phased approach. In 2011, FTMA authorized its Consulting Engineers to review and update the Potato Garden Run Act 537 Plan and create a Montour Run Act 537 Plan.

Built in 1998, Phase I of the plan addressed needs in the Potato Garden Run watershed, which consisted of the construction of a gravity sewer line along Route 30 from Clinton Road to Clinton Park Drive to the existing sewage treatment plant within the Clinton Community Park.

Phase II of the plan in 2001, extended the gravity sewer lines from the existing park sewer treatment plant southwest through Maronda Farms property to Potato Garden Run Road. The new sewage treatment plant was constructed near the intersection of Potato Garden Run Road and Strouss Road. This treatment plant has a capacity of 150,000 gallons per day and eliminated the Clinton Park treatment plant. Ultimately, the Potato Garden treatment plant will have great capacity when expansion occurs.

The Montour Run Sewage Treatment Plant is a potentially limiting factor on future development. In addition to Findlay Township, the interceptor and treatment facility also serves North Fayette Township, Robinson Township and Moon Township. Currently there is sufficient capacity in the collector and interceptor sewers to service P.I.A. and additional development proposed within this area of Findlay Township.

In 1991, the Montour Run sewage treatment plant capacity was expanded to 6.2 M.G.D. Townships using the facility must annually submit projected 5-year build-out schedules to Moon Township Authority and PADEP for approval. This is the procedure for tap-in connections for new developments to be approved.

### **Storm Sewer/Stormwater Management**

All developments proposed since the late 1970's include provisions for stormwater management controls. The ordinance controls the release rate by establishing how much water is permitted to leave a development site. Review under Findlay's Stormwater Management Ordinance requires that post-development stormwater runoff rates be less than or equal to natural runoff rates of the land prior to development.

With the adoption of the Flaugherty Run and Montour Run Watershed Stormwater Management Plans, large areas of the Township within these watersheds have been assigned release rates of 75% to 80%. This reduces allowable post-development runoff from 100% to 80% or less of the rate of runoff from the undeveloped land. Within these watersheds, developers are required to provide substantial stormwater facilities to meet the stricter requirements of managed facilities.

Stormwater management has been an integral part of development in the Township since the ordinance was first adopted in the late 1970's. Through subsequent revisions, this regulation has posed few serious limitations to development since a variety of structure types can be used to provide post-development runoff rates equal to or less than pre-development rates (100% release rate).

With the required adoption of the Stormwater Management Plans, most of the remaining developable areas within these watersheds must meet release rates of 75% to 80%. This reduction in allowable runoff requires a 20% to 25% reduction from pre-development runoff rates. Adherence to the provisions of the management plan should

protect downstream neighbors from potential flooding caused by development in the upper reaches of the watershed.

Starting in 2003, Findlay Township was issued a general NPDES permit for stormwater discharge that was required as part of PADEP's Municipal Separate Storm Sewer Systems (MS4's). This permit requires the Township to implement and enforce a stormwater management program designed to reduce the discharge of pollutants from municipal owned facilities. The goal is to protect water quality requirements and Clean Stream Laws.

Additional requirements for the implementation of the MS4 Program are expected by PADEP in the next couple of years. These additional requirements include increased outfall mapping, sampling and screening requirements, with the goal of identifying and eliminating any illicit discharges at their source. PADEP will also require the Township to adopt the proposed DEP Model Stormwater Management Ordinance or incorporate the Model Ordinance requirements into the Findlay Township Stormwater Management Ordinance.

Developers must seek approval for their planned activities through the Township that include proposals to reduce peak flows, stream velocity and flow depth in the tributaries to the Montour Run and Flaugherty Run through controlled release rates. Efforts to control release rates involve either reducing excess runoff or delaying stormwater runoff delivery to streams. Methods of reducing excess runoff include infiltration storage, ditch drains, ground water recharge basins, seepage beds, terraces, grassed swales and other contoured landscape features. Methods of detaining runoff include rooftop storage, parking lot detention, multiple use impoundment areas, stormwater detention

basins, permanent ponds, underground tanks and oversized piping with outlet controls.

Stormwater runoff controls normally employed in Findlay Township include surface detention ponds, underground detention tanks, ground water recharge systems, roof storage, and oversized piping with outlet controls.

With the adoption of MS4's, developers are encouraged to use innovative stormwater controls to minimize runoff and recharge stormwater.

Maintenance of detention basins is an on going need. Two methods of funding this maintenance are available to the Township:

1. The developer can retain ownership of the drainage structure by executing a developers' agreement with the Township in which the responsibility for maintenance is assigned to the developer. The agreement specifies an amount of money to be kept in escrow for repairs and would require the addition of funds by the developer as needed to keep the amount in escrow constant for two (2) years.
2. The developer can dedicate the drainage facility to the Township giving the Township responsibility for maintenance. As part of this dedication, a single maintenance fee to be kept in a general fund for the upkeep of the Township's stormwater drainage basins, would be required.

Storm drainage in the Township is normally controlled by a series of independent on-lot systems. The method of collecting and transporting runoff varies; however, those systems designed since the enactment of the Stormwater Management Ordinance are much

more effective than provisions in the older areas of the Township. Since most development has occurred in the Montour Run watershed on the eastern side of the Township, most stormwater management structures direct runoff to the Montour Run.

(see Table 5.1.)

All watersheds within Findlay Township eventually will be regulated by formal stormwater management plans. Until that time, land in watersheds not regulated by a county-modeled/DEP approved stormwater management plan are controlled by the Township's existing stormwater management regulations.

Plans for stormwater piping and detention facilities must be approved by the Township before grading and building permits can be issued. Under its new management plan, proposed development and stormwater runoff facilities throughout the Township will also be subject to MS4's review and requirements.

*Objective*  
**Coordinate timing of organizational and capital improvements to facilitate development projects.**

**Capital Improvements**

Future commercial and industrial development in the Township and the potential for extensive residential development in the Clinton area will require that a public water supply and municipal sanitary sewage treatment be available in every portion of the Township. The restraints that the lack of public utilities place upon development

is clearly illustrated by comparing the development pressure along the Montour Run which offers both municipal water and sewer service with Clinton which has only municipal water.

It is the task of Findlay Township to plan for anticipated needs of future development and to continue to work towards meeting those needs.

Comprehensive Plan, older studies of capacity and demand for public utilities may be outmoded. These early studies were predicated on thousands of acres of undeveloped land, while the new goal of managed development throughout Findlay leads to the use of undeveloped land. A complete and long range study of the specific needs likely to be generated by this anticipated growth and the development of a compatible Capital Improvements program will be essential to

**Table 5.1  
SUMMARY OF STORMWATER MANAGEMENT FACILITIES**

SUBDIVISION	FACILITIES CONSTRUCTED
Imperial Pointe	Inlets and piping to five stormwater ponds that drain to tributaries for Montour Run
Rec & Sports Complex	Two detention ponds with inlets and piping that drain into Montour Run Tributary
Findlay Industrial Park	Detention ponds (2) with swales, inlets and piping that drain into Potato Garden Run
RIDC Park West	Two detention facilities with inlets and piping that outfall to the Montour Run
Mystic Hills	Detention pond with inlets and piping that outfalls to tributary of Montour Run
Maronda Farms	Storm inlets and piping to a series of ponds with controlled runoff discharges to Potato Garden Run

**Capital Improvements Plan Elements:**  
*Formulate a long range Capital Improvements Plan which provides infrastructure in a timely and efficient fashion to land uses designated in the Comprehensive Plan*

The Findlay Township Comprehensive Plan is a guide to land use decisions in the municipality. This plan is a prime element in the strategic planning of infrastructure within the township. Because of the radical nature of changes in land use patterns presented in the

planning and implementation for expansion of commercial and industrial development into areas along U.S. Route 30 and the Findlay Connector.

This Capital Improvements program should be specific to the Comprehensive Land Use Plan by:

1. Defining proposed improvements or new construction in terms of the development it

is intended to serve;

2. Relating the scheduled completion of the project not only to anticipated time of need but also to market conditions affecting development pressures within Findlay Township;
3. Estimating costs for strategic planning and provision of facilities;
4. Developing methods of assigning responsibility for implementation over the effective span of active development;
5. Identifying funding sources and alternative funding methods to meet projected project costs; and
6. Where possible, providing for sufficient capacity reserves and additional sources of supply to reduce dependence on any one outside supply source or treatment facility.

### **Proposed Infrastructure**

**Water:** *Continue to plan and implement water supply improvements for immediate needs and effects while also conducting long range water supply planning efforts to support residential and business growth in the Township.*

Going forward, the Authority's long range goals to improving the water system include upgrading the water transmission line from McClaren Road to Burgettstown Road. The current 8" distribution line along Main Street Imperial is undersized and has limited ability to transmit large volumes of water that may be required as some of the vacant land along Route 30 as the Westport Interchange start to develop. In 2011, the Authority will construct another Pump Station that will improve domestic and fire flows at the Findlay Industrial Park and the Chapman Commerce Center. Plans for an additional water storage tank in this area have also been analyzed. These areas are seen as the future of commercial development within the

Township.

A 30-year contract for water with the Municipal Authority of the Township of Robinson was entered into in 1992 which provides a reliable water supply. The FTMA has asked the Robinson Authority to provide a redundant feed to the Interconnect so any potential service interruptions will be minimal. Also, in 2010, the FTMA researched and explored options into a potential groundwater source as a backup to the Robinson Authority interconnect. Testing showed that there was an inadequate amount of water to make the project financially feasible.

**Sanitary Sewer:** *Work toward the eventual provision of public sanitary sewerage services to the entire township for maximum economic growth potential.*

The proposed Capital Improvements Plan long range study should incorporate provisions for sewage collection and treatment for anticipated residential and commercial development within the Township on County owned and private property with an emphasis on orderly growth patterns. The importance of direction, sequencing, and concentrating new development into priority areas for development will be reinforced by this effort.

With the newly created Municipal Authority and the construction of the Potato Garden Run Waste Treatment Plant being completed in 2001, the Authority is positioned to embark in providing sanitary sewer service into the major portion of the Potato Garden Run Watershed. The current design capacity of this facility is rated at .15 MGD. Currently the plant is receiving approximately .0175 GPD of sewage flow.

Development patterns proposed in Chapters Seven and Eight should be a guide to the determination of future sewerage needs. To achieve maximum development within the Township, access to public sewerage treatment facilities must be provided throughout the Township in areas outside the Montour Run watershed. As previously mentioned, the Municipal Authority in conjunction with the Airport Authority and Imperial Land has addressed the development of the sanitary sewer system needs in the Township.

Solutions include:

1. Expanding the new sewage treatment facility in the Potato Garden Run watershed to serve the Clinton area and proposed commercial and industrial land uses north and south of U.S. Route 30.

A future regional sewage treatment facility located at the western edge of the Township may be a long term solution for Potato Garden Run and Raccoon Creek watersheds. In 1996, PADEP denied approval of such a site. However, in the future, if Hanover Townships (Beaver County and Washington County) and/or Independence Township decide to install public sewage, this regional facility may be a viable option.

2. Planning and constructing a new sewage treatment facility in the Reardon Run watershed to serve portions of the land along U.S. Route 30, McAllisters Crossroads, and the Clinton area. In 1991, PADEP denied the proposal for a potential regional facility to be located near the intersection of Hookstown Grade Road and Camp-Meeting Road. However, future technology might someday make

this regional facility a viable option.

3. Constructing individual package treatment plants to service designated development areas.

### **Potato Garden Run Watershed**

Based upon the Authority's findings and meetings conducted with Township representatives and property owners, the following improvements are being considered. The extension of approximately 4,000 feet of 21 inch sanitary sewer along Potato Garden Run Road beginning at the existing 18 inch interceptor sewer located near Maronda Farms to the Washington Road intersection. From this point, another 4,000 feet of 18 inch sewer to a point near the Findlay Connector crossing Potato Garden Run Road then to the intersection with Burgettstown Road with approximately 3,600 feet of 15 inch sewer line. Continuing along Burgettstown Road toward the Bald Knob interchange for a distance of approximately 2,800 feet with a 10 inch sewer. Additionally, the Authority has decided at the request of Imperial Land to provide a segment of sanitary sewer through a sub-basin, which is located just west of the Findlay Connector. This segment consists of approximately 2,000 feet of 10 inch and 2,700 feet of 8 inch sewer lines. The total estimated cost associated with the entire proposed extensions including Engineering services and right-of-way acquisition amounts to \$2,229,275.00.

The current treatment plant along Strouss Road has sufficient capacity to allow for moderate growth. However, by agreement with the developer of Maronda Farms, the Authority is committed to reserve capacity for the Maronda Farms Planned Residential

development. Once the plant is experiencing a hydraulic loading of 60% of current design capacity, the Authority must begin the design phase for expansion of the facility. In the future, the Authority will investigate an alternative plant site location for it is the Authority's belief that a treatment facility located in the Murdocksville area is ultimately the ideal location for a larger facility. However, the costs associated with the construction and extension of an interceptor sewer may not be feasible. Future proposed development activity would play an integral part in determining the ultimate location of a new facility. In any case, the Authority is prepared to relocate the existing facility downstream of its current location that will allow for future growth in the watershed.

Consistent with the Township's most recent revision of the 537 Plan, the authority is in the process of completing the necessary design for the Clinton Phase III sewer project. The project will consist of approximately 9,675 feet of 8 inch sanitary gravity sewer line and 4,400 feet of force main with a pump station located along McCaslin Road on Airport Authority property. The preliminary costs associated with this project is estimated at \$1.5 million dollars. Since the design of the systems has begun in early 2004, the Authority is now exploring the possibility of constructing a gravity line down the drainage basin on McCaslin Road, all the way to the existing line on Enlow Road. Should the Findlay Township Municipal Authority reach an agreement to move the location of the proposed Pump Station, the costs of this project would increase by approximately \$250,000.00.

The Authority has also developed a conceptual plan for the extension of several existing collector sewer mains located within the Township. It is the Authority's opinion that

the Route 30 corridor may see development due to the Findlay Connector and the proposed interchange slated to open in 2006. Due to environmental issues related to the Airport Authority property, which may delay development of these sites, the Municipal Authority has elected to classify these projects as not a priority. However, should the Airport Authority secure several interested parties seeking to develop this area of the Township the costs associated with these extensions are not of the magnitude as those in the Potato Garden Run Watershed. To provide service along the Route 30 corridor, the costs are estimated at approximately \$450,000.00.

The Municipal Authority has also studied the Enlow area of the Township for providing sewer service to a major portion of Airport Authority undeveloped property. Unlike the area of Route 30, the costs associated with this undertaking will require significant dollar amounts to provide sewer service due to the amount of vast vacant land located within this sub-basin. The estimated cost for constructing a gravity sanitary sewer system that would range in size from 8 inches to 15 inches and 4,000 feet in length is approximately \$4,322,500.00. In discussions with the Airport Authority, they have indicated they would in all likelihood concentrate on encouraging development on other portions of their land and do not foresee any development activity in the immediate future in the Enlow area.

The need for public utilities is essential if the Township is to recognize the kind of growth rate and development our neighboring communities are currently experiencing. Financing for additional storage facilities, water transmission mains, new sewage treatment facilities, interceptor sewers and major sewer line extensions as demonstrated are expensive.

The Authority should take advantage of Federal, State and local loan and grant assistance programs to supplement the cost of infrastructure expansions. Many of the state and regional commercial and industrial programs for funding assistance listed in Chapter Seven are directed at providing infrastructure improvements.

***Objective***

**Protect natural environment while accommodating development**

Residential and business communities within Findlay Township are growing without overt airport influences. The decision of the Township to encourage maximum levels of development within its boundaries in response to the airport's growth increases the urgency of providing sufficient protections to the valued natural environment. Chapter Three of this Comprehensive Plan recommends the completion of a Township Natural Resources Management Plan to identify and develop strategies for managing the environmental constraints encountered in the area. Such a document would also incorporate provisions for the Township's Stormwater Management Plan.

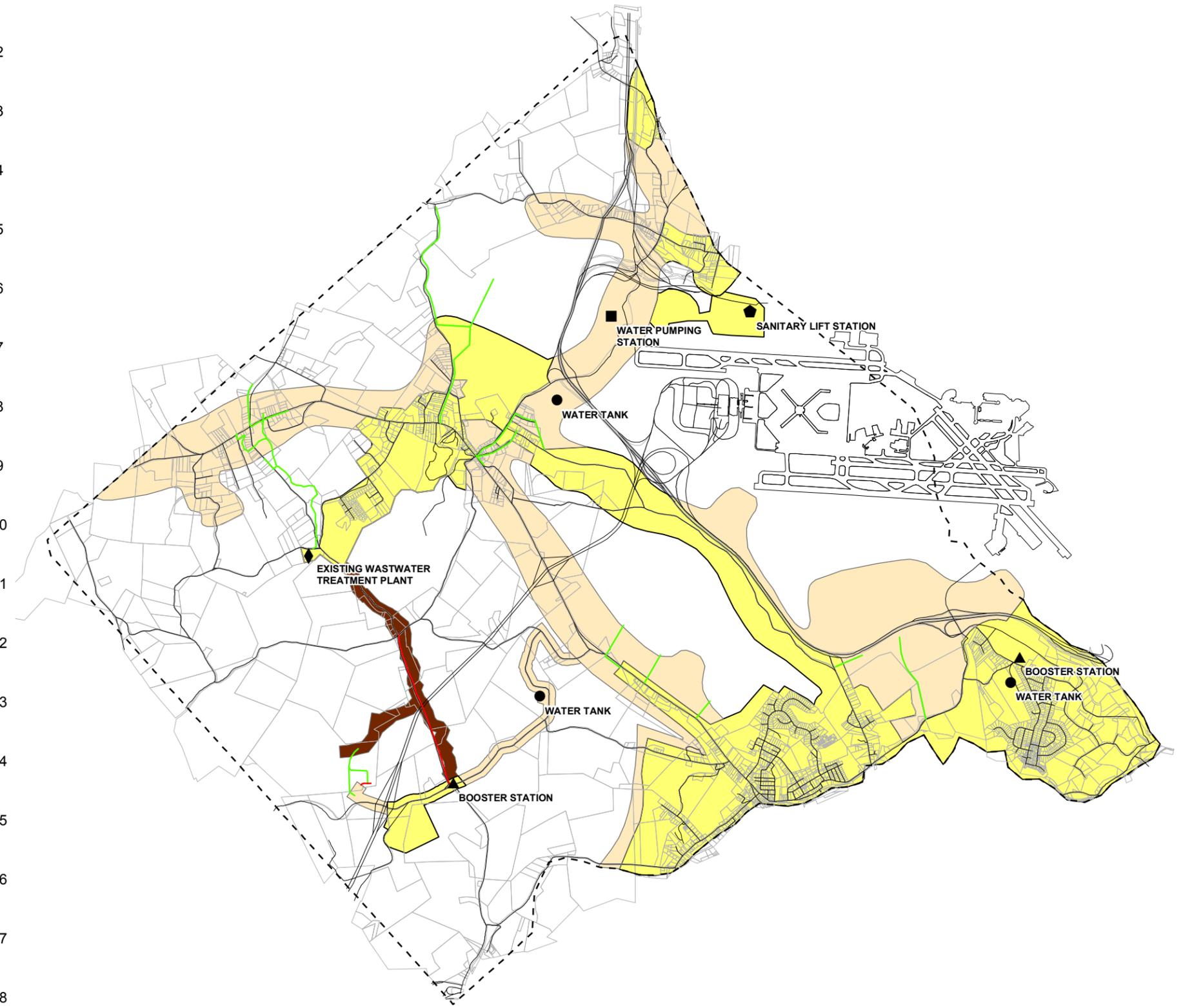
**Stormwater Management Plan:** *The Findlay Township Stormwater Management Plan incorporates the Montour Run and Flaugherty Run Watershed Management plans along with recommended best management practices from PADEP as part of the Township's MS4 stormwater permit.*

As a part of the Township's ordinance on stormwater, comprehensive planning for the management of stormwater runoff is

encouraged. Such systems (1) minimize potential development related drainage problems; (2) select a system-wide program to protect natural resources and; (3) minimize the impacts of compliance on the marketability of development sites within the Township. The distributed storage location concept suggested in the ordinance as an alternative to numerous individual facilities, is well suited to the proposed land uses in Findlay Township. An integrated structure would permit adjacent property owners to choose an on-site stormwater facility or a shared facility like that of the R.I.D.C. Park.

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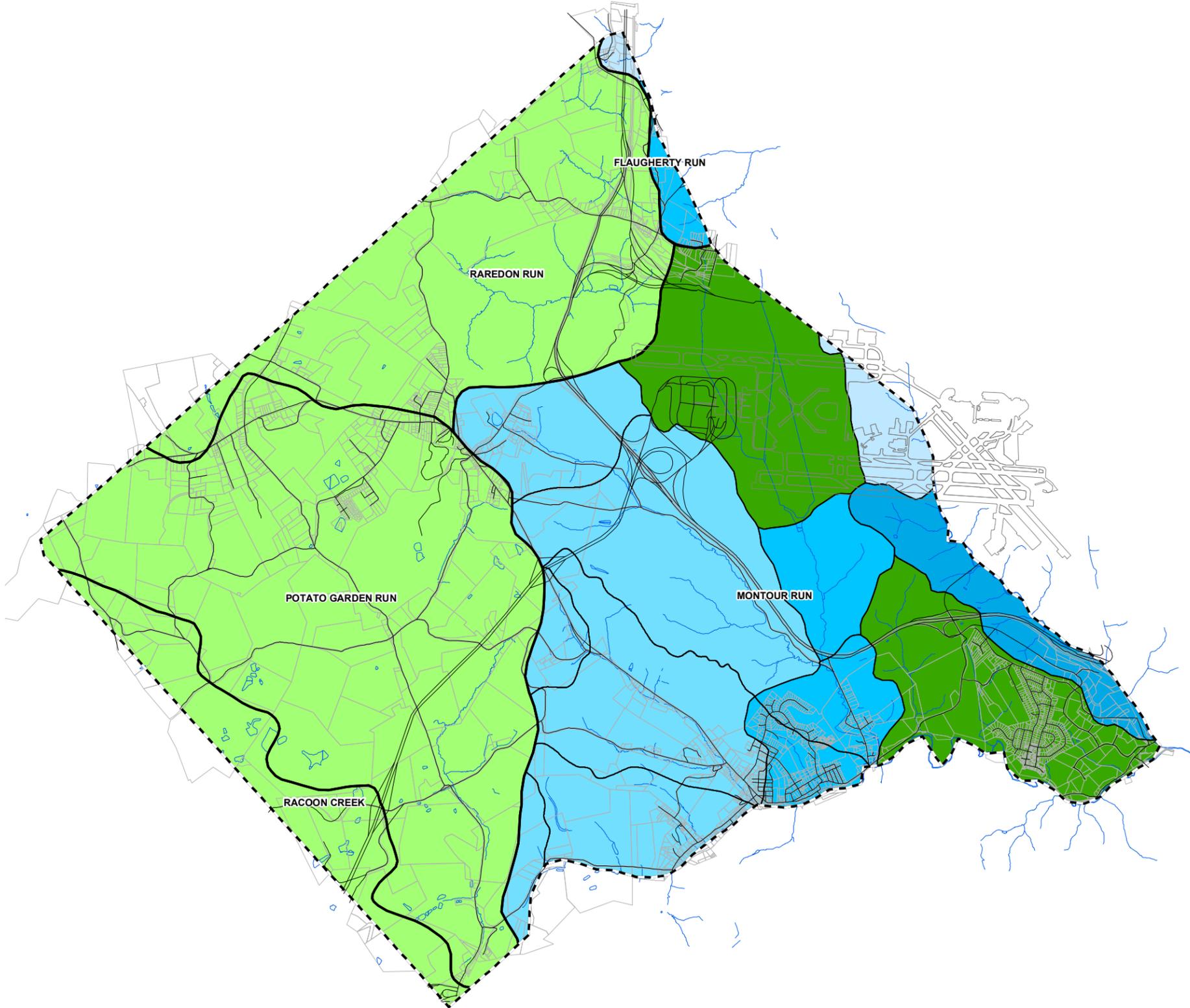
### Legend

-  EXISTING SEWER
-  EXISTING WATER AND SANITARY SEWER SERVICE
-  EXISTING WATER SERVICE ONLY
-  PROPOSED SANITARY
-  PROPOSED WATER

<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>INFRASTRUCTURE PLAN</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 5,000 feet	REVISION NO. 3

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### Legend

- WATERSHED BOUNDARIES
- PSRM SUBSHEDS
- STREAMS

#### RELEASE RATE

- \*100%
- \*90%
- \*80%
- \*75%
- \*70%
- +100%

\* Regulated by the Findlay Township Storm Water Management Ordinance

+ Regulated by the Montour Run & Flaugherly Run Storm Water Management Plans

**TOWNSHIP OF FINDLAY**  
ALLEGHENY COUNTY, PENNSYLVANIA

## STORM WATER MANAGEMENT

<b>Baker</b>	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 5,000 feet	REVISION NO. 2

## Chapter Six

**PUBLIC FACILITIES AND SERVICES***Goal*

**PROTECT, PRESERVE, AND IMPROVE THOSE FACTORS WHICH AFFECT THE QUALITY OF LIFE IN THE TOWNSHIP.**

**Existing Public Facilities and Services**

The quality of life in Findlay Township is directly affected by the availability of cultural and recreational resources such as parks and schools, and by the provision of emergency assistance from police, fire, and emergency medical services. As development increases and currently vacant land is utilized, the need for municipal open space, for municipal police, fire, and medical support and for public works projects will also increase. Preserving and improving existing facilities and services will contribute to Findlay's quality of environment for living and working.

**Parks**

From 1970 to 1990, the parks program in Findlay Township was administered by a volunteer five (5) member Park and Recreation Board. During the same period of time, the maintenance and development of the Township's parks was carried out through the Public Works Department staff and/or private contractors. There were no paid park staff, at this time. In May of 1990, the Board of Supervisors passed Ordinance No. 193 which established the Supervisors as the decision-making body for future park and recreation development. The Findlay Township Parks and Recreation Department was created in June of 1990 with the hiring of a full-time director position in 1991. The department was

expanded in 2001 with the hiring of a full-time Recreation Coordinator and again in 2003 with two full-time Assistant Park Coordinators.

In 1970, the West Allegheny School District donated a 10-acre park in Imperial to the Township. They also donated a 64-acre tract in Clinton to be used for park land. The Township later acquired an additional 3 acres to provide access from U.S. Route 30, bringing the total area of the parcel to 67 acres. Imperial's 10 acres (*Elm Street Park*) has been improved to include a fenced ballfield, tennis court, handicapped accessible playground equipment, restroom facilities, pavilion, horseshoe courts, basketball court, bikeway/walkway, and improved parking facilities.

The acreage in Clinton was initially improved with volunteer labor and equipment to provide an access road from U.S. Route 30 and develop a 4-H sponsored riding ring and a ballfield. In 1991, the Board of Supervisors commissioned its Engineer to formulate a Master Plan for the "*Clinton Community Park*".

Using the Master Plan as a blueprint, the Township did the following improvements around the ballfield behind the Municipal Building: Installed a lighting system for the ballfield, new lighted basketball courts, restroom facilities, concession/announcers booth for ballfield, new fencing, batting cages and installed public water and sewer.

In Clinton Community Park, the following amenities have been added since 1991: New fencing and lighting for the ballfield, concession/announcers booth, three pavilions, agriculture building for the fair, outdoor stage, hiking trail constructed by Boy Scout Troop #830, Rainbow's End Memorial Park constructed by Rainbow's End Memorial Playground Association, two new restroom facilities and an amphitheater. Clinton Community Park is also home to the Township's annual "Fair in the Woodlands" held every third weekend in August. To support the fair, new water and sewer lines were installed, electric upgraded, street lighting installed and parking areas expanded and paved. The Parks Department and Township Fair Board organize support for the fair and also prepare the area by setting up booths, lighting and other support items.

The Clinton Community Park is also home to Christmas Light-Up Celebration which is a non-profit organization of local volunteers. Starting in November and ending in January, the Light-Up Committee illuminates Clinton Park Drive with Holiday decorations and displays for vehicles to drive through. In an effort to assist with the storage of the displays during the summer months, the Light-Up Committee purchased a storage building which was donated to the Township and constructed in the park in 2004.

There are five (5) other park facilities in the Township. They include:

- . Aten Road Ballfield Complex and Park
- . Old Ridge Road Ballfield Complex and Park
- . Westbury Tot-Lot
- . Leopold Lake
- . Recreation & Sports Complex

The Aten Road Ballfield Complex and park has restroom facilities, a basketball court, tot-lot and improved parking facilities. The Old Ridge Road Ballfield Complex and Park is a 4.3-acre site with ballfield, dugouts and concession stand. The Westbury Tot-Lot (acquired in March 1988) includes play equipment, park benches, tree plantings, and mulched areas to provide a close-to-home recreation area for the Westbury neighborhood.

Leopold Lake is a two acre park off of Route 30 that primarily is encompassed by a lake with walking trails and picnic area. The lake annually entertains kids every Memorial Day weekend with a Township sponsored Fishing Derby

The newest addition to the park system is the 40-acre Recreation and Sports Complex adjacent to Leopold Lake on Route 30. With the Master Site plan developed in 2003, the site was designed in three tiers. The lower tier houses a deck hockey rink, aggressive skate park, two basketball courts, restrooms and a picnic shelter. The second or middle tier is primarily a regulation size soccer field with lights. Also planned for this area are a concession stand, playground area and picnic shelter. The third or upper tier is a regulation size baseball field with room for a future concession stand and picnic shelter. Construction of the complex started in 2004 with the most recent amenity, soccer field lights, being completed in 2009.

In addition to the parks, the Township also has biking/hiking trails. At the Elm Street park, a 2,100 foot long trail connects the park with residents of Imperial Pointe at Birch Street. In R.I.D.C. Park West, a new trail as part of the Industry Drive Extension project, connects Westbury to the existing Industry Drive. From this point, the Township's Public Works Department, in 2004/2005, extended the

trail through the R.I.D.C. Park and connected it to the Montour Trail adjacent to Cliff-Mine Road. Almost six miles of the Montour Trail parallel the Montour Run Creek between the borders of Findlay and North Fayette Townships. In 2011, the Montour Trail Council added a spur trail that links the Airport to the Montour Trail.

In 1992, the Township adopted the first ever “Open Space and Recreation Plan” as a guide for future parks and recreation activities. Updated in 2001 by G.W.S.M. Inc., this plan is now the Township’s “Comprehensive Recreation, Park and Open Space Plan.”

The 2011 budget for Parks & Recreation totaled \$552,650 for the Operating and Capital Budgets. Table 6.1 shows the amount of expenditures from 2006-2011. The Capital budgets from 2006-2009 reflected monies that were specifically earmarked for the development of the Recreation and Sports Complex.

Increased development in the Township has created the additional demand for recreation facilities in residential neighborhoods and in business areas. The Board of Supervisors have been able to up-grade existing parks by diversifying the type of facilities available. In the future, new and expanded facilities will be necessary.

### **Findlay Township Activity Center**

During the spring of 1994, ground breaking for a building along Main Street in Imperial occurred. In 1995, the Board of Supervisors appointed a committee of Township residents to recommend the best uses(s) for this building. Upon the completion of the committee study, the Board of Supervisors in 1996 adopted the

recommendation to utilize this building as a community center.

Along with the Township, the Air National Guard 911th and other volunteer labor, the activity center opened to the public in 1997. Containing two floors, the top floor is 3,200 square feet with a seating capacity of 200 people, has a full kitchen and bathroom facilities. The lower floor is 2,400 square feet for a seating capacity of 100 people and also includes bathroom facilities.

### **Non-Township Recreation Facilities**

The residents of Findlay Township have the opportunity to take part in recreation activities and enjoy facilities that are available to them through a variety of open space and recreation facilities.

*Marada Golf Course*, located in Clinton, is a privately owned, nine-hole golf course with a driving range.

*Youthtowne*, in Clinton, is a privately owned camp/recreation facility dedicated to the needs of children. It is primarily used for church and youth groups. There are several fishing lakes, baseball fields, soccer fields, softball field, volleyball court, retreat center and hiking trails. Also, as part of Youthtowne at a different location in Clinton, are a horse barn with riding stable and lighted outdoor riding stables.

*Montour Trail* is a rails-to-trail project that is maintained by the Montour Trail Council, which is a volunteer organization. In Findlay Township, the trail runs along the border with North Fayette Township for a distance of approximately six (6) miles. The airport spur trail connects Pittsburgh International Airport to the Montour Trail near McClaren Road using existing cartways.

### Schools

The West Allegheny School District encompasses 58.2 square miles and is in a state of change that reflects the evolving demographics of the district. These demographics indicate that the district is changing from a rural to a suburban community, and the school district population is increasingly reflecting these changes. Findlay Township comprises the northern half of the school district with 32.8 square miles, North Fayette makes up most of the southern half of the school district with 27 square miles and Oakdale Borough encompasses one square mile in the southeast corner of the school district. All the facilities are located in North Fayette Township except Wilson School, which is in Findlay Township.

The West Allegheny School District facilities include the High School (grades 9-12) and Middle School (grades 6-8) located on the same 75-acre campus. Wilson Elementary School is located on a 27.5-acre campus, Donaldson Elementary is located on a 26.8-acre campus, McKee Elementary is located on a 79.4-acre campus and a maintenance building located on the McKee campus. The three elementary schools are all kindergarten through grade 5.

The most recent major construction project was the renovation and expansion of the high school. Its completion was celebrated with an open house/showcase for the community on October 10, 2010. The \$26 million project began in 2006 with renovations to convert the kitchen/cafeteria to a 21<sup>st</sup>-century food court design followed by improvements to the stadium, including installation of artificial turf and a new synthetic track surface, in 2007. The final phase of the project began in 2008 adding

a two-story, 22-room academic wing with specialized classrooms and suites for art and technology/engineering, a two-story athletic wing, and a new stadium entrance. The auditorium was also expanded with a balcony and modernized with state of the art lighting and sound, ADA accommodations, a sets-preparation room, and a rehearsal dressing area. In addition, new tennis courts and a new fitness center were added along with renovations to existing administrative and guidance offices and installation of cutting-edge technology for instruction, business functions, safety, and security. Campus roads were also reconfigured and repaved. The high school/middle school campus includes a softball field, a multipurpose field, and a practice/competition field.

Built in 2006, the District Maintenance Facility is located on a portion of the McKee Elementary School campus. The building includes maintenance bays for repair and storage of vehicles and equipment and a storage area for supplies and equipment in addition to offices for the maintenance staff. There is also sufficient space for vehicle parking, road salt storage and equipment storage.

Donaldson Elementary School was built in 2003 and opened for students at the start of the 2003-2004 school year. It was expanded in 2004 to add an eight-classroom wing, which currently houses the district administration offices. The building includes a swimming pool, cafeteria, gym, computer lab, art and music rooms in addition to regular classrooms and administrative space. The school has an outside playground area, an outdoor classroom in a butterfly garden area, and a reading amphitheater outside the two-story glass-enclosed library. The full service kitchen in the school also prepares meals for its students and those at McKee and Wilson Elementary Schools. Also located on the campus is the

varsity/JV baseball field.

### **Police**

The Findlay Township Police Department was established in 1922. Throughout much of its existence, the police force depended significantly upon part-time officers. In 2011, the Department consisted of a Chief of Police, a Captain, three (3) Sergeants, and eleven (11) full-time officers and one part-time officer. They are aided by seven (7) full-time base operators responsible for taking and directing calls from police headquarters at the Township Municipal Building. The base operators also dispatch calls for the fire department and the emergency medical services, and complete a myriad of administrative tasks. The objectives of the Findlay Township Police Department are to: Protect life and property; Preserve the peace; Prevent crime; and detect and arrest violators of laws within the enforcement jurisdiction of the Findlay Township Police Department.

The police department achieved its goal of acquiring National Accreditation on November 20, 1993 and State Accreditation in 2003 when Pennsylvania initiated its program. The Commission on Accreditation for Law Enforcement Agencies determined that the Findlay Township Police Department is currently being managed in conjunction with the highest professional law enforcement standards that exist in the United States today and undergoes an assessment every three (3) years for both the national and state programs. Citizens should be aware that a copy of the Accreditation Manual is available for inspection at the Findlay Township Police Department or at the Township Administrative Office during normal business hours. In addition to its other benefits, adherence to these national standards

protects police agencies against civil suits, reduces Township liabilities for police activities and also reduces insurance costs.

The Findlay Township Police Department utilizes a number of functions to enhance their effectiveness that include:

- \* Accreditation
- \* Administrative
- \* Communications
- \* Community Oriented Policing
- \* Criminal Intelligence/Organized Crime & Vice
- \* Evidence
- \* Field Training
- \* Internal Affairs
- \* Investigative
- \* Inventory
- \* Juvenile
- \* Patrol
- \* Planning & Research
- \* Records
- \* Traffic
- \* Training

The 2011 budgeted expenditures for the police department account for approximately 1/3 of the overall municipal budget. During emergencies or complicated, lengthy criminal investigations, the police department seeks outside assistance from the Allegheny County Police Department, Allegheny County Emergency Management Services, Allegheny County Children, Youth & Families and other county, state or federal agencies as needed.

Ten years ago, Findlay Township was experiencing approximately one hundred twenty three (123) accidents on an annual basis. Today our traffic patterns have dramatically increased and are expected to continue increasing throughout the immediate future of our municipality. However, since 2005, we

have averaged one hundred six (106) accidents annually. This significant reduction in the number of accidents is proportional to our increased volume of traffic and is due to a number of factors including, but not limited to, a national awareness of driving under the influence of alcohol and drugs, a combined effort led by the Board of Supervisors to increase safety awareness and its actualization on our traffic ways through the installation of traffic-calming devices, speed humps, and radar speed display boards, prompt attention by our Public Works Department toward all roadway safety issues brought to their attention and a number of enforcement and safety programs operated by our police department. Additionally, our police department is a member of the West Hills DUI Task Force created in 2003 for the purpose of establishing DUI Checkpoints which not only remove intoxicated motor vehicle operators from our roads, but significantly increases the awareness of potential violators of the likelihood they will be detected and arrested.

Findlay Township plans to maintain its commitment toward operating a professional police department that functions in accordance with the highest standards promulgated by the leading law enforcement, prosecutorial and judicial authorities in the United States by maintaining our national accreditation program through the Commission on Accreditation for Law Enforcement Agencies and our Pennsylvania State Accreditation program. Furthermore, in addition to adhering to the highest known standards of administration, training and function activity, our municipality is committed toward continuing our community oriented policing approach in order to communicate with the citizens of our community, children of our school district and address both the general and specific needs of our residents, businesses, guests and transitory

visitors. Our township will pro-actively provide services, programs and enforcement activity, which will include new programs on an as needed basis, in addition to continuing programs, which include:

- \*The Highway Safety Program intended to help achieve department goals of preventing disproportionate increases in accidents relative to population and traffic patterns and reducing traffic speed as a means of reducing the severity of accidents.

- \*Car seat checks, seatbelt education at the schools, DUI Check Points, and Operation Click It or Ticket.

- \*The Neighborhood Crime Watch Program involves local citizens in a cooperative neighborhood program encouraging them to be aware of unusual activity within their area and to notify police immediately of any unusual circumstances.

- \*Car Seat Installation - the department currently has three (3) officers certified by the National Highway Traffic Safety Administration to properly install child passenger car seats.

- \*The Operational Identification Program in which valuable items are marked with identifying codes to discourage thefts and to aid in the recovery of stolen property.

- \*Findlay Township Police Officers also provide instruction to elementary school students in Findlay Township, regarding safety topics including, but not limited to: School Bus safety, Gun Safety, Strangers, Good Touch/Bad Touch, Bicycle Safety, Conflict Resolution, Emergency Dialing (911), and high school women's self defense programs.

\*The Fingerprint and Digital Recording Program record the fingerprints and digital images of the Township's school children for the purpose of identification and investigation in the event the child is lost or abducted.

\*The Block Parent's Program organizes neighborhood volunteers willing to help children in need of adult assistance.

\*The D.A.R.E. Program (Drug Abuse Resistance Education), is a program which originated as a joint effort between the Los Angeles, California, Police Department and the Los Angeles Unified School District to educate fifth and sixth grade students regarding techniques for combating peer pressure to try or use drugs. The program in Findlay Township has been expanded to include middle school and high school students. The Township Police provide D.A.R.E. instruction to fifth grade students at the Wilson Elementary School and seventh grade students at the West Allegheny Middle School and High School (jointly with North Fayette Township Police). The programs are intended to assist students in developing positive self-esteem and to encourage students to become involved in healthful alternatives (i.e. sports, church groups, extra-curricular activities, etc.) which will lessen the temptations to experiment with drugs and alcohol.

\*The Findlay Township Business Watch program is designed to mirror community-based programs which have been in existence for a number of years under various names or titles. The basic concept of the program is neighbors looking out for one another and, in this case, business neighbors looking out for one another. By providing information on suspicious activity to police immediately, the Business Watch member affords police the opportunity to possibly

provide an immediate response to the area to further investigate the activity, and also to alert other area businesses by means electronic community notification system (SwiftReach). This joint business community/law enforcement crime prevention effort will help to minimize victimization of the business community within Findlay Township.

\*Citizens Police Academy to educate interested citizens how our police department functions in addition to providing a more thorough understanding of the job duties and responsibilities of our base operators and our police officers.

\*Our triennial survey program enabling our police department and our municipal government to better communicate with our citizens and better understand the specific concerns associated with the various neighborhoods and segments of our community in order that they may be adequately addressed.

## **Fire**

The Imperial Volunteer Fire Department was first organized in 1924 in Imperial. By 1973, the Fire Department had expanded to include the Imperial Fire Station and the Clinton sub-station on Matchette Road. Their equipment consisted of three pumper trucks, two brush trucks, and an ambulance service. In 1982, the Fire Department constructed a third station on Aten Road near the Westbury Subdivision and housed one pumper truck there. Today the Fire Department has a Chief's vehicle, four fire engines, two brush trucks, and a squad vehicle.

The Fire Department, composed entirely of volunteer fire fighters, has experienced difficulty in staffing the department due to a

lack of volunteers in the area and the amount of training each member needs after joining the department. To counteract this reduction in the number of volunteers, the Fire Department has instituted a Junior Fireman program intended to recruit volunteer firemen from the High School population. It is hoped that this early involvement will encourage youths to continue participation as adults.

The 2011 Findlay Township budget includes a \$269,138 plus a \$30,000 line item for fire services. This sum includes \$46,000 in fire hydrant rental fees, \$176,533 for shared costs of the base operators' salaries, \$43,000 in insurance costs and a \$165,438 contribution to the Fire Department. The majority of funds for maintenance, expansion and modernization of equipment are the result of extensive fund raising activities on the part of the volunteer fire fighters. These fund raising activities include an annual Fireman's Parade & Fair held on Main Street in Imperial, Night at the Races, Fish Fry and donation drive.

In 2010, the Fire Department received approval from the Township to build a new 10,400 square foot public service building on a 1.52 acre parcel that they own off of Pine Street in Imperial. Once constructed, this new facility will replace the existing fire station on Main Street.

The Imperial Volunteer Fire Department's service area includes the Pittsburgh International Airport. Their organization is on "first call" status for PIA along with Allegheny County police and fire agencies. Ordinarily the Imperial Fire Department is responsible for fighting structural fires and the County is responsible for aircraft fires.

The Fire Department participates in a

mutual aid agreement between area Fire Departments. This permits them to call on adjacent Townships for assistance.

### **Emergency Medical Services**

Findlay Township Emergency Medical Services (EMS) was first established as a separate entity in 1985. Prior to that, the EMS was part of the Imperial Volunteer Fire Department located at Main Street in Imperial. From 1992 to 2002, Findlay Township contracted for EMS services from Central Ambulance Service, Inc., and its successor company, Mercy Mobile Care.

In August of 2002, Findlay Township received approval from the Commonwealth of Pennsylvania to become an official member of Valley Ambulance Authority. Findlay Township joined Moon Township, Crescent Township, Neville Township and Coraopolis Borough, who had formed Valley Ambulance Authority in 1972.

Valley Ambulance Authority provides service to approximately 50,000 residents. The Authorities have seven advanced life support (ALS) ambulances, two paramedic response vehicles, and three wheelchair vans. All resources are available to each member community and are mobilized as the need arises. An ambulance is routinely posted at the station next to the Findlay Township Municipal Building. The Authority operates a state-of-the-art Dispatch Center which is directly connected to the Allegheny County 9-1-1 Center and to the Findlay Township Police Station.

Valley Ambulance Authority employs more than seventy Paramedics, Emergency Medical Technicians, Dispatchers and Administrative and support personnel. Patient

care is provided by highly skilled personnel using the latest technology in pre-hospital care. The Authority provides stand-by ambulance coverage for Findlay's Fair in the Woodlands and other community events, and provides demonstrations and programming such as CPR and First Aid training, blood pressure screenings and accident prevention.

Although Valley Ambulance Authority is a municipal authority, it does not receive any tax dollars from its member communities. It is supported by resident memberships and by payments from insurance companies, Medicare and Medicaid. Findlay Township generously provides free annual memberships to the senior citizens of the Township.

### **Emergency Management Plan**

Under the Emergency Management Services Act of 1978, each municipality in Pennsylvania is required to prepare for potential disasters by designating an emergency operations center, appointing an emergency management coordinator and developing an emergency operations plan. The act is intended to prepare the Commonwealth's communities for disasters beyond the scope of normal emergency operations. Such emergencies in Findlay Township might include toxic chemical spills on the highways, aircraft accidents on or off PIA, or an industrial accident requiring the evacuation of residents from their neighborhoods.

In October 1989, the Board of Supervisors appointed the first coordinator for Findlay's Emergency Management Program. The Board of Supervisors then appointed a five (5) member Emergency Response Team to develop the first Emergency Management Plan for the Township. By July 22, 1991, the Plan was formally adopted by the Board of

Supervisors and approved by the State and County Emergency Management Agencies.

In 2002, the Pennsylvania Emergency Management Agency developed a model municipal Emergency Operations Plan for all Pennsylvania Municipalities to follow for consistency throughout the Commonwealth. The Township adopted this new plan in 2003, which divides the manual into three distinct sections, the Emergency Operations Plan, a notification and resource manual and emergency response checklist. Following the State guidelines, the Township's Emergency Response Agency now consists of fourteen members of which an Emergency Management Coordinator and Deputy are responsible for.

On January 13, 1995, the Acting Secretary of the Department of Community Affairs signed the state's approval of Allegheny County's plan for a county-wide enhanced 9-1-1 emergency communications system. The approval was authorized by DCA, the Public Utility Commission, and the Pennsylvania Emergency Management Agency. The approval allows the County to levy a monthly contribution rate \$1.00 on telephone access lines within the County for support of 9-1-1 services.

### **Public Works**

Findlay Township's Public Works Department, consisting of a roadmaster and ten full-time employees, is responsible for more than 40 miles of Township roads. With the Township's participation in PennDOT's Turnback Program, the length of Township roads under Public Work's care may increase. The state roads and the county roads in the Township are maintained by their respective agencies.

The Public Work's Department maintains existing roads by refurbishing the road surfacing, repairing culverts, earth basins, storm drainage structures, and by cutting or filling berms along public thoroughfares. They are also responsible for snow removal on all Township roads and for those state and county roads which an agreement to remove snow has been signed.

Since 1990 a reorganization of the maintenance building, grounds, structural improvements, new driveway, culvert, and stormwater run off inspection system were performed. New equipment was purchased to better utilize the public work's responsibilities within the Township and an automated above ground fueling island became operable for Public Works, Police, and Township vehicle refueling.

In 1998, the Public Works grounds again experienced a large expansion. The garage was expanded with new maintenance bays, office and storage areas, a liquid calcium chloride storage tank was installed and a salt storage building capable of storing 1,000 tons of materials was constructed. An equipment storage building was added in 1999 that protects large equipment from the weather year round. In 2004, the Department installed a second liquid calcium chloride system and built a second salt storage building that brings salt storage capacity up to 2,500 tons.

### **Residential Waste Removal**

In the past, residential waste was removed by the Findlay Public Works Department, independent rubbish haulers, and contracted companies. In 1995, Findlay Township adopted Ordinance No. 241 requiring rubbish removal and mandatory recycling through a single hauler. The results of

awarding to a single hauler provides more efficient removal of rubbish at lower rates. It also puts the Township in compliance with the second class township code requiring the Township to provide a hauler to its residents.

### **Proposed Public Facilities Plan**

#### **Parks**

With anticipated growth in the residential and employment populations of Findlay Township, park facilities in the Township will experience increased use. Although the demographic characteristics of resident and non-resident populations may differ substantially, many of their recreation needs are shared. Both will seek open play or relaxation space, jogging, biking and hiking trails, fields and facilities for team sports, and locations for active play. The youth population of residents will also need playgrounds, recreation programs and sports opportunities geared to their capabilities. Meeting these needs in an efficient and economical program for parks improvements will be achieved most readily with a conscientious strategic planning effort on the part of the Township.

**Upgrade and maintain the existing park system:** *Develop a plan and budget for maintaining and improving the Township's existing park system.*

The commitment of the Board of Supervisors to up-grade and maintain all existing park facilities has been evident in the funding of the operating budget. In 1989, a total of \$121,412. was expended. Since 2006, operating expenditure has exceeded \$400,000 with a commitment of \$478,154 in 2011. Many

of the projects listed in the 1997 Comprehensive Plan have been accomplished. An on-going full scale maintenance program is in place.

The recreation needs assessment survey and the input sessions conducted in the summer of 2000 indicated that the highest priority features to be included as activities within the Township of Findlay are swimming, picnicking, jogging/walking, hiking, biking and sight-seeing. These favored activities are consistent with the 1990 Region 10 Pennsylvania State Survey.

The information generated from the public meetings, the survey, and an inventory of existing facilities point toward a plan for the next ten years that emphasizes the following:

- \* The acquisition and development of a new centrally-located community park complex.
- \* The upgrading of existing facilities.
- \* The identification and development of a greenways system that will provide links to the Montour Trail.

This study recommends that the Parks and Recreation Department use the NRPA standards as a flexible guide for planning, developing and upgrading its facilities.

*Mini-Park* - The smallest park classification, used to address limited or isolated recreation needs. This park would serve concentrated or limited populations, which may occur in isolated development areas or provide unique recreation opportunities.

*Neighborhood Park* - The basic unit of the park system that ideally serves as the recreation and social focus of the neighborhood. The neighborhood park is developed for both active and passive recreation activities geared specifically for those living within the service area. It is located in an area that is within walking distance and accessible to its users. Uses of the neighborhood park are intended to be informal with the exception of limited use by youth teams and not result in overuse, noise, parking problems and congestion.

*Community Park* - Much larger in size than a neighborhood park, and serves a broader purpose and a larger population than neighborhood parks. The focus of the community park is to meet the recreation needs of several neighborhoods or larger sections of the community as well as preserve natural characteristics in the landscape. Due to its service area, a community park is most often accessed by automobile or bicycle and is centrally located to its targeted community. The facilities provided in a community park accommodate a greater number of people and several types of active and passive recreation facilities.

*Special Use Facilities* - This classification is reserved for facilities with unique or specialized uses. Not typically located within a park, this facility would be considered a "special designation."

*Linear Park* - Identifies many environmentally sensitive areas such as steep slopes, wetlands, and flood plains. Recreation opportunities such as hiking, biking, horseback riding, cross-country skiing or canoeing may exist in a linear park.

By using this hierarchy standard, the Township park system can be categorized as a

system of one community park, four neighborhood parks, one mini-park and two special use facilities.

**EXISTING COMMUNITY PARKS**

**RECREATION AND SPORTS COMPLEX**

The Township of Findlay, in an effort to improve community recreation facilities, contracted with Pashek Associates, Ltd. in 2003 to assist in the preparation of a Master Site Development Plan for the Findlay Recreation and Sports Complex site (See Master Site Development Plan).

The recommendation for the Recreation and Sports Complex site improvements reflect the recreation needs of the Township’s residents. Public input into the needs assessment and the site planning process ensured that the plans reflect the immediate and future recreation needs of the Township.

The Findlay Recreation and Sports Complex site is a 40 acre parcel located adjacent to Leopold Lake on Route 30. The Township has a lease for the property with the Allegheny County Airport Authority for 20 years, with two 5-year lease extensions.

This community park has a deck hockey rink, basketball courts (2), aggressive skate park, soccer field, baseball field, shelter, restrooms and parks department staging area. The 2003 Master Site Development Plan also recommends the following:

- \* Trails that would connect the different levels and also provide access to Leopold Lake.

- \* Lighting for the baseball field.
- \* Concession and storage buildings at the soccer field and baseball field.
- \* Restrooms at the soccer field and baseball field.
- \* Dugouts for the baseball field.
- \* Picnic shelters adjacent to the soccer and baseball fields.
- \* Playground area adjacent to the soccer field parking lot.
- \* Horseshoe pits adjacent to the picnic shelter on the baseball field level.
- \* Bocce court adjacent to the shelter on the soccer field level.

**EXISTING NEIGHBORHOOD PARKS**

The following is a summary of recommendations for the existing parks in the Township.

**Clinton Community Park**

As noted in the inventory of existing facilities, Clinton Community Park is used by nearly seventy percent of all Findlay Township residents. Many noted events such as the annual Christmas Light-Up Celebration and the Fair in the Woodlands are held in this park each year. It is a large neighborhood park with two ball fields, picnic shelters, a hiking trail system, rest rooms, an amphitheater and the Rainbow’s End Memorial Playground. This study recommends the following:

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**Legend**

- EXISTING SCHOOL
- EXISTING MUNICIPAL BLDG'S
- EXISTING EMERGENCY SERVICES
- EXISTING PARK LOCATIONS
- EXISTING FIRE STATION
- EXISTING HIKING BIKING TRAILS

<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>PUBLIC FACILITY PLAN</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 5,000 feet	REVISION NO. 3



- \* Develop a Master Site Plan prior to upgrading or renovating this park. Develop the lower ball field as a soccer/football field and designated field for informal baseball or softball games.
- \* Provide an accessible walk to the Cardinal Pavilion from the Municipal Building parking lot.
- \* Develop an accessible trail link between the existing Clinton Community Park and the Community Center ball field.
- \* Make all facilities and parking areas ADA accessible and compliant.
- \* Renovate the nature facilities such as the fitness trails.
- \* Develop trail links to Youthtowne and Leopold Lake, thus connecting the park with the proposed network of Township trails.
- \* Update the existing playground at the Municipal Building to comply with current CPSC recommendations.

**Elm Street Park**

- \* Develop a Master Site Plan prior to renovating or upgrading of park.
- \* Improve the Imperial Pointe Bikeway by developing a link from the parking lot to the lower elevations at an accessible gradient.
- \* Renovate the existing tennis courts and provide accessibility to restrooms.
- \* Reconfigure basketball courts side-by-side for simultaneous play.
- \* Update existing playground to comply with CPSC recommendations.

**Aten Road Park**

- \* Develop a Master Site Plan prior to renovating or upgrading of park.
- \* Reprogram play area. Relocate play

area activities from current location to nearby Old Ridge Ball Field.

**Old Ridge Ballfield**

A little over thirty percent of this park is developed for recreational use because of steep slopes. It should be renovated to and used as a neighborhood park and playground for residents of Westbury. Also, according to the needs assessment survey, the residents of Westbury strongly desire more open space. The following are suggested recommendations:

- \* Develop a Master Site Plan prior to renovating or upgrading of park.
- \* Allow ball field to return to informal neighborhood play.
- \* Make accommodations for additional parking.
- \* Provide picnic shelters and tables.
- \* Develop a playground for the Westbury neighborhood.

**Existing Westbury Tot Lot**

- \* Eliminate the play equipment and convert the tot lot to passive use and a gathering area by providing a gazebo, benches and trees, etc.

**Leopold Lake**

- \* Continue to negotiate with the Pittsburgh International Airport for additional land to provide a greenspace buffer to protect the sensitive environment around the lake. Provide hiking/biking trails to commercial development at airport.
- \* Develop a more aesthetic entrance into Leopold Lake from Route 30.

- \* Develop a trail link from the Montour Trail to Leopold Lake and from Leopold Lake to Clinton Community Park (the Clinton Block Trail).

**Trail and Bikeways**

- \* Explore the feasibility of creating a Township-wide trail system with links to the Montour trail.
- \* Develop a plan to include trail access to future commercial/office developments on Pittsburgh International Airport property.
- \* Provide a linear park/trails to connect additionally acquired recreation land with the rest of the park system.
- \* Develop an accessible trail link between Clinton Community Park and the Community Center Ballfield.
- \* Improve the Imperial Pointe Bikeway by developing a link at an accessible, gradient from the parking lot to the lower elevations of the Elm Street Park.

and flood plains. Greenway corridors can link parks, historic sties and trails together to form a regional network.

The 2004 Township of Findlay Comprehensive Plan proposed such an open space system to preserve and conserve environmentally sensitive land in the Township.

There are many different kinds of greenway corridors. The types that are significant to the Township of Findlay are:

- \* Scenic and historic roadways that offer the primary means of visual access to the general open space of Findlay.
- \* Recreational greenways featuring trails based upon man-made features such as railroad beds or limited access roads.
- \* Comprehensive greenway systems, usually based on natural corridors, but sometimes arbitrarily designed to link together schools and historic and other cultural nodes.
- \* Environmentally sensitive areas along natural corridors such as streams, rivers, wetlands and steep slopes.

*Objective*  
**Plan and provide for a Greenway/Linked Open Space System through new development areas.**

The benefits from the establishment of a greenway corridor system can include:

**GREENWAYS AND OPEN SPACE PRESERVATION**

Greenway corridors are linear open space areas established to conserve natural and man-made corridors such as streams, old railroad rights-of-way, roads, etc. These generally long ribbons of green space can also take on a variety of shapes and are often comprised of wetlands, gamelands, steep slopes

- \* Environmental Protection: Greenway corridors protect wetlands, stream valleys and steep slopes; provide habitat for native and migrating wildlife; reduce the probability of landslides and flooding; and improve water quality.
- \* Education: Greenway corridors are ideal sites to provide students of all ages with the opportunity to study natural systems.
- \* Property Values: Greenway corridor designation often enhances property values and can attract people to live in

the community.

- \* Improved Recreational Opportunities: Greenway corridors can provide trails for many different kinds of recreational experiences such as hiking, cycling, jogging, walking, horseback riding and cross-country skiing.
- \* Linkage Opportunities: Greenway corridors can be woven into a system that creates linkages between parks, historic sites, gamelands, trails, etc. for both the benefit of recreational users and wildlife.

Greenway corridors, as they pertain to the Township of Findlay, have focused primarily on recreation uses - the provision of paths or trails for fitness, cycling and walking/jogging rather than for strict conservation of natural resources. Yet, the possibility of environmental damage and intensive land use makes protection of the natural resources and the rural character of Findlay of vital importance to its residents. The Open Space Study recommends that a feasibility study be conducted on all existing and proposed greenway corridors to ensure protection of natural features while providing for the maximum recreation opportunity. This study can determine whether greenways are suited for limited pedestrian only use, like walking or hiking or if more intense uses like cycling or horseback riding can be accommodated without risking damage to the environment. Location and development of trailheads should also be analyzed for impact on the natural resources.

Greenways and trail corridor development require a well-planned strategy to obtain funding for land acquisition. Several approaches may be employed.

- \* Form a non-profit advocacy group made

up of public officials and private citizens to promote open space conservation and trail development and to pursue funding.

- \* Form a non-profit land trust to preserve natural features and sensitive resources by acquiring and holding land in perpetuity.
- \* Develop greenway corridors on a special project basis through the Parks and Recreation Department or Municipal Planning Commission.

### **Township Fair**

The Findlay Township Fair began in 1976 when the Parks and Recreation Department organized *Community Days* to celebrate the Country's bicentennial. The event was held in the parking lot of the municipal center. As the Fair continued to grow, the first 5-member Fair Board was appointed in 1985 to officially organize and run the 3-day event. The Fair eventually outgrew the parking lot and, in 1994, was moved to a 64-acre park owned by the Township which also allowed for expansion. The name officially became the *Findlay Township Community "Fair in the Woodlands."* In 2000, the Fair Board was increased to a 12-member Board. In 2001, the first agricultural building was constructed and in 2003, a permanent amphitheater/stage was built. Both were partially funded through PA Department of Agriculture Capital Improvement Grants.

In 2011, the Board of Supervisors and Fair Board approved changes for the Fair by reducing the number of days of operation from three to two days. The Fair continues to be held on the third weekend in August.

Besides the participation of local

organizations sponsoring games or selling food, there is local entertainment, children’s games, the sale of baked goods entered for the Fair with proceeds going to local non-profit groups, a community parade, fireworks, the annual 5K Findlay Township Semi-Great Race and Fun Walk, a petting zoo and pony rides, a pie-eating contest, a pedal pull for all ages, and the opportunity for community residents to enter needlecraft, floral exhibits, vegetables, etc. for judging.

**Objective**  
**Expand public services to keep pace with increases in population.**

**Police:** It is significant to note that the Findlay Township Police Department has continued to fulfill all prior Comprehensive Plan Objectives due to the continuing support of the Board of Supervisors and a comprehensive team-oriented approach embraced by our entire municipality. The future police department Comprehensive Plan objectives are listed below:

1. Continuing to maintain status as a accredited police department;
2. As Findlay Township continues to grow, it is also critical for our police department to expand proportionally with the overall municipality. Our existing physical facilities are currently filled to capacity with no room to add additional equipment, personnel or other needed accessories. Planning for a new physical facility or allocating additional or expanded facilities should be considered over the next decade;

3. Our existing successful programs and services should be continued while maintaining an open mind toward formulating new solutions and/or cooperative ventures with other community resources including, but not limited to, the school district, service organizations, churches, and others to address the needs of our citizens; and
4. The police department should continue to explore and take advantage of new technology, ideas and equipment that will enhance the ability of law enforcement to fulfill its mission in the future.

As always, the strategic plan for the proportional growth and provision of services in police staff and equipment along with the institution of new procedures and amendments altering current procedures will be directly related to the needs generated by both our resident and non-resident populations.

**Fire:** *Develop a strategic plan for Fire Department expansions which correlates with development and surrounding communities.*

Future development in the Township will increasingly stress the reserves and the volunteer system of the Fire Department. Planning for increased development intensity should include consideration of fire fighting needs in emerging areas. Since distances and travel times are significant aspects of planning for fire department services, correlations between locations of fire houses and existing or proposed structures and roadways will take precedence over population growth numbers.

Current Fire Department needs are identified as including:

1. A larger facility within the Township that would be able to provide for a social hall with expanded seating and easy access.
2. Consideration of a sub-station in the Flaugherty Run area accompanied by a pumper and a new brush truck.
3. Improved training and equipment for hazardous materials fires.

As the Township experiences increased development, the Imperial Volunteer Fire Department must prepare to cover daytime fires in both the expanding residential and the new commercial areas.

**Emergency Management Plan:** *Continue to up-date and evaluate the Emergency Management Plan in compliance with P.E.M.A. to assure that there is efficient coordination of police, fire, and emergency medical services in the event of a life threatening disaster within the Township.*

The Emergency Management Plan remains a viable document for responding to life threatening disasters. A strong data base of new industrial and commercial development within the Township should be continually updated. Full disclosure of all materials, products or processes which could possibly contribute to a disaster situation is mandatory to keep the Plan current. This information should be evaluated and catalogued in the Subdivision and Land Development review process. It should be maintained in a retrievable information file for use by the Emergency Management Coordinator.

**Public Works:** *Develop a strategic plan for Public Works Department expansion of services which is coordinated with new road construction in developing areas.*

The Findlay Township Public Works Department is primarily responsible for the maintenance and improvement of Township roads. As present vacant land develops, new and proposed roads will be added to the Township's maintenance inventory. If the Township continues to participate in the State's Turnback Program, more roads currently under state control may be turned over to the Township to maintain.

Increases in staff and materials costs must coincide with needs generated by the adoption of newly constructed roads. Continued updating of equipment must be programmed to stay abreast of continuing demands. Planning will continue to incorporate more efficient methods of scheduling and monitoring maintenance needs. These methods will include expanded facilities and a computer system to catalog all maintenance activities with vehicles, roads, and right-of-way improvements.

In 2001, the Township accepted McClaren Road, Boggs Road and Santiago Road under the PennDOT Turnback Program. Since this time, the Township has also adopted rules and regulations on how private roads can become public roads.

## Chapter Seven

**ECONOMIC DEVELOPMENT***Goal*

**MAXIMIZE DEVELOPMENT POTENTIAL IN THE TOWNSHIP'S DESIGNATED AREAS.**

**Existing Economic Activity**

Findlay is a rural Township with older commercial establishments spread along the main thoroughfare in Clinton and Imperial where original residential neighborhoods formed. From these two areas, the Township has grown over the past twenty years to include the Pittsburgh International Airport, R.I.D.C. Park West Office Park, Pittsburgh Airport Industrial Park, Park West office buildings and various businesses located around the Flaugherty Run Interchange area. Since 2004, International Drive on airport property was expanded for the North Field development site, Industry Drive extension was completed and Clinton Commerce Park was established with more than 1,000,000 square feet of commercial space. The Airport Authority is ready to expand Clinton Commerce Park into Phase II and start development of another commercial park off of the McClaren Road Interchange. Elsewhere throughout the Township, McClaren Woods is almost built-out with four office/warehouse buildings, Findlay Industrial Park has three warehouse/distribution centers, with a Phase II planned and Chapman Commerce Center is under development off of the Westport Interchange.

The assessed valuation is a measure of the economic vitality of the Township. It mirrors increases in the property values of existing structures and the value of new homes and new

businesses in the municipality. Figures supplied by the Findlay Township Administration Office reveal a steady growth in the Township in the last 20 years (Table 7.1). This has resulted in an increase of 269.7% in the total assessed value of real estate within the municipality. It is in these figures that it is especially easy to see the effect of new office and business construction. The 152% increase in taxable valuation between the years 2000 and 2010 can be attributed to the expansion of commercial development and a County-wide reassessment of all properties, residential and commercial.

Existing infrastructure and transportation networks have driven new regionally and nationally based business development to sites near expressway access points rather than in the interior portions of the Township.

The Township gained 4.5% in employed persons from 2000 to 2009 according to 2005-2009 American Community Survey (ACS) Estimates. The American Community Survey indicated that 69% of the working age population 16 years and over and 47% of the total population was employed between 2005-2009. Working age employed for the State was 58.7% and 63.1% for Allegheny County. Even though Clinton and Imperial have active farms, the labor statistics do not show any employment

for the Agriculture occupation. The 2005-2009 ACS unemployment rate for Findlay Township was estimated at 11.5% ( $\pm$  4%) which is higher than the Allegheny County average of 6.5% and State average of 6.8%.

### **Clinton and Imperial**

Clinton and Imperial are two of the three population center in Findlay Township. Both have recognizable central business development. Clinton and Imperial are also names used to designate geographical location within the Township. The Clinton area of Findlay is more spread out and divided by Route 376. The Imperial area is focused around the business district on Main Street and U.S. Route 30. For the purposes of discussion here, each will be discussed in terms of their respective centers.

Clinton developed at the intersection of Clinton Road and U.S. Route 30. Today it is the Township's municipal center with a post office, convenience store, and restaurant operations all lining U.S. Route 30. Commercial activity is located primarily along Matchette Road just off of U.S. Route 30 where the Imperial Fire Station in Clinton is located, along Clinton Road, and in the Flaugherty Run area. The Findlay Township Water Authority lists 32 commercial customer accounts in the Clinton area. Some of these customers represent highway strip commercial development patterns along U.S. Route 30. Clinton Road has an Industrial Park, light manufacturing, automotive service, training center and Township garage. A total of 23 businesses are located in Flaugherty Run intersection area. This commercial activity includes home-based, regional and national businesses, recreational vehicle sales, engineering services, garden center, service

commercial and commercial parking lots intended to serve airport passenger parking. Pittsburgh Industrial Park along Spring Run Road Extension has five buildings that are subdivided with various tenants that service the airlines, trucking, warehousing and professional services.

Imperial is the largest population center in the Township, which also has a concentration of business activity. Unlike other areas of the Township, Imperial's commercial establishments have formed a district which is related to both the village residential units and the motorists on U.S. Route 30 and Main Street.

In the Imperial area, there are approximately 48 businesses. These businesses are located in three distinct areas: (1) the village center between Church Street and the Imperial Fire Station, (2) north of the village center towards McClaren Road and, (3) along U.S. Route 30 where commercial and light industrial uses form a strip district. A day care center, hardware store, flower shop, automotive repair, flooring services, eating establishments, attorneys and accountants are located in the Imperial area as well as some-personal services, light industry and school district main offices.

### **Route 30 Corridor**

Route 30 is one of the major traffic routes between the southwestern counties of Pennsylvania, the Pittsburgh area, West Virginia and Ohio. It exists as a rural highway with two business corridors, Clinton and Imperial, split by the Findlay Connector (Rt. 576). Clinton to the west is more spread out with businesses and residential mixed. Still rural in nature, Route 30 in Clinton supports restaurants, personal services, greenhouse, professional, convenience, golf course and

small businesses. The lack of public sewage has restricted growth in this corridor. In 2011, the Findlay Township Municipal Authority will be expanding sewage to service existing uses along Route 30 which will also provide opportunities for new users.

Along the eastern portion of Route 30 in Imperial, development is more intense because public utilities have been available over the

industrial markets in the County. The RIDC operates three RIDC business parks: one in O'Hara Township, one in Warrendale, and the RIDC Park West. The RIDC parks are established as model business parks within the Pittsburgh region. Location, marketing, and a clear statement of standards and controls for development within the parks are integral to their operation.

**Table 7.1  
FINDLAY TOWNSHIP ASSESSED VALUATION 1990 - 2011**

YEAR		Taxable Valuation	Exempt Valuation	Total Valuation
1990		\$155,931,990	\$223,214,550	\$379,146,540
2000		\$228,052,461	*\$1,083,266,250	\$1,311,318,711
2010		\$575,903,041	*\$1,762,431,900	\$2,338,334,941
2011		\$578,243,001	*\$1,762,087,400	\$2,340,330,401
<i>Source: Findlay Township Tax Records 1990, 2000, 2010 and 2011</i> <i>* The Pittsburgh International Airport represents the majority of Exempt Valuation</i>				

years. Businesses such as automotive and small engine repair, professional services, fitness, light manufacturing, restaurants and start-up businesses front the highway with residential neighborhoods located behind. In general, the development along Route 30 has taken a lot-by-lot transformation from residential and vacant land to commercial.

**RIDC PARK WEST**

The Regional Industrial Development Corporation (RIDC) is a non-profit economic development company, whose board is made of corporate and business leaders interested in encouraging the growth of commercial and

The R.I.D.C. Park West is located in the eastern portion of the Township with direct access to Route 376 through the Montour and McClaren Interchange. Access to the McClaren Interchange was completed in 2004 with the extension of Industry Drive through Airport Authority property. In Findlay Township, the R.I.D.C. Park West comprises of 350 acres of which only 30 acres are currently undeveloped. Only seven lots remain to be developed along Enterprise Drive.

Businesses located with the R.I.D.C. Park West employ approximately 3,838 people which represents 25% of those working within the Township in 2011. With 3,838 employees

on 320 acres of developed land, the R.I.D.C. Park West has an average estimated employment density of 12 people per acre. Although individual corporations vary considerably in the number of people they employ, the employment density figure is indicative of office park developments along the Parkway West.

**Landfills**

The only active landfill in Findlay Township is the Allied Waste Imperial Landfill near the McDonald interchange on U.S. Route 22. About 750 acres, currently in landfill, is leased from the Imperial Land Corporation on a long term basis. Gross receipts tax from this landfill alone were more than \$1,277,000 in 2010.

**Table 7.2  
LABOR FORCE BY INDUSTRY TYPE**

Total Labor Force	1990		2000		2005-2009	
	No.	%	No.	%	No.	%
<b>Employed Persons 16 yrs. &amp; over</b>	2,225	100	2,645	100	2,350	100
OCCUPATION:						
Mining, Agriculture & Forestry	14	6	0	0	0	0
Construction	229	10.3	199	7.5	206	8.8
Manufacturing	298	13.4	288	10.9	273	11.6
Transportation, Communication & Utilities	334	15.0	424	16.0	317	13.5
Wholesale & Retail Trade	548	24.6	401	15.1	337	14.3
Finance, Insurance, & Real Estate	114	5.1	167	6.3	151	6.4
Business & Repair Services	114	5.1	-	-	-	-
Personal Services	54	2.4	-	-	-	-
Professional & Related Services	135	6.1	309	11.7	228	9.7
Educational Services	126	5.7	408	15.4	430	18.3
Public Administration	79	3.6	126	4.8	75	3.2
Information	-	-	181	6.8	42	1.8
Art, Entertainment & Recreation	-	-	309	11.7	207	8.8
Other	180	8.1	67	2.5	86	3.7
Source: 1990 & 2000 U.S. Census, 2005-2009 American Community Survey						

### **Airport**

In 1994, the State Commonwealth Court ruled that a municipality could tax a private business that was operating a government owned facility. With this ruling, the Township was able to collect a nine percent (9%) parking tax on each vehicle that parked at the Pittsburgh International Airport. In 2011, the Township, in agreement with the Allegheny County Airport Authority, raised this tax to eleven percent (11%). Of this 11% tax, the Township receives 9% and the local school district receives 2%. In 2010, the Township has received approximately \$204,775 per month from the airport parking tax and estimates \$273,911 per month in 2011 under the new rate.

The Township also receives a Local Services Tax (LST) from all employees who work at the airport. The yearly \$52.00 tax per employee is split 50/50 with the local school district. In 2010 the Township collected about \$193,648 from Airport employees LST.

### **PROPOSED ECONOMIC DEVELOPMENT**

#### **Suitable Vacant Land**

Findlay Township currently contains more than 6,500 acres of vacant or open land available for future development. Of this, about 1,136 acres are suited for residential development and 5,382 acres suited for commercial and industrial use. These figures do not include land around the Pittsburgh International Airport which is owned by the Allegheny County Airport Authority. The Authority's recently completed site capacity analysis determined that of 3,432 acres available for development, 1,799 acres are buildable. Including the P.I.A. buildable acreage, over 7,100 acres of land in the

Township are well suited for commercial and industrial development by virtue of:

1. Their planned highway access which will place them within five minutes of the airport and major highways to the region beyond;
2. The ease with which large contiguous land parcels can be assembled;
3. The slight to moderate level of development constraints encountered for commercial land uses;
4. The contiguous relationship this land has with the proposed development parcels on airport authority property;
5. The ability to clearly separate these parcels from existing single family concentrations as a means of protecting residential housing stock within the Township;
6. The availability of infrastructure to support new large scale development or the potential for the provision of these services in an orderly fashion;
7. Surrounding townships developing as residential and retail communities;
8. The existing landforms, stream patterns, and road systems that naturally organize this land, internally as well as externally, into identifiable districts which are separable physically and visually from their adjacent land uses; and
9. The predicted need for large areas of land over the long range development of the region.

Vacant land suitable for use by commercial and industrial activities in Findlay Township is available in large land masses. The factors limiting any one site's immediate developability are primarily those of public investment in infrastructure and secondary road access. Table 7.3 outlines available infrastructure and site areas.

**Table 7.3  
VACANT LAND SUITABLE FOR DEVELOPMENT**

Total Suitable Land = 7181.9 Acres			
Location	Approx. Acres	Highway Access	Existing Infrastructure
McClaren Road, Westbury, Enlow	282.5	McClaren Rd. to SR 376 or US 30	Water, Sewer
Imperial North of US 30	30.2	Main Street to US 30 or SR 376	Water, Sewer
Imperial South of US 30 to Rt 576	569.7	US 30 Findlay Connector (Rt. 576)	Water, Sewer
Clinton Area west of Rt. 576 (Findlay Connector)	2,148.2	US 30	Partial Water, Sewer
Clinton-Frankfort Road to Sunnyhill Road	439.7	US 30	None
Flaugherty Run Interchange	458.3	Business & Expressway SR 376	Limited Water, Sewer
R.I.D.C. - Industry Drive	30	SR 376, Parkway West	Water, Sewer
Imperial Land property	1,424	Findlay Connector (Rt. 576)	Limited Water, Sewer
Airport Authority property	1,799	SR 376, US 30, Findlay Connector	Limited Water, Sewer

In 2011, the Allegheny County Airport Authority updated its 2004 site capacity analysis renamed Pittsburgh International Airport Development Master Plan. The Development Master Plan identified over 3,800 acres of Authority land that surrounds Pittsburgh International Airport as potential development areas. Of the 3,432 acres that are within Findlay Township, 1,799 are buildable (51.5%) with a Gross Floor Area (GFA) of between 15 million to 24.4 million square feet of commercial space that could include office,

hospitality, tech, flex, warehousing, retail and light manufacturing.

A total of eighteen sites were identified in the P.I.A. Development Master Plan of which eleven are located within Findlay Township. Site #8 is land accessible by Industry Drive consisting of 107 acres of which 60 acres are buildable. Site #9 has 111 acres of which 60 are buildable and is located between McClaren Road and Enlow Road. Site #10, which is the largest site, consists of 1,420 acres of which

691 acres are buildable and is located between Route 30, Route 576, Route 376 and Imperial. Site #11, located between Route 30, Route 576, Route 376 and Clinton Road has 345 acres with 158 buildable acres. Site #12 has 810 acres of which 341 acres are buildable and is located between Clinton Road, Camp Meeting Road, Hookstown-Grade Road and Route 376. Site #13 is located off of Hookstown-Grade Road and has 53 acres of which 28 acres are buildable.

Site A, D, F, G and P are all located within the ring road that Route 376 creates around the airport. Site “A” includes the North Field area and land up to the Clinton Interchange, has 328 acres with 200 acres buildable. Site “D” is located to the north of Route 376 and between Clinton Road, Runway 10L-22R and the exit roadway for the airport. Site “D” consists of 159 acres of which 182 acres are buildable. Site “F” consisting of 5 acres, with all being buildable, is located between the return road and the Route 576 entrance ramp. Site “G” is just west of Site “F” on the same side of the

**Table 7.4**  
**PROJECTED GROWTH IN EMPLOYMENT OPPORTUNITIES**

YEAR	CYCLE VIII FORECAST <small>(From the Southwestern Pennsylvania Commission)</small>	PERCENT GROWTH	COMPREHENSIVE PLAN LAND/USE	PERCENT GROWTH
<b>Resident Population</b>				
2010	5,060	----	----	----
2020	5,876	16.1%	----	----
2035	6,607	12.4%	7,797*	54%
<b>Employment Opportunities</b>				
2000	26,948	-----	-----	-----
2010	28,110	4.3%	-----	----
2020	28,459	1.2%	----	----
2030	28,425	-0.1%	86,172**	220%
* Calculation based on 1,136 acres of new residential land development at a density of 1 unit/acre multiplied by 2,010 persons per household (2.41) + total 2010 population: 1,136 X 2.41=2,737 + 5,060 = 7,797				
** Calculation based on 7,181 acres of business/commercial land x 12.0 jobs/acre (R.I.D.C. employment density) = 7,181 X 12.0 = 86,172				

return road and consists of 31 acres with 11 acres buildable. Site "P" would be the area around the Hyatt Hotel extending into the long-term parking lot westward consisting of 63 acres of which all are buildable. (See PIA Development Master Plan, Chapter 2).

Taking into consideration current real estate market trends and availability, P.I.A. Development Master Plan recommends that PIA should concentrate its marketing efforts for such facilities as office space, hospitality, high technology uses, light manufacturing, warehousing, and special manufacturing. To support these proposed uses, it is recommended that identified areas currently zoned Heavy Industrial (HI) be rezoned to Mixed Use (MXU) or Business Park (BPK).

The U.S. Route 30 corridor's linear pattern of sporadic development is on the periphery of a broad tract of undeveloped land southwest of the county property that amounts to over 5,200 acres.

Of these, about 3,500 acres are in the single ownership of the Imperial Land Corporation. In 2003-2004, Imperial Land completed a site capacity analysis on 1,100 acres of its land that surrounds the Westport Interchange off of the Findlay Connector. Currently zoned Light Industrial (LI) and Business Park (BPK). The study determined land uses based on zoning that included Urban Core (UC) and Urban Development with LI and BPK.

Of the 1,100 acres studied, it was determined that about 880 acres are actually buildable. Business Park (BPK) zoned property would produce 43,202,808 square feet of office space on 495 acres and 225,000 square feet of commercial space on 33 acres. Light Industrial

(LI) zoned property will produce 1,402,632 square feet of industrial use on 80 acres. Urban Core (UC) which allows for high intensity of residential small business, service and retail uses will produce 568,458 square feet on 14 acres while Urban Development's (UD) 242 acres will produce 8,447,153 square feet of the same type medium intensity uses. Using the zoning that was in place at the time of the study, 830 usable acres would produce in excess of 53,346,000 square feet of gross floor area.

Taking into consideration market focus and knowing that Findlay Township roads, water and sewage could not support this projected density of development, it was recommended that the Urban Core (UC) and Urban Development (UD) be rezoned to Business Park (BPK) and Light Industrial (LI). (See existing and future Land Use Plans). Rezoning will reduce the buildable gross floor area from 53,846,000 square feet to about 10,000,000 square feet. This recommendation for rezoning was adopted in 2006. Imperial Land Corp. now estimates that about 1,424 acres of developable land is now available.

The Findlay Connector (Route 576) provides direct access to the Imperial Land Corporation and Airport Authority properties making these areas very attractive for development. Since the opening of the Findlay Connector in 2006, two industrial/warehouse parks have developed adjacent to the Westport Interchange: Chapman Commerce Center and Findlay Industrial Park. Clinton Commerce Park was developed off the Clinton Interchange of Route 376, which was completed as part of the Findlay Connector project. Access off the Findlay Connector is also provided to suitable land for development along Route 30, Burgettstown Road and Potato Garden Run Road. By completing the recommended road

projects outlined in Chapter 4, development in these areas should be of prime focus. Findlay Township encourages these areas to develop with creative site amenities and a strong relationship to open space.

The tremendous impact of the scale of anticipated development is important to consider. The Township's annual \$52.00 Local Services Tax (LST) is a current indicator of the number of people employed in the municipality. Of the 14,767 people paying Findlay Township's LST approximately 7,448 are employed at PIA. Once development of available property has been accomplished, the percentage of employees from outside Findlay is expected to rise much further. Findlay's planning efforts are intended to meet the needs of this transient population as well as to meet the needs of Township residents.

The Southwestern Pennsylvania Commission Cycle VIII Forecast population figures predict a 30% population growth in Findlay Township by the year 2035. At the same time, Cycle VIII estimates a 5.5% increase in the number of employment opportunities in the Township. The areas of residential and business related land uses proposed in the Comprehensive Plan can be used as a basis for projections regardless of the interval. If the areas are calculated and the current rates of occupation and employment per acre are applied, the results of the proposed Findlay development can be estimated as a 220% increase in employment opportunities and a 54% increase in residential population (Table 7.4). If every resident in Findlay of working age were employed within the Township, the majority of the daytime population would still consist of non-residential workers. Only 20% of the land use based working population in 2010 were residents of Findlay Township.

In welcoming the development anticipated from the regional improvements, Findlay Township is also accepting the responsibility to ensure safe and pleasant environments for those who will come to work as well as for those who continue to live within its jurisdiction.

*Objective*

**Establish Findlay as a Business and Industrial Development Center.**

With interest in Findlay's development sites being realized, the Township has capitalized on its excellent location by encouraging business and industrial users to build here. Successful local government involvement depends upon a clear definition of the role of the municipality as the protector of both current and future Township residents' interests and as a resource and agent for new development within the Township.

**Role of Township Government:** *Define and strengthen the role of the municipal government in promoting and guiding potential business and industrial development within Findlay Township.*

Municipal leaders must continue to fill the role of facilitators in attracting and maintaining development efforts in the Township. These efforts have given Findlay Township an advantage -to be a central force in the planning and marketing of proposed business and industrial land use areas. This role is evident through:

1. Guiding development to land which can be developed immediately to improve the existing tax base and encourage funding of

- infrastructure expansions for future development sites;
2. Participation in regional, state, and local programs and agencies to attract increased economic development;
  3. Maximization of employment opportunities within the Township; and
  4. Facilitating the process of development for suitable private and Airport Authority owned land within the Township; and

Directing efforts to market land which can be developed immediately or with moderate investment in infrastructure at little or no cost to the community and improves the Township's long term market position. New development in high priority areas will reinforce Findlay's image as an emerging business and industrial center while supplying tax revenues needed to meet future demands.

The sequence and order in which land is developed in the Township will affect the delivery of needed infrastructure. Areas in which water and sewer service are more easily available have been identified by the Township as first priority development phases. Experience with commercial development has shown that real property tax revenues generated by this type of development can offset some of the cost of providing infrastructure to subsequent phases of Township development.

The proposed sequence of development will give highest priority to areas having available water and sewer and currently good highway access; second priority to areas having public water supplies and good highway access; third priority to areas without infrastructure but having good access to regional highways; and fourth priority to areas currently without infrastructure or good road access. Low priority in poor road access areas would be

subject to change if improved highway access were provided. In addition to increasing the tax base, this strategy for implementing development prevents leap frogging development patterns and establishes a consistent pattern of contiguous development. Prioritized development plans support efficient narrowing by limiting the focus of marketing efforts by the Township.

Completion of the Findlay Connector (Rt. 576) stimulated increased private investment efforts in the Potato Garden Run watershed area and accelerate development in the connector's corridor. This investment provided water and sewage to areas of the Township that were previously not serviced.

Local government sponsored actions to stimulate economic development include (1) adopting zoning and subdivision regulations tailored to business needs, (2) strategic planning for the provision of infrastructure and services, (3) designating a central agency for processing and coordinating economic development proposals, and (4) recruiting private citizens as advisors and participants in development area marketing, design review and implementation.

#### **G.I.S./INTERNET**

To assist with marketing and development, the Township has an internet site and a Geographical Information System. These tools provide highly graphic illustrations with ordinance text to provide users with a better understanding of township regulations. By providing township regulations and general information on the internet, the Township is available to developers worldwide twenty-four hours a day.

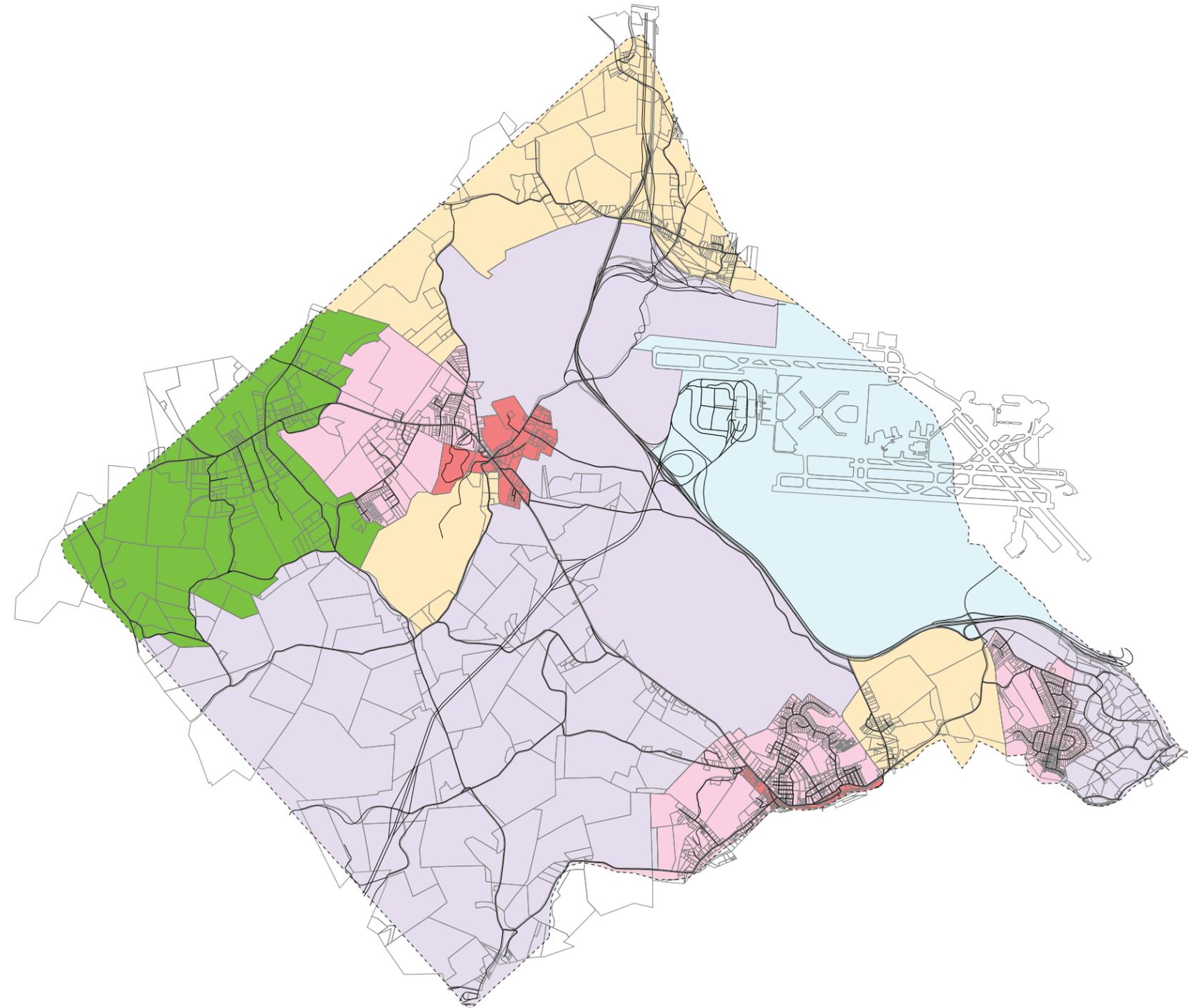
Zoning and subdivision regulations which

address the needs and the nature of commercial and industrial development can create a supportive climate for economic development. The Planned Development review process requires the need for a complete planning of the project from site evaluation to occupation and management. A project's comprehensive subdivision and development plan should include provisions for:

1. Stormwater management, preservation of sensitive environmental features, open space, path systems connected to the Township linked open space trail system, roads, and other transportation elements, infrastructure, shared parking and landscape buffers;
2. Organization of the Master Plan into areas having similar uses to protect compatibility within the phases;
3. Design controls for architecture, landscape, signs, and service structures to guide prospective builders and occupants of the site;
4. An open park-like landscape built and maintained as an attractive setting for business activity;
5. Integration of landscape and structures with adjacent developments and with the community of Findlay at large; and
6. A detailed plan for managing and maintaining the Master Plan.

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**Legend**

-  LOW DENSITY RESIDENTIAL/AGRICULTURAL
-  MEDIUM DENSITY RESIDENTIAL
-  MIXED USE (HIGH DENSITY RESIDENTIAL AND COMMERCIAL)
-  TOWN CENTER (SERVICE COMMERCIAL)
-  COMMERCIAL AND INDUSTRIAL (PROFESSIONAL OFFICE AND INDUSTRY)
-  AVIATION RELATED USE

<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>FUTURE RESIDENTIAL AND BUSINESS LAND USE PATTERNS</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 2,500 feet	REVISION NO. 2

## Chapter Eight

**RESIDENTIAL DEVELOPMENT***Goal*

**MAINTAIN THE CHARACTER OF EXISTING NEIGHBORHOODS AND PROVIDE FOR QUALITY HOUSING FOR POPULATION INCREASES AT ALL INCOME LEVELS.**

The quality of Findlay Township's residential neighborhoods are defining elements in the quality of life we enjoy. The quality of our experience is first and foremost in the individual neighborhoods in which we live, work and play. Findlay Township remains committed to enhancing our neighborhoods today and in the future. Development, redevelopment and revitalization decisions are the cornerstones of growth and prosperity for our community. Zoning, subdivision regulations and infrastructure planning must meet the needs of our neighborhoods within the context of the community goals.

**Existing Residential Community**

Findlay Township is rural in character, as it has been throughout its history. The Township's residential land uses are concentrated around Imperial, Clinton and the Aten Road/Westbury Subdivision area with scattered housing in other areas. Imperial typifies a village organization with a Main Street business district and closely spaced older residential structures on tree-lined street with newer housing stock in Planned Residential Developments (PRD). Clinton's residential areas are more spread out in neighborhoods north and south of US Route 30. Older housing stock is along and to the north of US Route 30 while newer housing and Planned Residential Developments are to the south of US Route 30.

Homes in the Aten Road/Westbury Planned Residential Development area, in the northeast section of the Township, tend to be laid out in a typical suburban subdivision form. The residential area along Hookstown Grade Road, Spring Run Road Extension and Moon-Clinton Road in the northern corner of the Township are older housing that is mixed with commercial land uses.

There are approximately 2,259 dwelling units in the Township. The average 2010 household size of 2.41 persons per household was higher than the Allegheny County average of 2.23 persons per household. Most of these dwelling units were single family homes. Only 16.7% of the 2010 dwelling units were multi-family structures. Since 2005, 80 dwelling units were built and 26 dwelling units were demolished. (see Table 8.1)

The Allegheny County Airport Authority completed a sound insulation program for homes in the airport area that were impacted by aircraft noise within the determined 65 DNL or higher noise contour. The sound insulation program, known as the Residential Sound Insulation Program, has included about 185 homes in Findlay, Moon and Independence Township. In 2004, the program was completed for all those residential properties within the 65 DNL that signed up for the program.

The residential sound insulation program impacted qualified owner-occupied structures that were within the 65 DNL noise contour along Route 30, Clinton Road, McCaslin Road, Sunset Drive, Poplar Drive North, Cain Lane, Matchette Road, and Camp-Meeting Road. To qualify for the residential sound insulation program, the dwelling had to have been owner-occupied, participant must be a non-litigant, and an aviation easement must be awarded to P.I.A. Priority was based on length of residency.

Based upon County evaluations, it is estimated that each home cost approximately \$34,000 to sound insulate. This cost included replacement windows, storm doors and solid core doors, insulation, and air conditioning.

### **Existing Housing**

The homes in the Township are in good to excellent condition. Visual inspection of the exteriors indicates that most are well maintained, solid structures. According to the Township Building Inspector, about 10 residential units are vacant and in extremely poor condition. These structures are the subject of demolition efforts.

The older residential sections of the Township are characterized by homes constructed prior to 1970. The 2005-2009 American Community Survey identified only 9.3% of the Township's structures as being 10 or fewer years old and 41.7% as being 40 or more years old.

New residential construction is currently taking place throughout the Township. In Imperial, townhouses are being developed in two different plans and single family dwellings in another plan. Clinton currently has two single-family subdivisions under construction

along with a townhouse community.

### **Planned residential developments currently approved for construction.**

A total of 945 residential lots throughout the Township have been approved as part of Major Subdivisions or Planned Residential Developments (PRD's). Clinton has 686 approved lots and Imperial has 259 approved lots.

Maronda Farms along Moody Road in Clinton is the largest PRD with a total of 479 approved single-family and townhouse lots. Maronda currently has final approval for 87 single-family lots, of which 34 lots have been developed. Conceptually approved future phases include 392 more dwelling units. The Master Plan for Maronda Farms also includes provisions for "Youthtowne" which is a community oriented development. Located along the eastern edge of Maronda Farms and extending to Washington Road, Youthtowne consists of 440 acres. Tentative approval plans include a Retreat Center, Chapel, Athletic Complex, Senior Citizens Center, Birthing Center, Boy Scout Cabin, Athletic Fields, Equestrian Trails, Retreat Cabins and a Youthtowne Theme Village. Currently Youthtowne has baseball, soccer and softball fields along with a Retreat Center.

Under development in Clinton is also Marion Estates and The Village at Clinton Lake. Marion Estates is a 91 single-family plan of custom home sites off of Moody Road. Phase I has 33 lots, of which 15 home sites have been built. The Village at Clinton Lake is a 40-acre site off of Clinton Road that has been approved for 115 townhome units along with a clubhouse. Infrastructure was completed in the summer of 2011 with eight townhomes under construction

**Table 8.1  
FINDLAY TOWNSHIP HOUSING CHARACTERISTICS**

	1990		2000		2010	
	No.	%	No.	%	No.	%
Total Housing Units	1,869	100%	2,128	100%	2,259	100%
Owner Occupied	1,244	66.7%	1,567	73.6%	1,647	72.9%
Renter Occupied	448	23.5%	461	21.7%	445	19.7%
Vacant	182	9.8%	100	4.7%	167	7.4%
Property Value - Owner Occupied*						
Less than 50,000	---		119		139	
\$50,000 - \$200,000	---		1,198		1,031	
\$200,000 and over	---		109		539	
Source: 1990, 2000 and 2010 U.S. Census *2005-2009 ACS 5-year estimates						

in the fall of 2011.

Imperial has two townhome communities and one single-family plan currently under development. Sun Ridge, located adjacent to Mystic Hills off of Birch Street, is a 59-lot Village Dwelling Planned Development. A Village Dwelling is characterized by its smaller lot with a fifteen foot front yard setback that includes landscape features to provide privacy that permits its location close to a street. Sun Ridge has four lots under development as of the fall of 2011. Lenox Place is a 55-unit townhome community located along Main Street. The 15-acre site has 22 units completed. In the Enlow area of Imperial, Woodcreek Manor townhomes are located at the end of Craig Street. Approved in 2007 for 145 townhomes on a 35-acre parcel,

Phase I has 29 lots of which seven units have been built and five units are under permit.

**Vacant land suitable for residential development**

Natural and Airport generated development constraints in Findlay Township guide desirable residential locations to the eastern and western corridors of the Township. The center of the Township is occupied by Pittsburgh International Airport and the Findlay Connector (Route 576) which makes the Township an extremely attractive location for industry and business. In response to this, the Township is limited to residential development in areas most suitable in terms of environmental constraints, current and proposed land use, and

relationship to adjoining municipalities.

A total of 1,136 acres has been identified for use in residential development. Of this 735 acres west of Clinton along U.S. Route 30 has been identified Low Density residential. The remainder 401 acres of land around Clinton and Imperial has been identified as Medium Density or Village District. Proposed residential units in designated Village areas will be encouraged as planned developments along with service commercial and multi-family dwelling units. These medium to high density development areas will take advantage of existing town centers and proposed renovation and infill of business districts to form a concentration of homes and businesses. Construction in areas adjacent to these existing town centers should preserve and accentuate the village-like qualities now found in Clinton and Imperial.

***Objective***

**Upgrade and preserve the residential character in the villages**

Clinton and Imperial have retained a village atmosphere. Their street patterns and structures are aesthetically and functionally pleasant, and these communities represent the investment of municipal funds in public facilities such as community buildings, parks and ball fields. The existing commercial cores enhance the individual sense of place in Clinton and Imperial.

**Higher density residential:** *Encourage new residential development to toward existing population centers to preserve opportunities for continued preservation of agricultural land and*

*open space in the surrounding areas.*

Imperial and Clinton are the older centers of residential population in Findlay Township. Imperial's water and sewer infrastructure is accessible to almost every developed lot and can be easily expanded to undeveloped parcels. Clinton's water is more extensive than it's sewer system. The existing 150,000 gallon per day sewage treatment plant is scheduled to be abandoned in 2015 with a new 500,000 gallon per day Municipal sewage plant that will ultimately service the entire Potato Garden watershed and the proposed commercial and residential growth that is expected. Expansion of sewage will provide a majority of Clinton with infrastructure for development. With infrastructure in place, both centers will be able to support greater concentrations of residential development.

Imperial and Clinton, particularly, are characterized by the presence of undeveloped land within their neighborhoods. Emphasis placed on infill and reinforcement of the street patterns will result in the strengthening of the communities as Town Centers in Findlay. Care should be taken to retain the rhythm, atmosphere and historic development patterns in Imperial. In Clinton, new structures may establish patterns that define the "center" of Clinton as a commercial and residential hub, through the planned unit development process.

The historic significance of Imperial and of Clinton is supported by the transformation of these areas into the two Town Centers that the Township should grow around.

**Action alternatives:** *Identify existing problem areas and develop programs to resolve deficiencies in housing stock or housing costs.*

The Town Center concept is predicated upon the preservation and rehabilitation of existing residential structures and upon the introduction of new residences in a broad range of housing types. Although most housing in Findlay appears to be above average in condition, parts of Imperial and Clinton both contain older housing stock than other areas of the Township. The Township can identify all County, State, Federal, and private rehabilitation programs and take affirmative steps to notify owners of substandard housing of the programs which are available to them.

Two central agencies involved in these issues are the Pennsylvania Department of Community and Economic Development (DCED) and the Allegheny County Department of Economic Development, Housing and Human Services Division. Coordination with the DCED and the Housing Division will provide opportunities for strengthening community efforts to provide housing for all income levels as prescribed by Act 170, the Municipalities Planning Code.

Programs to which the municipality can direct residents or developers include the Section 202/811 Program, U.S. Housing and Urban Development programs and U.S. Department of Agriculture, Rural Housing Division programs. Other options are participation in the State/Local Urban Renewal Program, the Pennsylvania Housing Finance Agency (PHFA) programs. Allegheny County Department of Economic Development (ACDED) also offers programs involving U.S. Dept. of Housing & Urban Development, PA Housing Finance Agency, PA Dept. of Community & Economic Development and support from banks and foundations.

***Objective***

**Balance Findlay's residential growth in response to natural and man-made constraints.**

Airport operations and limited access highways impose the most impacts on the determination of suitable locations for residential development. Flight patterns for P.I.A. restrict residential development in the northwestern and central parts of the Township. Route 376 and Route 576 are limited access divided highways which are not compatible for residential development. Therefore, most locations within the Township will then become optimum for business and industrial uses because of proximity to the airport.

**Low Density Residential:** *Restrict low density single family residential land uses to areas which are best suited for these uses and also correspond to development patterns in adjoining municipalities.*

Expected single family development in Washington and Beaver Counties support the designation of the land around U.S. Route 30 in the southwestern sector of Findlay Township as a low density single family district. This area's relationship to the residential uses of Clinton and its spatial and topographic separation from the business development along Route 30 and Route 576 reassert its importance as a residential corridor. More than 250 acres are included in this one area which could provide a desirable living environment in the Township. Existing single family developments within the Montour Run Corridor are nearly complete.

Future residential development will include infill and surrounding development of medium density housing on about 500 acres of available land.

**Higher density residential:** *Encourage high density residential development in areas between Medium Density and Village residential areas adjacent to commercial activity.*

High density residential development should be encouraged in areas adjacent to emerging commercial and industrial developments. These areas not suited for single family dwellings, can support livable communities where adequate provisions for buffering are made, and limited outdoor environments are required.

**Mixed Land Use:** *Encourage medium and high density residential units in Mixed Land Use districts as integral components of PRD proposals.*

Mixed Land Use areas are located where highway access and the Airport Authority's acquisition property development are most influential. It is expected that these areas will experience a heavy pressure for development as commercial and light industrial sites. Where possible, inclusion of residential structures in PRD's can provide housing convenient to the airport and to adjacent Town Centers.

***Objective***

**Provide housing opportunities for residents at all income levels including those with special needs.**

According to Act 170 of 1988, the Municipalities Planning Code, the Township is responsible, as is every municipality in the Commonwealth, for providing for housing for all income levels and special needs groups (Act 170 Section 640)

The medium and high density residential market which can provide for housing of all income levels and is accounted for in Findlay's proposed Land Use Plan, as the higher densities are much more compatible than low density with the constraints and proposed land uses Findlay is anticipating as the next decade approaches. The medium to high density components of the future residential market in Findlay are expected to be the highest and best use for a majority of the property with potential for residential development.

## Chapter Nine

**GROWTH MANAGEMENT AND COMPREHENSIVE LAND USE***Goal*

**MANAGE GROWTH COMPATIBLE WITH SURROUNDING AREAS AND ENVIRONMENTAL SENSITIVITIES THAT SUPPORT LAND VALUES AND COMMUNITY GOALS.**

As a municipality with more than seven thousand acres of land to be developed, Findlay's anticipated growth will radically change existing land use patterns. The comprehensive land use plan is a guide to the form that growth will take, but the land use plan alone cannot control market forces. If the Township wishes to avoid the purely reactive role of being responsive to these market forces, a growth management strategy must be adopted.

Growth management for Findlay Township is based on the goals and objectives of the community found in this comprehensive plan. These goals can be summarized with two major purposes: (1) Manage development to the benefit of the Community; and (2) Maintain a positive and encouraging atmosphere for development activity. Any official growth management program should be based upon these intentions.

Growth management for Findlay Township can be a cooperative effort between the municipal government and potential developers. The pro-active, pro-development efforts that the municipality employs should control when, where and how development occurs rather than "if" development will be permitted. In this way, the sequence and quality of new development can preserve the features and amenities that the community values.

**Advantages of Growth Management:**

*Utilize growth management strategies to preserve environmental quality, plan for capital improvements and reduce the cost of development to the community.*

Growth management was once synonymous with restricting or limiting growth. This negative reputation was the result of using growth management strategies to stop growth, to preserve the status quo of the community and to severely restrain new development within it. More recent surges in suburban expansion have revealed another motive of growth management. These same approaches are now being used positively to manage continued growth to the benefit of the community.

The strength and diversity of Findlay Township has enabled the Township to provide a high level of services to its residential and business communities. The continuation of this economic advantage is hinged upon community goals that foster a balanced economic development program. The Township is committed to the support of its existing strength by: targeting new opportunities which can diversify and enhance our economic base; provide for the fiscal health of the Township; and form partnerships between elements of the community which support the goals of economic and community development.

The community can benefit from an orderly process of development which permits the preservation of structures, organizations and environments through advance planning and responsible fiscal programs.

Growth management has become increasingly popular as a means of reducing the negative impacts of development on a community. The positive results of growth management efforts are perceived as being:

1. The possibility of conserving and preserving environmental quality during and after growth by improving the quality of development;
2. The ability to gradually meet the costs of necessary capital improvements by matching development with infrastructure capacity;
3. The opportunity to share the costs of development with potential developers through the provision of amenities within the development package; and

Strategies for preserving natural and man-made environments are realized through municipal planning and use of the comprehensive land use plan as a tool for preserving open space and for protecting and enhancing the quality of life within the community.

**Hurdles of Growth Management:** *Shape the growth management program to encourage environmentally sensitive development, incremental provision of improvements and services, and market driven development objectives to produce a high quality living environment in the Township.*

Establishing a growth management program within the Township requires the

commitment of the community. The controls on development which such a program entails can run counter to existing practices. Residents may view the pro-development stance as endangering sensitive environmental features and processes. Education programs addressing growth management must publicize the continuity of the management strategies with current environmental issues and regulations and with traditional values.

It will be particularly important to stress that:

1. Quality, environmentally sensitive development takes priority
2. Infrastructure and transportation improvements will be provided incrementally to avoid undue limitations on growth;
3. The ultimate goal is a Township where development has produced a higher quality of life than currently exists and which has incorporated residential opportunities for all.

**Growth Management Program:** *Commit the Township to provide the necessary funding to administer the program, to enforce an impartial review process and to coordinate with state, regional and local agencies in developing and maintaining a Land Use Monitoring system.*

The problems encountered in developing and administering an active growth management program are primarily financial and political issues. Avoiding the problems involves addressing the political and financial issues at the start of the program and entails committing the Township to administer it by:

1. Having a staff-level coordinator for the program, recognizing that the cost of

- uncontrolled growth far exceeds the cost of a growth management program;
2. Basing land use reviews and approvals on information rather than political pressure, understanding that if local political forces favor existing residents who use political pressure to their benefit, community-wide benefits can be lost;
  3. Being regionally active, committing the Township to a program of regional cooperation and coordination including local, county and state level agencies.

The administration of a growth management program requires enormous amounts of information and a staff to process that information, all of which must be financed by the Township. Growth management is a labor intensive activity for a professional staff, but the alternative is to accept the very substantial costs of providing services and facilities for unmonitored growth. The Department of Planning provides a central coordinator for development activities within the Township.

No municipality operates beyond the influence of its neighbors. Activities in Robinson, Moon, North Fayette, Hopewell and Independence Townships have and will affect development pressures within Findlay. Allegheny County commercial and industrial development programs, as well as the parallel development efforts in Washington and Beaver Counties, must be incorporated into the Findlay Township Growth Management Program. Active coordination and cooperation with those levels of government will benefit the Township and the region.

This participation in regional planning would be most effective in the development of a Land Use Monitoring System to evaluate the

speed, trends and effects of emerging development patterns. The system includes provisions for data collection and interpretation covering the needs of:

1. An annual estimate of demand for development in the region, the airport area and the Township;
2. Annual effort to evaluate the effects of the past year's development activity and to establish the criteria for approvals anticipated in the coming year;
3. Annual efforts to project an appropriate target for approvals in the coming year based upon the infrastructure and transportation resources and upon community factors;
4. An annual estimate of the amount, location and patterns of remaining vacant land;
5. An annual evaluation of land costs and site preparation costs; and
6. Annual review of zoning and subdivision and land development regulations.

This program helps Findlay Township achieve its growth management goals through positive action for development pressures. The benefits of this control will be experienced as a more steady rate of development and a more efficient development process. Infrastructure and transportation routes within the Township will accommodate more efficient, livable development patterns responsive to natural processes and to functional relationships.

### **Comprehensive Land Use Plan**

The Comprehensive Land Use Plan is the guide for controlled growth. It identifies proposed land uses and it illustrates the relationships of those uses.

**Elements of the plan:** *Maintain and revise as needed the Comprehensive Land Use Plan which includes provision for all types of housing, for commercial and business uses and for public open space.*

The Comprehensive Land Use Plan identifies ten basic land use types within Findlay Township. These designations respond to current goals and objectives and to current perceptions of potential demand and environmental responsiveness. As development is experienced in the community, this plan can and should be revised. The land uses in the Township are:

1. Low Density Residential - includes traditional single-family housing;
2. Medium Density Residential - includes single-family and lot line dwellings;
3. Village - includes retail and service commercial, offices and industrial support services, and limited residential.
4. Commercial and Industrial - includes office and business parks, corporate and industrial development.
5. Mixed Use - includes medium and high density housing, office commercial and business parks.
6. Agricultural - includes all agricultural uses.
7. Linked Open Space network - includes public and private land dedicated to use as permanent open space and environmental resource protection.
8. Recreation - includes Township Parks.
9. Public/Semi-Public - Municipal buildings, Schools, Churches, Clubs.
10. Aviation - includes essential aviation operations.

Low Density Residential development is

concentrated west of Clinton in an area most appropriate for these uses. Medium Density Residential development is located around the existing population centers of Imperial and Clinton. Two Village Districts exist in Imperial and Clinton. Mixed Use Districts are located in the area of McClaren Road, Clinton and in the Flaugherty Run Interchange area. Commercial and Industrial development is indicated for the remainder of the Township, concentrated in the areas around the Findlay Connector (Rt. 576) and interchanges off of Route 376.

It is anticipated that the large commercial and industrial areas and the mixed use areas will be encouraged to use a Planned Development (PD) or a Planned Unit Development (PUD) process whereby the Township can help the developer achieve certain goals by reviewing the plan as a unit development as opposed to traditional approval methods.

The Comprehensive Land Use Plan also incorporates local and state road improvements which may not be completed. These future improvements are included in current planning efforts and are supported as essential steps toward future growth management in Findlay Township.

**Interrelationships of uses within Findlay:**  
*Support the recognition of the interrelationships of residential, business and open space land uses within Findlay Township.*

The Comprehensive Land Use Plan is based upon the importance of interrelated uses within the Township. Since commercial development pressure is high as a result of the municipality's proximity to P.I.A., residential uses could be constrained by business activity.

Conversely, the desired and appropriate commercial and industrial uses are restricted by adjacent residential development, and over all, there are the several constraints of developing within P.I.A.'s levels of noise exposure and within the influence of aircraft take-off and landing patterns. The proposed plan incorporates residential uses into Mixed Use and Village Districts to increase the opportunities and availability of all types of housing within the Township. This inclusion expresses a strong relationship between planning for commercial and industrial development and planning for residential land uses which is by the conscious intent of the community.

The interrelated, Linked Open Space System is seen as one measure for achieving integration of business and residential uses in a park-like setting. The PD and PRD process is expected to provide opportunities for integration of land uses into a living community rather than a collection of designated land uses. The growth management strategies employed should further this effort by stressing the development of communities, both business and residential, rather than meeting quotas for development.

**How the plan relates to land uses along its border:** *Respect the Township borders as locations affecting adjacent communities and plan for the benefit of those communities as well as for Findlay Township.*

Findlay Township recognizes the unique position the municipality is in within the region with major highways and an international airport. The quality of growth and economic development efforts need to be orderly and well thought-out so that adjacent communities do not experience significant negative effects. The

Comprehensive Plan has attempted to address these communities by reviewing existing and future border development.

The business development areas along the business and expressway Route 376 are continuations of existing development trends in adjacent areas of Moon Township, Robinson Township and Hopewell Township.

The residential concentrations proposed along the boarder with Independence Township are projected to respond to its increased residential development and continuing agricultural land uses.

The PD controlled commercial and industrial uses southwest of U.S. Route 30 are intended to incorporate performance standards which create attractive settings for business activities which will support residential growth anticipated in Robinson Township in Washington County. Robinson's expectation of commercial development along the U.S. Route 22 corridor is matched by Findlay's commercial and industrial development district extending to the Township border near the McDonald interchange and along the Findlay Connector (Rt. 576).

The shared border with North Fayette Township from Potato Garden Run Road to Imperial, is prepared to continue in its present land use pattern with expectations of greater residential densities in the Santiago Road area.

The mixed-use and business land uses proposed northeast of Imperial are patterns already present near Route 376 and given the topographic feature of the Montour Run stream valley, would be expected to have no negative impact upon residential development in North Fayette. Traffic patterns have been enhanced

with the completion of transportation projects that reduce the potential for conflict from business related traffic with residential land uses.

Since planning efforts are not yet complete in some adjacent communities, Findlay Township's commitment to regional coordination and cooperation incorporated in this Comprehensive Plan also commits the Township to respecting the values, goals and objectives of its neighbors expressed in their land use plans. Modifications to either the Comprehensive Land Use Plan or to performance standards in border areas can alleviate potential conflicts.

#### **Developer's Application Checklist**

Applications for Zoning approvals and for Subdivision and Land Development permits incorporate the goals and objectives of this Comprehensive Plan and of any future updates to the Comprehensive Plan. This efficiently and most effectively is accomplished through the employment of a simple checklist form which helps the reviewing body identify possible conflicts and probable benefits. This checklist also aids developers in shaping their development package and in anticipating required information, necessary studies and expected amenities.

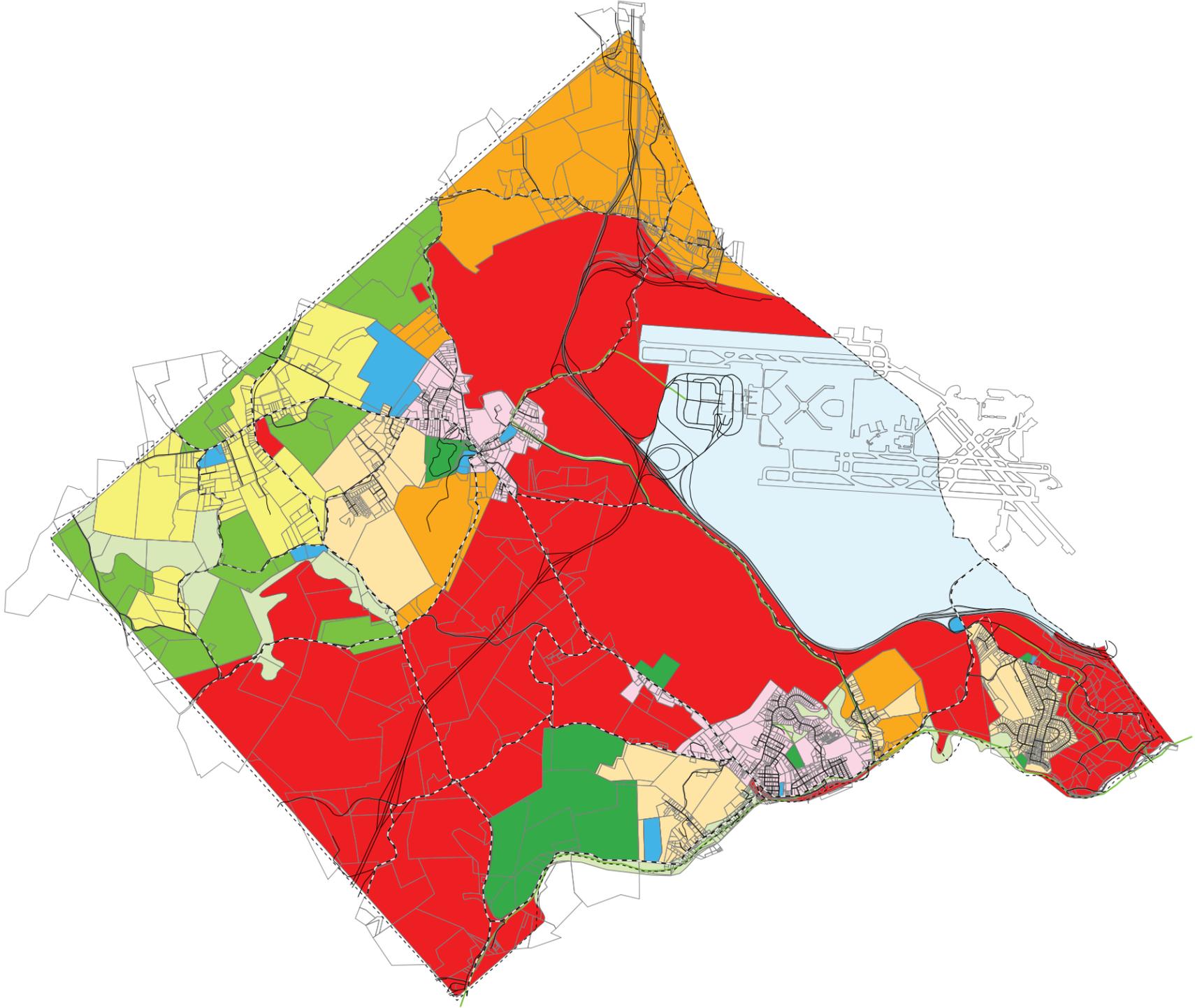
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### Legend

- EXISTING ARTERIAL
- EXISTING COLLECTOR
- EXISTING HIKING BIKING TRAILS
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- TOWN CENTER
- MIXED USE
- COMMERCIAL / INDUSTRIAL
- AGRICULTURE
- LINKED OPEN SPACE SYSTEM
- RECREATION / CONSERVATION
- PUBLIC / SEMI-PUBLIC
- AVIATION



<b>TOWNSHIP OF FINDLAY</b>		
ALLEGHENY COUNTY,		PENNSYLVANIA
<b>COMPREHENSIVE LAND USE PLAN</b>		
	DATE: NOV 1, 2011	SHEET 1 OF 1
	1 inch = 2,500 feet	REVISION NO. 3

## Chapter Ten

**MUNICIPAL ORGANIZATION***Goal*

**MEET THE NEEDS OF THE CITIZENS BY ENSURING A VARIETY OF LIVING, WORKING, CULTURAL AND LEISURE OPPORTUNITIES.**

The earliest family farms were set up in the late 18th century along the Raredon Run, Potato Garden Run and Montour Run streams. The pace of settlement was slow because of the danger of Indian raids against the Township's poorly defended frontier farms. General Anthony Wayne's victory over Indian forces at the battle of Fallen Timbers in 1794 and the resulting Treaty of Greenville, Ohio, in 1795 secured the safety of settlements west and south of Pittsburgh and spurred further population growth. As a result, although much of Findlay Township's land was protected in the 1780's and 1790's, most of its first settlers arrived after 1795-1800. First made part of Robinson Township, Washington County in 1781, Findlay Township was included in Moon Township, Allegheny County when the County was set up in 1788. In 1819, thirty-one residents presented a petition to separate from Moon Township to form a new Municipality. In 1822, the new Township was incorporated as Findlay Township, named for a former Pennsylvania Governor, U.S. Senator and Treasurer of the United States, William Findlay.

Family names such as Morgan, Charles, Burns, Beyers, McLaren, Wilson, Harper, Aten and Stewart were predominate. Clinton was laid out in 1826 by John Charles and remained the Township's only village until 1876. It developed as a rural market town situated along U.S. Route 30, which was an important early transportation route that connected the

Township with Pittsburgh and points east. The agriculture focus of Findlay's economy changed after 1860 when deep shaft coal mining became an important economic activity. The Township's second main village, Imperial, was developed by the Imperial Coal Company, which also operated the Montour Railroad that began in 1878.

In the later 19th century, oil and gas wells were erected in many Township locations that supplemented coal mining. By the 1930's, most of the Township's deep shaft coal mines were exhausted as attention then turned to strip mining. Today, Findlay Township's economy is firmly linked to the development of the Pittsburgh International Airport and Route 60. New residential and commercial developments are occurring as a result of development along Parkway West and in North Fayette and Robinson Township.

Findlay Township is a second class Township operating under the "Second Class Township Codes". The Township's neighbors, North Fayette Township and Moon Township, are also Second Class Townships while Robinson Township, Allegheny County, is a First Class Township operating under the First Class Township Codes. Both codes specify the responsibilities and rights of their respective class. Although size (10,000 population) is a factor in determining Township class, other factors such as population density can also

define a Township's eligibility for either class.

Although primarily rural in its land uses throughout its history, Findlay's Annual Revenues and Expenditures (Table 1 and Table 2) illustrate the budgeting process in the Township.

In 1994, the Courts ruled that a municipality could levy parking taxes on government owned Airports. The increase in parking tax from 1990 to 2000 and beyond is a reflection of taxes collected at Pittsburgh International Airport parking lots.

### **Existing Administration System**

The Township's administrators include both paid staff and citizen volunteers. An elected Board of Supervisors forms the legislative component of the system. Other boards, agencies and staff assist in the operation of the Township according to powers delegated to them by the Board of Supervisors or by the Commonwealth of Pennsylvania. Table 10.3 Existing Organizational Chart, illustrates the current organization of Administrative and Police Departments and indicates the relationship of volunteer boards and organizations to these Administrative functions.

### **Board of Supervisors**

As a Second Class Township, Findlay has three elected Supervisors who are responsible for the general supervision of the Township under the "Second Class Township Code" (Article VI). In addition to this, one of their principal responsibilities is to maintain the roads in the community or to appoint a Roadmaster to maintain the roads. The Supervisors are authorized to make contracts for the municipality, to hire people, to represent

the Township at meetings and to make an annual report. The Supervisors appoint the Planning Commission, Zoning Hearing Board, the Fair Board, and the Municipal Authority. The Board of Supervisors also appoint the Township Police, the Secretary-Treasurer, Local Services Tax Collector and Earned Income Tax Collector, Building Inspector, Zoning Officer, Planning Administrator and all other workers and administrative staff. In addition, they are responsible for contracts with:

1. Township Solicitor who prepares and approves bonds, obligations, contracts, leases, conveyances, ordinances and assurances for the Township and serves as legal advisor to the Township.
2. Township Engineer who completes and reviews plans for all construction, repair and maintenance of all roads, pavements, sewers, bridges, culverts and other engineering work and advises the Township on all engineering matters.

Responsibilities of the Board of Supervisors include street lighting, fire hydrants, fire protection, road signs, rubbish removal, traffic lights and signals, roads, forestry, employee insurance, development of parks, regulation of parking, zoning ordinances, sewer & water supply, naming of streets, adoption of ordinances and codes, waterways, emergency services and public safety, building and housing inspection, community development and appropriation for community facilities.

Under Act 170, the Municipalities Planning Code, the Board of Supervisors are responsible for approving land development applications with express standards and criteria as outlined in the Zoning Ordinance and Subdivision and Land Development Ordinance.

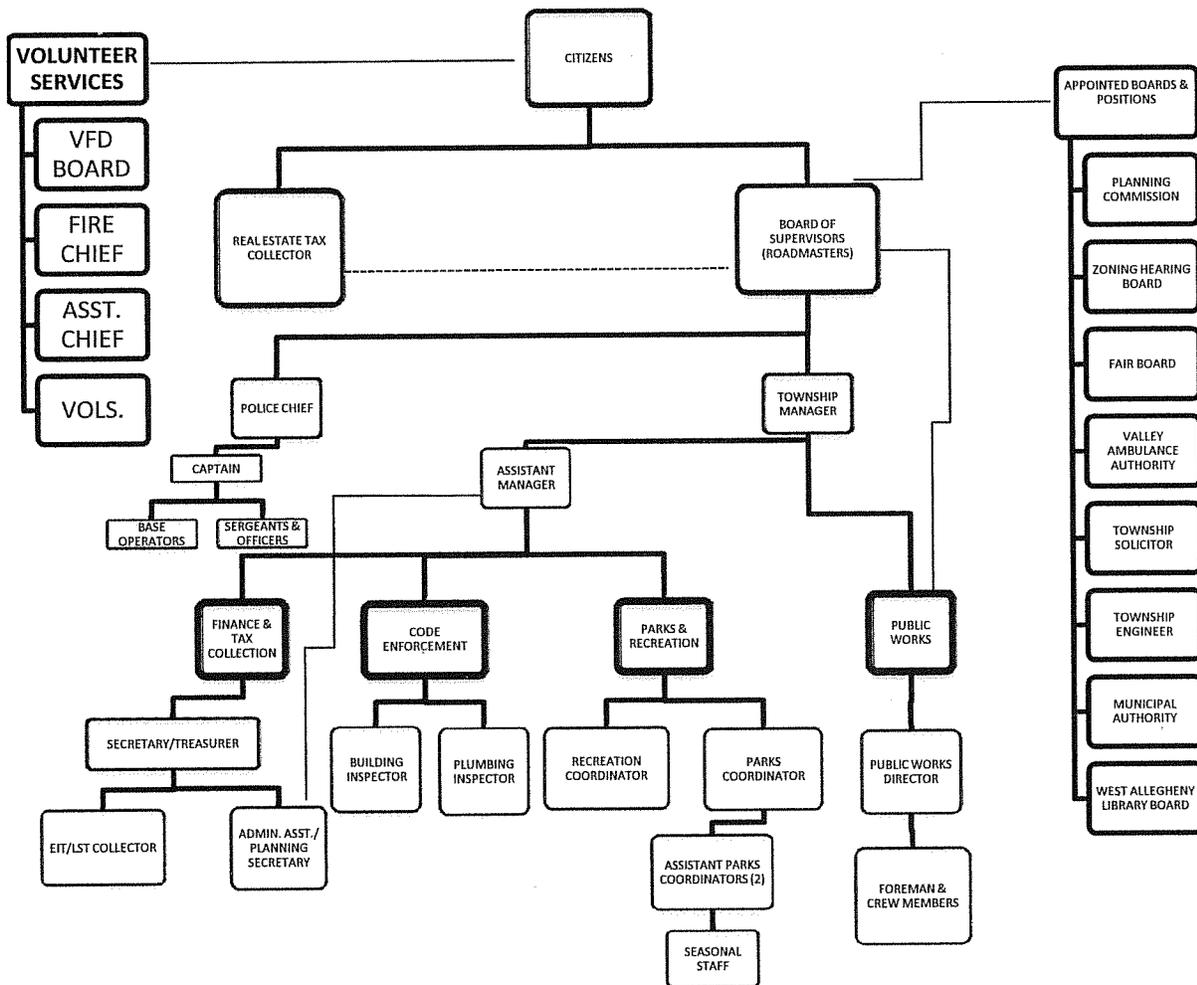
**Table 10.1****FINDLAY TOWNSHIP GENERAL FUND ANNUAL REVENUES 1990-2011**

<b>REVENUE SOURCE</b>	<b>1990</b>	<b>2000</b>	<b>2011</b>
Tax Revenues			
Real Estate Taxes	\$519,991	\$764,304	\$981,504
Gross Receipts Tax	1,035,000	1,565,620	1,277,000
Parking Tax	55,000	2,061,695	3,286,936
Real Estate Transfer Tax	45,000	104,047	85,000
Earned Income Tax	210,000	499,591	694,000
Local Services Tax	50,000	115,301	500,000
County Sales Tax	N/A	81,817	120,355
Unappropriated Fund Balance	N/A	N/A	123,768
<b>TOTAL</b>	<b>\$1,914,991</b>	<b>\$5,192,375</b>	<b>\$7,068,563</b>
Other Revenue			
Other Licenses and Permits	21,000	44,713	17,590
Fines	29,800	33,891	33,650
Investment Interest	50,000	90,679	10,000
Rentals	3,400	1,800	14,469
Zoning & Planning Fees	24,850	12,979	19,130
Protective Inspection Fees	see Zoning	38,728	156,713
State Shared Revenue + Aid	38,500	104,066	200,690
Miscellaneous Revenues	5,350	73,942	321,192
<b>TOTAL</b>	<b>\$172,900</b>	<b>\$400,798</b>	<b>\$773,434</b>
<b>TOTAL REVENUES</b>	<b>\$2,087,891</b>	<b>\$5,593,173</b>	<b>\$7,841,997</b>
Source: Findlay Township Financial Records			

**Table 10.2****FINDLAY TOWNSHIP GENERAL FUND EXPENDITURES 1990-2011**

<b>EXPENDITURES</b>	1990	2000	2011
<b>GENERAL GOVERNMENT</b>			
Administration	289,766	392,316	505,261
Tax Collection	52,117	92,159	121,077
Township Buildings	74,133	106,531	132,346
<b>TOTAL</b>	<b>\$416,016</b>	<b>\$591,006</b>	<b>\$758,684</b>
<b>PROTECTIVE SERVICES</b>			
Police	663,536	1,784,269	3,011,135
Fire Protection & Ambulance	255,596	159,207	269,138
Building Regulation/Planning	122,481	245,260	317,840
<b>TOTAL</b>	<b>\$1,041,613</b>	<b>\$2,188,736</b>	<b>\$3,598,113</b>
<b>HEALTH &amp; SANITATION</b>			
<b>HIGHWAYS</b>			
Health & Human Services	-----	-----	18,400
Sanitation	-----	-----	67,500
Public Works	528,323	762,745	1,305,695
Other	24,000	77,175	6,500
<b>TOTAL</b>	<b>\$627,923</b>	<b>\$929,153</b>	<b>\$1,391,595</b>
<b>PARKS &amp; RECREATION</b>			
<b>&amp; OTHER</b>			
Parks & Recreation	\$122,251	\$238,146	\$478,154
Insurances	-----	-----	243,000
Misc. Expenses/Pensions	-----	-----	556,406
Capital Improvements	884,807	135,656	803,545
Other	308,550	81,117	9,500
<b>TOTAL</b>	<b>\$1,315,608</b>	<b>\$633,313</b>	<b>\$2,093,605</b>
<b>TOTAL EXPENDITURES</b>	<b>\$3,401,160</b>	<b>\$4,342,208</b>	<b>\$7,841,997</b>
Source: Findlay Township Financial Records			

**TABLE 10.3  
EXISTING ORGANIZATIONAL CHART**



**Township Manager**

The Township Manager is appointed by the Board of Supervisors. This is a staff position in Findlay Township which was created and filled for the first time in January, 1989. Prior to that, the Secretary-Treasurer completed the duties of the manager.

The Township Manager is the administrative officer of the Township and reports to the Board of Supervisors. The manager is responsible for the general management of the Township including the activities of all departments, preparation and administration of the budget, scheduling and attending all meetings, preparing the agenda for the Board of Supervisors and for any caucus meetings, completing the Township financial report and administering all leases and agreements. The manager also represents the Board of Supervisors, negotiates for them and conducts research into various topics as directed by them.

**Assistant Manager**

In 1994 the Township established the staff position of Assistant Manager. The Assistant Manager reports to the Township Manager and Board of Supervisors. Presently, the duties of Assistant Manager are combined with the Planning and Zoning Administrator. Responsibilities include assisting with day-to-day Township operations, township budget, labor negotiations, materials, public relations, intergovernmental relations, contracts, developer agreements and assisting the Township Roadmaster.

The Assistant Township Manager is responsible for personnel and daily activities when the Township Manager is not available. This position is also responsible for assisting with public meetings and representing the

Township.

**Planning Commission**

Under Act 170, the "Municipalities Planning Code"(M.P.C.), the Board of Supervisors is empowered to create a Planning Commission composed of residents appointed to four year terms. Among its other responsibilities under Act 170, this Commission is required to:

1. Prepare the Comprehensive Plan for the Township;
2. Maintain records of its actions;
3. Make recommendations to the Board of Supervisors regarding an official map;
4. Prepare and recommend to the Board of Supervisors a zoning ordinance, Subdivision and Land Development, Planned Development regulations, an environmental study, a capital improvements program and a water survey;
5. Review and make recommendations concerning development proposals of public, civic and private agencies;
6. Prepare and present a feasibility study of using renewable energy resources in areas of the Township; and
7. Perform acts and studies as necessary to fulfill the duties and obligations required by the M.P.C.

The Planning Commission in Findlay Township is a seven member board first appointed in 1953. Each year the Planning Commission appoints a solicitor to provide legal advice on matters relating to the M.P.C.

**Zoning Hearing Board**

Under the M.P.C. all municipalities which have enacted a zoning ordinance are required to create a Zoning Hearing Board. This board in

Findlay Township is composed of three residents appointed by the Board of Supervisors for terms of three years and an alternate. A hearing board for zoning was first created in Findlay in 1970 as the Zoning Board of Adjustments. The Zoning Hearing Board conducts hearings and renders decisions regarding zoning which involve:

1. Public notice of the hearing;
2. Hearing the applicant's request;
3. Rendering a written decision of findings on the applications; and
4. Delivering a copy of the final decision to the applicant and other interested parties.

An appointed solicitor for the Zoning Hearing Board provides advice and written decisions for each hearing.

The Zoning Hearing Board reports annually to the Board of Supervisors and hears requests for:

1. Variances based upon unique physical circumstances of lot size, topography or other physical conditions which create unnecessary hardship on the appellant;
2. Special exceptions according to express standards and criteria; and
3. Appeals of the Zoning Officer's decisions.

#### **Planning Administrator/Zoning Officer**

The Planning Administrator/Zoning Officer is a staff position appointed by the Board of Supervisors. The first Zoning officer was appointed in 1968. The Planning Administrator/Zoning Officer administers the Zoning Ordinance. The officer's duties include:

1. Registering non-conforming uses;
2. Issuing permits of zoning approval, building permits, and occupancy permits; and

3. Enforcing applicable codes.
4. Providing reports to Board of Supervisors, Planning Commission and Zoning Hearing Board.

The Planning Administrator/Zoning Officer makes preliminary findings for zoning approvals and requests which are permitted under the ordinance. Appeals of the officer's decisions are made to the Zoning Hearing Board. The Planning Administrator/Zoning Officer or the Township Engineer has authority to review and enforce land uses, the provisions for sedimentation and erosion controls, and storm water management plans and facilities under the zoning ordinance.

Table 10.4 illustrates the zoning process in the Township.

#### **Building Inspector**

The Building Inspector was first appointed by the Board of Supervisors in Findlay Township in 1970. The Building Inspector is responsible for inspection and enforcement of building and fire codes. The Building Inspector makes field inspections of all construction projects underway in the Township.

Findlay Township opted into Act 45, known as the Uniform Construction Code in 2004.

#### **Municipal Authority**

The Findlay Township Municipal Authority was incorporated in 2003. As an Authority under the Municipal Authorities Act, the Municipal Authority acts independently of the Board of Supervisors, however, the members of the Municipal Authority Board of Directors are appointed by the Supervisors for 4 or 5 year terms. It is empowered to plan, construct and fund projects related to providing

municipal water and sewer service to the Township.

The Municipal Authority maintains and operates the water and sewer system in Findlay with a staff of six people consisting of a manager, office manager and secretary, an operator foreman and two utility technicians. The Municipal Authority personnel do all the billings for both the sewer and water users in the Township.

The Authority has its own construction equipment to perform maintenance and general installations. All plan reviews, system designs and construction inspections are provided by the Authority's Consulting Engineer. The Authority also has a Solicitor under contract who prepares Developer's Agreements, resolutions and provides legal advice.

**Plumbing Inspector**

The Plumbing Inspector is appointed by the Board of Supervisors to ensure that all water and sanitary sewer service connections and internal plumbing facilities in the Township meet Township codes. Inspection, enforcement and approval permits are this inspector's duties. Most communities in Allegheny County rely on County Plumbing Inspectors for this service. Findlay Township is one of the two municipalities in Allegheny County to maintain their own plumbing inspector who is qualified to perform both Township and County inspection duties.

**Western Allegheny Community Library**

In 1988, the Western Area Friends to Establish a Library, WAFEL, decided to meet with the Township Supervisors, Borough Council of North Fayette, Findlay, Oakdale and the administrators of West Allegheny School

District to discuss the formation of a community library in the area. Throughout the next year, the three communities worked together to raise money, gather materials from area libraries and received a \$50,000 grant from the State Department of Community Affairs to lease a portion of the North Fayette Community Center. The official grand opening of the Western Allegheny Community Library was in November of 1990 with 3,400 books on the shelves.

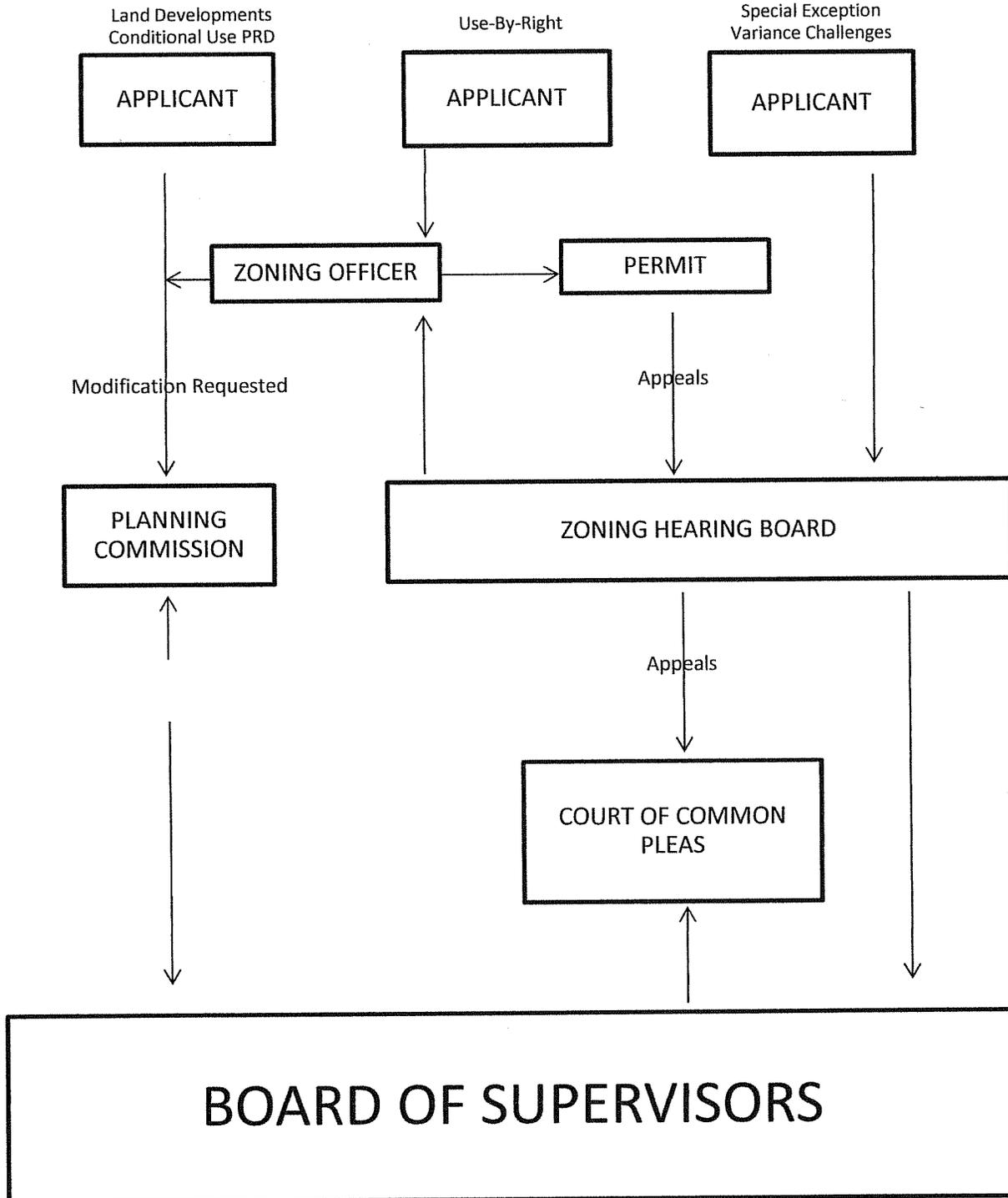
Today the library has expanded with an additional 1,200 square feet dedicated to a Children's Area and the collection has grown to over 35,000 materials which includes books, audio cassettes, videos, magazines and newspapers. Oversight of the library's operations is a Board of Trustees that consists of four trustees from North Fayette, three trustees from Findlay, two Trustees from Oakdale and a representative from the school district.

**Act 170 and Growth Mandated Changes**

Act 170, the Municipalities Planning Code, (M.P.C.) affects the planning, subdivision and land development methods and procedures employed by local and county governments. Its revisions to the previous municipal codes require that each municipal or county ordinance be separately amended. The areas of concern affect:

1. Procedural and time limit requirements;
2. Definitions;
3. Jurisdiction and enforcement provisions;
4. Fee schedules;
5. Water supply; and
6. Required park and recreation dedication or fees-in-lieu.

**TABLE 10.4  
ZONING PROCESS**



### Alternative Forms of Government

Act 170 authorizes alternatives to government procedures as they relate to planning, zoning, subdivision and land development.

Authorities as regulated by the Municipal Authorities codes are included in the act. This provides funding and administration options for achieving the objectives of the Comprehensive Plan.

Also authorized in the M.P.C. is joint municipal comprehensive planning, wherein planning commissions and zoning ordinances permit adjacent municipalities to engage in an integrated land use planning and development effort.

Alternative forms of government available to Findlay Township include the potential change from a Second Class Township to a First Class Township which future population growth would permit. Findlay could also incorporate as a Borough or could adopt a Home Rule Charter. All three of these options would provide the municipality with greater autonomy and with increased powers and responsibilities.

### Comprehensive Plan

The M.P.C. defined the Comprehensive Plan to include but not be limited to:

1. A statement of objectives including location, character and timing of future development;
2. A plan for land use describing amount, character and timing for all types of land uses and hazard areas;
3. A plan to meet housing needs at all income levels;
4. A plan for movement of people and goods

at all roadway levels and addressing all types of transport;

5. A plan for community facilities and utilities;
6. A statement of the interrelationship of the Comprehensive Plan components;
7. A discussion of short and long range strategies for implementing the plan; and
8. Discussion of the municipality's relationship to abutting municipalities and to the county.
9. Plan for the protection of natural and historical resources.

Further, the M.P.C. stipulates that the Comprehensive Plan must be submitted to the County, the school district and the abutting municipalities for a 45 day review and comment period. The plan must also be presented and at a public hearing prior to adoption.

The review powers of the Planning Commission were expanded in the M.P.C. to include the evaluation of development proposals in terms of the Comprehensive Plan. For the first time, this review can address: (1) provision for Planned Residential Development (PRD) and Capital improvements programs, and (2) the construction, extension or abandonment of water lines, sewer lines and sewage treatment facilities. the M.P.C. modified planning codes to permit protection of water supplies and natural features. Under the new code, municipalities now have the option to register nonconforming uses, structures and lots.

### Zoning Ordinances

The M.P.C. requires that zoning be related to a statement of community objectives and policy goals. The act requires a public hearing for conditional use and authorizes the

attachment of reasonable conditions with "express standards and conditions" for the conditional use. Section 603 gives the municipality the option of including at their discretion:

1. Voluntary transfer of development rights (TDR);
2. A density bonus provision according to standards and criteria incorporated in the zoning ordinance; and
3. Regulation of siting, density and design to safeguard water supplies according to standards described in the zoning ordinance.

The purposes of zoning were amended to include:

1. Providing residential land uses of all types including mobile homes; and
2. Recommendations for community growth.

Planned Residential Developments (PRD) are defined to include non-residential uses. As a part of the zoning ordinance. Transferred Development Rights can also be used in PRD districts and joint municipal zoning ordinances can be based on a joint municipal comprehensive plan.

The M.P.C. also allows for alternate members to the Zoning Hearing Board, established a 60 day time limit for holding hearings on applications and changed fees, procedures and appeals. Findlay Township has amended their zoning ordinances to reflect these requirements.

**Subdivision and Land Development Ordinances**

Ordinance #199 of 1991 adopted the Township’s current Subdivision and Land

Development Ordinance. Updated periodically through recommendations by the Planning Commissions, the Ordinance includes:

1. Fees for reviewing plans;
2. Solicit comments from adjacent municipalities when developments are adjoining;
3. Include provisions for waivers based upon minimum standards;
4. Approve plans based upon conditions acceptable to the developers;
5. Protect the water supply;
6. Require dedication of park and recreation land based upon standards defined in the municipality's Park and Recreation Plan;
7. Require certification of public water supply if individual wells are not to be used as a water source;
8. Charge for reasonable inspection fees and;
9. Express design standards and criteria.

Table 10.6 illustrates the existing subdivision and land development process in Findlay Township.

**Others**

The M.P.C. includes the definition of "Authority" and modified definitions of land development, lot, mediation, mobile home, mobile home lot, municipal engineer, nonconforming lot, nonconforming use, Planned Residential Development, public grounds, public hearing, public meeting, public notice, special exception, subdivision, transfer of development rights, water survey, board, decision, determination, and report.

**Objective**

**Have clearly defined functions and responsibilities within the municipal organization and to employ the necessary tools to facilitate and manage steady, stable growth.**

The increased development that Findlay Township anticipates as a result of the airport and the Findlay Connector, can be controlled and facilitated by improvements in the municipal structure. The definition of responsibilities, functions and procedures of various municipal review agencies is an important first step in clarifying the development process within the Township. Regulatory control over the development process by the Zoning Ordinance and the Subdivision and Land Development Ordinance provide the basic tools review agencies can employ to achieve the goals and objectives of this comprehensive plan.

The continued examination of land use patterns and practices evolving within the Township can be an important indicator of governmental support for controlled growth and of positive attitudes toward increased development. This support will be reflected in the provisions and the process of land use planning and regulatory reviews.

**Tools:** *Develop and schedule regular updates of the Comprehensive Plan, Zoning Ordinance, Subdivision and Land Development Ordinance, and other regulations to reflect community goals and changes in land development within the Township.*

The primary tools for realizing the goals and objectives of Findlay Township residents are (1) the 2011 Comprehensive Plan and its

updates, (2) the Zoning Ordinance, (3) the Subdivision and Land Development Ordinance, and (4) the Comprehensive Park, Recreation and Open Space Plan. Other regulations, plans and studies will augment the power in these three major tools. Since maximizing quality development potential is a central goal of the planning efforts underway in Findlay, regulations in addition to protecting the environment and interests of existing residents, emphasize a simplified yet stringent review process for potential developers. These tools must be carefully administered and enforced to bring about the quality development that the township desires.

The 2011 Comprehensive Plan is a policy guide for physical development. It has no regulatory power other than to suggest the revision of existing regulations and to offer a strategy for achieving goals. The real power of the Comprehensive Plan is the expression of community values, goals and objectives as they are applied to land use decisions.

Since development pressure in Findlay Township continues, expansion of public water and sewer will influence the Township's priority areas by modifying the delivery of public services and the location of arterial, collector and local roads.

Continued monitoring and evaluation of decisions made at all levels of government can be expected to stimulate changes in the Comprehensive Plan. The goals and objectives can be constant even if the strategies for achieving them change.

The Zoning Ordinance provides the power to implement the Comprehensive Plan. The Zoning Ordinance incorporates the policies established in the plan, defining specific standards and requirements. Along with successive Comprehensive Plan updates and as

growth occurs within the area, the provisions of the ordinance must continue to be reviewed to insure controlled, yet active development. The Zoning Ordinance is meant to be a tool which can be improved to meet changing concerns.

The Subdivision and Land Development Ordinance controls the quality of development through its approval process. Revisions to the Municipalities Planning Code define "subdivision" to include all scales of land development. The act establishes subdivision and zoning ordinances as powerful tools for enforcing the goals and objectives of the Comprehensive Plan as well as the provisions of the Zoning Ordinance.

The Planning Commission's subdivision review powers enable zoning regulations and subdivision review to be handled by one agency. In PD reviews, the Subdivision and the Zoning Ordinance designate the Board of Supervisors as the administrative body.

The nature and timing of the subdivision approval process will be of critical importance to the progress of development. The Township's willingness to accept increased commercial and industrial development must translate into efficient yet effective reviews.

Design or "Performance" standards are permitted under the M.P.C. when the standards and criteria are clearly stated in the pertinent ordinance. Performance standards address three variables: (1) lot size; (2) lot shape; and (3) natural resources present. Typically standards are based upon the open space ratio, the impervious surface ratio, and density (for residential uses) or floor area ratio (for non-residential uses). The allowable density is determined by a site capacity calculation.

Performance standards usually include buffer yards to protect against conflicting land

uses. This approach permits some disparity in adjacent land uses with buffer yard dimensions based upon the degree of potential conflict between land uses. Distance between conflicting land uses, type and size of plant material, plant intensity, and landforms are also factors in determining bufferyard depth.

The goal of encouraging development in Findlay Township will be met through the timely provision of services as well as by regulating development activities. A Capital Improvements Program based upon the provisions, densities and performance standards found in the Zoning, the Subdivision and Land Development, and other related regulations, establish the long-range projection of the eventual needs of the Township. The priority of development areas and the sequencing and delivery of improvements found in the Comprehensive Plan will help formulate a short range (within 5 years) Capital Improvements Program, which should be updated annually.

The Capital Improvements Program includes both short and long range plans for meeting the needs of development in the Township. It also includes detailed projection of needs and a description of proposed improvements and associated cost estimates. Strategies for providing improvements address public facilities, infrastructure, roadways, municipal services and municipal structures.

If the Zoning Ordinance, Subdivision and Land Development Ordinance, Building Codes and other regulatory elements of the Township are for encouraging and controlling growth, the Capital Improvements Program is the tool for supporting and achieving that growth.

**Manage Development in the Township:**  
*Administer and enforce zoning and subdivision and land development regulations to achieve the goals and objectives of the Comprehensive Plan.*

Reorganizing the Administrative Departments to establish a more effective and efficient division of responsibilities is necessary to administer the increased volume of work generated State and Federal regulations and by the demands future development will place on the planning and enforcement functions of the Township. Table 10.5 illustrates the new and proposed organization of Township Departments.

1. Creating a department of Planning and Economic Development. Currently the Department of Planning consists of the planning administrator and department secretary.
2. The separation of zoning and building inspection functions has been done. Building permits are not issued until applicable zoning permits are approved by the zoning officer.
3. Currently a full time plumbing and building inspector are established in the Code Enforcement Department.
4. Findlay Township Municipal Authority (FTMA) includes inspection, maintenance, and daily operations of all water and sewer services.
5. Create a transportation authority that would be responsible for providing transportation priorities and funding scenarios. Currently a transportation committee consisting of five citizen members can only provide transportation recommendations to the Board of Supervisors.

Tools for controlling development activity are only as effective as their enforcement. Orderly and vigorous development activity will occur through active efforts to use regulatory provisions in a positive manner. Enforcement protects those families and businesses who have already established themselves in the Township and guides the planning and design efforts of

those who plan to move into the Township in the future.

The Zoning Ordinance vests the power to grant variances from zoning provisions (in cases of hardship), and to decide appeals from the Zoning Administrator in the Zoning Hearing Board. The Board of Supervisors as the elected body of Township government and the Planning Commission in its advisory role review proposals involving land developments, conditional uses, planned unit developments and rezoning requests. By using planned developments and conditional uses, the Township can allow modifications to rigid requirements and achieve a high quality of development.

The administration of the Subdivision and Land Development Ordinance should continue to be the responsibility of the Board of Supervisors, Planning Commission and Township Engineer. The review process for this ordinance incorporates provisions for alternative application procedures for such as that illustrated in Table 10.6.

Design or performance standards incorporated into the ordinances support environmental protection and quality of development regardless of the reviewing body. Developers will have advance knowledge of amenities, buffers and site design minimum standards prior to site selection and planning.

The Building Code for the Township is the PA Uniform Construction Code which incorporates the 2009 International Building Codes. The Township is required by these codes to have an Appeal Board having expertise in the areas of building and construction. This Board is known as the Appeals Board. Current inspections and approvals have resulted in occasional small appeals, but with the increased level of

construction activity expected, future appeals can be expected to be more complex and technical and will require greater expertise on the part of the appeals hearing board.

Management of development under these provisions involves enforcement of the regulations as well as quick and efficient decision making. Protracted reviews will increase the cost of development to both the developer and the Township.

In addition to administrative and regulatory improvements, the Township must address the increased workloads of its citizen boards. The Board of Supervisors and the Planning Commission have already experienced some of the pressures of growth and are preparing for increased activities. Other citizen boards can expect greater pressures in the future. In particular, the Transportation Committee should be expanded to a Transportation Authority to meet the needs of future growth in the community. The Linked Open Space System and the improved local collector road system described in this report will be the result of careful planning and budgeting by these volunteer groups.

**Objective**  
**Keep pace with development in the Township without relying on tax revenues for improvements.**

Findlay Township's expenditures during the rapid growth phases of development will be affected by:

1. The nature of its capital improvements program;
2. The funding alternatives employed; and
3. Strategies for managing growth within the

Township.

The cost of roads, water supply facilities and sewage treatment facilities to meet projected development needs in a developing municipality like Findlay Township is a factor which must be continually addressed by Township officials. Tax revenues which also support administrative and protective services, must be augmented in a variety of ways if the Township's growth is to continue.

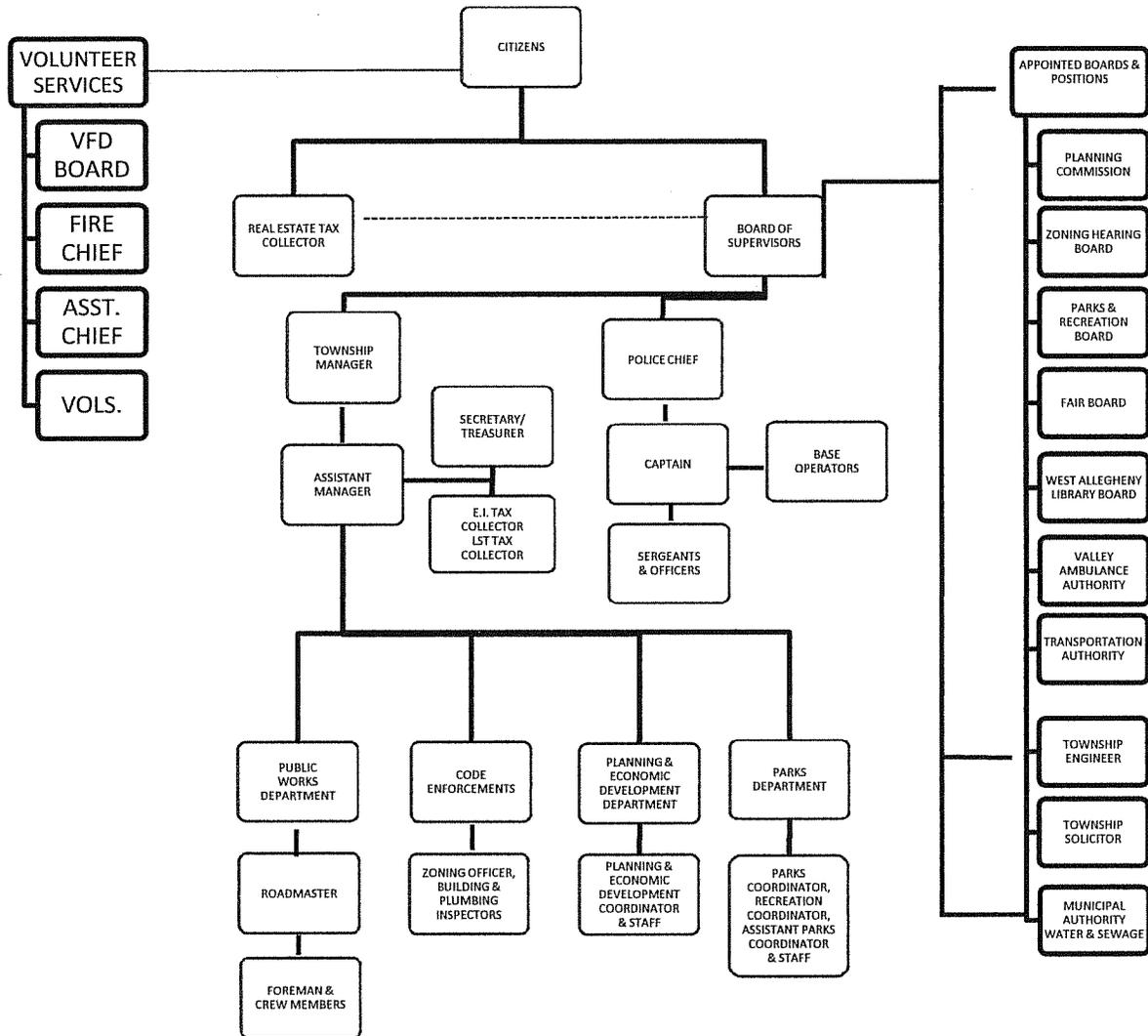
**Capital Improvements Budget:** *Continue development of the capital improvements budget which incorporates the priority of development, identifies alternative funding strategies, and minimizes reliance on Township funds for improvements.*

Projecting capital expenditures two to five years into the future is important to the orderly growth and fiscal planning in Findlay Township. Longer range capital planning is difficult yet still necessary. Enforcing the Capital Improvements Plan's designated priority of development districts will permit incremental delivery of facilities and services and will support growth management strategies in the community.

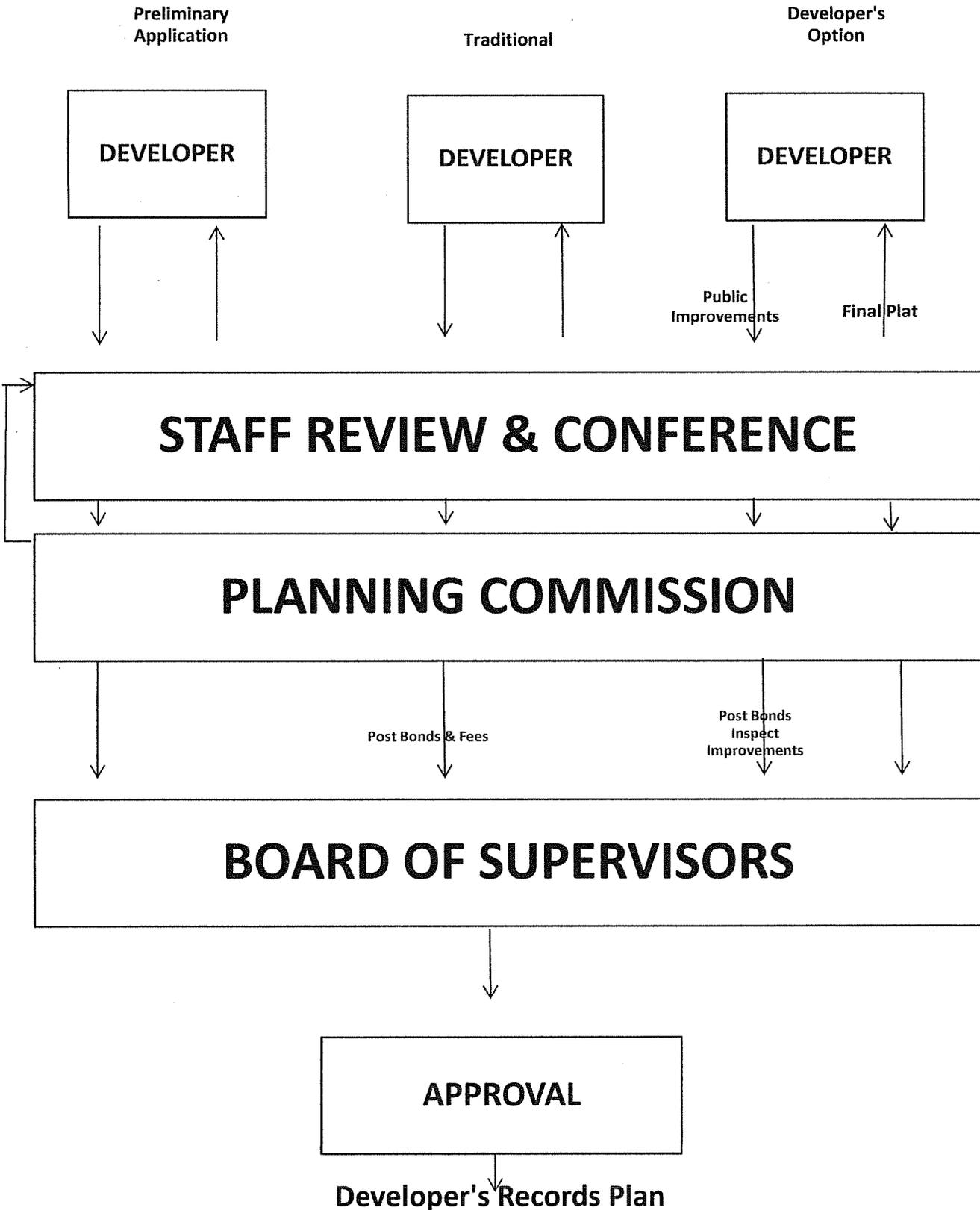
**Funding Alternatives:** *Identify potential sources of financial assistance and vigorously explore their ability to support the Township's Capital Improvements Budget.*

Combining funding programs to leverage the costs of capital improvements will be necessary in Findlay Township.

**TABLE 10.5  
PROPOSED ORGANIZATIONAL CHART**



**TABLE 10.6  
SUBDIVISION AND LAND DEVELOPMENT PROCESS**



The Capital Improvements Plan should determine the estimated project costs and identify alternative funding sources. Federal, State, County and non-governmental grants, loans and assistance programs can help offset the initial costs of proposed facilities, but will rarely meet total project costs. Strategies for funding capital projects must be addressed in relationship to the proposed design of the project.

Alternative financing has been discussed in Chapters Four, Five, Seven and Eight covering transportation, infrastructure, economic development and housing issues. These funding methods can be summarized as:

1. Bonds issued by the Township to meet specific project costs;
2. Bonds issued by an authority under the Transportation Authorities Act or the Municipal Authorities Act;
3. LERTA district designation dedicating increased tax revenues to debt reduction under the Local Economic Revitalization Tax Assistance Act;
4. Tax Increment Financing (TIF) is a method of financing public development activities which utilize property taxes generated by the new development;
5. Federal, State, County and private grants, loan and technical assistance programs;
6. Dedication of land or fees-in-lieu of dedication;
7. Impact fees based upon the projected infrastructure costs to the Township required because of new development;
8. Value-added or benefit fees based upon the estimated value added to land served by a particular project; and
9. Construction of all or some facilities by the developer which will be maintained by the developer or which will be dedicated to the Township after construction.

Bonds issued by the Township and repaid over a period of time will direct significant amounts of tax revenues to debt reduction. Authorities are most often single purpose and therefore can function as a business to "bill" those who use and profit from specific improvements. Dedication or fees-in-lieu of dedication assigns costs to individual development projects which are likely to occur over a long time span. Any single development's fee is unlikely to meet total project costs for a major facility of any kind at the time of its construction. The Municipal Capital Improvement Article granted to all municipalities having a comprehensive plan, a subdivision land development ordinance, and a zoning ordinance the power to adopt an impact fee ordinance for transportation improvements. Due to the complexity of the procedure, very few municipalities have actually adopted an impact fee ordinance. Benefit fees assess properties at the time of the completion of the capital improvements rather than after development but revenues are also likely to be realized over time to avoid undue financial burdens on property owners. Construction of all or some facilities of some or all of the needed infrastructure improvements such as streets, curbs, sidewalks, water, power, storm and sanitary sewage may be possible for the developer on a localized basis. However, the probability of larger improvements such as the construction of a regional sewage treatment facility being funded in this way would be questionable.

A combination of all of these alternatives will most likely be necessary to provide the needed funds for capital improvements. The Capital Improvements Program must address these sources and develop a strategy for combinations to meet the projected needs of development as development pressure occurs.

**Growth Management:** *Coordinate the*

*Capital Improvements Plan with the related issues of order and sequence of development in the Township and cooperative development efforts in the region.*

The schedule for delivery of capital projects will have a significant effect on the sequence of development in the Township. Therefore, this program must be coordinated with growth management strategies employed by the Township. A synopsis chart for growth management is included at the end of this chapter.

The concerns of adjacent municipalities and the three counties affected by Findlay's proposed development should be included in the consideration of capital improvements due to the impact Findlay's growth will have on theirs. Agencies within these areas are also planning improvements within their jurisdictions which may be addressed as joint facilities.

**Objective**  
**Respond Positively to Land-Use Market Pressure.**

Findlay has chosen to be pro-development. This stance must be reasserted by the decision to ensure that the Township's Land Use Plan continues to respond to market pressures.

**Land Use Monitoring System:** *Participate in a local and regional land use monitoring system to identify market trends as they emerge and change.*

Knowledge-based revisions to the Land Use Plan can result from coordinated efforts to track the progress of residential and commercial development in Findlay Township and in the region and to identify the trends and market

sectors entering the area. For example, monitoring residential development in terms of housing costs, vacancy ratios, housing starts and land prices will encourage rapid response to any inflation of housing costs in the Township and in the region. Monitoring business expansions will aid economic development and marketing efforts.

**Objective**  
**Coordinate planning efforts with surrounding communities**

Five townships and two separate counties share boundaries with Findlay Township. Mutual concerns for the quality of development and the delivery of services span those boundaries. High degrees of coordination will be both beneficial and imperative to Findlay's development process.

**Township Border Study:** *Cooperate with the Township Border Study and implement its findings as they interact with the Township's Land Use Plan.*

The Char-West Council of Governments Border Study for Moon, Robinson, North Fayette and Findlay Townships was commissioned to coordinate the effects of development efforts in each of the communities surrounding the airport. Its findings provide valuable information regarding regional concerns and regional marketing and regarding the interrelationships that the proposed land uses at the borders of the townships will have. Revisions to the Land Use Plan or to pertinent ordinances can be adopted by Findlay Township as a result of this border study, where they parallel the Township's development objectives.

**Marketing package in coordination with the Allegheny County Airport Authority and major land owners:** *Actively cooperate with the marketing efforts organized by the Airport Authority and other land owners.*

Site prioritization analysis projects provide detailed site information that is very useful to potential developers and describes highest and best uses based upon local and national markets. Participation in these planning efforts improve the Township's visibility and its marketing organization. The exposure to coordinated planning and developments trends provided by these associations will benefit both Findlay Township and the region.

***Objective***

**Develop conceptual plans for new economic development areas**

Planning for economic development should extend to the generation of conceptual design plans for roads, open spaces, building masses, land use patterns, and landscape features in areas designated for economic development. These plans will express desired physical relationships and can serve as a visual policy guide for potential development.

**Economic Development Areas:** *Develop conceptual plans for the open space, street and building relationships within economic development areas as a guide to both potential developers and the subdivision review process.*

The economic development areas designated in the Land Use Plan range in size from almost 400 acres to just under 3,000 acres. Conceptual plans for these areas would designate potential collector and local or service road locations, open space patterns and desired building relationships. These plans enable

advance consideration of the effects of sewer and water line locations on development patterns and visibly indicate development densities anticipated in these districts. These very large contiguous land masses will be difficult to administer or regulate without input from the land owners as to intentions for their use.

# GROWTH MANAGEMENT SYNOPSIS CHART

## TOWNSHIP OF FINDLAY \* 2011 COMPREHENSIVE PLAN

Airport  
Related  
Development

Transportation

Infrastructure

Public  
Facilities

Economic  
Development

Residential  
Development

Municipal  
Procedures

Municipal  
Organization

Priority	Airport Related Development	Transportation	Infrastructure	Public Facilities	Economic Development	Residential Development	Municipal Procedures	Municipal Organization			
1	Aviation Essential Development	Intersection Rt. 30 & Clinton Rd.	Water & Sewer Extensions	Continue Recreation & Sports Complex	Market Land to Businesses and Developers	PRD's Currently Approved	Administer Updates of Comprehensive Plan, Recreation Plan, and Ordinances	Marketing of Township			
	2	Clinton Commerce Park	Clinton Road By-Pass	Locate & Secure Water Source and Service	Continue Development of Clinton Park	Clinton Town Center	Upgrade and Preservation in Clinton & Imperial	2	Department of Planning and Economic Development		
		3	Industry Drive Sites	Cyclical Upgrades *Clinton *Aten *Route 30 *Robinson *Washington *Burgettstown *Point Park *Moody	Update Water & Sewer Studies	Linked Open Space	Imperial Town Center		New Single Family Development in Clinton Area	2	Development of Code Enforcement
	4		North Field		Continue Implementation of Capital Improvements Program	Master Plan for New Parks	Related Airport Development	New Single Family Development in Imperial Area	3		Add Staff for Design Review/ Compliance with Design Standards
			5								
	6	Route 30 Site 10		Coordinate Efforts to Regionalize Treatment Plants	Municipal Complex Building	Chapman Commerce Center	PRD's in Enlow Area	4	Expand Electronic Media		
		7	Adequate Buffer Zones							Intersections *Santiago & Rt. 30 *Five Points (Enlow)	6
	8		Increased Traffic	R.O.W. for Mass Transit	7	Continue Education Programs	McClaren Area	Capital Improvements Program			
		9	Third Parallel Runway						Transit System to Village Center	7	8
	10			Complete Turn-Back Upgrades	8	9	Potato Garden Run Rd. Area	Natural Resources Management Plan			
									Secure Funding for Water & Sewer		