CITY OF ALLEQUIPPA
BEAVER COUNTY, PENNSYLVANIA

COMPREHENSIVE PLAN

DRAFT
MAY, 1996

Adopted by Council 7-2-96

Funding for this Plan was secured in part through a SPAG from the Department of Community Affairs under the provisions of Act 6A approved June 16, 1994, as administered by the Bureau of Community Planning, Pennsylvania Department of Community Affairs.

Consultant: Mullin & Lonergan Associates, Inc.
Pittsburgh and Philadelphia, PA

VMCA
CYS
# CITY OF ALIQUIPPA COMPREHENSIVE PLAN

## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. Introduction</td>
<td></td>
</tr>
<tr>
<td>A. What is a Comprehensive Plan</td>
<td>1</td>
</tr>
<tr>
<td>B. Previous City of Aliquippa Comprehensive Plan</td>
<td>2</td>
</tr>
<tr>
<td>C. How is the City of Aliquippa Comprehensive Plan Implemented</td>
<td>3</td>
</tr>
<tr>
<td>II. Demographic Analysis</td>
<td></td>
</tr>
<tr>
<td>A. City of Aliquippa General Population Trends</td>
<td>5</td>
</tr>
<tr>
<td>B. City of Aliquippa Socioeconomic Data</td>
<td>8</td>
</tr>
<tr>
<td>III. Inventory of Existing Conditions</td>
<td></td>
</tr>
<tr>
<td>A. Land Use</td>
<td>11</td>
</tr>
<tr>
<td>B. Housing</td>
<td>18</td>
</tr>
<tr>
<td>C. Transportation and Circulation</td>
<td>21</td>
</tr>
<tr>
<td>D. Community Services and Infrastructure</td>
<td>25</td>
</tr>
<tr>
<td>IV. Planning Policy Elements</td>
<td></td>
</tr>
<tr>
<td>A. Statement of Goals and Objectives</td>
<td>27</td>
</tr>
<tr>
<td>B. Land Use Element</td>
<td>30</td>
</tr>
<tr>
<td>C. Housing Plan Element</td>
<td>41</td>
</tr>
<tr>
<td>D. Transportation Element</td>
<td>49</td>
</tr>
<tr>
<td>E. Community Services and Infrastructure Element</td>
<td>51</td>
</tr>
<tr>
<td>V. Statement of Relationship to Other Communities and Plans</td>
<td>56</td>
</tr>
<tr>
<td>VI. Implementation Strategies</td>
<td>57</td>
</tr>
<tr>
<td>Appendix A Implementation Chart</td>
<td></td>
</tr>
<tr>
<td>Appendix B Neighborhood Policy Recommendations</td>
<td></td>
</tr>
<tr>
<td>Table of Maps</td>
<td>Following Page</td>
</tr>
<tr>
<td>--------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Existing Land Use</td>
<td>13</td>
</tr>
<tr>
<td>Roadway Classification</td>
<td>23</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>26</td>
</tr>
<tr>
<td>Proposed Land Use</td>
<td>40</td>
</tr>
</tbody>
</table>
I. INTRODUCTION
A. WHAT IS A COMPREHENSIVE PLAN

The following document is the City of Aliquippa Comprehensive Plan. The document has been prepared in accordance with the Pennsylvania Municipalities Planning Code (Act 170 of 1988). The adopted City of Aliquippa Comprehensive Plan is the official statement prepared by the Planning Commission setting forth the City's policies concerning desirable physical development and redevelopment of the community. The City of Aliquippa Comprehensive Plan is not intended to be a detailed blueprint for community building. Rather the document will serve as a general guide for desirable land use that is to be used by the City to encourage municipal action to guide the appropriate use or development of all land in a manner which will promote the public health, safety, morals, and general welfare.

The fundamental purposes which the City of Aliquippa Comprehensive Plan is intended to achieve are as follows:

1. To improve the physical environment of the City as a setting for human activities - to make it more functional, beautiful, decent, healthful, interesting, and efficient. This purpose is in accord with the broad mandate of the City's Planning Commission in agreement with the Pennsylvania Municipalities Planning Code.

2. To promote the public interest, the interest of the community at large, rather than the interests of individuals or special groups within the City. The comprehensive nature of the City of Aliquippa Comprehensive Plan contributes to this purpose, for it facilitates consideration of the relationship of any question to the overall physical development of the entire community. Because the City of Aliquippa Comprehensive Plan is based on facts and studies that attempt to be thorough and impartial, it helps to prevent arbitrary, capricious, and biased actions.

3. To facilitate the democratic determination and implementation of community policies on physical development. The City of Aliquippa Comprehensive Plan is primarily a policy instrument. As such it constitutes a declaration of long-range goals and provides the basis for a program to accomplish the goals. By placing the responsibility for determining the planning policies on the Planning Commission with approval and adoption by the City Council and providing an opportunity for citizen participation, the City of Aliquippa Comprehensive Plan facilitates the democratic process.

4. To effect political and technical coordination in community development. Political coordination signifies that a large majority within the City is working toward the same ends. Technical coordination means a logical relationship among the physical elements dealt with and the efficient means to avoid conflict, duplication and waste in implementation. Effective coordination requires a unified, integrated plan, avoiding conflict and to allow political forces to deal with controversial issues in a constructive manner.

5. To inject long-range considerations into the determination of short-range actions. In effect, this purpose is intended to achieve coordination through time, to attempt to make sure that today's decision will lead to tomorrow's goal.
I. To provide professional and technical knowledge in the making of decisions concerning the physical development of the City. Through the use of the City's planning consultant working with the Planning Commission and City Council in providing research and technical assistance in formulating strategies, this purpose is intended to promote wiser decision-making to achieve informed, constructive government.

B. PREVIOUS CITY OF ALIQUIPPA COMPREHENSIVE PLANS

As a community experiences change and the assumptions which shape a comprehensive plan change, the community's planning goals and objectives become out of date. To ensure that the policies formulated by the comprehensive plan are relevant to existing conditions, planning must be considered as an on-going process requiring periodic reevaluation of conditions and policies, updating where necessary to respond to changing conditions.

The City of Aliquippa prepared its first comprehensive plan in 1964. The City's 1964 Comprehensive General Plan was completed to provide a guide for improvements and growth of Aliquippa. A concern raised by the 1964 Comprehensive General Plan was the stagnation of the steel industry and the impact that the stagnation could have on the community. The 1964 Comprehensive General Plan, however, assumed continued growth of the steel industry based upon the expansion of the J&L steel mill on Crow Island and the filled lands adjoining West Aliquippa. Further the 1964 Comprehensive General Plan indicated problems with substandard housing, particularly in the northeast portion of Aliquippa. The City's Zoning Ordinance, adopted in 1968, was based on the land use policies formulated by the 1964 Comprehensive General Plan.

In 1977 Aliquippa completed a Comprehensive Community Development Plan. The plan was never adopted by the City. The 1977 Comprehensive Community Development Plan identified the trends of the declining population and blighting, particularly in the northeast portion of the City including West Aliquippa, Plan 11 and Plan 11 Extension, and McDonald Heights, as noted in 1964. The 1977 Comprehensive Community Development Plan promoted continuation of the same land use plan established by the 1964 Comprehensive General Plan. Additional plans have been completed in the City. The 1995 City of Aliquippa Comprehensive Plan will reference the previous comprehensive plans and other relevant plans to identify trends and changing assumptions.

Since completion of the City’s previous comprehensive plans, mandates such as the need for recycling, compliance with the American With Disabilities Act, and fair housing concerns and local government responsibilities have increased. In addition to implementation of the Fair Housing Act, the City must cope with mandates and their impact to the City's land use pattern and policies resulting from changes in environmental programs and policies. As mandates impacting the local government have increased, resources to implement the mandates in addition to managing the day-to-day responsibilities of the local government, have decreased. Residents of the City are sensitive to the siting of land uses required to fulfill the mandates in addition to new and altered land uses that have developed as a result of the changing household and economic characteristics of the City.

The result is the need to ensure that the changes in the demographic, and economic character of the City and region in addition to the changes required as a result of the various mandates, can be accommodated in agreement with the existing land use policies of the City and with the least amount of interference with comprehensive planning goals and objectives. Alternately there is the need to formulate goals and
objectives and implement policies to address the changing conditions. Because of scarce resources, there will be the need to identify the most efficient solutions in consideration of the City's land use goals and objectives.

Since completion of the City's previous comprehensive plans land use in Aliquippa has experienced some changes. Perhaps the most significant change was the J&L steel plant. The plant closing has created other impacts to the City's land use patterns and socioeconomic character. Part III of the 1995 City of Aliquippa Comprehensive Plan identifies the land use pattern and trends in the land use pattern since completion of the previous comprehensive plans.

Sections II and III of the City of Aliquippa Comprehensive Plan serve as a data base for the development of the policies to be formulated by Section IV. In addition to identifying existing conditions, the data base will provide, where possible, a review of conditions noted by the previous comprehensive plans and serve to update the status of policies and proposals recommended by the previous comprehensive plans.

C. HOW IS THE CITY OF ALIQUIPPA COMPREHENSIVE PLAN IMPLEMENTED?

There is no single agency in the City that has the ability to execute the City of Aliquippa Comprehensive Plan. The City of Aliquippa Comprehensive Plan requires community-wide support to ensure implementation. The major technique, however, available to the City for implementation of the City of Aliquippa Comprehensive Plan is through the Zoning Ordinance and the City's other land development regulations prepared by the Planning Commission and approved and adopted by the City Council.

The City of Aliquippa Comprehensive Plan provides a framework for the development of the community. The Zoning Ordinance serving to regulate the use of lands within the community, is conceived to implement the policies of the adopted City of Aliquippa Comprehensive Plan. The Zoning Ordinance gives consideration to its goals and objectives, the character of the City, the needs of the citizens, and the suitabilities and special nature of particular parts of the City as based upon the findings and policies developed by the City of Aliquippa Comprehensive Plan. In updating its Zoning Ordinance, the Planning Commission will look to the assumptions, objectives and policies of the City of Aliquippa Comprehensive Plan and seek substantial consistency between the comprehensive plan and the zoning which implements the policies of the comprehensive plan.

The City's Capital Improvement Program (CIP) is also used in implementing the adopted City of Aliquippa Comprehensive Plan. The CIP schedules the future provision of capital improvements based on the need for various projects, and on the City's financial ability to pay for the improvements. Formulation of a CIP is based on the City's overall goals and objectives for developing capital projects, some of which are articulated in the City of Aliquippa Comprehensive Plan. There is a high degree of interaction between the CIP and the City of Aliquippa Comprehensive Plan. The type, location, capacity, and ultimately the cost, of future capital improvements are determined by the development allowed under the City of Aliquippa Comprehensive Plan.

Finally the City of Aliquippa Comprehensive Plan will be implemented by the City Council, as they make decisions regarding the use of funds. For example, as a decision making tool the City Council will seek to ensure that its resources are distributed consistent with the assumptions, objectives,
and policies of the City of Aliquippa Comprehensive Plan and further will help to realize its polices which were developed through the public process.
II. DEMOGRAPHIC ANALYSIS
In this section of the *City of Aliquippa Comprehensive Plan*, demographic and socio-economic characteristics of the City are described to identify past conditions and trends in the City of Aliquippa. Demographic information is important in making planning decisions involving the physical, economic and social development of Aliquippa. Most importantly, the demographic data will serve as a basis for determining needs and identifying opportunities and constraints.

The statistical information in this section of the *City of Aliquippa Comprehensive Plan*, unless noted, was derived from census reports published by the U.S. Bureau of the Census. Because statistics in the census data products are based on the collection, tabulation, editing, and handling of questionnaires, errors in the data are possible. Therefore it is important to take care when reviewing the census derived statistics in this section.

In addition to errors occurring during the collection of the census data, it is noted that much of the census data presented in this section is based on sample data rather than 100 percent reporting and is therefore subject to sampling error. One hundred percent data, where used, is subject to non-sampling error. Because of sampling and non-sampling errors, there may be discrepancies in the reporting of similar types of data, however, the discrepancies will not negate the usefulness of the census data to conduct the analysis.

The following presents City-wide population characteristics and trends.

**A. CITY OF ALIQULPPA GENERAL POPULATION TRENDS**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaver County</td>
<td>206,948</td>
<td>208,418</td>
<td>204,441</td>
<td>186,093</td>
<td>-11.2</td>
</tr>
<tr>
<td>City of Aliquippa</td>
<td>26,369</td>
<td>22,277</td>
<td>17,094</td>
<td>13,374</td>
<td>-49.3</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>11,319,366</td>
<td>11,793,909</td>
<td>11,863,895</td>
<td>11,881,643</td>
<td>5.0</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

Over the years, Aliquippa has experienced many changes. From the turn of the century to the 1940's the City's population expanded rapidly because of the investment by the Jones & Laughlin (J&L) Steel Company. Aliquippa's population peaked in 1930 when 27,116 persons resided in the community. From 1930 to 1970 Aliquippa's population decreased marginally to approximately 22,300. It is expected that much of the population decrease during this time period resulted from the decentralizing of Beaver County's densely settled urbanized centers, such as Aliquippa with the pattern generally consisting of households leaving the older and largely developed communities in search of new housing in the nearby suburban communities. The decreasing population from 1930 to 1970 also resulted from the gradual decline of the steel industry with the mill's employee population dropping from a high of 14,000 to 3,500. With the decline in the regional economy as a result of the economic downturn in the primary metals industry, from 1970 to 1980, the community's population decreased by 23 percent to 17,094 persons as households left the community and region to seek employment. From 1980 to 1990 as J&L ended most of its operations at the Aliquippa works, the City's population decreased an additional 22 percent. As of 1990, Aliquippa had the largest population of the 56 communities in...
Beaver County with 13,374 persons. The community’s 1990 population represents 49 percent of its 1930 peak population.

An indication of the population decrease in Aliquippa occurring as a result of out-migration by households seeking employment and suburbanization is the smaller size of the households residing in the City as compared with County-wide statistics. The continuously smaller size of the City’s households is a result of the general aging of the population compounded by out-migration of the younger population because of worker dislocation, and a decrease in the birth rate of the total population. The larger household size found County-wide than in the City of Aliquippa, is indicative of younger family households who have moved out of the City to take advantage of its suburban setting and larger and newer single-family housing stock.

### Persons per Household

<table>
<thead>
<tr>
<th></th>
<th>1970 Persons Per Household</th>
<th>1980 Persons Per Household</th>
<th>1990 Persons Per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaver County</td>
<td>3.21</td>
<td>2.81</td>
<td>2.54</td>
</tr>
<tr>
<td>City of Aliquippa</td>
<td>3.57</td>
<td>2.67</td>
<td>2.38</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>3.10</td>
<td>2.74</td>
<td>2.57</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

While Aliquippa’s total population has decreased, its remaining residents have aged. In 1990, 15.5 percent of the community’s population or 2,656 persons were 65 years and over. The median age of the population increased from 35.9 years in 1980 to 38.4 years old in 1990. By 1990, 22 percent of the population or 2,910 persons were age 65 years and older. Other age groups experiencing an increase in the percent of the community’s population from 1980 to 1990 were persons 25 to 44 years old and correspondingly persons nine years and under resulting from the increase in the percentage of the population in the childbearing years age group of 25 to 44 years old.

Aliquippa’s population in the nine years and under age group and the 25 to 44 years old age group increased as a percentage of the total population from 1980 to 1990. The total number of persons in both age groups decreased from 1980 to 1990. The community’s population of persons age 65 and over therefore was the only age group in Aliquippa between 1980 and 1990 that experienced an increase both as a percentage of the population and in absolute numbers. County-wide, the median age of the population is 37.0 years. In Beaver County the population of persons age 65 and over is 17 percent, similar to the State-wide figure of 15.5 percent.
### Population by Age

<table>
<thead>
<tr>
<th>Age</th>
<th>1990 Population Number</th>
<th>1990 Population Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5 years</td>
<td>993</td>
<td>7.4</td>
</tr>
<tr>
<td>5-9 years</td>
<td>910</td>
<td>6.8</td>
</tr>
<tr>
<td>10-14 years</td>
<td>783</td>
<td>5.9</td>
</tr>
<tr>
<td>15-19 years</td>
<td>744</td>
<td>5.6</td>
</tr>
<tr>
<td>20-24 years</td>
<td>755</td>
<td>5.6</td>
</tr>
<tr>
<td>25-34 years</td>
<td>1,953</td>
<td>14.6</td>
</tr>
<tr>
<td>35-44 years</td>
<td>1,491</td>
<td>11.1</td>
</tr>
<tr>
<td>45-54 years</td>
<td>1,161</td>
<td>8.7</td>
</tr>
<tr>
<td>55-64 years</td>
<td>1,674</td>
<td>12.5</td>
</tr>
<tr>
<td>65-74 years</td>
<td>1,803</td>
<td>13.5</td>
</tr>
<tr>
<td>75 and older</td>
<td>1,107</td>
<td>8.3</td>
</tr>
<tr>
<td>Total</td>
<td>13,374</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

Aliquippa’s 1980 population consisted of 71 percent white persons and 29 percent non-white persons. By 1990, Aliquippa’s white population decreased 26 percent to include 9,075 persons or 68 percent of the population. By 1990, the non-white population decreased by 12 percent to include 4,299 persons or 32 percent of Aliquippa’s population. Aliquippa’s non-white population is predominantly black.

### Population by Race

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
<th>White</th>
<th>Black</th>
<th>Am Ind, Eskimo</th>
<th>Asian</th>
<th>Other</th>
<th>Asian Origin*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>17,094</td>
<td>12,191</td>
<td>4,841</td>
<td>9</td>
<td>21</td>
<td>32</td>
<td>111</td>
</tr>
<tr>
<td>1990</td>
<td>13,374</td>
<td>9,075</td>
<td>4,259</td>
<td>9</td>
<td>8</td>
<td>23</td>
<td>96</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

*Persons of Hispanic Origin may be of any race.

The U.S. Census Bureau has prepared population estimates updating the 1990 census data. The estimates were completed through July 1, 1992. 1992 estimates for the City of Aliquippa indicate that the population increased by 2.2 percent to 13,664 persons. The U.S. Census Bureau estimates that the County’s 1992 population increased by 1.2 percent to 188,297 persons. The 1992 population estimates for the City of Aliquippa and Beaver County coincide with the overall slow and gradual growth experienced state-wide from 1990 to 1992. Additional population estimates updating the change in the City’s population will be available from the U.S. Census Bureau in 1996 providing an estimate of the City’s 1994 population and again in 1998 providing an estimate of the 1996 population. With the noted increase in the City’s population of persons of child bearing ages, it is expected that there will be continued growth in the population provided jobs become available in the City and region. In agreement with the state-wide population growth, any population growth in Aliquippa will be slow. Because there is very limited land in the City for new development, particularly residential development, a substantial population increase is not anticipated.
B. CITY OF ALIQUIPPA SOCIOECONOMIC DATA

The following information gives an overview of the socioeconomic character of the City. The information is not intended to substitute for detailed market analysis and economic studies that might be necessary to fully understand the area's economy. The information, however, provides a direction for further study and an understanding of the economic development issues facing the area. The information will also be useful in devising land use policy for the City of Aliquippa Comprehensive Plan complementary of on-going economic development efforts being undertaken by the City and other agencies.

<table>
<thead>
<tr>
<th>Labor Force Status</th>
<th>City of Aliquippa</th>
<th>Beaver County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990</td>
<td>1990</td>
</tr>
<tr>
<td>Persons 16 years and over</td>
<td>10,566</td>
<td>147,368</td>
</tr>
<tr>
<td>Labor Force</td>
<td>4,737</td>
<td>82,722</td>
</tr>
<tr>
<td>Percent of persons 16 years and over</td>
<td>44.8</td>
<td>56.1</td>
</tr>
<tr>
<td>Civilian labor force</td>
<td>4,721</td>
<td>82,544</td>
</tr>
<tr>
<td>Employed</td>
<td>4,038</td>
<td>75,901</td>
</tr>
<tr>
<td>Unemployed</td>
<td>683</td>
<td>6,643</td>
</tr>
<tr>
<td>Percent of civilian labor force</td>
<td>14.5</td>
<td>8.0</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

Employment in Aliquippa and Beaver County, based upon occupation by sector, has undergone massive changes from the late 1970's to the present because of the area's historically heavy reliance on the steel industry as the primary source of employment. Beaver County had a total labor force of 100,900 persons in 1979 and an unemployment rate of seven percent. By 1983, following the collapse of the steel industry, the County's labor force decreased to 78,200 persons and unemployment increased to 23 percent. In 1990, unemployment in Beaver County decreased to eight percent as the County's economy shifted away from the goods producing sector towards the services producing sector. Beaver County's labor force, however, decreased by 41 percent from 1980 to 1990. As of July, 1995 Beaver County's labor force consisted of 85,900 persons and unemployment was 6.4 percent.

From 1980 to 1990 employment of Aliquippa's population has undergone similar changes as that of Beaver County. The 1980 U.S. Census reported that Aliquippa's labor force included 7,489 persons with an unemployment rate of 10.5 percent. From 1980 to 1990, Aliquippa's labor force decreased by 46 percent to 4,737 persons. 1990 unemployment in Aliquippa was 14.5 percent. Information similar to the information available at the County level regarding the current status of the labor force is not available for the City of Aliquippa with the 1990 Census providing the most up to date information. It is expected that as the economy of Beaver County has rebounded in recent years, the unemployment rate of the City's population has decreased. It is anticipated that the Pittsburgh International Airport, within an easy commute of the City, has created employment opportunities for residents.

Between 1980 and 1990, employment in the goods producing industries in Beaver County has rapidly declined. It is expected that the change in the economy of the County was similar to that which has been occurring nationally for the past few decades. From 1980 to 1990, as the County was experiencing high unemployment there was an increase in the service sector of the economy evidenced by an increase in services producing employment and a decrease in goods producing employment. In 1980, 69 percent
of the County's population was employed in goods producing industries. By 1990 only 25 percent of the labor force was employed in goods producing industries. While much of the County's loss of jobs in the good producing sector results from the decline of the primary metal industry and plant closings and relocations, it is expected that employment declines also result from improved efficiency or labor saving technology as having resulted in the need for fewer jobs.

Goods producing jobs represent the area economy's most basic sector. The loss of goods producing jobs as has occurred in Aliquippa, results in a downward spiral in the overall sales and profitability of retail, service, and related sectors of the economy evidenced by the decline of the City's Franklin Avenue business district. When any community suffers rapid job losses, particularly in traditionally high wage positions, other critical problems arise, including population loss, declines in income tax revenue, health and housing problems, and an increased proportion of discouraged workers.

### Nonagricultural Wage and Salary Employment

<table>
<thead>
<tr>
<th>Industry Group</th>
<th>Beaver Co. 1980</th>
<th>Beaver Co. 1990</th>
<th>City 1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goods Producing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture and Mining</td>
<td>69.0%</td>
<td>24.7%</td>
<td>18.1%</td>
</tr>
<tr>
<td>Construction</td>
<td>1,692</td>
<td>1,277</td>
<td>40</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>34,308</td>
<td>4,890</td>
<td>215</td>
</tr>
<tr>
<td>Services</td>
<td>35,300</td>
<td>12,344</td>
<td>474</td>
</tr>
<tr>
<td>Services Producing</td>
<td>31.0%</td>
<td>75.3</td>
<td>81.9%</td>
</tr>
<tr>
<td>Transportation</td>
<td>5,700</td>
<td>7,150</td>
<td>349</td>
</tr>
<tr>
<td>Communication</td>
<td>510</td>
<td>2,374</td>
<td>39</td>
</tr>
<tr>
<td>Trade, Whole, Retail</td>
<td>12,500</td>
<td>17,595</td>
<td>1,049</td>
</tr>
<tr>
<td>Finance, Insurance, Real Estate</td>
<td>2,000</td>
<td>3,909</td>
<td>236</td>
</tr>
<tr>
<td>Services</td>
<td>9,500</td>
<td>24,562</td>
<td>1,502</td>
</tr>
<tr>
<td>Public Administration</td>
<td>1,800</td>
<td>1,881</td>
<td>134</td>
</tr>
<tr>
<td>Total</td>
<td>103,310</td>
<td>75,982</td>
<td>4,038</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

The City's labor force is more concentrated in the services producing sectors than the County's labor force. In 1990, 82 percent of the City's wage and salary employment was concentrated in goods producing industries.

### Employment by Occupation

<table>
<thead>
<tr>
<th>Occupation</th>
<th>City of Aliquippa</th>
<th>Beaver County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990 Total</td>
<td>1990 (%)</td>
</tr>
<tr>
<td></td>
<td>Beaver County 1990 Total</td>
<td>1990 (%)</td>
</tr>
<tr>
<td>Managerial &amp; Professional Specialties</td>
<td>697</td>
<td>17.2</td>
</tr>
<tr>
<td>Technical, Sales and Admin. Support</td>
<td>1,468</td>
<td>36.4</td>
</tr>
<tr>
<td>Service</td>
<td>936</td>
<td>23.2</td>
</tr>
<tr>
<td>Farming, Forestry, Fishing</td>
<td>40</td>
<td>1.0</td>
</tr>
<tr>
<td>Precision Production, Craft and Repair</td>
<td>336</td>
<td>8.3</td>
</tr>
<tr>
<td>Operators, Fabricators, Laborers</td>
<td>561</td>
<td>13.9</td>
</tr>
<tr>
<td>Total</td>
<td>4,038</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

City of Aliquippa Comprehensive Plan
Based on a review of employment by occupation the City of Aliquippa's labor force has a larger proportion of its labor force within the services producing occupations.

A review of the income data indicates that in 1990, per capita and household incomes were lower in Aliquippa than in Beaver County. The lower income is indicative of the urbanized setting of the City that is populated by older households than those County-wide. The lower income also results from the closing of the J&L Aliquippa works and the long-lasting impact it has had on the community. The percent of persons below poverty is significantly greater in the City than in the County. Poverty in the City of Aliquippa is particularly a problem of female headed households and children. Of 1,135 female headed households in the City, the 1990 U.S. Census reported that 56 percent were below poverty. Seventy-five percent of the female headed households with children under 18 years are below the poverty level.

### Income Data- 1990

<table>
<thead>
<tr>
<th></th>
<th>City</th>
<th>Beaver County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Per Capita Income</td>
<td>8,892</td>
<td>11,683</td>
<td>14,068</td>
</tr>
<tr>
<td>Median Household Income</td>
<td>16,806</td>
<td>24,276</td>
<td>29,069</td>
</tr>
<tr>
<td>Persons Below Poverty (%)</td>
<td>27.7</td>
<td>13.1</td>
<td>11.1</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

Median household income in City of Aliquippa as reported by the 1990 U.S. Census was $16,806. The 1990 median household income represents just a 1.1 percent increase from the 1980 median household income of $16,618. Generally household incomes in the City are low with 45 percent of the households in the City reporting incomes of less than $25,000. Further, only four percent of the total households in the City have incomes above $50,000. Aliquippa's 1990 median income was approximately 69 percent of the County-wide median income and just 58 percent of the State-wide median income.

### Household Income

<table>
<thead>
<tr>
<th>City of Aliquippa Income Category</th>
<th>1990 Households</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $5,000</td>
<td>723</td>
<td>12.9</td>
</tr>
<tr>
<td>$5,000 to $9,999</td>
<td>1,154</td>
<td>20.7</td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>611</td>
<td>10.9</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>1,286</td>
<td>23.0</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>775</td>
<td>13.9</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>785</td>
<td>14.2</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>183</td>
<td>3.3</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>30</td>
<td>0.5</td>
</tr>
<tr>
<td>$100,000 to $149,000</td>
<td>13</td>
<td>0.2</td>
</tr>
<tr>
<td>$150,000 and more</td>
<td>25</td>
<td>0.4</td>
</tr>
<tr>
<td></td>
<td>5,585</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census
III. INVENTORY OF EXISTING CONDITIONS
A. **LAND USE**

In formulating comprehensive planning strategies for the community, it is important to develop a clear understanding of land use trends. The extent and variety of land uses are among the strongest determinants of a community's character and often serve as the basis for comprehensive planning and zoning decisions. As part of the *City of Aliquippa Comprehensive Plan*, a generalized land use inventory was completed in the summer of 1995. The generalized results of the inventory are depicted on the *City of Aliquippa Comprehensive Plan* Land Use map.

The City of Aliquippa is a 5.25 square mile community located in the southeast portion of Beaver County about 20 miles northwest of Pittsburgh along the Ohio River. The City is one of 13 “River Bottom Communities” along the Ohio River. The 13 communities represent the traditional urban center of Beaver County. As noted by the 1964 *Comprehensive General Plan* the City of Aliquippa’s physical characteristics have greatly influenced the land use patterns within its borders and have to a large extent determined the pattern of development.

**Industrial Land Use**

Heavy industrial land use in Aliquippa, consisting of the steel mill, located along the flat river bottom adjoining the Ohio River. The location allowed the steel mill to take advantage of barge, rail, and truck routes connecting it with suppliers and other producers located along the Ohio River corridor and the market. With the shutdown of the Aliquippa Works much of the City’s industrial land use along the riverfront has been demolished. Portions of the riverfront, however, continue to be used for heavy industry, such as the operations of J&L Structural, Inc., SHASTA J&J Forging, Aliquippa Forge, A&S Railroad, and the LTV tin mill. No other areas of the City are now or have ever been used for industrial purposes.

**Commercial Land Use**

As Aliquippa grew and prospered with the local steel production, a business district containing much of the community’s commercial land use formed in the narrow ravine adjoining the steel mill. The Franklin Avenue Business District consists of a five block area from the intersection of Franklin Avenue with Constitution Boulevard (Route 51) west to Engle Street. The business district is bounded on the north by Sheffield Avenue and the south by Elm Alley. During the peak production years of the steel mill the Franklin Avenue Business District contained over 100 businesses, including a company owned department store. In addition to serving as the primary shopping district for Aliquippa, the Franklin Avenue Business District also served as a major shopping destination for much of Beaver County. From the 1950’s to the 1970’s as the City’s residential neighborhoods developed to the west in the New Sheffield portion of Aliquippa, businesses in the Franklin Avenue Business District also migrated. With the development of Beaver Valley Mall and the Green Garden Plaza along the Route 60 corridor in the 1970’s the outmigration of businesses from the Franklin Avenue Business District became even more pronounced. By the mid-1970’s the majority of the patron’s of the Franklin Avenue Business District were the employees of the steel mill. With the collapse of the steel mill in the 1980’s, the Franklin Avenue Business District also suffered significant decline with store vacancies rising beyond 60 percent. In the 1980’s the Franklin Avenue Business District evolved to a place where unemployed steel workers loitered and alcohol and drug use became issues of public concern.
The active portion of the Franklin Avenue Business District is now centered between School Way and Engle Street. The district is anchored on the east by City Hall and on the west by the Post Office. The City's public library is located on Franklin Avenue to the immediate west of the business district. To the east of School Way to Route 51, many of the buildings are vacant. Because of major demolition by the City, much of the land east of School Way is also vacant.

From the late 1980's to the present the Franklin Avenue Business District has begun to recover with commercial land uses relocating to the business district. Generally the commercial land uses in the Franklin Avenue Business District are neighborhood oriented providing convenience items and services to local residents adjoining the area. The City's 1995 application to the Pennsylvania Department of Community Affairs (DCA) Downtown Pennsylvania Program identifies 84 storefronts in the Franklin Avenue Business District. The application identifies 55 percent of the storefronts are occupied. Nearly 20 percent of the storefronts are occupied by food service/dining establishments; 14 percent are occupied by bars/lounges/alcoholic beverages establishments, and 12 percent are occupied by professional businesses.

In addition to the Franklin Avenue Business District, a second area of concentrated commercial land use in Aliquippa is located along Brodhead Road and Sheffield Street. The Brodhead Sheffield commercial district, located along a major local and regional transportation corridor, contains varied professional, personal, and retail services land uses serving the needs of the adjoining neighborhoods in addition to regional needs. Because of its location along the roadway in a strip configuration with land uses accessed primarily by autos, traffic safety is a concern. The commercial strip business uses also contain a variety of large signs or portable signs, many with flashing lights, all combining to create visual clutter along the commercial strip at a major entrance to the City.

Finally, commercial land uses consisting of neighborhood oriented uses are found concentrated at a few scattered sites around the City. The most viable of the neighborhood commercial areas is located along Main Street. Small neighborhood commercial areas are also found in West Aliquippa at 3rd Street and Main Avenue and in Plan 11 at Adams Street and 5th Avenue. Commercial land uses at the two districts are very limited.

Residential Land Use

The dominate land use in Aliquippa is residential. As the City of Aliquippa was developed by the Woodlawn Land Company, the J&L Steel owned development company, the residential land use was located on the hills and plateaus adjoining the industrial land use at the riverfront. Because of the steep topography, the residential land use is contained in distinct and separated neighborhoods or plans. Within the plans, residential land use is distinguished by type. The topography in the northeast portion of the City also limited buildable lot areas with the result being a dense development pattern with lot sizes varying from 1,500 square feet to 4,000 square feet. It is expected that the dense development pattern in combination with the old age of the housing stock in the northeast portion results in the greatest concentration of blight and abandonment.

The newer residential uses are located in the western portion of Aliquippa, generally west of 20th Street. Residential land use in the western portion of the City contains fairly uniform lot sizes resulting from less severe topographic constraints in addition to planned subdivision of the land. Residential density
in the western portion of the City is classified as low to medium with lot sizes varying from 4,000 square feet to over 8,000 square feet.

As identified by the Housing section of this part of the City of Aliquippa Comprehensive Plan, residential land use consists primarily of single-family dwellings. The City also contains multi-family residential land uses including high rise developments. Multi-family residential land use is concentrated in the eastern portion of the City in the vicinity of Superior Avenue, Second Avenue, and the eastern portion of the Sheffield Terrace Plan.

Public and Semi-Public Land Use

Public and semi-public lands are also found in the City. Public and semi-public land uses include land owned by the school district, the hospital, and government owned buildings such as the City Hall and the firehouse. The City’s parks and recreation lands are also identified as public and semi-public land uses. Public and semi-public land uses also include sites owned by non-profit organizations including churches, private schools, and social service agencies. The public and semi-public land uses are scattered throughout the City with no distinct pattern to land use comparable to the other land use categories. Major uses identified in the public and semi-public land use category are Aliquippa High School, City Hall, and Aliquippa Hospital. Some of the public and semi-public land uses are described in the Community Services section of this part of the City of Aliquippa Comprehensive Plan.

Vacant Land

The final land use category indicated on the Generalized Existing Land Use Map is vacant. Vacant lands encompass all areas not devoted to a specified use. Because of the steep topography that has prevented development in the eastern portion of the City, there are large vacant and wooded tracts in the City. As noted by the City’s 1977 Comprehensive Community Development Plan, vacant lands constitute 29 percent of Aliquippa’s land area. Because of the steep slopes associated with the lands, most are not developable. With the clearing of the J&L steel mill at the riverfront, it is expected that the amount of vacant land in the City has increased. Vacant lands also include small parcels generally consisting of less than five acres available for infill development within developed areas. The amount of vacant infill parcels has also increased since completion of Aliquippa’s 1977 Comprehensive Community Development Plan due to demolition of vacant dilapidated structures by the City.
LEGEND
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC/SEMI PUBLIC
- VACANT

GENERALIZED LAND USE
1995 Comprehensive Plan
City of Aliquippa
Beaver County, Pennsylvania

Prepared by
Mullen & Loogren & Associates, Inc.
Philadelphia-Pittsburgh, PA

The preparation of this map was financed in part through a SPAG Grant from the
PA Department of Community Affairs under the provisions of Act 6A approved
June 16, 1994, as administered by the Bureau of Community Planning,
Pennsylvania Department of Community Affairs.
Changes in Land Use and Noted Problems

Since completion of the last planning program in the City in 1977, changes have occurred in land use. Additionally, there are anticipated changes in land use in Aliquippa. The changes in land use in combination with some of the social and economic trends outlined in Part II of the *City of Aliquippa Comprehensive Plan* require consideration in devising land use policies as part of this planning program.

- Riverfront Redevelopment

The most significant change occurring in the City was the closing of the J&L steel plant. The J&L steel mill in Aliquippa was located on a 600-acre riverfront site that was part of a seven-mile riverfront industrial community. In the second half of the 20th Century there was a gradual decline in the heavy industrial sector culminating with the collapse of the steel industry in 1983. For many years the closed mill site in Aliquippa was regarded as an eyesore with no plans for reuse. Recently, however, vacant and obsolete structures on the site have been cleared and plans have been developed to reuse some of the site.

Through the activities of three parties, Aliquippa’s riverfront industrial site is being redeveloped. The parties include the Beaver County Corporation for Economic Development (BCCED), Bet-Tech International, and J&L Structural Steel. BCCED owns and is developing 80 acres located at the site’s Franklin Avenue entrance. Bet-Tech International owns 220 acres to the north of the BCCED site. Finally, J&L Structural Steel is operating the tin mill on the site. It is understood that J&L Structural Steel has an agreement for the purchase of 40 acres to expand its use. The three parties propose developing light industrial and manufacturing uses on the site creating a new and diverse industrial community at the City’s riverfront.

Presently, environmental remediation of the riverfront site is occurring. Some new roads to serve the site have been constructed. Utility improvements are also taking place. Plans by BCCED for its 80 acres of the riverfront site involve subdivision into parcels of various sizes for development as industrial sites. BCCED anticipates half of its site will be developed over the next ten years. Bet-Tech International similarly anticipates subdividing its site with development for a variety of light industrial distribution uses and manufacturing. No information is available regarding build-out of the Bet-Tech International site. Neither BCCED nor Bet-Tech International have sold or leased any of their lands. J&L Structural Steel anticipates use of its portion of the site to expand capacity of its junior beam manufacturing operation.

Access to the riverfront site is very limited. Access to the riverfront site is available on Bridge Street through the West Aliquippa neighborhood and through the Franklin Avenue tunnel under Route 51. To enhance access to the site, a new bridge over the Ohio River has been recommended. The new bridge is proposed to serve as a replacement to the existing Ambridge bridge south of the City on Route 51. In addition to a new bridge, upgrading of the Route 51/Franklin Avenue interchange is proposed. The upgrading of the interchange will improve access to the Franklin Avenue Business District. Further discussion regarding the alignment and status of the bridge is provided in the Transportation and Circulation section of this Part of the *City of Aliquippa Comprehensive Plan*.

A concern noted by the City’s 1977 *Comprehensive Community Development Plan* was the detrimental impact created by the location of the steel mill surrounding the West Aliquippa neighborhood. With the demolition of the steel mill, the conflict between the heavy industrial use and the residential...
neighborhood has been eliminated. In recent years many abandoned structures in the West Aliquippa neighborhood have demolished removing blighting influences. Additionally, many of the streets in the neighborhood have been repaved adding to the appearance of renewal. An objective of the City of Aliquippa Comprehensive Plan will be to ensure that redevelopment of the City's industrial riverfront does not negatively impact on-going revitalization of the West Aliquippa neighborhood.

In October 1994, the Pennsylvania Department of Community Affairs commissioned a Regional/Urban Design Assistance Team (R/UDAT) study of Aliquippa. The R/UDAT study was completed by the American Institute of Architects and the Pennsylvania Society of Architects. The R/UDAT study noted that while the City is a riverfront community, it has never had a sense of connection to the waterfront. With the shutdown of the Aliquippa Works steel mill, it is possible that for the first time in ninety years, riverfront property in the City may be used for non-industrial uses. Route 51 and the CSX main line create physical barriers between Aliquippa and the water. The plans by the riverfront property owners indicate that the site will remain industrial. The R/UDAT team concluded, however, that despite the constraints the opportunity to bring the City closer to its river is one which must be pursued. Failure to do so would effectively prevent Aliquippa from being connected to the river for another 100 years. Recognizing the importance of the riverfront in the development of the City and the opportunity it provides for expansion of the City's open space network, the City of Aliquippa Comprehensive Plan will promote public access policies with the goal of improving access to the riverfront while fostering economic redevelopment of the site through industrial use. Pursuing waterfront public access strategies may also serve to prevent the enclosing of the West Aliquippa neighborhood by industrial development at the riverfront.

• Commercial and Residential Land Use Conflicts

Another land use conflict was identified by the City's 1977 Comprehensive Community Development Plan. The land use conflict involved spot commercial and mixed residential commercial uses encroaching into the residential areas and creating traffic congestion. With the migration of commercial land uses outside the community to the suburbanizing areas of Beaver County, the conflict is not as severe as it may have been at the time of the completion of the City's 1977 Comprehensive Community Development Plan. The 1995 City of Aliquippa Comprehensive Plan will, however, review the status of the conflict and propose strategies for siting commercial land use considerate of residential land use while also complementing on-going efforts to revitalize the Franklin Avenue Business District.

• Redevelopment of Franklin Avenue Business District

As previously noted, the Franklin Avenue Business District adjoining the riverfront industrial site has been experiencing some recovery. In the past two years ten new businesses have located within the Franklin Avenue Business District. The Franklin Avenue Business District is still, however, regarded as a blighted area characterized by decaying buildings and overgrown vacant lots that serve as dumping grounds.

Over the past four years efforts have been undertaken to revitalize the area. The efforts that are described below, serve to recognize the opportunity for redevelopment of the Franklin Avenue Business District. Redevelopment of the Franklin Avenue Business District will provide commercial and convenience services to the redeveloped riverfront in addition to the residential community adjoining the business district.
In 1991, the Aliquippa Alliance for Unity and Development (AAUD) commissioned a Retail Market Assessment for downtown Aliquippa. The study was conducted as the basis for developing strategies to enhance existing businesses, attract additional businesses to the Franklin Avenue Business District, and guide the further enhancement and development of commercial space within the business district. The reason that the AAUD in cooperation with the City targeted the Franklin Avenue Business District, the City’s traditional downtown, was that it is anticipated if improvements take root in the area, then the image of the area could be improved and benefit the entire community. As a result of the study and other events, the AAUD has initiated the following programs:

- In an effort to realize the objectives set forth in the Retail Market Assessment, the AAUD expanded its incubator located at the Renaissance Place Business Development Center in the Franklin Avenue Business District. The renovations were funded by a grant from the Aliquippa, Ambridge, Harmony Enterprise Zone. The business incubator provides office space, support services, and technical consulting to all businesses on Franklin Avenue. The AAUD encourages the businesses to use both the premises and the equipment at the Renaissance Place Business Development Center. The intent is to provide businesses with access to services and equipment that may not be on hand at the particular establishment.

- The AAUD brings a consultant from the Duquesne Small Business Development Center to Aliquippa once a week to meet with and aid existing and start-up business owners, free of charge, with issues of business operation.

- The AAUD and its subsidiary, the Aliquippa Development Corporation (ADC) involve themselves in downtown advocacy projects to aid merchants in addressing common needs like basic services, safety, police presence, better sidewalks, and infrastructure improvements.

- The AAUD or the ADC participate in downtown image improvement initiatives including:
  - Financial Incentive Program. The ADC coordinates the awarding of CDBG funds for up to 70 percent reimbursement to building and business owners who complete approved exterior improvements.
  - Special Loan Pools. The AAUD has developed loan pools with local banks to encourage physical improvements of buildings in the Franklin Avenue Business District. The loan pools tie closely to the design guidelines of the Financial Incentive Program.
  - Design Seminars. The AAUD sponsors an annual seminar to explain the best ways to use the facade incentive program.
  - Downtown Welcome Signs. The ADC has raised funds and sited three "Welcome to Aliquippa" signs at the entry points to the Franklin Avenue Business District.
  - Streetscape. The AAUD is participating in initiatives to address and improve both the short-term and long-term appearance of the Franklin Avenue Business District. Short-term projects include clean-ups and painting. The most recent long-term project
involves participation with the City in applying for streetscape funding to replace the sidewalks and curbs on Franklin Avenue.

Downtown Lighting. The AAUD is working with the City to develop a way to relight a minimum of 14 streetlights in the Franklin Avenue Business District.

- The AAUD is working with the businesses in the Franklin Avenue Business District to provide a business directory for distribution throughout the community.
- The City and the AAUD have hired a consultant to assist with developing a market concept for the Franklin Avenue Business District.
- The board of the ADC is studying the potential of creation of a merchants association within the Franklin Avenue Business District.
- The AAUD hosts special events within and for the community to raise awareness, to encourage community pride, and to build partnerships that lead to revitalization. Among the events are the annual Aliquippa Arts Festival, and a holiday snowflake project to decorate Franklin Avenue.
- The City and the AAUD have applied to the Pennsylvania Department of Community Affairs Downtown Pennsylvania Program. If approved, the City’s Mainstreet Program will be carried out by the ADC. The objectives of the program are to better the image of the community, enhance cooperation, improve the appearance of the Franklin Avenue Business District, and encourage partnerships that will steer Aliquippa through a 25 year rebuilding process that balances the process of decline.

As part of the City of Aliquippa Comprehensive Plan, land use strategies will be considered to coordinate with and enhance the ongoing programs being implemented to revitalize the Franklin Avenue Business District.

- The “Bricks”

The City of Aliquippa is largely developed or constrained from development by steep slopes. It is anticipated that major development in the City will involve redevelopment or small infill development within developed areas. Redevelopment will be concentrated in the Franklin Avenue Business District and along the riverfront. There is, however, one larger vacant site available for development. The site is identified as the “Bricks”. The Bricks is a five acre site in Plan 12 that was acquired and cleared by the Beaver County Redevelopment Authority in the early 1980's. Access to the Bricks is provided by Carrol and Temple Streets. As part of the City of Aliquippa Comprehensive Plan consideration will be made to the land use policies for the site as implemented by the City’s Zoning Ordinance.

- Zoning Issues

The City of Aliquippa’s Zoning Ordinance and other land use regulations were formulated upon completion of the 1964 Comprehensive General Plan. Although there have been amendments to the Zoning Ordinance and land use regulations, many of the land use regulations are out of date. In 1988 the Pennsylvania Municipalities Planning Code (MPC) underwent a substantial amendment enabling
communities to use new and innovative solutions to local land use and planning problems. Additionally, the 1988 amendment to the MPC provided for expanded definitions. None of the regulations established by the 1988 amendment to the MPC have been incorporated in the City of Aliquippa's zoning and land use regulations.

While the above described City of Aliquippa land use pattern is not anticipated to significantly change, it does not mean that development or redevelopment will not occur. The City's outdated zoning and land use regulations will serve as an impediment negatively impacting opportunities for development and redevelopment and the quality of the project. Accordingly, the City of Aliquippa Comprehensive Plan will serve to provide land use policy from which revisions to the zoning and land use regulations can be formulated improving the quality of redevelopment in the City.

The 1992 Housing and Neighborhood Improvement Strategy indicated that in most neighborhoods the Zoning Ordinance includes areas for both low density and medium density development and a variety of housing choices. The Housing and Neighborhood Improvement Strategy found, however, that mechanically, the Zoning Ordinance could benefit from an overall update that deals with the following issues:

- Compliance with Act 170, the Pennsylvania Municipalities Planning Code.
- Land use classifications and controls for larger tracts, of cleared land, based on land use plan and analysis as embodied within a comprehensive plan.
- Definitions and provisions for newer types of living arrangements such as group homes and personal care. In general, the definition section of the Ordinance could benefit from review and revision.
- More realistic off-street parking requirements for non-elderly new multi-family residential development in consideration of the fact that most households own more than one automobile and that space is required for guest parking.
- Whether mobile home parks are a type of use that should be permitted by-right in the Conservation District.
- Consideration of conditional use and special exception treatment for high impact types of development.
- Maintain a record of legal non-conforming uses in the City.
- An addition to the Supplementary Regulations that would control the outdoor storage of junked abandoned vehicles. The provision would help to improve the appearance of the City's residential neighborhoods.

B. HOUSING

Housing is a determinant of quality of life in an area. The existence of a wide choice of housing in a variety of styles and price ranges can make a community a desirable place to live and relocate. A
community's market value and desirability as a place to live also depends on the condition of housing, local vacancy rates, and the tenure of the housing stock. All of the factors effect a locality's ability to accommodate changing lifestyles and shifting demographic trends.

The housing needs for the future population of the community can be determined through an analysis of the existing housing base and anticipated population that will be served. In November, 1992, the City of Aliquippa adopted the Housing and Neighborhood Improvement Strategy. The purpose of the document was to communicate a comprehensive series of housing and neighborhood improvements that when applied together, define a direction for the City that ensures the viability of its residential neighborhoods into the future. The Housing and Neighborhood Improvement Strategy will serve as the foundation for the Housing Plan Element in Section IV of the City of Aliquippa Comprehensive Plan.

This section of the City of Aliquippa Comprehensive Plan presents an inventory of housing conditions as they exist in the City based upon the 1990 U.S. Census and the housing inventory completed as part of the Housing and Neighborhood Improvement Strategy.

<table>
<thead>
<tr>
<th>General Housing Characteristics - 1980 and 1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
</tr>
<tr>
<td>-------</td>
</tr>
<tr>
<td>1980</td>
</tr>
<tr>
<td>1990</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

Similar to the decline in Aliquippa's population, from 1980 to 1990 its housing stock decreased although not as significantly as the decrease in population. The 1980 U.S. Census reported 6,643 housing units in Aliquippa. By 1990 the City's housing stock had decreased by eight percent to 6,118 units. Of the 525 housing units that were eliminated from Aliquippa's housing stock between 1980 and 1990, 469 or 89 percent were built prior to 1940. Less than one percent of the units eliminated in the community from 1980 to 1990 were built between 1970 and 1979.

The 1980 U.S. Census reported that four percent of Aliquippa's housing units were vacant. While the community's housing stock decreased from 1980 to 1990, the number and percentage of vacant housing units in Aliquippa more than doubled. In 1990, 5,575 of the housing units were occupied and 543, or nine percent of the housing units were vacant. Aliquippa's homeowner vacancy rate in 1990 was 1.8 percent and the rental vacancy rate was 11.1 percent increasing from six percent in 1980.

In 1980, Aliquippa's housing stock was found to be 63 percent owner-occupied. In 1990 only 60 percent of the City's housing stock was owner-occupied. The percent of owner-occupied units in the City in 1990 is significantly less than the County-wide owner-occupied rate of 73 percent and the statewide owner-occupied rate of 70 percent. The high renter-occupancy rate in Aliquippa is indicative of the diverse nature of the City's housing stock and the concentration of lower income households. The higher renter-occupancy rate in the City also results from the concentration of assisted housing units in Aliquippa. The June 1991 Beaver County Fair Housing Analysis identified 657 units of publicly or privately owned and assisted housing in Aliquippa. The 657 assisted rental housing units represented

City of Aliquippa Comprehensive Plan
19 percent of the assisted housing units in Beaver County, 11 percent of Aliquippa's 1990 housing stock and 30 percent of the rental housing stock in the City. Additionally, the Beaver County Fair Housing Analysis indicated that 18 percent of the Section 8 Certificates administered by the Beaver County Housing Authority are used in Aliquippa.

As reported by the U.S. Census, the median value of an owner-occupied housing unit in Aliquippa in 1980 was $31,700 and median contract rent was $120 per month. By 1990, the median value of a unit in the community increased eight percent to $34,300. This compares to a County-wide increase of 20 percent from $42,100 in 1980 to $50,500 in 1990. From 1980 to 1990 median contract rent in Aliquippa increased by 51 percent to $181 per month. County-wide from 1980 to 1990, median contract rent increased 47 percent per month from $156 to $230. The Housing and Neighborhood Improvement Strategy found a wide range in housing costs in Aliquippa with costs varying significantly by neighborhood. The Housing and Neighborhood Strategy identified the housing prices in the City range from up to $100,000 in the DiMattia Plan neighborhood to $3,000 to $20,000 in the Plan 11/Plan 11 Extension and McDonald Heights neighborhoods.

A concern with regard to housing is costs in excess of acceptable limits. Generally, when a household spends more than 30 percent of its gross income on housing it is considered excessive by housing economists and lending institutions and the household is classified as cost burdened. When households pay higher proportions of their incomes for housing, they are forced to sacrifice other basic necessities such as food and clothing. The 1990 U.S. Census reported that 16 percent of the owner-occupied households in Aliquippa paid 30 percent or more of their monthly household income toward housing costs. Among renter-occupied households, the 1990 U.S. Census reported that 57 percent were cost burdened paying 30 percent or more of their monthly household income toward housing costs.

### Units Per Structure 1990

<table>
<thead>
<tr>
<th>Units</th>
<th>1990</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-units</td>
<td>4,329</td>
<td>70.8</td>
</tr>
<tr>
<td>2-4 units</td>
<td>763</td>
<td>12.5</td>
</tr>
<tr>
<td>5-9 units</td>
<td>449</td>
<td>7.3</td>
</tr>
<tr>
<td>10 - 19 units</td>
<td>121</td>
<td>2.0</td>
</tr>
<tr>
<td>20 or more units</td>
<td>362</td>
<td>5.9</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>43</td>
<td>0.7</td>
</tr>
<tr>
<td>Other</td>
<td>51</td>
<td>0.8</td>
</tr>
<tr>
<td>Total</td>
<td>6,118</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

The City's housing stock consists largely of single-family units. As reported by the 1990 U.S. Census, 71 percent of the City's housing stock consists of single-units. In agreement with the diverse housing stock in Aliquippa serving a variety of household types and also as a result of the large number of assisted housing unit in Aliquippa, there are also many units contained in multi-family structures. In 1990 the U.S. Census reported that 29 percent of the City's housing units were contained in structures with two or more units. Twenty-one percent of the multi-family units were in building of 20 or more units per structure.
The condition of the City’s housing stock can be identified through the use of variables available through the U.S. Census chosen to indicate housing deficiency. The age of a structure is used to show the time the unit has been in the inventory and the duration of time for which poor treatment can potentially take place. The age threshold commonly used to signal a potential deficiency is represented by the year built with units built prior to 1940 used as the threshold. In comparison to the age of the housing in Beaver County, Aliquippa's housing stock is old. The 1990 U.S. Census reported that close to 50 percent of the City's housing units were completed prior to 1940 and less than one percent was completed after 1980. The 1990 Census reported that the median year built of the City's housing units was 1941. County-wide, median year built of the housing stock was 1953.

<table>
<thead>
<tr>
<th>Year Built</th>
<th>1980 Total</th>
<th>Percent</th>
<th>1990 Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980 to 1990</td>
<td>439</td>
<td>6.6</td>
<td>27</td>
<td>0.4</td>
</tr>
<tr>
<td>1970 to 1979</td>
<td>373</td>
<td>5.6</td>
<td>434</td>
<td>7.2</td>
</tr>
<tr>
<td>1960 to 1969</td>
<td>1,088</td>
<td>16.4</td>
<td>361</td>
<td>5.9</td>
</tr>
<tr>
<td>1950 to 1959</td>
<td>1,334</td>
<td>20.4</td>
<td>1,066</td>
<td>17.4</td>
</tr>
<tr>
<td>1940 to 1949</td>
<td>1,120</td>
<td>17.4</td>
<td>1,310</td>
<td>21.4</td>
</tr>
<tr>
<td>Prior to 1940</td>
<td>3,389</td>
<td>51.0</td>
<td>2,920</td>
<td>47.7</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census

An additional variable use to identify housing condition is crowding which is directly related to the wear and tear sustained by the structure. As the rule of thumb, the value of more than one person per room (1.01) is used as the threshold for defining living conditions as substandard. Finally, exclusive use of plumbing is identified as a variable with the sharing of facilities between households used as an index of deficient housing conditions. Crowding, represented by housing units with more than one person per room, represent only a small percentage of the City’s housing stock. The 1990 U.S. Census reported that 134 units, 2.1 percent of the housing stock, contained more than one person per room. Similarly, housing units in City of Aliquippa lacking complete plumbing represent only a small percentage of the County’s housing stock. The 1990 U.S. Census indicated that 22 units or less than one percent of the housing stock, lacked complete plumbing.

C. TRANSPORTATION AND CIRCULATION

In order to help realize the goals and objectives of the City of Aliquippa Comprehensive Plan, and to aid in the implementation of the Land Use Plan, consideration must be given to the movement of people and goods through and around the City. Transportation is important to the everyday needs of residents, and it is also important to the movement of goods and services which help to sustain the local economy.

A long established network of roadways provides the primary method of transportation in the City of Aliquippa. Streets are classified into a hierarchy taking into account both the function and service level of the road as well as basic road design standards. The classification system used is based on a hierarchy, taking into account the Federal Highway Administration (FHA) classification system. The streets, as classified using the FHA system and consideration of the classification provided by the City’s 1977 Comprehensive Community Development Plan are identified on the City of Aliquippa Comprehensive Plan Transportation map. The FHA classification system is as follows:
Freeway

A freeway has limited or no access to abutting land uses. Access to freeways is generally limited only from major streets at interchanges. The desirable right-of-way width of freeways is greater than 300 feet.

<table>
<thead>
<tr>
<th>Freeway</th>
<th>None in the City.</th>
</tr>
</thead>
</table>

Arterial

An arterial is often an inter-regional road in the street hierarchy conveying traffic between centers. Arterial roads are further classified as major arterial roads and minor arterial roads.

**Major Arterial** - are roadways serving as major feeders to and from the freeway system and carry traffic between the principal traffic generators in the region. Major arterial roads usually intersect at grade and utilize timed traffic signals and lane markings to facilitate traffic flow. Major arterial roads may also include the separation of opposing traffic lanes and full access control and grade separation at intersections which are generally widely spaced. The recommended right-of-way width of major arterial roads varies from 80 feet to in excess of 120 feet.

<table>
<thead>
<tr>
<th>Arterial - Major</th>
<th>Route 51 (Constitution Boulevard), Kennedy Boulevard.</th>
</tr>
</thead>
</table>

**Minor Arterial** - are roadways serving to gather traffic from more than one local, minor or major collector street and leads it to a system of other minor arterial roads or major arterial roads. Minor arterial roads are characterized by direct land access and often have only one lane of traffic in each direction. Where possible, the desirable right-of-way width of a minor arterial road is 80 feet wide with a cartway width of 40 feet.

<table>
<thead>
<tr>
<th>Arterial - Minor</th>
<th>Brodhead Road, Franklin Avenue.</th>
</tr>
</thead>
</table>

Collectors

Collectors are those roadways that conduct and distribute traffic between lower-order residential streets and arterials and freeways. It is desirable that collector roads promote free traffic flow with parking restricted and direct access to residential land us avoided. The right-of-way width of collector roads varies from 50 feet to 80 feet.

<table>
<thead>
<tr>
<th>Collectors</th>
<th>Bridge Street, Grand Avenue, Sheffield Road, Golf Course Road, Green Street, Monaco Road, Main Street, Maratta Road, Superior Avenue.</th>
</tr>
</thead>
</table>
Local Streets

Local streets have the function of providing access to abutting properties, primarily residential uses. Local streets usually have less than 25 residences. Local streets also serve as easements for the various public utilities and provide light and air to adjacent buildings. The desirable right-of-way width of local streets is 50 feet with appropriate easements for sidewalks, shade trees and utilities. Local streets generally have a cartway width of 30 to 36 feet.

The FHA standards are intended as a guide and not as mandates. There are many factors which serve to make up a traffic system and that system's ability to move pedestrians and traffic efficiently and safely.

Public Transportation

The Beaver County Transit Authority (BCTA) provides bus service to portions of the County. In the City of Aliquippa, the BCTA bus Route Two runs between Vanport and Ambridge with three stops in Aliquippa. Service on the BCTA Route Two is available Monday through Saturday. The BCTA also provides express bus service between Beaver Falls and Pittsburgh. The BCTA’s express bus makes one stop in Aliquippa. There is no bus service available between Aliquippa and the Greater Pittsburgh International Airport. The BCTA is studying the potential of establishing a bus line to the airport which may include a stop in Aliquippa.

The BCTA also provides demand and response transit (DART) service. DART is a door-to-door advanced reservations shared-ride transportation system available throughout Beaver County. DART service is available for the general public, the elderly, disabled, and others with specialized transportation needs. The routes and schedules of service vary each day in response to the demand for service. Trips are scheduled by advance reservations. DART service is available Monday to Saturday.

Other Transportation

The City of Aliquippa is served by railroad services. Both the Aliquippa & Southern Railroad and the CSX railroad serve the City. Service is provided to the City’s riverfront. Service is limited to freight service.

Identified Problems in the City’s Transportation Network

Transportation planning for the City is primarily conducted by PennDOT and Beaver County. In addition to the transportation improvements planned in Aliquippa by PennDOT or the County as described in Section IV of the City of Aliquippa Comprehensive Plan, problems of local concern have been identified. The problems of local concern were identified as part of the summer 1995 land use survey of the City conducted for completion of the City of Aliquippa Comprehensive Plan. The local problems represent on-going concerns that create traffic safety problems to residents of the community and passers-through. The following local problems have been identified:
1. **a.** Generally, the conditions of the major roads through the City are good. Surfaces of the roads are maintained. Many of the local roads through the City are not adequately maintained with many in need of repaving and repair of pot holes. To alleviate the problem the City has implemented a program to reconstruct nearly every local residential street representing a total capital expenditure of $5,496,800. The City is in the second year of the three year program. The program is largely funded through the federal government. In order to achieve 80 percent federal reimbursement for the project, the City must provide a 20 percent local match. The City has capitalized the local match through a tax exempt bond issue. The review of street conditions indicates that while many local streets have been completed, the program is still on-going.

2. **b.** Vehicle access to the City’s riverfront is very limited. Additionally, Beaver County and the Southwest Pennsylvania Regional Planning Commission (SPRPC), the agencies responsible for preparing long-range transportation plans in the region, recognize the need to improve access across the To alleviate the access problem, BCCED has proposed establishing a new bridge over the Ohio River. The new bridge would align with the Franklin Avenue tunnel providing direct access to the City’s riverfront and the business district. The BCCED proposal also recommends improvements to the Route 51 and Franklin Avenue interchange to improve safety problems associated with the outdated interchange. While the responsible planning agencies have not identified an alignment for a new Ohio River crossing to replace the Ambridge bridge, they recognize the need for a new bridge. Accordingly, the PennDOT 12 Transportation Improvement Plan for Beaver County provides $25 million to prepare studies to identify an appropriate location for a new bridge over the Ohio River.

3. **c.** With the closing of the steel mill and the decline of the Franklin Avenue Business District, traffic through Aliquippa has decreased. The Beaver County Planning Commission raises the concern, that with the plans for redevelopment of the riverfront and the revitalization of the Franklin Avenue Business District, there is the potential for increased traffic through the Township. Of particular concern is traffic including significant truck traffic, passing through the City on Franklin Avenue to Kennedy Boulevard to get to Route 60. The Beaver County Planning Commission recognizes that because of the developed nature of the City, the opportunity for major improvements to the roadway will be limited.

4. **d.** A major intersection in the City is located at Kennedy Boulevard and Franklin Avenue. Other streets proximate to and influencing movement through the intersection are Waugman Street, Green Street, Monaca Road, and Orchard Street. Traffic moving on and off of Kennedy Boulevard has the right-of-way with traffic moving onto Kennedy Boulevard from Franklin Street and Monaca Road required to stop. With traffic controlled by a stop sign, during peak traffic hours, vehicles backup on Franklin Street waiting to move onto Kennedy Boulevard. Because of the configuration of the intersection, it is hard to enter Kennedy Boulevard from Waugman Street. The potential of increased traffic through the intersection as the riverfront is redeveloped raises the concern with increased safety problems at the intersection.

5. **e.** The curve on Franklin Avenue just west of the tunnel is very tight. While the maximum speed limit permitted is only 25 miles per hour, traffic through the curve generally travels faster causing the concern with safety through the turn.
D. Community Services and Infrastructure

The following serves to provide a review of community services and infrastructure. An understanding of the various services available in the community is important in devising planning policies for the City of Aliquippa Comprehensive Plan. The information regarding the availability and condition of City services, when coupled with other social and economic data, provide a sound basis for land use decisions in the City of Aliquippa to ensure a more attractive place to live. Information discussed in this section of the City of Aliquippa Comprehensive Plan are identified on the City of Aliquippa Community Services and Infrastructure map.

- Municipal Offices

The City Hall is located in the Franklin Avenue Business District at Franklin Avenue and School Way. The building contains all of the City's offices and the Police Department. The location of the City Hall in the Franklin Avenue Business District serves to provide pedestrian traffic in the business district and varied activity around the clock.

- Police Protection

The City of Aliquippa Police Department is located in the City Hall. While the location provides the Police Department with a visible and central location, there is a severe lack of space. Additionally, the Police Department is concerned with the location at the low elevation that makes it vulnerable to potential harm from higher adjoining uses.

The City's Police Department is staffed by a police chief, four sergeants, 12 patrolmen, and one K-9 unit. Generally, the Police Chief indicates that staffing is sufficient, although he would like to increase the number of patrolmen as funds become available. In 1994 the Aliquippa Police Department responded to approximately 16,000 calls, similar to the number of responses over the last three years. The three major types of incidents that the police responded to in 1994 were domestic disputes, mischievous children, and auto accidents similar to the major types of incidents responded to in prior years. The Aliquippa Police Department has a mutual aid agreement with Hopewell Township.

The City's Police Chief recommends that as funding becomes available, the City hire additional patrolmen and provide funds for training. Also, the Police Chief recommends that the police station be relocated.

- Fire Protection

The Aliquippa Fire Department is located at the Central Station on Kennedy Boulevard at Maratta Road. The central location provides easy access to the entire City. The Fire Department is staffed by 12 paid members and eight volunteer members. The number of volunteers has continuously been decreasing leaving the Fire Department understaffed. The City's Fire Chief indicates that they work with two men on a crew when there should be four on a crew.

Major equipment available to the Aliquippa Fire Department includes a 100 foot aerial truck, a 1,500 gallon per minute (gpm) engine, a 2,000 gpm engine, a special services vehicle, a 750 gpm engine, and
a Chevy Blazer. The Fire Chief indicates that the 750 gpm engine needs to be replaced and the aerial truck will need to be replaced in the next five years.

In 1994 the Aliquippa Fire Department responded to approximately 350 calls for service. The number of responses has been consistent over the last three years. Nearly 30 percent of the calls in 1994 were false alarms. The Aliquippa Fire Department maintains a County-wide mutual aide agreement. The Fire Chief indicates the need for continued training of staff. Also, the Fire Chief identified the need for the Central Station to be outfitted with shore lines for the trucks and new lighting in the engine room.

**Schools**

The schools within the City are under the administration of the Aliquippa School District. The Aliquippa School District includes two schools, the New Sheffield Elementary School and the Aliquippa High School. Enrollment in the Aliquippa School District has steadily declined from the 1983 school year when 1,919 students were enrolled to the 1994-1995 school year when approximately 1,600 students were enrolled. The declining enrollment coincides with the City's decreasing population. The declining enrollment also results from increased enrollment of Aliquippa children in private schools.

**Recreation**

There is very limited municipal park and recreation lands in the City. Most of the municipal parks are small neighborhood playgrounds including the West Aliquippa playground, The Logstown playground, the McDonald Heights Playground, the Plan 6 playground, and the Plan 11 Playground. The most substantial municipal open space in Aliquippa is located in the Plan 12 neighborhood. The Plan 12 neighborhood open space consists of the Morrell Field and Mike Ditak Complex, the Lefty Cepull Little League field, the High School Stadium, and the Plan 12 playground including a swimming pool.

Much of the equipment at the municipal parks has been neglected and vandalized. Plantings at the municipal parks have not be taken care of with the result being minimal use of the parks. The only municipal recreation program is a summer basketball league.

**Sanitary Sewer**

In the early 1990s, there was a moratorium on new connections to the City of Aliquippa's sanitary sewer plant. The problem was related to needed improvements to ensure compliance with state and federal regulations. The problem was not related to insufficient capacity. It is understood that the problems have been corrected and the moratorium has been lifted. It is expected that capacity exists at the Aliquippa sanitary sewer treatment plant to serve new and expanding uses in the City including extensive development of the Aliquippa riverfront for industrial use.

**Water Service**

The Director of the City's water department has not identified any problems with the provision of water to all uses, existing and proposed, in Aliquippa. Due to the old age of the infrastructure serving the City, there will be the continuous need for upkeep to reduce inflow, leakage, and break downs in service.
IV. PLANNING POLICY ELEMENTS
The Inventory of Existing Conditions section of the City of Aliquippa Comprehensive Plan identifies that the City is largely developed. Most of the large undeveloped portions of the City are constrained from development by steep slopes. Because, however, of the demolition of much of the former J&L steel mill, there is a large area of the City at the riverfront available for redevelopment. Plans by the various property owners indicate continued industrial use of the Aliquippa riverfront lands. It is anticipated that industrial use at the riverfront will support on-going activities to promote the redevelopment of the City’s Franklin Avenue Business District.

The land use pattern in City of Aliquippa was established by circumstances of the community. Most notable of the circumstances is the topography which resulted in the creation of distinct and separate neighborhoods when the community was first developed as a company town by J&L Steel. Residential land use has continuously been concentrated in neighborhoods or plans. There is very limited land available in the neighborhoods for new residential land use. Most of the land available for new residential land use consists in infill lots within the developed neighborhoods. The infill lots were created largely through demolition of vacant and blighted dwellings. The City has adopted a Housing and Neighborhood Improvement Strategy providing a strategy for upgrading of the housing stock and increasing opportunities for homeownership.

With the City largely developed the community will continue to consist of largely residential land use contained in the existing neighborhoods. Accordingly, it is recognized that while much of the land use in the City will not be impacted by the policies developed by the City of Aliquippa Comprehensive Plan. As outlined in Part III of the City of Aliquippa Comprehensive Plan, Inventory of Existing Conditions, there are, however several changes occurring in the Aliquippa requiring consideration of the land use program implemented by the Zoning Ordinance.

Community goals and objectives provide the guiding principles upon which proposals for land use and development are based. Goals are broad topics relating to the major elements of the City of Aliquippa Comprehensive Plan. Objectives are specific statements which will assist the community in achieving its goals. The following community development goals and objectives summarize the desired direction for future development in City of Aliquippa.

**STATEMENT OF GOAL AND OBJECTIVES**

The adopted City of Aliquippa Comprehensive Plan will provide policies describing a course of action for the City with regard to its physical development and redevelopment. The policies devised by the City of Aliquippa Comprehensive Plan Update are intended to guide the City toward desired and agreed upon goals and objectives. Goals and objectives provided in this section are the guiding principles upon which proposals for land use, development and redevelopment are based. Goals are broad topics corresponding to major elements of the City of Aliquippa Comprehensive Plan. Objectives are specific policies to be advanced by the goals.

The City’s comprehensive planning goals and objectives were last reviewed and revised during completion of the 1977 Comprehensive Community Development Plan. In agreement with community desires and noted trends, goals established by the 1977 Comprehensive Community Development Plan recognized the need to formulate policies to stabilize and reverse the declining population, job base and housing quality. Goals advanced by the 1977 Comprehensive Community Development Plan also sought to maintain and upgrade the overall quality of life in Aliquippa through promotion of upkeep and
upgrading of the educational, cultural and recreational resources. In recognition of the continuation of many of the same conditions affecting Aliquippa today and likely into the future, as affected the City in 1977, goals and objectives formulated for the *City of Aliquippa Comprehensive Plan* continue to advance the same and similar policies. Because, however, of changes in trends and the potential of major redevelopment along the riverfront and other changes, as identified throughout this document, the goals and objectives are revised and updated serving to coordinate policies to be responsive to the noted changes.

The goals and objectives presented in this section of the *City of Aliquippa Comprehensive Plan* are presented to coordinate with the policy sections that immediately follow this section. Because of interrelatedness of the various policy sections resulting from the comprehensive nature of the City's planning program, goals and objectives formulated for the *City of Aliquippa Comprehensive Plan* overlap between policy sections. The goals and objectives included in the *City of Aliquippa Comprehensive Plan* provide a vision statement of the future of Aliquippa building on past and present planning efforts completed in the City. The following are the *City of Aliquippa Comprehensive Plan* goals and objectives:

**LAND USE GOAL:**

Encourage an organized land use pattern in harmony with the existing character and natural constraints of Aliquippa providing for a safe, attractive and economically viable community for its residents.

**OBJECTIVES:**

- Preserve the established land use patterns of Aliquippa encouraging development and redevelopment appropriate to the scale and character of the established and developed nature of the City's neighborhoods.

- Promote opportunities for development and redevelopment of diversified economic activities in appropriate areas of Aliquippa while maintaining the quality of life and promoting the City's varied resources.

**HOUSING GOAL:**

Provide for a range of housing types in Aliquippa satisfying all housing needs as well as preserving the established residential neighborhoods by maintaining and upgrading the existing housing stock.

**OBJECTIVES:**

- Support the stabilization of the existing housing stock to the advantage of the community, through rehabilitation efforts, specifically geared toward the deteriorating housing stock of low- and moderate-income households.

- Continue to ensure the opportunity for the diverse population residing in Aliquippa through encouraging the provision of a range of housing types, where appropriate.
Seek preservation of the residential neighborhoods and their housing stock through continuation of expansion of homeownership opportunities in Aliquippa, particularly for low-, moderate-and middle-income households.

TRANSPORTATION AND CIRCULATION GOALS:

Ensure a coordinated circulation system which enables the safe and efficient movement of all people and goods.

OBJECTIVES:

- Improve the local transportation and circulation system securing safety in the movement of people and goods and enhance movement through cooperation, where possible and feasible, with the regional transportation and circulation system.
- Devise improvements to the transportation and circulation system in coordination with the developed City minimizing conflicts and disruption to the City's existing land uses.
- Form a comprehensive transportation and circulation system in Aliquippa which coordinates land use planning and transportation planning with capital improvements programming.

COMMUNITY SERVICES AND INFRASTRUCTURE GOALS:

Guarantee the provision of an adequate range of services and facilities to accommodate the changing needs of the City in an effective and efficient manner.

OBJECTIVES:

- Promote the efficient delivery of services ensuring all areas of Aliquippa are adequately served.
- Plan for changes in land use and demographic character which require change in City services and their delivery.
- Provide the opportunity for varied recreational activity serving a diverse and changing population, convenient to the residents with recreational activities also appropriate to their location.
- Assure upgrading of City services, particularly the older infrastructure ensuring safety and attainment with mandates in an efficient manner through coordination with Aliquippa's capital improvement program.

In accordance with the Pennsylvania Municipalities Planning Code, the following are Comprehensive Plan Policy Elements and recommendations to effectuate the above outlined goals and objectives for City of Aliquippa. Each of the recommendations corresponds to one of the categories whose goals were previously identified.
The specific goals and objectives will not be reiterated. Rather the following recommendations are offered as specific means of achieving the stated objectives of the City of Aliquippa Comprehensive Plan.

The purpose of the City of Aliquippa Comprehensive recommendations will be to maintain the existing land use pattern of the City while anticipating and accommodating development or redevelopment in agreement with the existing and anticipated infrastructure. The recommendations will address the goals and objectives as follows:

- Land Use;
- Housing;
- Transportation;
- Community Services.

B. CITY OF ALIQUIPPA COMPREHENSIVE PLAN LAND USE ELEMENT

In consideration of the above Land Use goals and objectives, a Land Use Plan has been prepared serving to support the anticipated change in the City of Aliquippa while recognizing the highly developed nature of the community. The Land Use Plan is a generalized description of the manner in which land should be used. The Land Use Plan is not a zoning map. Recommended land use changes are put in place through amendments to the City’s Zoning Map. Besides changes in the zoning map, the land use plan is implemented through changes to the Zoning Ordinance and the other land development ordinances of the City as recommended by this Part. As shown on the Land Use map, there are eight districts proposed for the City. In agreement with the goals and objectives, the purpose of the land use plan for the City of Aliquippa Comprehensive Plan is as follows:

<table>
<thead>
<tr>
<th>Purpose of Land Use Plan:</th>
<th>To provide a conceptual scheme that will allow the many types of land uses to interact in a harmonious way,</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>To provide a sound physical, economic and social basis for future land use; and</td>
</tr>
<tr>
<td></td>
<td>To provide standards that will assure sound and aesthetically pleasing land uses.</td>
</tr>
</tbody>
</table>

As described by the land use inventory of the City of Aliquippa Comprehensive Plan, the City consists primarily of residential land use. An assortment of residential land use types was noted in the City including single-family, two-family, and multi-family dwellings. The assortment of housing types on varied lot sizes identified by the land use survey and permitted according to the land use and housing policies of the City will sufficiently serve the housing needs of persons anticipated to reside in Aliquippa.

The City of Aliquippa is largely developed. It is recognized that as a largely developed community, new residential development will occur on an infill basis generally consisting of units on lots scattered throughout the established residential neighborhoods. Some vacant lots available for infill development may be large enough to subdivide providing for two or three units on lots in conformance with the
existing zoning district designation. As a policy consideration, the City should ensure preservation of the established development pattern and density of the existing City of Aliquippa residential neighborhoods.

New housing development in Aliquippa in existing neighborhoods should be compatible and respectful of the scale, texture and quality of existing housing and related uses. Intensive residential development should be directed to areas that can hold such housing without disruption to existing neighborhoods and relieving pressure to alter the low-density character of the less intensely developed residential neighborhoods in the City.

The residential land use identified in Aliquippa by the land use survey completed in the summer of 1995, generally can be categorized by three distinct densities. The following describes the three residential types identified on the City of Aliquippa Proposed Generalized Land Use map and provides land use policy for the land use categories.

**Low Density Residential**

As shown on the Proposed Generalized Land Use map, the Low Density Residential area includes much of the west section of Aliquippa. The purpose of the Low Density Residential designation is to recognize those areas of the City where the existing character is solidly single-family residential. The Low Density Residential area is distinguished from the Medium Density Residential area by the prevailing density as established by minimum lot size. Areas of the City identified on the Proposed Generalized Land Use map as Low Density Residential consist of detached dwellings on minimum lots generally no smaller than 8,400 square feet. Much of the Low Density Residential area in Aliquippa is located on minimum lots of 10,000 square feet.

**Medium Density Residential**

In recognition of the predominant existing residential land use pattern, large sections of Aliquippa, as shown on the Proposed Generalized Land Use map, are designated Medium Density Residential. The purpose of the Medium Residential Density land use designation is to provide for housing at higher densities. Consistent with the existing land use pattern and in support of the City's aging infrastructure and limited roadway capacity characterized by narrow roads or winding steep roads, allowed residential land use should be limited to single-family detached or attached dwellings. It is recommended that attached dwellings not exceed six units. Consistent with the development density of the areas designated Medium Density Residential, minimum lot areas generally vary from 4,000 square feet to 6,000 square feet per dwelling.

Based on the availability of larger lots to adapt to bigger units and the needed support services, particularly off-street parking, limited areas of the Medium Density Residential area may be appropriate for two-family dwellings. Two-family dwellings located in the Medium Density Residential area should be developed compatible with the prevailing single-family character of the area. The two-family dwellings should maintain the similar density and bulk area ratios as established for the single-family dwellings besides maintaining the single-family look as seen from the front of the dwelling. Two-family dwellings in the Medium Density Residential area are appropriate through new construction or conversion of existing single-family dwellings. Conversions are important in providing the opportunity for adaptive use and upgrading of oversized single-family units.
In reviewing conversions, however, the City will need to consider proper controls to ensure quality of the converted unit. Without proper control poor conversions may result. Poor conversions can start deterioration of housing in an entire neighborhood. The City recognizes the value of conversions in expanding Aliquippa's housing choice. Conversions also are valuable in revitalizing a neighborhood with an older housing stock. Conversions serve the two purposes when completed with proper controls and reviews in furtherance of the objective of maintaining public health and safety of the City's housing stock. Accordingly, the City should prepare and adopt amended land use controls to ensure quality residential conversions. The land use controls adopted by the City of Aliquippa to address residential conversions should be comprehensive and grouped into six basic categories: 1) use regulations; 2) standards setting intensity and dimensional criteria; 3) standards regulating the outside appearance of a structure; 4) standards governing vehicular access and parking; 5) miscellaneous regulations; and 6) ordinance procedures.

<table>
<thead>
<tr>
<th>Residential Conversions</th>
<th>Use regulations</th>
<th>Intensity and dimensions</th>
<th>Outside appearance</th>
<th>Vehicular access and parking</th>
<th>Miscellaneous regulations</th>
<th>Ordinance procedures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Review Considersations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Based on previous City of Aliquippa Comprehensive Plans, the zoning map in the West Aliquippa plan identifies the area for use for high density residential use including multi-family dwellings exceeding six units to include garden apartments and high rises. Based on the predominately single-family detached use found in the West Aliquippa plan, the City of Aliquippa Comprehensive Plan designates the neighborhood medium density residential. Also designated medium density residential is the Bricks site located in Plan 12. The Bricks site is appropriate for medium density residential in agreement with the adjoining lands consisting of residential use at moderate densities. The site could contain a combination of single-family detached or two-family attached low rise dwellings. Medium density residential use of the site will not require additional services by the community nor will the traffic to the site strain the existing streets. Development of the Bricks site will require consideration of the design of the existing street system ensuring it is designed with connections to existing streets with as few as possible points of ingress and egress to ensure for smooth traffic flows and servicing by emergency and municipal services.

To promote redevelopment of the Bricks site, the City could promote establishment of a Tax Increment Financing (TIF) district by the Redevelopment Authority. TIF is a program providing communities with a source of development finance in the initial stages of a project and offers the prospect of additional property tax revenues to the municipalities and school districts after a development project is paid off. Specifically TIF takes the added local property tax revenues generated by economic growth in a community or development site and channels those revenues back to the funds available to pay for the infrastructure improvements required for that economic growth. Under TIF, local property tax revenues are used as leverage to stimulate further growth in designated areas within a community.

To implement TIF, a redevelopment plan for a designated area is adopted and a property assessment made. That assessed value will serve as a reference point when redevelopment begins. As the redevelopment proceeds, the actual assessed valuation within the project will begin to rise. The ad valorem taxes generated by this increase in assessed valuation over the reference valuation are known.
as the tax increments. These tax increments are set aside in a special trust fund that is used either to repay bondholders or to pay for a project on an as-you-go-basis.

Project costs may include public works or improvements, new buildings, structures, and fixtures; the demolition, alteration, remodeling, repair or reconstruction of existing buildings, structures, and fixtures; the acquisition, upgrade or rehabilitation of machinery and equipment; and the acquisition, clearing and grading of land. Also included are all "soft costs" associated with the project. In supporting redevelopment of the Bricks site in Aliquippa, TIF would be assist with construction of infrastructure and public improvements at the site including water, sanitary sewer, streets, sidewalks, and lighting.

Since all taxing bodies, School, County, and City, benefit from new private development with increased tax base, each may participate in the public financing necessary to the removal of impediments for private investment.

**High Density**

Limited areas of the City are identified on the Proposed Generalized Land Use map as High Density Residential. The purpose of the High Density Residential land use designation is to recognize the existing higher density multi-family housing located in Aliquippa. Multi-family dwellings include those consisting of dwellings containing three or more units. Following the purpose of the High Density Residential land use designation, much of the area is centrally located in the City.

**Commercial**

In carrying out land use policy, the City should continue to ensure that new and revitalized commercial land uses in Aliquippa serving to enhance the economic development potential of the City be compatible and respectful of the scale, texture and quality of existing uses. Intense commercial development should be directed to areas that can adapt to such uses without disruption to existing neighborhoods, especially residential neighborhoods. The siting and redevelopment of commercial land uses in the developed City of Aliquippa requires careful consideration of sufficient setbacks. Siting consideration also requires thought regarding adequate landscaping and buffering, and traffic and sign controls preserving the health, safety and welfare of the residents of the area.

While it is thought that it is necessary to be lenient with developers, particularly of commercial developments, or they will not do business in the community, it has been seen that many developers prefer to do business in communities that demand quality projects. Developers seek out such communities because they know their investment will be protected in these communities. Generally to assure quality developments without being perceived as too stringent or uncooperative, a partnership has been formed between the community through the City government or its planning staff, and local developers. These efforts are commonly known as public-private partnerships. The public-private partnerships can be highly successful resulting in a quality project for the community and an economically successful project for the developer.

Section III of the *City of Aliquippa Comprehensive Plan* describes commercial land use found in the City as identified by the summer of 1995 land use survey. The land use survey noted various concentrations of commercial land uses or commercial districts. While each of the commercial districts was unique, there were also overlapping characteristics between commercial districts. The commercial
land use identified in Aliquippa by the land use survey generally can be described by three categories for which land use policy is proposed. The following provides a description of the three commercial land use categories identified on the City of Aliquippa Proposed Generalized Land Use map and provides land use policy for the land use categories.

Central Business District (CBD)

While the City's CBD along Franklin Avenue once functioned as the center of business in Aliquippa and the region, as identified in Section III of the City of Aliquippa Comprehensive Plan, the City's CBD has suffered significant decline. In recent years, however, the Franklin Avenue Business District has begun to recover. Additionally there are plans being implemented to promote its recovery. The purpose of the CBD land use designation is to foster the recovery of the Franklin Avenue Business District through land use policy compatible with on-going plans. The area designated CBD on the Proposed Generalized Land Use map has been contained to Franklin Avenue from School Way to Engle Street. The area of the CBD has been reduced from land use policy provided by the City's previous comprehensive plans as a way to condense the CBD to that portion which is still functioning as a commercial district. As noted by the land use survey, many of the buildings on Franklin Avenue east of School Way have been vacated or demolished. It is not expected redevelopment of Franklin Avenue east of School Way will take the compact form of the traditional CBD. Specific land use policy proposed for Franklin Avenue east of School Way is described as part of the Highway Commercial Centers land use policy.

The CBD land use designation provides for the described function of the Franklin Avenue Business District as a business center in Aliquippa. The purpose of the designation is to ensure highly diverse and integrated land uses serving a variety of missions to an assortment of persons. Appropriate land uses to the CBD in Aliquippa include professional and business offices, retail and wholesale establishments, restaurants, personal service establishments, and similar commercial and business use serving the City. Retail activity is a particularly important use in the City's commercial districts and is especially important in the CBD. Generally, it is recognized that retail trade brings pedestrians to the downtown's sidewalks and, therefore, gives the downtown a look of activity and health. Land use policy for the City's CBD, however, should continue to provide opportunities for varied land use. Various land use includes the traditional commercial "anchors", but also non-traditional anchors such as cultural, entertainment, residential and institutional uses such as City Hall and the Post Office. Varied land uses in the CBD serves to attract the greatest number of people to work, shop, and visit the downtown. Besides providing for varied land use, the City could also identify opportunities for specialty retail niches, seeking to promote the City as the center of the retail activity.

Recognizing the compact development pattern of the CBD, uses allowed in the CBD should have a strong pedestrian orientation minimizing conflict with vehicles. Accordingly, the auto oriented uses such as auto dealers and gas stations now permitted in the City's Franklin Avenue Business District by Aliquippa's Zoning Ordinance should not be permitted within the CBD. If new infill development occurs in the CBD it does not have to be designed to replicate the details of the older buildings. New infill development should, however, respect and maintain the character, scale, and proportion of the older established CBD. Continuation of the highly developed and integrated nature of the CBD is encouraged. As the center of the community, the Franklin Avenue Business District is coping with a variety of problems faced by many CBD's of older industrial communities. Some problems require conflicting solutions that result in significant challenges for the City of Aliquippa.
In recent years, the Aliquippa Alliance for Unity and Development (AAUD) has actively promoted and coordinated activities in the CBD. As reported in Section III of the City of Aliquippa Comprehensive Plan, the AAUD has focused on stabilizing the physical and economic environment in the Franklin Avenue Business District. In support of the activities of the AAUD, the City should review its Zoning and Land Development regulations to ensure that the regulations advance the activities of the AAUD.

As identified by Section III of the City of Aliquippa Comprehensive Plan, the AAUD has funded much of their activity in the Franklin Avenue Business District through Community Development Block Grant funds available through Beaver County and in association with local banks that have developed a loan pool to encourage physical improvements of buildings. To supplement the funds and promote increased business development in the Franklin Avenue Business District, the City could create a municipal tax exemption district in agreement with the Local Economic Revitalization Tax Assistance Act (LERTA). As administered by the Pennsylvania Department of Community Affairs (DCA) the purpose of the LERTA district is to bring about increased business development in Enterprise Zones by encouraging municipalities to establish tax exemptions on physical improvements made within the designated area, and to ensure that the benefits generated are used for community development. With the establishment of the LERTA district, DCA will reimburse the municipalities for a portion of taxes exempted on improvements to deteriorated property located within the LERTA district. The LERTA district should be restricted from Engle Street to School Way. East of School Way, the City could create a Tax Increment Finance (TIF) district. Use of a TIF east of School to finance needed public improvements will require the City to assemble the land and to deed to a Redevelopment Authority.

Neighborhood Commercial Centers

The Neighborhood Commercial Centers are small concentrations of commercial land uses that formed within residential areas of the City. The purpose of the Neighborhood Commercial Centers is to conveniently provide goods and services to the residents of the neighborhoods. The Neighborhood Commercial Centers also maintain and promote the sense of community provided by the commercial hub located in the neighborhood. Land uses appropriate to Neighborhood Commercial Centers include professional and business offices, retail establishments, restaurants, personal service establishments, and similar commercial use serving the neighborhood.

Access to the Neighborhood Commercial Centers is often limited to lower order roads consisting of collectors or local streets. Because of the limited access, it is recommended that uses in Neighborhood Commercial Centers be limited to small scale personal service uses. Small scale uses limits' intense traffic through the neighborhoods that would be generated by large scale regional land uses. More intense regional uses could be appropriate if access is directly available to the land use from arterial roads.

Scale of the uses in Neighborhood Commercial Centers could be limited by establishing a maximum floor area for the uses. Buildings in the Neighborhood Commercial Centers could be allowed to contain more than one use. Where buildings contain more than one use the total building coverage of the combined uses may not exceed the maximum building coverage specified for the district. Regulations allowing more than one use per building provides activity at the commercial uses over a longer period of the day, creating an identifiable hub for the neighborhood and may help eliminate strip development. The intensity of development of the Neighborhood Commercial Centers could further be reduced by limiting the development density of the site and building heights. Stringent limitations should be
imposed on the size of signs and lights to ensure they are in scale with surrounding buildings and the street; limitation of number of signs to two per building; prohibition of signs above the roof line; and encouragement of painted wooden signs. Further, parking in Neighborhood Commercial Centers should be located to the side or the rear of the buildings. Parking at the side or rear of buildings maintains the neighborhood character of the uses avoiding a highway strip character.

**Highway Commercial Centers**

The existing Highway Commercial Center along Broadhead Road and Sheffield Street in Aliquippa was formed as residential development took place in the west portion of the City. The location along the regional roadway provides access and visibility to the Highway Commercial Center.

As shown on the Proposed Generalized Land Use map, an additional Highway Commercial Center is proposed in Aliquippa. The new Highway Commercial Center is proposed for the Franklin Avenue Business District east of School Way to the intersection with Constitution Boulevard (Route 51). The new Highway Commercial Center is also proposed to extend to lands along Route 51 north of the interchange. The new Highway Commercial Center is recommended at the intersection of Franklin Avenue and Constitution Boulevard in agreement with tentative plans to upgrade and realign the interchange to support redevelopment of the riverfront for industrial use.

The purpose of the Highway Commercial Centers land use designation is to provide varied professional, personal, and retail services convenient to the neighborhoods in which they are found. Land uses associated with the Highway Commercial Centers may also serve City and regional needs. To address many traffic safety and visual blighting concerns associated with the Highway Commercial Centers, the uses are appropriate to planned shopping centers. To further encourage development in a planned shopping center, the City could vacate some of the alleys and narrow roadways adjoining Franklin Avenue east of School Way. Vacating of the public right-of-ways will encourage the assembling of large parcels for development of planned shopping centers.

The business land uses and therefore the purpose of the Highway Commercial Centers overlaps with the purpose of the CBD land use designation providing services that are regional and local in nature. Due to the location of Highway Commercial Centers among and next to the residential neighborhoods of Aliquippa, their purpose also overlaps with the purpose of the Neighborhood Commercial Centers by providing convenience uses. The overlap of the Highway Commercial Centers with the other two business land use categories often creates conflict with other land use districts and with the road system in Aliquippa.

With the Highway Commercial Centers in Aliquippa located along major arterial roads, traffic control is a critical issue. Controlling access helps to maintain the function of the road and preserve traffic safety. Given the highly developed nature of the City's commercial highway corridors and the large number of property owners along the highways, the problem of carrying out access control is very complex. A serious attempt at setting up any plan for access controls should be taken with full participation and cooperation of all highway and land use regulatory and policy bodies within the area. The City of Aliquippa should serve as the coordinating body.

In evaluating and formulating appropriate standards for control of access by the Highway Commercial Centers onto the City's roadways, the guidelines should be grouped by the following categories: 1)
general performance standards addressing driveway design and placement; queuing standards for driveways, sight distances, and other similar driveway standards; 2) standards for right-turn lanes and tapers; 3) driveway profile; 4) driveway spacing; 5) number of driveways per parcel; and 6) corner clearance.

<table>
<thead>
<tr>
<th>Traffic Access Considerations</th>
<th>General performance standards</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Right-turn lanes, tapers</td>
</tr>
<tr>
<td></td>
<td>Driveway profile</td>
</tr>
<tr>
<td></td>
<td>Driveway spacing</td>
</tr>
<tr>
<td></td>
<td>Driveways per parcel</td>
</tr>
<tr>
<td></td>
<td>Corner clearance</td>
</tr>
</tbody>
</table>

Another concern with the developed and developing Highway Commercial Centers in Aliquippa is visual blighting. Visual blighting is also associated with the other commercial land use categories. With the location of the Highway Commercial Centers at the entrances to the City and along the major arterial roads through Aliquippa, visual blighting is most apparent. Visual blighting of commercial uses along Brodhead Road and Sheffield Street in Aliquippa, as noted by the land use survey, results from inappropriate signs and lack of or only minimal landscaping of business land uses.

Signs are an important and often overlooked feature, particularly signs associated with commercial land use. There is a need to ensure signs do not create clutter and become worn-out. The City should review sign regulations applicable to commercial land use. The review serves to ensure that the regulations are designed to create a legible, coherent, consistently applied, and intelligently designed system of signs. The AAUD could provide ideas to the City in establishing new sign standards specifically for the Franklin Avenue Business District. The objective of new sign regulations established by the City should be to functionally express information while aesthetically tying into surrounding elements. Entering Aliquippa from the west there is a proliferation of signs of varying size, color, style, and lighting. The signs create visual clutter and chaos at the entrance to Aliquippa. Many signs are oversized in relation to the site and the buildings. Particular attention should be given to sign size. While larger signs are often constructed on the theory that "bigger means more business", this marketing approach is generally inappropriate. The general appearance of the commercial corridor is more important than sign size in relationship to the marketability of the area's businesses. Keeping the size of the signs in scale with the surrounding buildings and street is a very important factor in maintaining a pleasant and attractive community. Regulation of all commercial land use signs in the City should address size, information, color, placement, and uniformity versus individuality.

<table>
<thead>
<tr>
<th>Commercial sign design considerations</th>
<th>Size</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Color</td>
<td>Placement</td>
</tr>
<tr>
<td>Uniformity vs Individuality</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Provision of off-street parking for commercial land use is important in the City. While off-street parking can serve to improve use of businesses in Aliquippa and enhance traffic safety along the City's roadways, off-street parking lots create a hard appearance consisting of asphalt and cars. The problem is most evident along the Brodhead Road entering the City with many the Highway Commercial Centers lacking landscaping. Without landscaping, the parking lots create voids in the streetscape. To ensure
compatibility of the off-street parking lots, landscaping should be provided. Landscaping can play a significant role in minimizing and moderating many adverse effects of parking lots. Landscaping enhances the appearance of the parking lot and screens it from the street and surrounding properties. Additionally, well-designed planting strips and islands help guide the circulation of vehicles and pedestrians, creating a safe environment for both. While no landscape plan for a parking lot can ever eliminate the awareness of the presence of cars, landscaping will make them less noticeable.

Because of the importance of the streetscape, the Planning Commission may consider preparing a comprehensive streetscape design manual for streets in the City. The manual is necessary because responsibility for the streetscape is fragmented among many parties. A manual would establish an overall plan, delineate responsibility, identify options for financing improvements, and inspire action.

The manual will recommend sidewalk paving materials, street lighting, and street hardware and furniture for residential, commercial, and institutional districts. The manual will contain standards for location of traffic lights, signs, and utility equipment. It will recommend landscape standards for streets and sidewalks.

The guidelines and standards will establish a level of quality for the streetscape. They will be tailored to the needs of individual streets. The guidelines and standards, however, must not be so prescriptive that the streetscapes of the City become monotonous.

**Industrial**

In support of on-going redevelopment of the City’s industrial sector and in agreement with historic land use trends in Aliquippa, the *City of Aliquippa Comprehensive Plan* Proposed Generalized Land Use map designates the riverfront land for industrial use. Recognizing the historic use of the City’s riverfront for heavy industry, uses permitted in the industrial land use district should be similar to the uses permitted by the City’s Zoning Ordinance for its General Industrial District. To bolster efforts for redevelopment of a diverse industrial riverfront in Aliquippa, a variety of light industrial uses and warehousing and distribution uses would also be appropriate to the industrial land use district.

The City’s General Industrial District zoning regulations applicable to uses at the riverfront lacks appropriate controls regulating size and appearance of uses in the district. The implementation of more refined controls would mitigate some of the negative impacts associated with large industrial uses.
particular concern is the need to minimize negative impacts to the residential uses in West Aliquippa and the need to maintain physical and visual access to the riverfront.

Although industrial uses have been relocating away from waterfronts in favor of highway locations, some businesses still rely on the river for their livelihood. While it may be more appealing and popular to redevelop the riverfront with new parks and attractive “festival” shopping centers, uses that are dependent on the river and have historically been sited at the riverfront should be encouraged to locate at the Aliquippa riverfront as an integral part of the City’s overall economic health and history. Industrial redevelopment of the riverfront, however, does not mean public access to the riverfront can not be accommodated. Recreational uses of the river have also traditionally been protected from private exploitation under the common law. The public trust doctrine protects public rights to use rivers for interstate commerce and recreational purposes. There is room for both public river access and private development.

A design concept for the City of Aliquippa Comprehensive Plan is to regard the Ohio River as a resource and to recognize its potential to serve as an amenity. The river can serve as open space for the City of Aliquippa. With the Ohio River serving as open space, public access to the Aliquippa riverfront is a primary concern which must be addressed by any development along the riverfront. The basic ways of obtaining public access to the riverfront can be divided into two categories, physical and visual.

Physical access means people's ability to reach the shoreline and use the riverfront by gaining direct access on or near the site, with pathways, parks or street-end improvements. Pathways enable people to move in a continuous fashion through the entire Aliquippa riverfront. Public access pathways should be between the first public thoroughfare from the river's edge, allowing City residents to enjoy the river's edge. Pathways are more complicated than other means of gaining public access along the Aliquippa riverfront because of their linear nature and involvement of more than one land owner, plus shoreline constraints including pre-existing uses. Parks, another means of physical access to the waterfront, are often expensive as land must be purchased or leased, improvements made, and there is the continual expense of operation and maintenance. Riverfront parks when wisely placed, however, enhance the riverfront setting, diversifying the use of the riverfront and providing for stopping points along a continuous public access system. Parks should be contiguous to and easily entered from the public access pathway system. Street-ends generally are leftover bits of land, in most instances owned and managed by a government entity. Street-ends are probably the handiest windows on the riverfront and can be made into low-cost pocket parks providing opportunities for preserving view corridors and guaranteeing visual links. Riverfront street-ends can be linked with public access pathways and parks permitting an integrated riverfront public access system.

Visual access enables people to see the riverfront. The ability to see is important to the public's understanding and appreciation of the riverfront. Maintaining view corridors and restricting building heights at the shoreline particularly help preserve visual links to the water.

The consideration for public access is within the City's control through its zoning land development ordinances. To ensure public access the City can adopt standards to promote physical, visual and interpretive access. All public access should be planned, designed, executed and maintained on the basis of the following principles. Public access should:

- Feel public;
Standards for industrial land uses should be established in accordance with the following principles:

- Set uses that do not relate to the waterfront, including industrial uses, offices, and parking, well back from the shoreline.
- Provide maximum access along the shoreline and screen the shoreline from incompatible uses.
- Require improvements, such as landscaping, benches and paving, that are appropriate for the anticipated demand, size and location of the project.

Zoning can be used effectively to ensure that development along the riverfront protects the public interest. One technique is a river corridor overlay district, which imposes special conditions on the existing industrial district along Aliquippa’s riverfront. Because the City’s industrial district zoning regulations are outdated, it may be better to undertake a comprehensive rezoning of the area to make it a special “riverfront district.” Another, more flexible method of regulating development is through the planned unit development process.

Whatever technique is used by Aliquippa, regulations can be structured to protect the public interest. The regulations can help prevent displacement of existing water-dependent uses through an “industry protected district”. The regulations can require an easement along the waterfront to ensure public access. Height and bulk controls can be designed to protect and enhance the view of the riverfront and the river from other areas by limiting the land area that is occupied by buildings and the intensity of the use. For example height limitations along the riverfront should be lower nearest the river to protect the view and avoid excessive shading of the riverfront while buildings further from the river can be developed higher. In exchange for access through sites or public amenities, the City could permit increased density and intensity of use of lands further inland or not deemed as desirable for securing public access.

Public accessways may be conveyed or leased to the City or other public agencies, community or environmental service groups or land trusts. Leasing or dedication minimizes problems with maintenance and liability.

**Conservation**

The Conservation land use district represents those areas where because of excessively steep slopes, land use is limited. In agreement with the Conservation District of the City’s Zoning Ordinance, uses appropriate to the Conservation land use district are single-family dwellings contained on large lots and recreation uses. It is recognized that steep hillsides are inherently unstable. Any changes in the system
LEGEND

- Low Density Residential
- Moderate Density Residential
- High Density Residential
- Central Business District
- Neighborhood Commercial
- Highway Commercial
- Industrial
- Conservation

GENERALIZED PROPOSED LAND USE
1995 Comprehensive Plan
City of Aliquippa
Beaver County, Pennsylvania

Prepared by
Mullin & Lodergraan Associates, Inc.
Philadelphia-Pittsburgh, PA

*The preparation of this map was financed in part through a SPAG Grant from the PA Department of Community Affairs under the provisions of Act 6A approved June 16, 1994, as administered by the Bureau of Community Planning, Pennsylvania Department of Community Affairs.*
PUBLIC SERVICES AND INFRASTRUCTURE
1995 Comprehensive Plan
City of Aliquippa
Beaver County, Pennsylvania

Prepared by
Mullin & Lonergan Associates, Inc.
Philadelphia-Pittsburgh, PA

"The preparation of this map was financed in part through a SPAG Grant from the PA Department of Community Affairs under the provisions of Act 84 as approved June 16, 1994, as administered by the Bureau of Community Planning, Pennsylvania Department of Community Affairs."
such as undermining of a slope by humans or unusually heavy rains can cause landsliding or erosion. Some of the most common human causes include: cutting slopes at too steep an angle, misdirecting storm runoff, removing woody vegetation, adding water by means of hillside septic systems, and excessive landscape irrigation. In combination with restricting land use of the excessively steeped slopes in the City, Aliquippa could implement a grading ordinance. A grading ordinance would depend on professional expertise and oversight defining desired performance rather than detailed standards for development on steep slopes. Still, the code could provide minimum standards for height, gradient, drainage terraces, and structural setbacks for cut and fill slopes. These standards, such as the maximum steepness of two horizontal to one vertical for both cut and fill slopes, have become widely accepted in grading designs.

Construction on hillsides creates problems, with the extension of infrastructure to hillside areas being quite expensive. Water supply must have adequate pressure to reach upper elevations with other service lines such as sewage, electricity, telephone, requiring extension along roadways that are already difficult to design and construct. Development of steep slopes presents problems of access for residents, visitors, and emergency service vehicles. Most developments try to provide more than one access road, but often this can be physically difficult to accomplish on steep slopes. Narrow roads and steep grades reduce transit accessibility, which reduces the mobility of the elderly and the very young. Given the problems inherent in the development of steep slopes, it is recommended that the City not permit higher density home parks in its conservation district. High density mobile home parks as permitted in the Conservation District are incompatible with the purpose of the Conservation District. Mobile home parks in Aliquippa would be better suited to level areas.

C. CITY OF ALIQUIPPA COMPREHENSIVE PLAN

Housing Element

In November, 1992, the City of Aliquippa completed a Housing and Neighborhood Improvement Strategy. The purpose of the document was to prepare a strategic housing action plan that identifies specific activities, costs, and the projected resources required to implement the program. The Housing and Neighborhood Improvement Strategy created a comprehensive series of housing and neighborhood improvements that when applied together, define a direction for the City that will ensure the viability of its residential neighborhoods well into the future. Recognizing extensive efforts in the City to create a housing plan, this Part of the City of Aliquippa Comprehensive Plan will serve as an update to the Housing and Neighborhood Improvement Strategy updating the status of recommendations provided by the document. Additional recommendations will be provided to supplement the strategies provided by the Housing and Neighborhood Improvement Strategy.

The Action Plan of November 1992 Housing and Neighborhood Improvement Strategy provided seven elements for implementation. Recognizing expanded ownership of housing as representing the fundamental need of the City's neighborhoods as the basic element of neighborhood stabilization, the purpose of the elements was to be oriented to the creation of homeownership opportunities. The following identifies the seven elements and indicates the status of the elements.

Element I: Financial Inducements to Homeownership

The objective of the element was to make homeownership possible for a broader spectrum of prospective homebuyers. It was recommended that the City underwrite the services of an existing non-profit organization in instituting a program to provide a homeownership incentive program.
Status of Element:

In agreement with the recommendation, in 1993 Housing Opportunities of Beaver County was formed with money provided by the Beaver County Community Development Program. Housing Opportunities is working on completing its first three year plan. To expand homeownership, Housing Opportunities, whose services are available County-wide, has instituted a pre-purchase counseling program. The counseling program, which varies in length depending upon the particular needs of the client, serves to assist prospective homeowners in establishing and maintaining a household budget and in overcoming credit related problems. Eight households have completed the pre-purchase counseling program.

Completion of the pre-purchase counseling program is a prerequisite to involvement in Housing Opportunities’ Earned Home Ownership Program (EHOP). The EHOP is available to households earning up to 115 percent of the area’s median income. The EHOP provides CDBG funds that Housing Opportunities received from the County in addition to funds made available through Housing Opportunities relationship with commercial lending institutions, for mortgage financing below the market rate for a 30 year fixed rate mortgage. As an added incentive households that purchase a property in the City of Aliquippa, may receive a $7,500 grant. Two-thirds of the $7,500 may be used for cosmetic purposes with the remaining portion used to address code deficiencies. Housing Opportunities has assisted three households in the City. One of the purchases has been completed.

Additionally, in agreement with a recommendation of the Housing and Neighborhood Improvement Strategy, Housing Opportunities has instituted a brick and mortar program. The program involves the use of funds by Housing Opportunities to purchase and rehabilitate a house in Aliquippa. Upon completion of the rehabilitation, Housing Opportunities sells the house to a household that participated in the pre-purchase counseling program. Housing Opportunities has completed one unit in Aliquippa through its brick and mortar program.

Housing Opportunities of Beaver County expects to become a 501(c)(3) non-profit within the next year. Until that time it will continue be provided administrative and fund raising services in association with Housing Opportunities of McKeesport. As recommended by the Housing and Neighborhood Improvement Strategy Housing Opportunities of Beaver County does seek out contributions from the corporate community. Housing Opportunities has not, however, become involved with the Pennsylvania Department of Community Affair’s Neighborhood Assistance Act (NAA) Tax Credit Program. Additionally, Housing Opportunities has not applied for funds from HUD’s HOPE III program as was recommended by the Housing and Neighborhood Improvement Strategy. Over the next year Housing Opportunities expects to develop its second three year plan. It expects to be able to incorporate use of NAA tax credits and HOPE III funds in the second three year plan as a way to increase available funding and expand homeownership in Aliquippa and Beaver County.

Element II: Financial Inducements for Homeowner Rehabilitation

Recognizing that Beaver County’s existing Housing Improvement Program (HIP) does not adequately address the substantial need for housing rehabilitation in Aliquippa, Element II recommended establishment of two separate homeowner rehabilitation programs in Aliquippa.

Status of Element:

In support of the recommendation of the Housing and Neighborhood Improvement Strategy Housing Opportunities has created a bricks and mortar program. As reported under Element I, the bricks and mortar program provides households who are purchasing a dwelling in Aliquippa with a $7,500 grant.
to provide cosmetic improvements and correct code deficiencies of units being purchased through the EHOP. As was noted, one housing unit in Aliquippa has been purchased, rehabilitated and then sold by Housing Opportunities. Housing Opportunities has contracted with the Aliquippa Alliance for Unity and Development (AAUD) to assist with the program. The AAUD will assist by completing the specifications and inspections for all units being rehabilitated in Aliquippa by Housing Opportunities.

The second recommendation of Element II was that the City request that the County through its Countywide Housing Improvement Program (HIP), allocate CDBG funds to be used in exclusively in Aliquippa for housing rehabilitation. While the request was made, the County Housing Authority, which administers the HIP, has not provided funds for use exclusively in Aliquippa.

Element III: Rehabilitation/Resale
This Element of the Action Plan consisted of a hybrid of Elements I and II. It was recommend that the non-profit administering the financial inducements to homeownership program, also acquire low cost dwellings that require rehabilitation and sell the dwellings to participants in the homeowner program.

Status of Element:
Housing Opportunities has instituted the recommendation provided by Element III of the Neighborhood Improvement Strategy. The recommendation is essentially the bricks and mortar program. As reported Housing Opportunities has completed one purchase rehabilitation and resale project in Aliquippa. Housing Opportunities expects to complete additional projects in the City through the program. It hopes that the relationship with the AAUD will be helpful in completing more projects in the City.

Element IV: Financial Inducements for the Rehabilitation of Rental Units
The Element represents a secondary priority, particularly during the initial implementation of the Action Plan. The Element recommended that to the extent that Beaver County offers a CDBG or HOME funded program to induce the rehabilitation of the rental housing stock, efforts will be made to direct funding to Aliquippa landlords. Additionally, it was proposed that the non-profit responsible for Element I could eventually initiate a landlord rehabilitation program.

Status of Element:
Similarly as with Element II, the County has not allocated CDBG funds for use in rental rehabilitation exclusively in Aliquippa. Housing Opportunities has not implemented a rental housing rehabilitation program. In preparing its second three year plan, Housing Opportunities may consider creating a housing rehabilitation program.

Element V: New Construction of Single-Family Homes
This Element of the Action Plan provided a strategy to the City for considering proposals for the development of the Bricks.

Status of Element:
The Bricks has not been developed. There are no on-going discussions regarding development of the site. The Land Use Plan of the City of Aliquippa Comprehensive Plan and Appendix B provide a strategy for redevelopment of the site.
Element VI: Demolition
The Action Plan indicated that the clearance of vacant and abandoned buildings is the number one priority for the City of Aliquippa. Element VI recommended strategies for an expanded and accelerated program of demolition in the City.

Status of Element:
The Housing and Neighborhood Improvement Strategy contained a list of 64 structures to be demolished. Since adoption of the Housing and Neighborhood Improvement Strategy, the City has demolished nearly 75 structures including most of the structures on the list. To expedite demolitions in Aliquippa, in October, 1993, the City implemented a comprehensive building code applicable to all buildings. The City uses the Building Officials and Code Administrators Basic Building Code (BOCA Code). The BOCA Code specifications and performance criteria are for any construction, repair, or alteration of a structure. The BOCA Code also includes provisions for property maintenance, administrative controls, and technical guidelines for rehabilitations and reuse of existing buildings.

Adoption of the BOCA Code by Aliquippa provides the City with standards allowing for the City to issue citations and administer fines for non-compliance with the standards. In extreme cases the City has standards against which to declare a building unfit and begin condemnation providing Aliquippa with a very effective tool in its demolition program.

In support of the recommendation of the Neighborhood Housing and Improvement Strategy, the City has adopted an ordinance granting Aliquippa its powers under Act 98. In agreement with Act 98, the City requires insurance carriers to escrow adequate proceeds to pay for the demolition of fire damaged structures. The funds are escrowed with the City’s Fire Department with the ordinance applying to all buildings in the City that have fire insurance.

The Housing and Neighborhood Improvement Strategy recommended that the City adopt a process to reduce the time lag involved in the lengthy and complicated review process to ensure compliance with environmental and historic regulations prior to use of CDBG funds for demolition. In support of the recommendation, the City provides to the Community Development Program of Beaver County, packages of buildings to be demolished with CDBG funds. The packages generally contain ten buildings. The County completes the environmental and historic reviews receiving a release of funds for several buildings at once.

Element VII: Street Improvements
Element VII served to recommend a strategy to improve the condition of the local streets in support of neighborhood improvements.

Status of Element:
As reported in Section III, Inventory of Existing Conditions, of the City of Aliquippa Comprehensive Plan the City has implemented a program to reconstruct nearly every local residential street. In agreement with the recommendation of the Housing and Neighborhood Improvement Strategy over three years the Aliquippa will uses Federal and City funds to provide over five million dollars in improvements to local streets.

While Housing Opportunities has not completed the total number of units in the City as projected by the Action Plan of the Housing and Neighborhood Improvement Strategy, it has had a successful start by instituting the EHOP. Housing Opportunities was slowed in the implementation of the Action Plan as
a result of it being a new organization with time required for staffing and developing familiarity with the County and its housing needs. Housing Opportunities is at the end of its first three year plan and anticipates formulating its second three year plan over the next several months. Based upon Housing Opportunities familiarity with the community and its specific needs, in addition to greater awareness of some of the potential funding sources, Housing Opportunities expects to be able to complete more during its next three years including more closings through the EHOP in addition to the creation of new programs. Housing Opportunities expects that its association with the AAUD will also expedite the creation of housing in the community. Housing Opportunities would be particularly interested in considering additional funding available through the HOPE III program and seeking funding for a housing rehabilitation program, both activities which were recommended by the Housing and Neighborhood Improvement Strategy. To assist Housing Opportunities in putting together its second three year plan, the City could consider meeting with the staff to review the progress on the first three year plan identifying what has been completed. Upon a review of the completed activities, Aliquippa could recommend to Housing Opportunities, activities it would like to see carried forward from the first three year plan to the second three year plan. Finally, the City could identify the need for new programs to adjust for uncompleted programs or new needs in Aliquippa. The City and Housing Opportunities could also identify potential funding sources for the programs. An area of discussion should include a redevelopment plan for single-family for sale housing on the Bricks site.

Preservation of the quality of the housing stock must remain a focus of the City's housing efforts. As incomes of the City's households rise more slowly than in previous times, composition of households change, and households age in place, the housing stock will come under increasing pressure. Simultaneous efforts by the City are to stimulate the maintenance of existing housing by the private sector and to stimulate, ensure, and ultimately support the rehabilitation of deteriorated structures by the City. The City must also consider the need to bring abandoned structures back into service as quickly as possible.

The maintenance of public health and safety as well as the appearance of the City's structures drives Aliquippa's code enforcement functions. Essential for the City's long-term housing policies is the goal of reducing carrying costs of real estate by the City of Aliquippa. Enforcement actions must recognize cost-effective solutions ensuring no cost to the City that would have to be passed on to the City residents. Housing programs should not be administratively burdensome to home purchasers, existing owners, or renters.

All successful maintenance strategies rest on two parallel sets of policies: 1) coercive requirements such as code enforcement; and 2) compliance incentives. Where incentives are unavailable, code enforcement has had limited results. The availability of grants, low interest loans, or reverse mortgages as part of the total effort, ensures the long-term success of the program.

Maintenance and rehabilitation of the City's public housing stock remains an important objective. The public sector has as much responsibility for maintaining its housing stock as does the private sector.

A comprehensive review of all structures in a neighborhood may be thought to be the most successful system of code enforcement. Because of scarce resources and limited man power, it is not possible to sustain such a review in the City of Aliquippa. Alternately the City could provide on-going inspections through a "transaction-based" system. A transaction-based system requires the City to inspect all properties when they are sold. In addition, the rental housing stock would be inspected at the time a
tenant vacates a unit. The City does provide inspection services on request to mortgage companies considering loan applications. The City charges $25.00 for the service to cover the cost. Additionally, the City's Building Code Inspector, has established a network with other service providers. Children and Youth Services, when responding to complaints of child abuse will let the Building Code Inspector know of noticeable problems with the building. The City does not, however, require inspections including for rental units. Implementation of a transaction-based system would ensure that most structures will come under periodic inspection. The City will, however, need to maintain a strong complaint response capability. An aging, long-term homeowner that stops maintaining his property will only come to the City's attention through a complaint. A landlord who allows the rapid deterioration of a unit could avoid scrutiny for some time without a well-staffed complaint response system.

The funding of the transaction-based portion of the inspection system should be primarily fee based. The triggering event would be either a sale or a move, which creates an opportunity to charge a reasonable fee for the inspection. The City may choose to subsidize the cost to reduce barriers to homeownership. The complaint response portion of the inspection system would likely have to be publicly funded. Public funding of the complaint based portion of the inspection and code enforcement system allows the focus of the program to remain on the condition of the housing stock and encourages neighbors to report housing problems. The City of Aliquippa can apply for CDBG funds for selected code enforcement activities.

The inspections system should be fair and equitable. The emphasis should be on major safety matters rather than on minor, or more cosmetic matters. Aliquippa's Building Code enforcement staff should show reasoned flexibility in applying the code. Requirements should be reviewed to ensure that the standards do not add to burdensome costs and design problems, particularly in adaptive use projects.

Successful code enforcement requires a responsible party for each property. Whether the responsible party is the owner, a tenant, or a property manager, the issuance of a certificate of occupancy for a rental unit should be conditioned upon the registration of the locally responsible party for each rental unit. The locally responsible party will be subject to any fines under the program.

The primary purpose of the inspection system is the impartial review of the condition of the housing stock. A complaint-based system should be useful to monitor and eventually eliminate the few irresponsible landlords that plague the City.

The City must help homeowners and renters find the resources needed to complete the necessary repairs. Often providing contacts in the private sector for home equity loans, FHA insured improvement loans, or other lending sources is sufficient. In meeting the needs of low- and moderate-income households, the City can direct residents to the County HIP.

While the City of Aliquippa does not own any housing, housing owned by the Beaver County Housing Authority is part of the City's housing stock. The Beaver County Housing Authority has received funding under the Comprehensive Grant Program to continue modernizing the public housing stock.

Opportunities for reuse, conversion, rehabilitation of existing housing and new housing construction is an important part of a housing plan for the City serving to revive neighborhoods and also to renew the tax base. Efforts to bring obsolete or underutilized buildings and blighted or vacant parcels back into
productive use have the potential to provide new revenue for the City's tax rolls. These efforts will stabilize residential neighborhoods and support increasing property values.

The City's declining population results in the closing and abandonment of public land uses such as schools. As a result, obsolete buildings present an opportunity for an expansion of the City's housing stock accommodating changing households and various income groups. Potential sites for expansion of the housing stock lie in vacant land scattered throughout the City. Although scarce, these sites present the opportunity to provide in-fill residential uses that are in keeping with the neighborhood character and scale. To make the best use of the land, buildings such as the Jones School, that have fallen into irreversible disrepair should be considered for demolition. Similarly, underused buildings such as the upper stories of commercial buildings in the Franklin Avenue Business District provide opportunities for expansion of the housing stock to accommodate various income groups and household types.

To facilitate redevelopment, the City could maintain an inventory of properties that are potential candidates for rehabilitation, conversion, and reuse. The database should include ownership, land use and zoning classification, and the tax status of the parcel. The inventory is not a simple list. Effectively administered, it will perform two roles as follows: 1) the database will ensure that the private and non-profit sectors do not overlook realistic opportunities for housing; and 2) the database will stimulate action on the buildings. It is common for a corporation to own an underutilized tract without any intention of using the parcel. The Corporation, however, may allow the property to languish for years before it finally disposes of the parcel. Similarly, when firms go out of business, the land can be tied up for years. In many of the situations, timely action by the City can focus attention, prompt decisions, and place the property back on the market. Occasionally, communities have found parcels at favorable prices or on preferential terms from distant and uninterested landowners. The comparison of the list of opportunities to the City's knowledge of distressed properties will stimulate City action to help convert the problem or underutilized properties into opportunities.

Successful redevelopment efforts require cooperative planning before an investor has created specific site plans for redevelopment of a site for housing. The cooperative planning should include participation from neighborhood residents, developers, non-profits, community organizations, and residents to establish the scale and character of the rehabilitation or reuse. The database of sites can become a meaningful listing of opportunities only after the City has engaged in a forward planning process. Forward planning will ensure that the projects are regulatory viable. Completion of the database and cooperative planning can be completed without large outlays of public funds. On-going coordination efforts of the involved City departments and officials will be necessary.

The City of Aliquippa must encourage pro-active land use planning. Outdated regulations and codes or engineering standards can easily conflict with the goals and objectives of the City of Aliquippa Comprehensive Plan.

Meeting the needs of the marketplace to ensure that the City can effectively compete with suburban housing markets will require an attention to detailed neighborhood concerns. The effective organization of City resources from planning, inspection, public works, and public safety will be required to meet the needs of Aliquippa's neighborhoods.

For City government to have a positive affect on the residential quality of life during a period of limited public resources, it must build upon existing neighborhood organizations in ways that will foster,
encourage and stimulate the continuation and expansion of neighborhood organizations. There are four components that the City can use to build effective neighborhood leadership enhancing the living environment and complementing housing policies. These include 1) provide access to City resources through neighborhood groups; 2) provide access to City budgeting and the allocation of resources; 3) provide access to City Hall to address emerging problems; and 4) provide access to the City planning process.

Providing access to City resources requires support of neighborhood activities. For example, neighborhood organizations offering clean-up days can be provided City personnel and support equipment for the volunteer participation of private haulers. Neighborhood groups should submit requests for City support of such events. The City of Aliquippa can then assign the public works staff for the events scheduled throughout the year. The support will aid long-term personnel planning and scheduling within City departments. In addition, it will show that groups have formalized access to resources that are otherwise unavailable.

Provision of access to City budgeting requires that the City budget and the Capital Improvement Program (CIP) should include a formal comment period for neighborhood groups. Local participation in forming specific requests will aid in the development of a more efficient and cost-effective pattern of expenditures. The City should ask neighborhood groups in advance for their ideas on the CIP or budget assignments. There could be a formal presentation to the leadership of local organized groups about the budget and the CIP before their final adoption by the City. Instead of expecting neighborhood groups to fit themselves into the public portion of a normal agenda, the groups could be offered a special work session. By so doing, the City administration will engage neighborhood groups as partners in government.

Neighborhood groups should have a formal first point of contact in City Hall providing access to emerging problems. A knowledgeable insider with daily contact with the various department heads and key staff can get answers, provide insight, and schedule a response. The neighborhood liaison must be an integral part of the entire effort to build neighborhood identity. The assignment will serve as a mechanism for changing how the City views its mission. It will help to assure that the City provides accurate and timely information about governmental policies, programs, and pending issues to citizens. A neighborhood liaison could also enlist citizens to volunteer and participate in government activities. It is a part of the shift to a pattern of entrepreneurial governance that is neighborhood based.

Citizen's access to government should also be improved through the existing boards in Aliquippa. Serving on many separate boards, local citizens are involved in the administration of the City. Yet, residents do not view the boards as a resource. Selection criteria for serving on boards should include a history of local involvement and visibility as well as technical expertise and a willingness to serve. Further, the City must include names and numbers in a published list of contacts. Neighborhood groups should know how to contact their community leaders on these boards. Finally, the City should encourage interaction among the boards. For example, an annual social event as a thank-you for board members can create contacts and fellowship that ease the operation of government. Overlapping memberships and presentations from one board to another on some key issues can reinforce the notion that they are all working for the same goals.

To provide access to the City planning process, Aliquippa should formally involve neighborhoods into the review process for applications before the Planning Commission. The notification procedures should
be refined to ensure that all groups are periodically made aware of projects and zoning changes under consideration by the Planning Commission.

The review phase should ensure that a plan fits within the parameters set by plans for the area, and applicable building and development codes. Whether a project should occur should have been dealt with long before the plans are reviewed. Neighborhood involvement must begin in the planning stages. The City must create localized future use plans that will involve the neighborhoods in developing responsible long-term strategies for dealing with the transitions and changes facing Aliquippa.

Historically, City government's responsibility for housing issues involved efforts to create an affordable supply and manage the maintenance of the housing stock. In the coming decade, the City's participation in direct consumer support will need to include a strong role in providing education and counseling. Additionally, financial support will be needed to meet the needs of low- and moderate-income residents who are struggling to make the transition to homeownership.

D. CITY OF ALIQUIPPA COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

Section III Part C of the City of Aliquippa Comprehensive Plan provides a review and inventory of the traffic and circulation concerns of the City. Section III Part C also serves to classify the roads in the City of Aliquippa. This Transportation Element of the City of Aliquippa Comprehensive Plan serves to provide policy recommendations for the City, guiding transportation planning in a coordinated manner. The Transportation Element involves recommended solutions for current and potential problem areas identified in Section III Part C.

The following is a list of local improvements which require implementation to improve flow and safety. The activities correspond to the problems listed in Section III Part C of the City of Aliquippa Comprehensive Plan.

a. As previously reported, the City has instituted a program to improve the conditions of Aliquippa's local residential streets. The three year program should noticeably improve the conditions of the local streets to the benefit of the residents of the City. In addition to addressing the immediate concern of the disrepair of the local residential streets, the City should consider the long-term maintenance of the streets avoiding an abundance of streets falling into disrepair at one time. To alleviate the problem, it is recommended that on an annual basis, the City complete a plan for necessary road improvements. In preparing the road improvements plan the City Council should seek the input of the Streets Department. The improvements should be programmed for completion over a three to five year period and revised on an annual basis. Funding for the improvements can be scheduled in the City's Capital Improvement Program. The annual budget of the Capital Improvement Program can also include funding for emergency repairs that may come up.

b. It was reported in Section III of the City of Aliquippa Comprehensive Plan that in recognition of limited access to its riverfront industrial site, the BCCED has proposed establishing a new access bridge across the Ohio River. The new bridge would replace the Ambridge bridge crossing. The alignment and improvements to the Route 51 and Franklin Avenue interchange have not been identified by PennDOT or the Beaver County Planning Commission. The Beaver County Planning Commission advocates locating a new bridge south of Aliquippa closer to the
Ambridge bridge crossing. Through completion of the City of Aliquippa Comprehensive Plan with updated land use policies supporting redevelopment of the riverfront and the Franklin Avenue Business District, the City is providing support to the transportation planning of the BCCED. It is recommended that as a follow-up to the City of Aliquippa Comprehensive Plan the City supply to the Beaver County Planning Commission its revised land use policies in support of a new bridge to strengthen redevelopment in Aliquippa. Additionally, the new alignment will provide the most direct access between the older developed river bottom communities along Route 51 to Route 60. While the alignment will generate increased traffic through Aliquippa, it has been noted that traffic through Aliquippa has decreased significantly since the closing of the steel mill indicating that capacity exists on the City’s street system. Also, the alignment will bolster economic redevelopment of the riverfront and the City’s commercial sector.

As noted by the Beaver County Planning Commission, because the City of Aliquippa is highly developed, there is very limited opportunity for creation of new roadways to improve the traffic and circulation network enhancing safety and vehicle flows, without major redevelopment. This is of particular concern as traffic into and through the City could increase greatly as a result of redevelopment of the riverfront. Also, a bridge through the BCCED site aligning with Franklin Avenue would create the potential for tremendous traffic increases in Aliquippa. The disruptive nature to developed lands and their inhabitants in addition to the nearly prohibitive cost in combination with scarce resources, minimizes the prospects of development of new roadways in the City. Accordingly, efforts to improve traffic flow and increase safety require management practices of the existing circulation network. The following serves as policy guidelines for traffic and circulation in the City of Aliquippa supplementing the other recommended improvements.

| Improve flow of traffic in City. | Encourage use of public transit. | Maximize traffic-carrying capacity of existing street network. |

Ensure dissemination of transit information supporting maximum use of bus services available in the City and to areas outside of the City. Bus stop signs should have detailed route maps and schedules. Bus shelters should be provided. In cooperation with the BCTA, general maintenance of bus shelters should be done on a regular basis. Any vandalism to the shelter should be corrected immediately eliminating an appearance of deterioration to a level that detracts from the City and gives a poor image to the transit system that might deter its use.

Traffic signals should be programmed to allow longer periods of traffic flow along the arterial roadways during rush hours and shorter periods during off-peak hours. This would ease traffic congestion during peak hours and give pedestrians more time to cross streets at lunch time. Similarly traffic signals should be synchronized with one another minimizing constant stopping and enhancing freer flowing conditions.

Parking, stopping and loading restrictions should be strictly enforced. One illegally parked or stopped vehicle can cut the traffic-carrying capacity of a street in half. Illegal parking at corners
where buses and trucks turn can create a total blockage of traffic as larger vehicles attempts to maneuver around the parked car.

Improved streets surfaces and upkeep of permanent lane markings allow the typical 26-foot-wide roadway to function more consistently at full capacity. To ensure maximum upkeep of the City's roadways, maintenance and improvements should be coordinated through a capital improvement budget allowing efficient use of funds.

An increase in the minimum corner clearance, the distance from the intersection to permitted parking or loading, is recommended to improve visibility for drivers and pedestrians and also to provide extra room for cars to turn. If minimum corner clearance were increased, it would ensure that cars entering or exiting driveways would not block the intersection. Minimum distances between driveways would reduce the frequency of turning movements on through-traffic streets, enhancing safety and promoting the purpose of arterial roadways.

Where parking is permitted along one side of a street, the side designated for parking should be consistent from block to block and, in general, should be located along the left curb on one-way streets. This would allow buses to remain in the right lane rather than weaving back and forth between the parking and traffic lanes.

d. Section III part C of the Aliquippa Comprehensive Plan identify the need for improvements at the intersection of Kennedy Boulevard and Franklin Avenue. Improvements are needed to distribute the large amounts of traffic travel through the intersection and mitigate problems created by the configuration of the intersection. An alternative available to the City is to realign the Kennedy Boulevard and Franklin Street creating a 90 degree intersection. Additionally, the streets proximate to the intersection could be realigned to intersect directly with the intersection rather than being offset. A traffic light could also be provided at the realigned intersection to control traffic through the intersection. Given the need to purchase and complete engineering and construction, the alternative will be quite expensive. An alternative to control traffic flow through the intersection to ensure safety would be to a series of traffic lights at the intersection in addition to the streets proximate to the intersection. The traffic lights should timed to ensure traffic does not back up creating grid lock through the intersection.

c. To eliminate potential hazards associated with a tight curve on Franklin Avenue just west of the tunnel, the City should recommend to the County and state, that any plan for redevelopment of the Franklin Avenue Route 51 intersection include realignment of the curve to make it gentler. As an interim measure, the City should continue stringent enforcement of speed limits in the area of the curve.

E. CITY OF ALIQUIPPA COMPREHENSIVE PLAN COMMUNITY SERVICES ELEMENT

Community facilities and services are the buildings, lands, and services which serve the public. Section III Part D of the City of Aliquippa Comprehensive Plan identifies the availability and evaluation of the various public resources in Aliquippa. While the Planning Commission does not have control over allocating the City's resources among public services, the Planning Commission can establish policy recommendations to ensure conformance with goals and objectives of the City of Aliquippa Comprehensive Plan. The policy recommendations are important to ensure that the spirit and intent of
the City of Aliquippa Comprehensive Plan is maintained.

A major concern identified by the inventory of community facilities and services is the need for a new police station. The police department feels that the location of the police station is not appropriate in addition to the police station is too small for existing and future anticipated needs. Developing a new police station would require a major expenditure by the City making the realization in the near future a limited possibility. Should Aliquippa, however, be able to develop a new police station, the City should carefully choose a site and develop a project in agreement with the goals and objectives of the City of Aliquippa Comprehensive Plan in addition to addressing the site specific needs of police the police department. It is anticipated that the police department would seek out a central location in the City similar to its current location. In support of the goals and objectives of the City of Aliquippa Comprehensive Plan it is recommended that the police department remain in or near the Franklin Avenue Business District providing a continued presence and promoting the revitalization of the CBD. To further advance the efforts to revitalize the Franklin Avenue Business District, it would be preferable for the police department to locate a new police station in an existing vacant building rehabilitating the building in accordance with their specific needs. Should the police department construct a new building in the Franklin Avenue Business District, it is recommended that the building be designed and sited compatible with the CBD and the goals and objectives established for the CBD.

Both the City's police department and fire department indicated the need for additional staff. As a largely developed community with a decreasing and aging population, the major long-range problem with regard to community services is likely to be the need to continue ensuring adequate funding to maintain existing service and staff levels. While redevelop of the City's riverfront for industrial use will increase the tax base of the community, resources to support community services and additional staff will continue to be scarce requiring strategies to use scarce resources more efficiently.

The best way to ensure the need for services is addressed is to minimize the need. To minimize the need requires that the City foster preventative measures such as adequate code enforcement to ensure buildings do not decline and become fire hazards. Continued funding and where possible, expanded funding of housing rehabilitation in Aliquippa serves the purpose of mitigating blighting and reducing fires. Similarly opportunities to promote preventative health care by the City through and in cooperation with the school system and senior citizen's service organizations boosts preventative measures minimizing the need for emergency rescue services. Preventative measures also include upkeep and maintenance of the equipment and infrastructure such as fire trucks, police cars, sewer and water pipes, and buildings. Preventative programs also include ensuring commercial and industrial buildings are provided with up to date fire equipment such as sprinklers, fire alarms, and smoke detectors. To minimize costs of false alarms, many of which are associated with faulty alarms, Aliquippa could charge repeat false alarm offenders where it is found that faulty fire alarms are the culprit. As new industrial uses are located at the City's riverfront, Aliquippa should ask developers for voluntary contributions of funds or equipment for any special or specific needs that their use creates for the City that would require purchase of new equipment.

The capital improvement budget also serves as a way to coordinate activities ensuring efficient management of funds. Through the capital improvement budget the maintenance of the City's streets and sidewalks can be coordinated with maintenance and upkeep of other infrastructure such as sewer, water, and storm water infrastructure. Similarly, the capital improvement budget offers review of equipment purchases ensuring coordination of purchases. The purpose of the coordination of the
activities and purchases is to ensure excavation is not scheduled to occur after a street or a sidewalk improvement and to provide a systematic chronological plan for the retirement and refurbishment of apparatus and equipment. Using the capital improvement budget excavation activities could be scheduled to occur prior to street or sidewalk improvements.

Due to Aliquippa's decreasing and aging population in addition to more of Aliquippa residents working outside of the City, staffing of voluntary positions with the fire departments has been identified as a problem. Volunteer service is encouraged and promoted as a way to create participation and pride in the community. Just as important, volunteer service is a way to contain the costs of provision of community services. To continue the staffing of some municipal services with volunteer staffs the City will need to seek ways to increase the pool of volunteers and also to make volunteering easier. The pool of eligible volunteers could be increased by working with local businesses encouraging the businesses to allow workers to serve as volunteers answering fire or rescue calls while at work. The City could promote the concept by allowing City workers to be on-call volunteer fire workers. The City's Streets Department, located next to the fire station, is ideally located to provide additional day-time staff to the fire department. The pool of volunteers could also be increased by allowing eligible volunteers to include persons employed in the City, who do not reside in the City. Non-resident volunteers would be on-call while working in the City.

To further increase the pool of volunteers, staff members could be allowed to limit their scope of participation in the emergency services. Under a limited volunteer system, members could, if they choose, limit their involvement to a specific task, such as fireman, or fund raiser, or manager. Again the City's businesses could be called upon to volunteer sharing business skills without being required to assist at emergencies. Eliminating the time that the volunteers who assist at emergencies have to dedicate to management chores limits their volunteer time and may promote new members who are not interested in the time consuming business aspects of the emergency services. Similarly, many of the City's older residents who may not want to participate in the more physical aspects of emergency service work, but are interested in volunteering, could participate by offering other skills.

As the City's demographic character continues to evolve the City will need to review the changes for impact to staffing of volunteer services in addition to the need for provision of service expansions, cutbacks or new services. Similarly, as funding needs and opportunities change, the City will have to diligently evaluate the impact. The City will continuously have to seek ways to increase efficiency as is proposed with the closing of the fire stations. If funding sources for community services continue to remain scarce, Aliquippa may explore additional opportunities for the regional delivery of community services to enhance efficiency.

Section III Part D of the City of Aliquippa Comprehensive Plan indicates a lack of recreation and open space in the City. Additionally, much of the recreation space in the City has been neglected and vandalized. While land exists in the City to expand Aliquippa's open space and recreation system, to determine the recreation and open space needs of the community, the City could complete a comprehensive community park and recreation study. The study would evaluate existing recreation and open spaces and services in relation to existing and projected recreation and open space needs. Completion of the study and implementation could be funded largely through the state's Keystone Community Grant Program. Under the Keystone program a municipality may receive grant assistance for park rehabilitation and development projects, acquisition project, and technical assistance grant projects including park and open space studies.
In preparing a comprehensive community park and recreation study for Aliquippa, it may be appealing to apply uniform open space standards as applicable to every municipality. The reality, however, often makes it difficult or inadvisable to apply national standards without question in specific locales. The uniqueness of every community, due to differing geographical, cultural, climatic, and socioeconomic characteristics, makes it imperative that every community consider its own needs for parks and open space.

The socioeconomic characteristics of a population group are an important local factor to consider in determining park and open space requirements. For example, where household income is above average, families typically seek out private and non-local recreation sites, thus decreasing the need for public open space. Another demographic characteristic such as the age profile of the population is also key in determining requirements with older population groups generally requiring more passive recreation sites, whereas families with young children need tot lots and playgrounds.

The City has very limited recreation and neighborhood based open spaces. Additionally, the City, should consider the park and open space needs by age groups including attention to the needs of its older population with the City having no open space lands designated specifically for its older population. Additionally, it is expected that the deteriorating conditions observed at some of the City's park and open spaces further limit their use and enjoyment by the City's older population.

Park and open space lands designed for an older population is cognizant of the changes in sensory and perception needs of the users through the use of materials, colors and equipment. To address the loss of mobility and the diminution of the senses which is common in older persons, park and open space lands can utilize nonskid surfaces, bright colors, lower furniture, and materials to stimulate the sense of smell in addition to barrier free design.

To ensure that park and open space lands will be usable and have value as an amenity, some minimum guidelines should be established as goals in a comprehensive community park and recreation study in Aliquippa. Park and open space lands should be clean with properly working equipment. Public parks and open space should be secure and safe. Parks and open space should be equally accessible to all persons with particular attention to accessibility needs of the handicapped and elderly populations.

The observations of the City's public parks and open spaces reveals that the neighborhood parks have been neglected and vandalized. The parks contain broken equipment, lack of vegetation and graffiti. There is a lack of support equipment most notably parks and open spaces lack bicycle racks, drinking fountains and sufficient number of benches. To support use and enjoyment of public parks need for support equipment should be evaluated in relation to specific user needs of each park and open space. There is concern that the observed conditions limit the use and enjoyment of those parks where neglect and vandalism are observed because users feel unsafe. As a goal of a comprehensive community recreation study, it is recommended the City promote regular inspection and repair of parks and open space to provide a safe environment for users further advancing the purpose and function of open space.

Additionally, the City should ensure provision of adequate shade trees and landscaping at the public parks and open space. While trees and shrubs may create a hiding place for undesirable activities, landscaping adds to the proper functioning and enjoyment through provision of summer comfort and aesthetics. Consideration should be given to the addition of landscaping, particularly shade trees, where
deficiencies are observed. Special consideration should be given to the placement of shade trees near benches and tot lots.

In addition to amounts and quality of open space, the location of open space areas is an important consideration in preparing a community park and recreation study. Open space should be distributed equitably throughout a community so that it is easily accessible for enjoyment by all the residents of the community. Linking open space parcels also enlarges the area available for recreation. Providing linear links connecting existing parks and open spaces through greenways expands use of parks and open space system enlarging the area available for recreation.

Linear greenways forming a comprehensive system are ideal for walking, jogging, biking, commuting, and enjoying nature. The greenways can be local, limited to the City of Aliquippa, or extend beyond the City boundaries. In Aliquippa lands designated Conservation in addition to, utility rights-of-way, and river banks are appropriate sites for links in a linear greenway system because they are often publicly owned and unsuitable for development. A primary objective of a comprehensive linear greenway system is to establish links between recreation and open spaces in the City along with various hubs of activity in Aliquippa. A linear greenway can be phased in over time based upon a plan devised to identify logical termini and paths between the points. The system could accommodate either pedestrians only or pedestrians and bicycles. Systems for bicycles would have to be paved. To receive federal funds for a bikeway, it must have a paved width of at least eight feet.

Public land is ideal for a linear greenway, but it is likely that land must also be purchased. Property rights can be acquired through dedication or purchase of fee or less-than-fee interests.

It is recommended that the linear greenway through the City be enhanced with the addition of benches providing resting and viewing areas. The addition of benches also allows for people-watching. Landscaping should be provided to shade and direct views. Additionally, open-air pavilions could be located along the urban linear greenway at several points. Encouraging maximum use of the linear greenway system through the City, requires that trash receptacles and drinking fountains be provided at points along the linear greenway. The amenities are most important along paved portions where pedestrian use will be heaviest.

Design of the various amenities of the linear greenway should be functional and harmonized with the setting making the amenities as unobtrusive as possible. The individual pieces should be coordinated to help define the unique character of the neighborhood of the City through which it passes. Where paving material is used along the linear greenway system, the material should compliment the uses and tie the various uses together. The paving material should also compliment building materials used within the particular neighborhood.

An important consideration in the development of a linear greenway system is an adequate program to mark the system. Marking the system ensures that the public will be able to use the system safely and conveniently. All access locations and points of entrance to the linear greenway system in Aliquippa should be identified by signs. Signs have always been used to identify, direct and inform, but they may also be a positive visual element. To provide the best overall appearance, it is recommended that individual signs be designed in an overall signage program that can be consistently applied within the area. The same palette of colors should be used for all signs with the same graphic system also used.
V. STATEMENT OF RELATIONSHIP TO OTHER COMMUNITIES AND PLANS
In order to facilitate the concept of regional planning in agreement with the Pennsylvania Municipalities Planning Code, it is the intent of the City of Aliquippa Comprehensive Plan to be compatible with the adjacent existing and proposed land uses, where possible and feasible, of the contiguous municipalities.

Aliquippa is surrounded by Hopewell Township to the north, south, and west. West Economy also adjoins the City to the south. Hopewell Township generally may be described as a suburban residential community. The largely residential land use and zoning in the City as promoted by the policies of the City of Aliquippa Comprehensive Plan are compatible with the moderate density suburban type development in adjoining Hopewell Township. Bet-Tech International has plans for recreation use of their riverfront lands in Hopewell Township. Use of the lands for recreation will be compatible with the residential use in the adjoining West Aliquippa portion of the City.

Beaver County does not have a comprehensive plan nor does the County have a Zoning Ordinance. There are no plans or programs being implemented or planned by the County that will be impacted by the plans or policies formulated by the City of Aliquippa Comprehensive Plan.
VI. IMPLEMENTATION STRATEGIES
The purpose of this section is to provide a guide to local officials in implementing the policy recommendations of the City of Aliquippa Comprehensive Plan. Provided is a review of the regulatory tools available to the Township and the funding resources available to effectuate the City of Aliquippa Comprehensive Plan.

Appendix 1 provides a chart listing specific proposals of the City of Aliquippa Comprehensive Plan by the action necessary to implement the policy.

Regulatory Tools

Zoning. A comprehensive plan provides a framework for the development of a community. Zoning is one of the most important tools for putting the City of Aliquippa Comprehensive Plan into action. Zoning consists of a text describing the different land use zones and a map delineating the different zones.

In accordance with the Pennsylvania Municipalities Planning Code (Act 170 of 1988) Zoning ordinances should reflect the policy goals and objectives as provided in the community's comprehensive plan and give consideration to the character of the municipality, the needs of the citizens and the suitabilities and special nature of particular parts of the municipality. The provisions of zoning ordinances shall be designed to promote, protect and facilitate the public health, safety, morals and the general welfare; to prevent overcrowding of land, blight, danger and congestion; to provide for the use of land for residential housing of various dwelling types; and to accommodate reasonable overall community growth, including population and employment growth.

Zoning is meant to be a flexible tool. Amendments to the zoning ordinance and map may be made based upon changing conditions and assumptions. Amendments are meant to reflect the desires of the community and should occur based upon amendments to the comprehensive plan to assure that all zoning decisions have a factual base, avoiding piecemeal zoning and spot zoning.

The zoning process should be open to the public. In any zoning decision, the facts should be well documented, and there should be good reasons for what is recommended or rules in accordance with the policies established by the City of Aliquippa Comprehensive Plan.

Official Map. Article IV of the MPC authorizes counties and municipalities to develop and adopt official maps that show the surveyed exact locations of existing and proposed public streets, watercourses and public grounds, including widening extensions, diminutions, openings or closings.

The official map is an important tool for notifying all landowners of existing and proposed public lands and rights-of-way. The effect of such notification is that landowners do not have to be compensated for buildings put on such lands after adoption of the official map. This tool has been little used primarily because of cost, but may be used more since Act 170 now allows mapping of all or "only a portion" of the municipality.

Subdivision and Land Development Ordinance. The subdivision and land development ordinance regulates the development and redevelopment of lands in a community based upon prevailing community policies as described in the comprehensive plan. The subdivision and land development ordinance works with the zoning ordinance to assure development and redevelopment occur in an orderly fashion.
agreement with Act 170, a community's subdivision and land development ordinance may include provisions for ensuring that land development and redevelopment shall conform to the comprehensive plan and to any regulations or maps adopted in furtherance thereof and provisions for encouraging and promoting ingenuity in the layout and design of land development and redevelopment.

The subdivision and land development ordinance seek to ensure orderly development and redevelopment which will be physically attractive and not a heavy burden on municipal finances. Subdivision and land development regulations should be administered in keeping with the goals and objectives of the comprehensive plan. Like zoning, the subdivision and land development ordinance has some flexibility through either the variance or the amendment process.

*Capital Improvement Program (CIP).* A CIP schedules the future provision of capital improvements based on the need for various projects, and on a municipality's financial ability to pay for them. Capital improvements are defined as major, one-time expenditures by a local government to provide or improve physical facilities, acquisition of land, or exterior improvements to buildings.

Formulation of a CIP is based upon a municipality's overall goals and objectives for developing capital projects, some of which are articulated in the municipality's comprehensive plan. At the same time, a municipality must also project its future revenue raising capability, taking into account current debt services obligations, statutory debt limits, types of revenue sources available to them, growth in future revenue sources such as the real property tax base, and future financing costs. The result of combining the needs and the analysis of financial capability is a prioritized list of capital improvement projects for each year covered by the CIP, which normally covers a five to ten year period.

There is a high degree of interaction between the CIP and the comprehensive plan. The type, location, capacity, and ultimately the cost, of future capital improvements are determined by the development allowed under the comprehensive plan. The level of future revenues that will be available to pay for capital improvements, which in turn will determine the aggregate cost of the projects that can be funded, are also partially determined by the comprehensive plan. The CIP reconciles these forces by scheduling the construction of capital projects within the municipality's ability to finance them, which in turn controls the timing of the development requiring these projects. This ensures that all the costs of change, including the movements, will coincide with the revenues annual debt service for capital improvements, will coincide with the revenues required to pay for the change.

*Funding Resources*

Funds available to the City of Aliquippa for implementing the policies recommended by the *City of Aliquippa Comprehensive Plan* are available from three sources: revenues; borrowing through municipal bonds; and intergovernmental grants and loans. Additionally, included are funding sources for enhancing economic development.

*Property Taxes.* Property tax revenue is a common method of funding for the day-today operation of local government operations. Tax revenue can also be utilized for long-term expenses. A prioritized list of desired capital improvements beyond those recurring expenses can be maintained with the City instituting a Capital improvement Program as noted above, to project needs and avoid "crisis financing."
Municipal Bonds. Under the Pennsylvania Local Government Unit Debt Act (Act 52 of 1978), a municipality can insure nonelectoral debt equal to two and one-half times the average of its last three year’s total revenues (minus Revenue Sharing and Community Development Funds, etc.). In the case of these general revenue bonds, the loan is then repaid without interest over a period of years from revenues earmarked for this purpose and deposited in a special sinking fund account. Among the projects that these borrowed funds could help finance are: road improvements; sewer and water improvements; curb and sidewalk repairs; acquisition and demolition of deteriorated properties; and purchase of police and fire equipment.

Intergovernmental Grants and Loans. Community Development Block Grant Program. CDBG funds can be used for a wide variety of activities that benefit low- and moderate-income households or aid in the prevention or elimination of slums and blight. Eligible activities include housing rehabilitation, public improvements, demolition, public services, acquisition of property and historic preservation.

HUD has extended CDBG entitlement assistance to Beaver County since 1974. It will be important for the City to request CDBG funding for activities that meet the eligibility requirements of the CDBG Program. The City would be well advised to request funding for site specific projects or unique initiatives that are required to carry out the City of Aliquippa Comprehensive Plan.

Keystone Recreation Improvement Program. The objective of the Keystone program as administered by the DCA, Bureau of Recreation and Conservation, is to improve the quality of life of Pennsylvania's citizens by providing local governments with grant funding to: address public outdoor recreation and park deficiencies at the neighborhood and community level; meet the public outdoor recreation and park needs of special population groups such as minorities, lower income, disabled and senior citizens; and support community conservation and community revitalization efforts.

The Keystone Program provides 50 percent matching grants to local governments to undertake two types of projects:

Acquisition of land and water areas for public outdoor recreation use and open space preservation; or

A development and rehabilitation of public parks and outdoor recreation areas and facilities, such as ball fields, swimming pools, picnic areas, court game areas and tot lots. Support facilities such as roads, parking lots, utilities, landscaping and lighting are also fundable.

Penn-Vest. Penn-Vest is an infrastructure assistance program offered by the Pennsylvania Infrastructure Investments Authority. Eligible activities include a variety of public water and sewer improvement projects. The emphasis of the program is on activities that will result in new jobs and an improved local economy. Both grants and loans are offered under this program depending upon the type of project and severity of the funding need.

Pennsylvania Department of Transportation Enhancement Program. The program provides a means of stimulating additional activities that go beyond the normal or historic elements of a transportation improvement project. Transportation enhancement activities must have a direct relationship to the intermodal transportation system. The intent is to more creatively integrate transportation facilities into their surrounding communities and the natural environment. The ten categories which are defined as eligible for transportation enhancement funding are: provision of facilities for pedestrians and bicycles,
acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping or other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

Funding can be provided to cover up to 80 percent of the proposed project cost. Applicants must provide a commitment of at least 20 percent of the proposed project cost. There is, however, some flexibility in providing the 20 percent matching funds. The match may also be provided through in-kind services. Funds from other federal funding programs can be used as the matching funds only if specifically stated by the federal funding law. State funding sources can be used if eligible under the state funding law. In many cases, state highway funds cannot legally be used for the types of projects which will qualify for this new program.

Certified Local Government Historic Preservation Grant Program. Grants to municipalities for planning activities, such as surveys, preservation plans, ordinances, training and education projects, and the preparation of National Register nominations. All grants require a match of between 30 and 50 percent.

State Planning Assistance Grant Program (SPAG). Grants (usually with a 50 percent local match) to municipalities for developing or updating comprehensive community development plans, policies, and mechanisms for plan implementation. This is the major program for planning grants to municipalities available from DCA.

Community Facilities Program. The Pennsylvania Department of Commerce provides funds that may be used for water facilities (including pumping stations and distribution facilities) and sanitary sewage disposal facilities (including facilities related to collection lines, but excluding sewage treatment or storm sewers).

Monies under this program are made available on a matching grant basis with a maximum grant basis with a maximum grant amount of $50,000. The applicant for Community Facilities funds could be a municipal or county authority.

Site Development Program. As an adjunct to the Community Facilities Program, the Pennsylvania Department of Commerce accepts applications for site development assistance from municipalities, municipal authorities and industrial development agencies.

Site development funds must relate directly to an industrial development site. This program will fund 50 percent of the cost of eligible activities up to $100,000. The applicant must demonstrate that the project is necessary to strengthen the income producing capability of the community and that the project could not be financed without site development funds. Eligible activities include the construction of access roads, water facilities and sewage collection lines.

Industrial Communities Site Program (ICSP). Grants to municipalities through the Department of Commerce for the reuse of blighted industrial sites to provide opportunities for manufacturing, industrial, research and development, and business service firms. ICSP funds can be used for land and building...
acquisition, demolition, infrastructure construction or rehabilitation, environmental clean-up, and site preparation of publicly owned property.

Many other programs are available to help municipalities and private developers implement projects that will create jobs and address physical needs. The private sector, in particular, can benefit from the wide range of programs directed towards helping small business expand, relocate or modernize. State and county agencies mentioned earlier have the full details on most of these loan programs.

A final cautionary note is applicable regarding the programs described above. Sources of state and federal funds are subject to continued change. The programs noted above may be substantially altered or eliminated altogether as time goes on.
APPENDIX A IMPLEMENTATION STRATEGY
IMPLEMENTATION

Implementation of the recommendations for the City of Aliquippa Comprehensive Plan will require cooperation and collaboration from the City County, Beaver County, citizens, and the business community. In implementing the recommendations, the City will need to consider a phasing plan with short-term, middle-term, and long-term phases. An Action Plan has been provided to serve as a framework for implementation, ensuring that the phasing of recommendations are coordinated over a period of years.

Short-term recommendations should generally be initiated, if not completed, within one or two years; middle-term recommendations initiated within three to five years; long-term recommendations will generally require five or more years.
<table>
<thead>
<tr>
<th>RECOMMENDATION</th>
<th>RESPONSIBLE ENTITY</th>
<th>FUNDING SOURCE</th>
<th>ESTIMATED COST</th>
<th>SCHEDULE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepare revisions and recommend to City Council revisions to Zoning Map to correspond to Land Use Plan Map.</td>
<td>Planning Commission</td>
<td>General revenue, SPAG</td>
<td>$2,000</td>
<td>Short-term</td>
</tr>
<tr>
<td>Prepare revisions to land development regulations to implement land use policies of document.</td>
<td>Planning Commission in cooperation with the AAUD for Franklin Avenue Business District</td>
<td>General revenue, SPAG</td>
<td>$7,500 - $10,000</td>
<td>Short-term</td>
</tr>
<tr>
<td>Create LERTA in Franklin Avenue Business District</td>
<td>City Council</td>
<td>General revenue</td>
<td>$3,000</td>
<td>Middle-term</td>
</tr>
<tr>
<td>Create Tax Increment Finance District for the Bricks site and Franklin Avenue Business District east of School Way financing infrastructure improvements for both areas.</td>
<td>Redevelopment Authority, City Council, Planning Commission</td>
<td>General revenue</td>
<td>$8,000</td>
<td>Short-term to middle-term</td>
</tr>
<tr>
<td>Promote and advocate policies of City of Aliquippa Comprehensive Plan in community and to County.</td>
<td>City Council, Planning Commission</td>
<td>Not applicable</td>
<td>Low</td>
<td>On-going</td>
</tr>
</tbody>
</table>

A-2
## Implementation Strategy

### City of Aliquippa Comprehensive Plan

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Responsible Entity</th>
<th>Funding Source</th>
<th>Estimated Cost</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meet with Housing Opportunities to present programs for City to be included in Housing Opportunities second Three Year Plan.</td>
<td>City Council</td>
<td>Not applicable</td>
<td>None</td>
<td>Short-term</td>
</tr>
<tr>
<td>Enforce building codes and develop process for inspection.</td>
<td>City Council</td>
<td>General revenue and fees for service</td>
<td>Moderate</td>
<td>Short-term</td>
</tr>
<tr>
<td>Seek local funding sources to assist low- and moderate-income households with housing rehabilitation.</td>
<td>City Council</td>
<td>Grant funding, HOME</td>
<td>$100,000 annually</td>
<td>Middle-term</td>
</tr>
<tr>
<td>Develop and maintain database of properties that are potential candidates for rehabilitation and adaptive use for housing.</td>
<td>Planning Commission</td>
<td>General revenue</td>
<td>$5,000</td>
<td>Middle-term and on-going</td>
</tr>
<tr>
<td>Designate first point of contact staff to interact with community members, neighborhood groups, and various City commission and board members.</td>
<td>City Council</td>
<td>Not applicable</td>
<td>None</td>
<td>Short-term and on-going</td>
</tr>
<tr>
<td>RECOMMENDATION</td>
<td>RESPONSIBLE ENTITY</td>
<td>FUNDING SOURCE</td>
<td>ESTIMATED COST</td>
<td>SCHEDULE</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>---------------------------------------------</td>
<td>-----------------------------------</td>
<td>-------------------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Complete plan for improvements to local roads.</td>
<td>City Council, City Engineer</td>
<td>General revenue, Liquid Fuels, County CDBG</td>
<td>No cost for study. Implementation $75,000 annually</td>
<td>On-going</td>
</tr>
<tr>
<td>Promote alignment of Ambridge bridge replacement through Aliquippa</td>
<td>City Council, Planning Commission</td>
<td>Not applicable</td>
<td>None</td>
<td>Short-term and on-going</td>
</tr>
<tr>
<td>Review local roadways. Ensure best management practices as outline in Transportation Plan are implemented to reduce conflicts.</td>
<td>Planning Commission</td>
<td>Not applicable</td>
<td>None</td>
<td>Short-term and on-going</td>
</tr>
<tr>
<td>Meet with BCTA to determine opportunities for support to maximize use of bus service.</td>
<td>City Council</td>
<td>Not applicable</td>
<td>None</td>
<td>Annually</td>
</tr>
<tr>
<td>Develop alternate plans to improve Kennedy Boulevard and Franklin Avenue intersection.</td>
<td>Planning Commission, City Council, City Engineer</td>
<td>General revenue, PennDot, CDBG.</td>
<td>$5,000 for planning and review of alternatives. Variable depending upon alternative selected.</td>
<td>Middle-term</td>
</tr>
</tbody>
</table>
# Implementation Strategy

## City of Aliquippa Comprehensive Plan

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Responsible Entity</th>
<th>Funding Source</th>
<th>Estimated Cost</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop new police station.</td>
<td>City Council, Police Department</td>
<td>General revenue</td>
<td>Unknown</td>
<td>Long-term</td>
</tr>
<tr>
<td>Develop program for revising volunteer services for presentation to City Council.</td>
<td>Planning Commission in cooperation with volunteer services.</td>
<td>General revenue</td>
<td>$1,500</td>
<td>Middle-term</td>
</tr>
<tr>
<td>Formulate comprehensive community park and recreation study as base for revitalizing City's parks. Implement plan.</td>
<td>City Council, Planning Commission</td>
<td>Keystone Community Grant Program</td>
<td>$10,000 for planning.</td>
<td>Short-term and on-going for implementation.</td>
</tr>
<tr>
<td>As part of redevelopment of Route 51 Franklin Avenue interchange, ensure realignment of curve at Franklin Avenue tunnel.</td>
<td>City Council, City Engineer</td>
<td>Not applicable</td>
<td>None</td>
<td>Middle-term</td>
</tr>
</tbody>
</table>
APPENDIX B NEIGHBORHOOD POLICY RECOMMENDATIONS
Appendix B of the *City of Aliquippa Comprehensive Plan* provides a description of each of the City's neighborhoods. Each neighborhood is described and analyzed in terms of its land use, housing stock, transportation, and community services located within the neighborhood. Information that is included in Appendix B was derived by field observation and use of U.S. Census information. The collected information is used to make observations and identify issues for the neighborhood. The information is then used to derive planning policy in agreement with the goals and objectives of the *City of Aliquippa Comprehensive Plan*.

Aliquippa's is distinguished by nine neighborhoods in the City as shown on the City of Aliquippa Neighborhood map. Land use in eight of the neighborhoods generally consists of residential land use. The Industrial Riverfront neighborhood contains the lands of the former LTV steel mill. Appendix B includes two parts. Part One provides a description of each of the neighborhoods along with a summary of the major issues and observations for the neighborhood. Part Two provides planning policy recommendations for each neighborhood. Part Two also includes the general City-wide recommendations as outlined in Appendix A.
PART ONE: NEIGHBORHOOD DESCRIPTION AND SUMMARY OF ISSUES AND OBSERVATIONS

DI MATTIA PLAN - CENSUS TRACT 6046, BLOCK GROUPS 2 AND 3, 1990

<table>
<thead>
<tr>
<th>Population</th>
<th>2,314</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age 65 and over</td>
<td>749</td>
</tr>
<tr>
<td>Age 18 and under</td>
<td>260</td>
</tr>
<tr>
<td>Housing units - total</td>
<td>1,083</td>
</tr>
<tr>
<td>One unit, detached or attached</td>
<td>960</td>
</tr>
<tr>
<td>In buildings with 2 to 4 units</td>
<td>91</td>
</tr>
<tr>
<td>In buildings with 5 or more units</td>
<td>28</td>
</tr>
<tr>
<td>Mobile homes and other</td>
<td>17</td>
</tr>
<tr>
<td>Completed prior to 1940</td>
<td>199</td>
</tr>
<tr>
<td>Completed after April 1, 1980</td>
<td>12</td>
</tr>
<tr>
<td>Occupied Housing Units</td>
<td>1,046</td>
</tr>
<tr>
<td>Owner - occupied (%)</td>
<td>82</td>
</tr>
<tr>
<td>Median value ($ )</td>
<td>51,450</td>
</tr>
<tr>
<td>Median gross rent ($)</td>
<td>302</td>
</tr>
<tr>
<td>Median Household Income ($) BG2</td>
<td>20,625</td>
</tr>
<tr>
<td>Median Household Income ($) BG3</td>
<td>26,895</td>
</tr>
<tr>
<td>Persons Below Poverty (%)</td>
<td>9</td>
</tr>
</tbody>
</table>

DiMattia Plan is an attractive neighborhood located on the northwest side of Aliquippa adjoining Hopewell Township. DiMattia Plan is located in Census Tract 6046, Block Groups 2 and 3. The neighborhood is close to Route 60. Aliquippa Hospital and a portion of the Brodhead Road commercial district are located in the neighborhood. Additional commercial land uses are located along Kennedy Boulevard. Because of topographic conditions characterized by steep slopes, it is not expected additional major commercial land use will be developed along Kennedy Boulevard through the DiMattia Plan.

DiMattia Plan has a suburban setting with 1960 style single-family homes contained on lots in the 8,000 square foot to 10,000 square foot range. The larger lots in the neighborhood make the DiMattia Plan one of the lowest density neighborhoods in the City.

The neighborhood's 1990 population was 2,314 persons. Thirty-two percent of the neighborhood's population is age 65 and over and 11 percent is age 18 and under. City-wide in 1990, 22 percent of the population was age 65 and over and 25 percent of the population was age 18 and under. In 1990, 99 percent of the population of DiMattia Plan was white.

In 1990 the DiMattia Plan neighborhood contained 1,083 housing units. None of the housing units were public or private assisted rental housing. In 1990 37 of the housing units, or 3.4 percent of the neighborhood's housing stock, was vacant. DiMattia Plan's housing stock was characterized by single-family detached or attached units with 91 percent of the units classified as such. In 1990, 82 percent of the neighborhood's occupied housing units were owner-occupied compared with an average of 60 percent City-wide.

Housing values in DiMattia Plan neighborhood are the highest in the City. The 1990 U.S. Census reported that the median value for an owner-occupied house in DiMattia Plan was $51,450 or 50 percent higher than the median value reported for the City. The 1990 U.S. Census also reported the highest median contract rents in the DiMattia Plan neighborhood. Median contract rent was reported at $302 or approximately 66 percent higher than the City-wide median rent.
The New Sheffield School Elementary School is located in the DiMattia Plan neighborhood. There are no public recreation sites in the neighborhood. Similar to other portions of the City, many of the local streets are in need of repair.

DiMattia Plan - Issues and Observations

- The neighborhood contains a large percentage of elderly persons which may result in changing housing needs and decreased maintenance.
- DiMattia Plan lacks public recreation sites, particularly for the neighborhoods aging population.
- Local streets in the neighborhood are in need of repair.
- There are visual blighting and traffic safety problems associated with Brodhead Road commercial uses as they pass through the DiMattia Plan neighborhood.
NEW SHEFFIELD/HOLLYWOOD - CENSUS TRACT 6047, BLOCK GROUP 1, 1990

| Population | 1,692 |
| Age 65 and over | 479 |
| Age 18 and under | 347 |
| Housing units - total | 793 |
| One unit, detached or attached | 626 |
| In buildings with 2 to 4 units | 72 |
| In buildings with 5 or more units | 47 |
| Mobile homes and other | 11 |
| Completed prior to 1940 | 435 |
| Completed after April 1, 1980 | 0 |
| Occupied Housing Units | 761 |
| Owner - occupied (%) | 71 |
| Median value ($) | 37,100 |
| Median gross rent ($) | 290 |
| Median Household Income ($) | 20,976 |
| Persons Below Poverty (%) | 15 |

Census Tract 6047 Block Group 1 in the southwest corner of the City contains the neighborhoods of New Sheffield and Hollywood. Because the neighborhoods are located within one Block Group, they are reviewed as one area with distinctions made where possible.

The New Sheffield neighborhood is located in the southwest corner of Aliquippa adjoining Hopewell Township. New Sheffield is close to Route 60 and is attractive to prospective buyers because it is within walking distance of the Post Office in addition to commercial services located along Brodhead Road located in the neighborhood. Additional commercial services are located along Sheffield Road to Davidson Street and also along the north end of 20th Street. Within New Sheffield, some of the streets close to Route 60 are in need of repair.

The Hollywood portion of the area is east of 20th Street and west of the former Main Street "bridge" to the Plan 12 neighborhood. The housing units in Hollywood dates from the 1930s to 1940s. While the Hollywood area is a stable and attractive neighborhood, it is slightly less desirable than the New Sheffield neighborhood. Several streets in the area are in need of repair.

Combined, the New Sheffield and Hollywood neighborhoods had a 1990 population of 1,692 persons. The population represented 13 percent of the City's population. Twenty-eight percent of the neighborhoods population was age 65 and over and 20.5 percent was age 18 and under. Ninety-eight percent of the New Sheffield/Hollywood neighborhood's population was white.

The New Sheffield/Hollywood neighborhood's 1990 housing stock consisted of 793 units. Four percent of the housing stock in the neighborhood was vacant and approximately 75 percent was over 50 years old. Eighty-four percent of New Sheffield/Hollywood's housing stock was classified as single-family detached or attached. Residential density is low to moderate with lot sizes varying from 5,000 to 8,400 square feet. The City's Zoning Map designates large land areas in the west portion of New Sheffield for high density multi-family housing inconsistent with the identified land use pattern.

The New Sheffield/Hollywood neighborhood's 1990 housing stock was generally owner-occupied with 71 percent of the units classified as such. The 1990 U.S. Census reported that the median value for an owner-occupied unit
in the neighborhood was $37,100 similar to the City-wide median value of $34,300. Property taxes in New Sheffield are approximately $1,300 per year and slightly lower in Hollywood at $1,000 to $1,200 per year.

In 1990, the median contract rent in the New Sheffield/Hollywood neighborhood was reported as $290. This was approximately 60 percent more than the City-wide 1990 median contract rent. There are no assisted rental housing units in the New Sheffield/Hollywood neighborhood. There are no public recreation sites in the New Sheffield/Hollywood neighborhoods. The neighborhoods are located near the public swimming pool in Plan 12, the adjoining neighborhood.

New Sheffield/Hollywood - Issues and Observations

- Incidence of poverty greater than that City-wide along with a large number of elderly occupying an old housing stock causes concern with long-term upkeep of the housing stock.
- Local streets in need of repair.
- Visual blighting and traffic safety problems associated with Brodhead Road and Sheffield Road commercial districts through the neighborhood.
- Zoning for portions of the area provide for high density multi-family residential use inconsistent with the character of the neighborhood.
LYNMAR TERRACE/SHEFFIELD TERRACE - CENSUS TRACT 6064, BLOCK GROUP 1, 1990

<table>
<thead>
<tr>
<th>Population</th>
<th>1,603</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age 65 and over</td>
<td>221</td>
</tr>
<tr>
<td>Age 18 and under</td>
<td>539</td>
</tr>
<tr>
<td>Housing units - total</td>
<td>679</td>
</tr>
<tr>
<td>One unit, detached or attached</td>
<td>329</td>
</tr>
<tr>
<td>In buildings with 2 to 4 units</td>
<td>124</td>
</tr>
<tr>
<td>In buildings with 5 or more units</td>
<td>250</td>
</tr>
<tr>
<td>Mobile homes and other</td>
<td>0</td>
</tr>
<tr>
<td>Completed prior to 1940</td>
<td>88</td>
</tr>
<tr>
<td>Completed after April 1, 1980</td>
<td>5</td>
</tr>
<tr>
<td>Occupied Housing Units</td>
<td>656</td>
</tr>
<tr>
<td>Owner - occupied (%)</td>
<td>32</td>
</tr>
<tr>
<td>Median value ($)</td>
<td>37,300</td>
</tr>
<tr>
<td>Median gross rent ($)</td>
<td>123</td>
</tr>
<tr>
<td>Median Household Income ($)</td>
<td>12,396</td>
</tr>
<tr>
<td>Persons Below Poverty (%)</td>
<td>42</td>
</tr>
</tbody>
</table>

Lynmar Terrace/Sheffield Terrace is an attractive and stable neighborhood to the west of the DiMattia Plan. Hopewell Township is to the north of the Lynmar Terrace/Sheffield Terrace neighborhood. The neighborhood, popular as a place of residence for US Air employees, consists of Census Tract 6046, Block Group 1. Properties in the neighborhood are generally well maintained although many of the local streets are in need of repair.

The 1990 U.S. Census reported 1,603 persons representing 12 percent of Aliquippa's population residing in Lynmar Terrace/Sheffield Terrace. The neighborhood's 1990 population was 78 percent white. Nearly 14 percent of the population was age 65 and over and 34 percent of the population was age 18 and under. The Lynmar Terrace/Sheffield Terrace neighborhood's 1990 housing stock consisted of 679 units. With 23 vacant units representing 3.4 percent of its housing stock, the neighborhood had a vacancy rate approximately two-thirds less than the City-wide vacancy rate.

Half of the neighborhood's occupied housing stock consists of moderate density single-family detached or attached dwellings. The remaining residential use consists of high density multi-family dwellings, generally containing three or more units. Non-residential land use in the neighborhood is concentrated along Kennedy Boulevard at the intersection of Franklin Avenue. The non-residential uses consist primarily of neighborhood commercial uses although their location on the highway makes the uses auto oriented. The Woodlawn Cemetery is also located in the Lynmar Terrace/Sheffield Terrace neighborhood. As identified in Section III Part C of the Aliquippa Comprehensive Plan identifying existing transportation and circulation in the City, there are traffic safety concerns with the Kennedy Boulevard Franklin Avenue intersection resulting from the alignment and large number of roads adjoining the intersection. Redevelopment of the industrial riverfront will likely increase traffic through the intersection, potentially increasing problems.

In 1990, the U.S. Census reported that the median housing value in the Lynmar Terrace/Sheffield Terrace neighborhood was $37,000, similar to the City-wide median housing value of $34,300. Single-family houses in the neighborhood sell in the $30,000 to $55,000 range. Taxes are in the $1,200 range for a single-family house.

The 1990 U.S. Census reported that the $123 per month median contract rent in the Lynmar Terrace/Sheffield Terrace neighborhood was approximately 70 percent of the City-wide median contract rent of $181 per month.
This $123 median contract rent was the lowest in the City. Lynmar Terrace and Extension, a publicly assisted rental housing development is located in the Lynmar Terrace/Sheffield Terrace neighborhood. The 204 family units at Lynmar Terrace and Extension represent 30 percent of the assisted rental housing units in the City. Lin-Mar Homes, a townhouse cooperative is also located within the neighborhood.

The 1990 U.S. Census reported that City-wide, 27.7 percent of the City's population was below the poverty level. In Lynmar Terrace/Sheffield Terrace, nearly 42 percent of the population was below the poverty level. The high incidence of poverty in the neighborhood causes concern with the households ability to continue to maintain their housing.

There are no public recreation sites in the Lynmar Terrace/Sheffield Terrace neighborhood.

**Lynmar Terrace/Sheffield Terrace - Issues and Observations**

- While properties are well maintained, the high incidence of poverty in Lynmar Terrace/Sheffield Terrace raises concern with households ability to maintain housing stock in the neighborhood.
- Lack of public recreation sites.
- Local roads in need of repair.
- Alignment problems at intersection of Franklin Avenue and Kennedy Boulevard.
The Plan 12 neighborhood is located in the south central portion of Aliquippa extending from the Main Street "bridge" to the Aliquippa High School. The neighborhood adjoins Hopewell Township to its north. The "Bricks" redevelopment site is located on Temple Street in the Plan 12 neighborhood. Most of the City's recreation sites, including the Plan 12 swimming pool, are located in the neighborhood. Non-residential land use is limited to neighborhood commercial uses located primarily on Main Street and McMinn Street and the Aliquippa High School. Some highway commercial uses are located on Kennedy Boulevard adjoining the Aliquippa Fire Department and the Aliquippa Street Department. Some streets in the neighborhood are of brick construction. Several asphalt streets in the neighborhood are in need of repair.

Plan 12 is located in Census Tract 6043 Block Group 3. Plan 12's 1990 population of 1,718 represented 13 percent of the City's population. Ninety-five percent of the population was white. Twenty percent of the population was age 65 and over and 23 percent was age 18 and under. The incidence of persons below the poverty level, at 14.4 percent of the population, is lower than the incidence City-wide. The neighborhood has been observed to be starting to become racially integrated.

The 1990 U.S. Census reported 701 housing units in Plan 12. Five percent of the neighborhood's housing stock was vacant. Generally, the housing stock of Plan 12 was single-family detached or attached with 86 percent classified as such. The housing is developed at moderate densities with residential lot sizes generally varying from 5,000 to 6,000 square feet. The neighborhood's 1990 occupied housing stock was 72 percent owner-occupied. Housing is generally in good repair, but every block has one or two houses that require attention. Some evidence of recent housing rehabilitation is evident.

In 1990, the U.S. Census reported median housing value in the Plan 12 neighborhood was $34,400 similar to the City-wide median value of $34,300. Sales for single-family houses in the neighborhood range from $20,000 to $40,000. In the Boundary Street area of the neighborhood, where a mix of 1930, 1940 and 1950 housing is found along tree lined winding streets, sales have been in the $45,000 range. Annual taxes in the neighborhood range from $950 to $1,100.
In 1990, the median contract rent in the Plan 12 neighborhood was considerably higher than the City-wide median contract rent. Median contract rent was $276 per month or approximately 50 percent more than the City-wide median contract rent. There are no public or private assisted rental housing units in the Plan 12 neighborhood.

Plan 12 - Issues and Observations

- Despite housing rehabilitation completed by residences in the neighborhood, a number of housing units are still in need of repair.
- Local roads in need of repair.
- The "Bricks", the last major site in the City suitable for residential development, is located in the Plan 12 neighborhood.
- While there is adequate public recreation in the neighborhood, there is the need to ensure it is maintained.
Plan 8 is an isolated neighborhood in the southeast portion of Aliquippa that overlooks Franklin Avenue and the Ohio River. Hopewell Township is to the south of Plan 8. Several larger dwellings are located in Plan 8, as the neighborhood was once the site of residences owned by J & L management officials. Overall, Plan 8 is in reasonably good structural condition, but several streets are in need of reconstruction.

The Plan 8 neighborhood is located in Census Tract 6043 Block Group 2. In 1990, Plan 8’s population of 1,216 persons represented 9 percent of the City's population. Plan 8’s percentage of white and non-whites was the same as the City-wide percentages at 68 percent white and 32 percent non-white. In 1990, 22 percent of the population was age 65 and over and 24 percent of the population was age 18 and under. At 27.8 percent, the neighborhood’s percentage of persons below the poverty level was the same as the City-wide percentage.

In 1990 Plan 8’s housing stock consisted of 595 units. Residential density varies from moderate with dwellings developed on lots of 6,000 square feet, to low with units developed on lots greater than 8,000 square feet. There is evidence of recent rehabilitation of the neighborhood’s housing stock, but there is also a need for additional spot rehabilitation. With 99 vacant housing units, the neighborhood’s vacancy rate of 17 percent was double the City-wide vacancy rate. The neighborhood’s 1990 housing stock included 363 single-family detached or attached units representing 61 percent of the neighborhood’s housing stock. The Plan 8 neighborhood’s multi-family housing stock of 305 units had a vacancy rate of 26 percent. In 1990, Plan 8’s housing stock included 233 renter-occupied units representing 47 percent of the neighborhood’s housing stock. Much of the land in Plan 8 is vacant, with development limited by topography consisting of steep slopes. Non-residential land use in Plan 8 is concentrated along Franklin Avenue. Issues and concerns regarding Franklin Avenue are discussed further in Appendix B.

The U.S. Census reported that the 1990 median value of $25,500 for housing in Plan 8 was 74 percent of the City-wide median value of $34,300. Sales of single-family homes in the Plan 8 neighborhood have been in the $20,000 to $38,000 range. Annual taxes in the neighborhood vary greatly from $400 to $1,100. The neighborhood’s median contract rent of $177 per month was similar to the City-wide median contract rent of $181 per month.
Towne Tower Apartments, an assisted rental housing development, is located in Plan 8. Towne Tower Apartments contains 60 apartments for elderly households. The 60 apartments represent nine percent of the City's assisted housing stock and ten percent of the neighborhood's housing stock.

The Plan 8 playground is a public recreation site located in the neighborhood. The playground is isolated from the major residential hub of the neighborhood.

Plan 8 - Issues and Observations

- The high incidence of poverty along with an old housing stock raises concern with households' ability to maintain the housing stock in the neighborhood.
- Lack of conveniently located public recreation sites.
- Local roads in need of repair.
West Aliquippa is an isolated neighborhood in the north east corner of the City. West Aliquippa is accessible by Bridge Street off of Route 51. In recent years, many of the dilapidated structures have been demolished and many of the streets have been resurfaced greatly improving conditions in the neighborhood. Additionally, with the demolition of much of the LTV steel mill, which completely surrounded the neighborhood, West Aliquippa now enjoys unrestricted physical and visual access to the City's riverfront.

Largely due to its tight ethnic social fabric, there is very little criminal activity in West Aliquippa. Residents of West Aliquippa, however, feel isolated from the City government.

The West Aliquippa neighborhood is located in Census Tract 6044 Block Group 1. West Aliquippa's 1990 population of 647 persons represented five percent of the City's population. The population of the neighborhood was 99 percent white. Twenty-five percent of the population was age 65 and over and 19 percent was age 18 and under. The 1990 U.S. Census reported that 19 percent of the neighborhood's population was below the poverty level.

In 1990, the West Aliquippa neighborhood contained 333 housing units. Nine percent of the housing stock was vacant, statistically equivalent to the 1990 City-wide vacancy rate. Eighty-five percent of the housing stock consisted of single-family detached or attached units and 72 percent of the units were owner-occupied. Much of the residential land use is developed at moderate density on lots of 5,000 to 6,000 square feet. Land use policy as implemented by the City's Zoning Ordinance provides for high density multi-family residential land use inconsistent with the existing land use pattern. West Aliquippa also contains a small commercial area located at the intersection of Main Street and 3rd Avenue.

The 1990 median housing value of $16,000 in West Aliquippa was 47 percent of the City-wide median housing value. While properties in the West Aliquippa neighborhood are generally listed in the $20,000 to $40,000 range, it is difficult to sell the residential property at this price. Sales of housing in West Aliquippa have ranged from $10,000 to $18,000. Annual property taxes in the neighborhood range from $500 to $1,000.
The 1990 U.S. Census reported that median the contract rent in West Aliquippa was $182 per month. This was the same as the City-wide median contract rent. There are no assisted rental housing units in West Aliquippa.

The West Aliquippa Playground is a small public park in the neighborhood. The park contains a small tot lot.

West Aliquippa - Issues and Observations

- The old housing stock occupied by an increasingly older population causes concern with upkeep and accessibility.

- Need to ensure redevelopment of City's industrial riverfront does not negatively impact residential land use in the neighborhood. Also need to ensure the redevelopment of the riverfront for industrial use does not prevent access to Aliquippa's Ohio River waterfront.

- High density multi-family zoning is inconsistent with moderate density single-family detached and attached land use in the neighborhood.

- Public park in neighborhood lacks basic amenities and is not consistent with the needs of the aging population of West Aliquippa.
The Plan 11/Plan 11 Extension neighborhood is located in the central part of Aliquippa. Single-family housing in the neighborhood ranges in condition from vacant burned out shells awaiting demolition to well cared for frame dwellings. Residential land use is generally developed at moderate density with lots sizes varying from 5,000 to 6,000 square feet. Non-residential land use is concentrated along Monaca Road near Franklin Avenue where it intersects with Kennedy Boulevard. The remains of a neighborhood commercial district are located at Adams Street and 5th Avenue, but the commercial uses have been abandoned. The Jones School is located in the neighborhood. The vacant building is a health and safety hazard. Jones School is also a target of vandals creating major visual blighting to the surrounding area. Most streets in Plan 11/Plan 11 Extension require repair or reconstruction.

The neighborhood is included in Census Tract 6045 Block Groups 1 and 3. The 1990 U.S. Census reported 3,028 persons residing in the Plan 11/Plan 11 Extension neighborhood representing 23 percent of Aliquippa's population. The neighborhood's population was 90 percent non-white. Eighteen percent of the population was age 65 and over and 26 percent of the population was age 18 and under. In 1990 the U.S. Census identified 40 percent of the neighborhood's population as below the poverty level.

In 1990, the Plan 11/Plan 11 Extension neighborhood contained 1,382 housing units. The vacancy rate in the neighborhood was 14 percent or more than one and one-half times the City-wide vacancy rate. The neighborhood's housing stock contained 1,089 single-family detached or attached units representing 80 percent of the neighborhood's housing stock. Selective clearance is required in Plan 11 to remove blighting influences resulting from the vacant housing.

The Plan 11/Plan 11 Extension neighborhood's 1990 occupied housing stock included 676 owner-occupied housing units representing 57 percent of the occupied housing stock. The 1990 U.S. Census reported that the median value of a housing unit in the neighborhood was $23,750 representing 67 percent of the City-wide median value. Housing for sale in the neighborhood stays on the market for lengthy periods of time. Sales range from $3,000 to $20,000.
The 1990 U.S. Census reported that median contract rent in the Plan 11/Plan 11 Extension neighborhood was $189 per month. This was similar to the 1990 City-wide median contract rent of $181 per month.

The neighborhood is quite impacted by public housing and assisted private housing. The Plan 11/Plan 11 Extension neighborhood contains 157 publicly assisted rental housing units including 77 elderly units and 30 family units at the Eleanor Roosevelt Apartments and 50 family units at Griffith Heights. The 157 assisted rental units represent 24 percent of Aliquippa's assisted housing stock and 11 percent of the neighborhood's 1990 housing stock. In combination with the McDonald Heights neighborhood adjoining the Plan 11/Plan 11 Extension neighborhood, 61 percent of the City's assisted rental housing stock is concentrated in the two neighborhoods.

There is one small public park located in the neighborhood. The Plan 11 Extension Playground is, however, isolated from much of the neighborhood. The pool at the park was closed and other recreation equipment at the park is minimal.

Plan 11/Plan 11 Extension - Issues and Observations

- Public safety needs to be addressed before redevelopment can be expected to take place.
- There continue to be a large number of vacant buildings in the neighborhood.
- Many of the housing units are in need of rehabilitation and require work to ensure compliance with the local building code. Because of the high incidence of poverty, households ability to finance the work is very limited.
- Local roads are in need of repair and reconstruction.
- Public recreation is isolated and underdeveloped.
McDonald Heights is located in the north east portion of Aliquippa and includes the Logstown portion of the City. Access to the hilly neighborhood is provided by Superior Avenue with access to Logstown from Constitution Boulevard. Once past the Valley Terrace Apartments, the neighborhood becomes predominantly single-family residential in character. The structures within the neighborhood are older frame dwellings, many of which require rehabilitation. Because of the hilly terrain in much of the neighborhood, the housing is clustered in dense settlements with lot sizes generally no larger than 5,000 square feet.

The neighborhood is included in Census Tract 6045 Block Group 1. The 1990 U.S. Census identified 1,127 persons residing in McDonald Heights representing eight percent of the City's population. Eleven percent of the population was age 65 and over and 46 percent of the population was age 18 and under. Over 56 percent of the neighborhood's 1990 population was below the poverty level. Sixty percent of the population was non-white, almost double the City-wide non-white population.

In 1990, the McDonald Heights neighborhood included 516 housing units. Fifteen percent of the neighborhood's housing stock was vacant. This figure is almost double the City-wide vacancy rate. In 1990 51 percent of McDonald Heights' housing stock consisted of single-family detached or attached units.

McDonald Heights' 1990 housing stock consisted of 138 owner-occupied units representing 31.5 percent of the neighborhood's housing stock. The U.S. Census reported that the median value for a unit in McDonald Heights was $14,999 or 44 percent of the City-wide median value. Houses in the neighborhood stay on the market for lengthy periods of times and recent sales prices of houses in McDonald Heights range from $3,000 to $20,000.

The 1990 U.S. Census reported that 62.5 percent of McDonald Heights' housing stock was renter-occupied. The median contract rent was $137 per month representing 76 percent of the City-wide median contract rent. There are 244 assisted rental housing units in McDonald Heights. Included are 144 family units at Valley Terrace and 100 elderly units at Sheffield Towers. These 244 units represent 37 percent of the assisted rental housing stock in Aliquippa. The assisted housing units in McDonald Heights represented 47 percent of the neighborhood's 1990 housing stock. Due to the large number of assisted housing units, only 38 percent of the neighborhood's housing is owner-occupied.
The McDonald Heights Playground and the Logstown Playground are located in the neighborhood. Both playgrounds contain minimal play equipment. While many of the streets in the neighborhood have been repaired, several streets, particularly in the Logstown portion of McDonald Heights, are in need of reconstruction.

McDonald Heights - Issues and Observations

- There continue to be a large number of vacant and dilapidated buildings in the neighborhood.
- Many of the housing units are in need of rehabilitation. Because of the high incidence of poverty, households ability to finance the work is very limited.
- Local roads are in need of repair and reconstruction.
- Public recreation is underdeveloped.
FRANKLIN AVENUE - INCLUDING THE FRANKLIN AVENUE BUSINESS DISTRICT

The Franklin Avenue neighborhood is a mixed use area including the City's central business district. The neighborhood encompasses Franklin Avenue, Spring Street, Orchard Street, Locust Street and Sheffield Avenue. Because the Franklin Avenue neighborhood is contained in more than one Census Tract Block Group, but not included entirely in any one Census Tract Block Group, the quantitative information for the neighborhood cannot be analyzed on its own. Instead the information for the neighborhood is included in the review of the other neighborhoods.

The Franklin Avenue Business District consists of a five block area of the Franklin Avenue neighborhood from the intersection of Franklin Avenue with Constitution Boulevard west to Engle Street. The active commercial core of the Franklin Avenue Business District is centered between School Way and Engle Street. The area contains a mix of food service establishments, bars, and professional businesses. Some of the bars located in the area are a nuisance and discourage pedestrians from using the City's central business district. Also located in the active portion of the Franklin Avenue Business District is the City Hall and the Post Office. The City Library is to the immediate north of Engle Street just beyond the active portion of the business district. The three public service anchors provide a stabilizing influence to the central business district. The City Hall and the City Library help to encourage evening traffic in the Franklin Avenue Business District. As described in the Inventory of Existing Conditions contained in Part III of the City of Aliquippa Comprehensive Plan, the Aliquippa Alliance for Unity and Development (AAUD) is implementing several programs to stimulate the revitalization of the Franklin Avenue Business District.

To the east of School Way to Route 51 and including the area around the Route 51 interchange, many of the buildings are vacant. Because of major demolition by the City, much of the land east of School Way is also vacant. This portion of the Franklin Avenue Business District is no longer functioning as a central business district. While a few new uses have moved into the eastern portion of the Franklin Avenue Business District, the uses that remain consist primarily of bars. Loitering is a problem at the bars and discourages pedestrians from coming to the area. The old train station on Kiehl Street has been rehabilitated and is now used as an office. The building provides an attractive entrance to the City. As identified by Part III of the City of Aliquippa Comprehensive Plan, a new bridge over the Ohio River has been recommended. A tentative alignment for the new bridge is through the City's riverfront to Franklin Avenue at Route 51. Also recommended is the upgrading of the Route 51 and Franklin Avenue interchange improving access to the Franklin Avenue Business District.

Residential land use in the Franklin Avenue neighborhood is comprised of rowhouses and single-family houses. Land coverage by the buildings is quite extensive. The single-family houses on Orchard and Locust Streets are in reasonably good repair. The balance of the Franklin Avenue area's housing stock requires various degrees of rehabilitation.

There is a mobile home park at the end of Spring Street. Housing sales in the Franklin Avenue neighborhood range from $10,000 to $25,000. Annual taxes vary from $500 to $1,000. Houses in the area stay on the market for extremely long periods of time, particularly those located on Franklin Avenue. Most of the streets in the Franklin Avenue area are in need of repair.

The Franklin Avenue neighborhood has begun to lose its viability as a residential area due to the presence of conflicting non-residential land use. Several public service uses are also located in the Franklin Avenue neighborhood including City Hall, the Library, and the Post Office. The City's Police Department is located at City Hall. The Police Department is in need of more space and a better site for its headquarters.
Franklin Avenue - Issues and Observations

- The section of the Franklin Avenue Business District between School Way and Engle Street has begun to recover from the problems resulting from the closing of the steel mill and out migration of businesses. Redevelopment of the industrial riverfront and the Franklin Avenue Route 51 intersection will support the recovery. There is the need to formulate plans and programs in support of the recovery and the activities being implemented by the AAUD.

- Despite extensive demolition of vacant blighted buildings, the section of the Franklin Avenue Business District from School Way to Keihl Street is still in decline. In its condition, this portion of the neighborhood cannot sustain economic growth. Continued clearance of dilapidated properties will be required. The City should consider alternate forms of commercial land use for this portion of the Franklin Avenue Business District.

- Housing in the neighborhood is in need of rehabilitation.

- The Police Department is in need of a larger space.

- While the City has made tremendous progress in demolition, vacant buildings continue to be a problem in the Franklin Avenue Business District especially between School Way and Route 51.

- Entrances to the City at Franklin Avenue from Route 51 are unattractive. The visual impression entering the City of Aliquippa from Route 51 is of decay and disinvestment.
INDUSTRIAL RIVERFRONT

As described in the Inventory of Existing Conditions in Part III of the City of Aliquippa Comprehensive Plan, the City's Industrial Riverfront area consists of 600 acres. The Industrial Riverfront is located from the south of the West Aliquippa neighborhood to the City's border with Hopewell Township and east of Route 51 to the Ohio River. Route 51 provides a buffer serving to separate the Industrial Riverfront from most of the City.

Until it closed in 1983, the J&L steel plant was the primary user of the Aliquippa Industrial Riverfront. The J&L steel plant was an intense and extensive user of the Industrial Riverfront neighborhood. While the steel plant contributed significantly to the City's tax base and was the major employer in Aliquippa, this intensive and extensive use of the site had a blighting influence on the community. A concern noted by the City's 1977 Comprehensive Community Development Plan was the detrimental impact created by the location of the steel mill surrounding the West Aliquippa neighborhood. With the demolition of the steel mill, the conflict between the heavy industrial use and the residential neighborhood has been eliminated.

While steep slopes are found in the Industrial Riverfront neighborhood where it adjoins Route 51, the area is generally level with no constraints to development imposed by steep slopes. Because of filling, the Riverfront Industrial neighborhood in Aliquippa is not in the 100-year floodplain nor are wetlands associated with the land.

The Industrial Riverfront neighborhood is serviced by municipal sanitary sewer and water services. Sufficient capacity is available to provide municipal sanitary sewer and water services to new uses in the Industrial Riverfront neighborhood. Recently there was a moratorium preventing connections to the City's sanitary sewer plant. With improvements to the sanitary sewer system completed to ensure compliance with Pennsylvania Department of Environmental Protection standards, the moratorium has been lifted. Other necessary services including gas and electric are available to the site.

Vehicular access is the primary source of access to the City's Industrial Riverfront. From the west, traffic access to the area is by way of Route 51. Route 51 is a four lane major arterial road. With the decline of the industrial sector through out the County, Route 51 to the area has sufficient capacity for additional traffic. Access into the Industrial Riverfront from Route 51 is difficult. Traffic must exit at the Franklin Avenue interchange. Vacant and dilapidated buildings adjoin the ramps resulting in visual blighting at a major entrance to the City. The interchange has tight curves and entering onto Franklin Avenue from the ramps can be difficult due to limited site distances and limited turning radii that are not designed for truck traffic. Similarly the ramps on to Route 51 from the City provide short accelerating lanes. Access to the Industrial Riverfront neighborhood by way of Franklin Avenue is through a narrow tunnel under Route 51. The tunnel is too narrow for two-way truck traffic. Access to the Industrial Riverfront neighborhood in Aliquippa from Route 60, a major north south arterial through Beaver County, requires traffic travel through the City's local street system by way of Franklin Avenue and Kennedy Boulevard. Because traffic on the local roads in Aliquippa has decreased since the closing of the J&L steel plant, road way capacity to accommodate additional traffic should not be a problem. A concern, however, is the negative impact development will have on the local road network, particularly the increase in truck traffic traveling through the CBD and the Franklin Avenue and Kennedy Boulevard intersection. Access to the Industrial Riverfront from the south east on Route 65 is generally by way of the bridge over the Ohio River in Ambridge. The Ambridge bridge consists of one lane in each direction. The lanes are narrow limiting its ability to safely handle increasing truck traffic that may be associated with the redevelopment of the City's Industrial Riverfront neighborhood. Both the Aliquippa & Southern Railroad and the CSX railroad serve the Industrial Riverfront neighborhood. Service is limited to freight service.
To enhance access to the area, a new bridge over the Ohio River has been recommended by the Beaver County Corporation for Economic Development (BCCED). The new bridge is proposed to serve as a replacement to the existing Ambridge bridge south of the City. The new bridge would align with the Franklin Avenue tunnel providing direct access to the City's riverfront and the business district. The BCCED proposal also recommends improvements to the Route 51 and Franklin Avenue interchange to improve safety problems associated with the outdated interchange. While the responsible planning agencies have not identified an alignment for a new Ohio River crossing to replace the Ambridge bridge, they recognize the need for a new bridge. Accordingly, the PennDOT 12 Year Transportation Improvement Plan for Beaver County provides $25 million to prepare studies to identify an appropriate location for a new bridge over the Ohio River.

Recently, the vacant and obsolete structures in the Aliquippa Industrial Riverfront have been cleared and plans have been developed to reuse some of the site as described in Part III of the City of Aliquippa Comprehensive Plan. Through the activities of three parties, Aliquippa’s riverfront industrial site is being redeveloped. The parties include the BCCED, Bet-Tech International, and J&L Structural Steel. The BCCED owns and is developing 80 acres located at the site’s Franklin Avenue entrance. Bet-Tech International owns 220 acres to the north of the BCCED site. Finally J&L Structural Steel is operating the tin mill on the site. It is understood that J&L Structural Steel has an agreement for the purchase of 40 acres to expand its use. The three parties propose developing light industrial and manufacturing uses on the site creating a new and diverse industrial community at the City’s riverfront.

Presently, environmental remediation of the riverfront site is occurring. Some new roads to serve the site have been constructed. Utility improvements are also taking place including replacement of sanitary sewer and water lines and construction of a sanitary sewer pump station. Plans by the BCCED for its 80 acres of the riverfront site involve subdivision into parcels of various sizes for development as industrial sites. The BCCED anticipates half of its site will be developed over the next ten years. Bet-Tech International similarly anticipates subdividing its site with development for a variety of light industrial distribution uses and manufacturing. No information is available regarding build-out of the Bet-Tech International site. Neither the BCCED nor Bet-Tech International have sold or leased any of their lands. J&L Structural Steel anticipates use of its portion of the site to expand capacity of its junior beam manufacturing operation.

In October 1994, the Pennsylvania Department of Community Affairs commissioned a Regional/Urban Design Assistance Team (R/UDAT) study of Aliquippa. The R/UDAT study was completed by the American Institute of Architects and the Pennsylvania Society of Architects. The R/UDAT study noted that while the City is a riverfront community, it has never had a sense of connection to the waterfront. With the shutdown of the Aliquippa Works steel mill, it is possible that for the first time in ninety years, riverfront property in the City may be used for non-industrial uses. Route 51 and the CSX main line create physical barriers between Aliquippa and the water. The plans by the riverfront property owners indicate that the site will remain industrial. The R/UDAT team concluded, however, that despite the constraints the opportunity to bring the City closer to its river is one which must be pursued. Failure to do so would effectively prevent Aliquippa from being connected to the river for another 100 years. Recognizing the importance of the riverfront in the development of the City and the opportunity it provides for expansion of the City’s open space network, the City of Aliquippa Comprehensive Plan will promote public access policies with the goal of improving access to the riverfront while fostering economic redevelopment of the site through industrial use. Pursuing waterfront public access strategies may also serve to prevent the enclosing of the West Aliquippa neighborhood by industrial development at the riverfront.
Industrial Riverfront - Issues and Observations

- The City's industrial riverfront is a major asset to Aliquippa. The clearance of the J&L steel plant and the remediation of environmental problems have restored economic hope in the City of Aliquippa. The economic diversification that results from the reuse of the site by smaller employers will be of lasting value to the community.

- The City's Zoning Ordinance for the Industrial Zone is outdated. The Zoning Ordinance primarily allows for intensive and extensive development of heavy industrial uses. If developed in agreement with the existing zoning, development of the Industrial Riverfront can take the form of the J&L steel plant to the detriment of the health and safety of the residents of the City, particularly residents of the West Aliquippa neighborhood.

- The City's Zoning Ordinance does not address the need for access, both visual and physical, to the Ohio River adjoining the Industrial Riverfront.

- Limited roadway access to the Industrial Riverfront serves as a detriment to its development.
PART TWO: CITY-WIDE PLANNING POLICY RECOMMENDATIONS

- LAND USE

  The Planning Commission will prepare revisions to the Zoning Map to correspond to the Land Use Plan Map presented in Part IV of the City of Aliquippa Comprehensive Plan. The revisions will be recommended to the City Council for adoption. Revisions include:

  - Designate the West Aliquippa neighborhood R-2.
  - Rezone lands fronting Franklin Avenue east of School Way C-3 Highway Commercial.
  - Designate the Bricks as R-2A with the new designation limited to residential uses similar to the R-2 zone with no multi-family residential permitted.
  - Eliminate the R-3 zone from the New Sheffield neighborhood. The lands are recommended to be rezoned R-2.

- The Planning Commission will prepare revisions to the zoning regulations and land development regulations as recommended throughout Part IV of the document and further described in the neighborhood policy recommendations that follow, to implement the policies and programs of the City of Aliquippa Comprehensive Plan. The revisions would emphasize less intense land use in the I, Industrial area serving to accommodate a greater mix of light industrial uses and to mitigate some of the impacts of industrial use to the adjoining residential use in West Aliquippa, standards for

- HOUSING

  The City Council, the Beaver County Redevelopment Authority, and the Beaver County Community Development program should work aggressively to stimulate residential use of the Bricks.

  The City Council will seek local funding sources to assist low- and moderate-income households with housing rehabilitation throughout the City. A local funding source will also be sought by the City Council to provide opportunities for first-time home-buyers on a City-wide basis. The City Council will meet with Housing Opportunities of Beaver County to ensure continued planning for housing rehabilitation and first-time home ownership.

  The City Council will develop and adopt an on-going housing inspection program as outlined in Part IV of the City of Aliquippa Comprehensive Plan. The objective of the housing inspection program is to ensure a comprehensive review of all structures through a transaction-based system. Funding should be primarily fee based.

  The Planning Commission will develop and maintain a database of properties that are potential candidates for rehabilitation and adaptive use for housing. The database will be useful in directing potential developers to appropriate sites. In combination with the database, the City Council will establish a first point of contact staff to interact with the members of the community.
**TRANSPORTATION PLAN**

- The most significant element of the Transportation Plan is the construction of a new bridge across the Ohio River that aligns with Franklin Avenue. The highway plan should incorporate a full interchange with Route 51 and access to the riverfront.
- The City Council and City Engineer will complete a plan for improvements to local roads for the entire City. In combination with the improvement plan, the City Council and the City Engineer will review local roadways ensuring the best management practices recommended in Part IV of the *City of Aliquippa Comprehensive Plan* are implemented to reduced conflicts. 
- The City Council will meet with the Beaver County Transit Authority (BCTA) to determine opportunities for support to maximize use of bus service throughout the City of Aliquippa in support of changing land use patterns in the City and region.

**COMMUNITY SERVICES**

- The Planning Commission in cooperation with the volunteer services in the City will develop a program for revising volunteer services as outlined in Part IV of the *City of Aliquippa Comprehensive Plan*. The plan will seek ways to boost volunteer members and improve efficiency of services. The plan will be presented to City Council for implementation.
- The City Council will seek funding from the Keystone Community Grant Program. The grant will be used to prepare a comprehensive community park and recreation study as a base for revitalizing the City's parks and open spaces. Upon completion of the plan, the City Council will implement the plan.

**LAND USE ADMINISTRATION AND POLICY ISSUES**

- The City of Aliquippa's Planning Commission should become more active in development issues. The Planning Commission should function as the official advisory body to the City Council on issues of land use in accordance with Act 170.

*DiMattia Plan - City of Aliquippa Comprehensive Plan* Policy Recommendations

- While generally housing conditions in the neighborhood are good a particular concern is the large number of older residents in the neighborhood. The City Council will seek state and local funding for housing rehabilitation and promote housing rehabilitation in DiMattia Plan to ensure preservation and accessibility of the housing stock occupied by an increasingly aging population in the neighborhood. The City Council will ensure staff is available to enforce building codes and provide for fee inspections of housing at occupancy.
- As part of completion of a comprehensive community-wide park and recreation study, a focus will be on identifying an appropriate site for a public park in the neighborhood and a plan for its development. The recreation study should also identify programs and design features to address the specific recreation concerns and needs of the older population of the DiMattia Plan neighborhood. The recreation plan will also identify the chance to link the neighborhood with existing public parks in Aliquippa.
The City Council and the City Engineer will review and revise its improvement plan for local roads identifying streets in the neighborhood still in need of improvements including streets in the DiMattia Plan neighborhood.

The Planning Commission will apply for SPAG funds to complete revisions to the Zoning Ordinance and the Land Development Ordinance. Of particular concern in the DiMattia Plan neighborhood will be to update regulations and standards seeking to minimize visual blighting and circulation problems associated with the Brodhead Road commercial corridor through the neighborhood. As identified in the Land Use Plan of the City of Aliquippa Comprehensive Plan, items to be addressed should include traffic access regulations, commercial sign design, and landscaping.

New Sheffield/Hollywood - City of Aliquippa Comprehensive Plan Policy Recommendations

Similar to the DiMattia Plan neighborhood, a focus of housing rehabilitation in New Sheffield/Hollywood will be on the need to ensure preservation of housing occupied by an increasingly aging population. Another concern in New Sheffield/Hollywood is the higher incidence of poverty in the neighborhood with housing rehabilitation focused on the needs of lower income households.

The City Council and the City Engineer will review and revise its improvement plan for local roads identifying streets in the neighborhood still in need of improvements.

Revisions to the land development regulations specifically for the New Sheffield/Hollywood Neighborhood will focus on the need to update regulations and standards seeking to minimize visual blighting and circulation problems associated with the Brodhead Road and Sheffield Road commercial districts. As identified in the Land Use Plan of the City of Aliquippa Comprehensive Plan, items to be addressed should include traffic access regulations, commercial sign design, and landscaping.

A change is recommended to the Zoning Map for the west portion of New Sheffield. The recommended rezoning is from R-3 Multi-Family Residential to R-2 General Residential in conformance with the Proposed Generalized Land Use map of the City of Aliquippa Comprehensive Plan.

Lynmar Terrace/Sheffield Terrace - City of Aliquippa Comprehensive Plan Policy Recommendations

Generally properties in the neighborhood are well maintained, but due to the high incidence of poverty, housing rehabilitation should be promoted in the Lynmar Terrace/Sheffield Terrace neighborhood to ensure preservation of the housing stock occupied by low- and moderate-income households. Due to the lower rate of home-ownership and the affordable price of housing in the neighborhood, first-time home-ownership should be promoted in the neighborhood.

A specific focus of the City-wide recreation plan should be identifying appropriate sites in the Lynmar Terrace/Sheffield Terrace neighborhood for active and passive recreation along with providing a plan for development of the sites. The City-wide recreation plan should also explore chances to link recreation sites in other portions of the City with the Lynmar Terrace/Sheffield Terrace neighborhood.

The City Council and the City Engineer will review and revise its improvement plan for local roads identifying streets in the neighborhood still in need of improvements. Upon revision, funding will be
sought from the County CDBG program, Liquid Fuels, and general revenue to implement the improvements.

- A focus of the Transportation Plan Element of the City of Aliquippa Comprehensive Plan as outlined in Part IV of the document is to develop alternate plans to improve the intersection of Kennedy Boulevard and Franklin Avenue in the Lynmar Terrace/Sheffield Terrace neighborhood. Completion of improvements to the intersection will improve traffic safety of residents of the neighborhood and provide better access to and from the City’s redeveloping Franklin Avenue Business District and its industrial riverfront supporting economic development in Aliquippa.

Plan 12 - City of Aliquippa Comprehensive Plan Policy Recommendations

- Due to the high incidence of low- and moderate-income households in the Plan 12 neighborhood, it is recommended that local funding be sought for housing rehabilitation and to promote housing rehabilitation in the Plan 12 neighborhood to ensure preservation of housing occupied by low- and moderate-income households.

- The City Council and the City Engineer will review and revise its improvement plan for local roads identifying streets in the neighborhood still in need of improvements. Upon revision, funding will be sought from the County CDBG program, Liquid Fuels, and general revenue to implement the improvements.

- The Planning Commission will complete revisions to the Zoning Ordinance and the Land Development Ordinance to update regulations and standards. As part of the update, the Planning Commission will review and revise the land use regulations for the Bricks site. As identified in Part IV of the City of Aliquippa Comprehensive Plan, the Bricks site is appropriate for medium density residential development that is in scale with the adjoining lands consisting of residential use at moderate densities. The site could contain a combination of single-family detached or two-family attached low rise dwellings. In formulating design regulations for the Bricks, the Planning Commission will strive to ensure design compatibility between new development and existing structures in building scale, setbacks, and densities. The Planning Commission will also review the Zoning Ordinance to ensure opportunities exist to use manufactured housing in the City encouraging affordable owner-occupied housing by moderate-income households at the Bricks.

- The Bricks Redevelopment Site Action Plan:

1. The City will rezone the Brick from C, Conservation to R-2, Medium Density Residential.

2. The County Redevelopment Authority will solicit proposals for development of moderate-density sales housing on the Bricks site.

3. The County Redevelopment Authority prepares Tax Incremental Financing Plan (TIF) for the site.

4. Use proceeds from the TIF indenture for construction of infrastructure and public improvements including water, sanitary sewer, streets, sidewalks, and lighting.

5. Convey land to the selected developer.

B - 26
6. The developer constructs a model home for marketing purposes.

7. Engage local lending institutions and Housing Opportunities, Inc. to offer special mortgage financing for prospective purchasers of the homes at the Bricks site.

8. Use public sector subsidies in such a way that income restrictions are not imposed on prospective homebuyers.

- The City's parks are largely concentrated in the Plan 12 neighborhood. As part of development of a comprehensive community park and recreation plan, strategies should be formulated to ensure inspection and repair of existing parks and open space in the neighborhood to provide a safe environment for users. Also, as part of the completion of a comprehensive community park and recreation plan, the City Council and Planning Commission should identify opportunities for linking existing open space in the Plan 12 neighborhood possibly through a linear greenway, with the other neighborhoods and the other public spaces and parks in Aliquippa.

Plan 8 - City of Aliquippa Comprehensive Plan Policy Recommendations

- The Plan 8 neighborhood contains a concentration of low- and moderate-income households. Local funding for housing rehabilitation should be sought to promote housing rehabilitation to ensure preservation of the housing stock that is occupied by low- and moderate-income households in the Plan 8 neighborhood.

- The public park in the neighborhood is isolated. Accordingly, specific focus of the comprehensive City-wide community park and recreation study will be to identify an appropriate location in the neighborhood for a public park. The study will also identify the chance to link the neighborhood with existing parks in Aliquippa through a safe linear system.

- The City Council and the City Engineer will review and revise its improvement plan for local roads identifying streets in the neighborhood still in need of improvements. Upon revision, funding will be sought from the County CDBG program, Liquid Fuels, and general revenue to implement the improvements.

West Aliquippa - City of Aliquippa Comprehensive Plan Policy Recommendations

- Recognizing the increasingly aging population in the West Aliquippa neighborhood, it is recommended that efforts to promote housing rehabilitation in the neighborhood concentrate on the particular needs of the elderly, assisting with the long-term care of the housing stock and improving accessibility.

- The Planning Commission will apply for SPAG funding. Funds will be used to complete a revision of the City's Zoning Ordinance and Zoning Map. The revisions will incorporate regulations and standards applicable to industrial uses at the riverfront. An objective of the revised regulations will be to minimize negative impacts to the residential uses in West Aliquippa while maintaining physical and visual access to the riverfront.

- The Planning Commission will recommend to the City Council amendment of the City's Zoning Map. The amendment will designate West Aliquippa R2 General Residential eliminating the high density R3 Multi-Family Residential designation in agreement with the land use pattern of the neighborhood.
As part of the City Council's study to formulate comprehensive community park and recreation strategies will be considered to address the open space and recreation concerns of the City's aging population, much of which is located in West Aliquippa. Also, the City-wide comprehensive recreation plan will incorporate strategies for providing public access to the City's riverfront adjoining the West Aliquippa neighborhood through a linear walkway connected with other public open space and recreation sites in Aliquippa.


- The City Council will encourage the formation of neighborhood watch groups to address public safety concerns in the neighborhood.

- There continues to be a large number of vacant and dilapidated buildings in the neighborhood. Accordingly the City Council will continue targeting the demolition program to the Plan 11/Plan 11 Extension neighborhood. Recognizing the attractiveness of vacant structures to vandals, the City will continue to ensure continuation of police and fire services to the vacant buildings in addition to inspections to prevent the accumulation of garbage and conditions that result in dangerous structures. The City Council will promote neighborhood-based cleanups of vacant lands resulting from demolition preventing the sites from becoming dumping grounds. Opportunities for creation of recreation sites or community gardens will be identified.

- The City Council will seek local funding for housing rehabilitation and promote housing rehabilitation including renter-occupied housing rehabilitation, to ensure preservation and accessibility of the housing stock occupied by low-income households in the neighborhood. The City Council will ensure staff is available to actively enforce building codes and provide for fee inspections of housing at occupancy.

- The City Council and the City Engineer will review and revise its improvement plan for local roads identifying streets in the neighborhood still in need of improvements. Upon revision, funding will be sought from the County CDBG program, Liquid Fuels, and general revenue to implement the improvements.

- The City Council will complete a Keystone Community grant application to formulate a comprehensive community park and recreation study with the objective of developing community-wide and neighborhood recreation sites and services accessible and located conveniently to residential areas. The comprehensive community park and recreation study should devise a redevelopment plan for the Plan 11 swimming pool exploring the options of whether or not to rehabilitate and reopen the swimming pool or if there is a better recreation use of the site. Additional funding along with CDBG funds available from the County will be sought to implement the completed plan. General revenue can be budgeted as part of the City's Capital Improvement Plan to provide on-going maintenance of the parks.

McDonald Heights - City of Aliquippa Comprehensive Plan Policy Recommendations

- Because of the high incidence of vacant and dilapidated buildings in the McDonald Heights neighborhood, the City Council will continue funding of the demolition program in the neighborhood. Recognizing the attractiveness of vacant structures to vandals, the City will continue to ensure delivery of police and fire services in addition to inspections to prevent the accumulation of garbage and conditions that result in dangerous structures. The City Council will promote neighborhood-based
cleansups of vacant lands resulting from demolition preventing the sites from becoming dumping grounds. Opportunities for creation of recreation sites or community gardens will be identified.

- The City Council will seek local funding for housing rehabilitation. A large percentage of the housing units in McDonald Heights are renter-occupied. Accordingly, funding for renter-occupied housing will be a priority to address the specific housing needs of the neighborhood.

- The City Council and the City Engineer will review and revise its improvement plan for local roads identifying streets in the neighborhood still in need of improvements. Upon revision, funding will be sought from the County CDBG program, Liquid Fuels, and general revenue to implement the improvements.

- Public parks in the McDonald Heights neighborhood are isolated and underdeveloped. As part of the City Council's efforts to formulate a comprehensive community park and recreation study plans will be made to develop parks more accessible to the residents of the neighborhood. Additionally, the comprehensive community park and recreation plan will identify chances to link the neighborhood with existing parks in the City outside of the neighborhood.

**Franklin Avenue - City of Aliquippa Comprehensive Plan Policy Recommendations**

- The Planning Commission will complete revisions of the City's Zoning Ordinance and Zoning Map implementing changes in land use policy for the Franklin Avenue Business District. Revisions include designating the Franklin Avenue Business District the CBD zone from Engle Street to School Way. The area of the CBD zoning designation in Aliquippa is reduced as a way to condense the CBD to that portion which is still functioning as a central business district. The objective is to maintain the appearance and function of an urban downtown business center.

- The Planning Commission will recommend to the City Council that lands along Franklin Avenue east of School Way to Route 51 be rezoned to the new Highway Commercial Centers (HCC) zoning district described by the Land Use Plan in Part IV of the *City of Aliquippa Comprehensive Plan*. The HCC zoning designation is recommended at the location in agreement with tentative plans to upgrade and realign the interchange of Franklin Avenue and Route 51 to support redevelopment of the riverfront for industrial use. Uses appropriate to the HCC include those generally termed as retail and service uses including food services and business and professional offices similar to the use of the renovated train station.

- To further encourage its development in planned centers, the City will vacate some of the alleys and narrow roadways adjoining Franklin Avenue east of School Way encouraging the assembling of large parcels that will be suitable to contain on-site off-street parking. The City should work cooperatively with the County Redevelopment Authority or create a City Redevelopment Authority to begin the assembly of land east of School Way. The ownership of land by a single organization will facilitate the City's efforts to attract investment. Furthermore, Aliquippa should encourage the Redevelopment Authority to create a Tax Incremental Financing (TIF) from School Way to the Ohio River.

- Assembling of parcels could be further encouraged by allowing a bonus density permitting a greater lot coverage for development of planned shopping centers consisting of four or more uses on a minimum lot of 40,000 square feet with a minimum street frontage along an arterial road of 200 feet.
Zoning regulations for the HCC will include an emphasis on establishing an attractive visual quality for the district minimizing the negative impact from signs and large parking lots associated with planned shopping centers recommended for the HCC. Landscaping standards will be recommended for parking lots and within front yard buffers for providing an improved appearance. The emphasis on visual quality will additionally serve to provide an attractive entrance to the City at the intersection of Route 51 and Franklin Avenue, a major entrance to the City of Aliquippa. The regulations will also serve to ensure traffic safety, particularly safety of pedestrians walking between the traditional CBD in the Franklin Avenue Business District and the highway oriented commercial district proposed to be established to the east of School Way. Traffic safety could also be enhanced through establishment of shared driveways and use of access easements which interconnect parking lots of adjoining properties.

In addition to revisions in the zoning designation east of School Way, the Planning Commission will recommend new and revised development regulations for the CBD zone in the Franklin Avenue Business District west of School Way to Engle Street. The purpose of the revised development regulations in the CBD is to enhance the visual quality of the area and support the funding programs for improvements administered by the AAUD. The Planning Commission may consider preparing a comprehensive streetscape design manual for streets, establishing an overall plan, delineating responsibility, identifying options for financing improvements, and inspiring action regarding the need for improvements to the streetscape. The Planning Commission will solicit advice and collaboration from the AAUD in preparing revised land development regulations and zoning regulations for the Franklin Avenue Business District. The objective is to ensure cooperation and compatibility with the on-going work of the AAUD in the business district.

To further support redevelopment of the Franklin Avenue Business District, the City Council will create a Local Economic Revitalization Tax Assistance (LERTA) district. The LERTA district provides tax exemptions on physical improvements made within the designated area and ensures that the benefits generated are used for community development.

In consideration of the poor condition of housing in the neighborhood in combination with the high incidence of low- and moderate-income households, funding will be sought to promote housing rehabilitation to ensure preservation of the housing stock and support continued housing in the Franklin Avenue neighborhood.

The City Council and the Police Department will identify alternatives for relocating the police headquarters to a better sited and larger location. Alternatives include construction of a new building or rehabilitation of a building. An ideal location for the Police Department will be in the Franklin Avenue Business District providing a continued presence in the City's center and promoting the revitalization of Aliquippa's business district.

The City's demolition program should continue to target vacant and dilapidated structures on Franklin Avenue, particularly east of School Way. Recognizing the attractiveness of the vacant structures to vandals, the City will continue to ensure continuation of police and fire services in addition to inspections to prevent the accumulation of garbage and conditions that result in dangerous structures. The City Council will promote neighborhood-based cleanups of vacant lands resulting from demolition preventing the sites from becoming dumping grounds. Opportunities for assembly of parcels east of School Way will be identified to provide a chance for planned shopping centers in agreement with the HCC zoning designation for the area.
Industrial Riverfront - City of Aliquippa Comprehensive Plan Policy Recommendations

- A major component of the recommended revision of the City's Zoning Ordinance will be for its General Industrial District located in the Industrial Riverfront Neighborhood. To bolster efforts for redevelopment of a diverse industrial riverfront in Aliquippa, a variety of industrial uses, both heavy and light, and warehousing and distribution uses would be appropriate to the zone district. Accessory office uses would also be appropriate in the district. Retail commercial uses are not recommended.

- Limited vehicular access to the City's Industrial Riverfront is likely to be a detriment to its redevelopment. To improve access, the Beaver County Corporation for Economic Development (BCCED) has proposed to PennDOT and the Beaver County Planning Commission that a new bridge be located over the Ohio River. The new bridge is proposed to serve as a replacement to the existing Ambridge bridge south of the City. In addition to a new bridge, upgrading of the Route 51/Franklin Avenue interchange is proposed. Aliquippa has no ability or authority to locate a bridge through its Industrial Riverfront neighborhood. The City should, however, provide support to the transportation planning of the BCCED. As a follow-up to the City of Aliquippa Comprehensive Plan the City Council should supply to the Beaver County Planning Commission its revised land use policies in support of a new bridge to strengthen redevelopment in Aliquippa.

- The Zoning Ordinance and Land Development Ordinance for the Industrial Riverfront should include strategies to mitigate the negative impacts from heavy industrial uses to office and light industrial uses. The strategies should also mitigate the negative impact from nonresidential development on the residential uses in West Aliquippa. Appropriate standards to be included in the revisions should address regulation of building height, coverage, and setbacks. The standards should be stricter where the nonresidential uses adjoin residential uses or zoning districts. Standards should also be developed addressing visual quality such as landscaping and signs. The development standards should allow development in planned industrial office parks encouraging unified design over time. To promote quality planned development parks, the City could devise bonus densities for development of industrial office parks.

- Industrial redevelopment of the riverfront, however, does not mean that public access to the riverfront can not be accommodated. Recreational uses of the river have also traditionally been protected from private exploitation under the common law. The public trust doctrine protects public rights to use rivers for interstate commerce and recreational purposes. There is room for both public river access and private development. A design concept for the City of Aliquippa Comprehensive Plan is to regard the Ohio River as a resource and to recognize its potential to serve as an amenity. The river can serve as open space for the City of Aliquippa and can be incorporated into the City's open space network through completion of a comprehensive Recreation and Open Space Plan.