GREENE TOWNSHIP
Beaver County
Pennsylvania

COMPREHENSIVE DEVELOPMENT PLAN
1994
REVIEW AND UPDATE
GREENE TOWNSHIP

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INTRODUCTION

Greene Township is basically a rural community. It has maintained its natural physical characteristics and an overall residential environment reminiscent of earlier decades. This has come to pass in spite of surrounding urbanization and the economic upheavals experienced throughout the Pittsburgh Regional Area during the past twenty years. Maintenance of such attributes is not unique to Greene Township; however, the limited degree to which development influences have infringed upon the basic qualities of the community is rare.

Those in responsible leadership positions in Greene Township are aware that change is inevitable and that orderly growth will occur only if concerted efforts are pursued to monitor and guide incoming development.

Several years ago local officials prepared a comprehensive planning study to use as a basis for anticipating and preparing for future growth. Regulatory codes were also enacted to control and channel new developments consistent with local growth philosophies and overall community needs.

The observations and guidelines contained in the following text have been prepared to supplement, coordinate and update previous planning efforts. They include an overview of past growth trends, an outline of existing conditions and the outlook for long term change throughout Greene Township. Recommendations contained herein are based on the premise that changes are inevitable but that the basic values and attributes that have been inherent to this community need not be completely sacrificed to accommodate new growth.
PART ONE

PLANNING REVIEW
and
GROWTH INFLUENCES
PART ONE - PLANNING REVIEW AND GROWTH INFLUENCES

Early Development

The original Comprehensive Plan contains an outline of the history of Greene Township and the Boroughs of Georgetown and Hookstown, all of which were officially incorporated at the dawn of the nineteenth century. Although many of the earliest settlements in Beaver County took root in this vicinity, growth in subsequent years has been sparse in comparison with other portions of the county.

This geographic area is part of the southwest quadrant of Beaver County that is situated south and west of the Ohio River. It has been commonly referred to locally as the "Southside". The historic pattern of limited development activity throughout much of the "Southside" is attributable to an absence of adequate highway access resulting from the lack of bridges, a condition that prevailed until relatively recent years. Until approximately thirty years ago, the only highway spans connecting the "Southside" with the rest of Beaver County were the Aliquippa-Ambridge bridge and the Monaca-Rochester bridge. From Monaca west to beyond the Ohio and West Virginia boundaries, only ferries were available for vehicular passage. This lack of access effectively stifled growth opportunities for one and one-half centuries.

Prior to the post World War II period, "Southside" growth was confined mainly along the river terrace from Monaca south to Allegheny County. Riverfront industrial operations and the Boroughs of Monaca and Woodlawn (later renamed Aliquippa) were accommodated therein. As the urban neighborhoods became more and more congested, residential expansion began to filter into Center and Hopewell Townships. However, this trend was initially inhibited by the Depression of the 1930's, a lack of supporting infrastructure and the aforementioned highway inadequacies.
Accelerated rates of urbanization following the War had a direct impact on Center and Hopewell but still did not extend significant pressure on the more westerly townships such as Raccoon, Independence, Hanover and Greene. Although Raccoon Township is now experiencing an increasing rate of residential subdivision activity, the other three municipalities continue to experience low density housing patterns.

This lack of development over the years has been advantageous in many ways including the preservation of positive features which would have been compromised in the wake of accelerated growth. Large tracts of open space and farmland, resources that have been depleted throughout much of Beaver County, remain to enhance both the economic and environmental attributes of the Township. Low density development patterns have helped to limit the scope of utility problems, traffic congestion, land use conflicts and many other difficulties which plague communities where major expansion has been experienced. Even though land use controls were only recently enacted, Greene Township remains basically free of the hodge-podge mixing of land uses and nonconforming structures common to many areas.

Access to the "Southside" has been enhanced in more recent times by the construction of the Shippingport and Vanport bridges. These traffic links, coupled with the completion of the Beaver Valley Expressway (PA Route 60), have set the stage for more aggressive development pressures. They have the potential to cause the erosion of the provincial atmosphere of much of the "Southside" and introduce a more dynamic growth profile. Pending growth, if given free reign, has the potential to destroy or compromise many of the conditions and values which are important to local residents. It is not possible to "wall off" incoming development, but many of the established qualities and characteristics of the community can be protected through the aggressive implementation of sound planning policies that are based on a comprehensive plan.
Planning Background

The first Comprehensive Plan for Greene Township was published approximately five years ago after several years of concerted study by the Township Planning Commission. A countywide plan, various highway programming studies and similar associated evaluations had been prepared by other echelons of government, but the Greene Comprehensive Plan has been the only program of its type oriented exclusively to local conditions and long term growth strategies.

The Comprehensive Plan includes background and inventory studies, surveys and analysis of existing conditions, population projections and guidelines for the future development of the Township. The focus of the land use proposals has been on maintaining low density housing patterns and the rural-residential qualities of the community. This theme reflects the basic philosophy of a majority of the residents who were involved with the formulation of the planning process.

The majority of the observations and recommendations promulgated in the original Comprehensive Plan remain pertinent. Each of the elements included in the initial Plan are discussed in the next section of this Plan Review and Update with respect to their current status and applicability to the conditions that now exist throughout the regional area and within the Township.

Other studies and data which have a direct relationship to probable local growth trends have also been examined. Foremost among these are population estimates developed by the Southwestern Pennsylvania Regional Planning Commission (SPRPC), in conjunction with the Beaver County Planning Commission, various development analyses compiled by the County Planning staff and the "Airport Impact and Planning Preparedness Study in Southern Beaver County" prepared for the County Planning Commission in 1990 by CONSAD Research Corporation in association with W. V. Kennedy, Michael Baker, Jr., Inc. and SPRPC. Long range regional highway concepts being considered by SPRPC and current information at the County level have also been given consideration.
Original Plan Evaluation

Natural Features

The basic natural conditions unique to a particular area are largely immune to change. While man is capable of altering landscape forms within specific site areas, the general topography, drainage courses, geology and related features will remain constant. They can significantly influence community development patterns. Decisions relating to future growth should be formulated with an awareness of these influences since they may stand as either attributes or impediments to local planning goals and objectives.

- Slope -

Slope is foremost among natural considerations for purposes of determining development potential. The following slope categories are normally used as a rule of thumb.

<table>
<thead>
<tr>
<th>Slope Percent</th>
<th>Character</th>
<th>Development Implication</th>
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<tbody>
<tr>
<td>0 to 8%</td>
<td>Flat</td>
<td>Excellent for development</td>
</tr>
<tr>
<td>8 to 16%</td>
<td>Rolling</td>
<td>Excellent for development</td>
</tr>
<tr>
<td>16 to 25%</td>
<td>Steep</td>
<td>Difficult/High Cost</td>
</tr>
<tr>
<td>Over 25%</td>
<td>Severe</td>
<td>Generally unsuitable</td>
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Municipalities throughout western Pennsylvania contain many areas of steep terrain that limit or preclude construction activity. The heaviest slope is usually encountered in conjunction with waterways and major natural drainage configurations in one or several sectors of a community, whereas other sectors will have less severe conditions with reasonably level sites that are conducive for development.

Greene Township has a variety of slope features, but unlike conditions throughout most "Southside" communities, they are not a major deterrent to overall
growth, nor are they of a ubiquitous nature. The steepest and most concentrated terrain features are most in evidence at the northern boundary along the Ohio River, at the northeast corner of the Township and along the easterly boundary adjacent to Raccoon Township.

Less general areas of heavy slope are also in evidence from Georgetown south toward Hookstown and along Peggs Run and Service Creek. These slope areas generally preclude land use activities, but the greater part of the Township, particularly the central, south and western sectors, are predominated by rolling terrain and are conducive to development activities. Terrain patterns in much of Greene Township will support coordinated and contiguous land use activities of a type that are not possible in the nearby municipalities of Raccoon, Hanover and Independence where such concentrations of activity are precluded by terrain barriers. Compact and contiguous land use patterns are generally beneficial to local government functions as they permit more efficient delivery of public services and facilities. Greene Township therefore has a topographic profile that allows flexibility for coordinated planning schemes that is not found in most nearby areas.

Development in heavily sloped areas should be controlled and closely monitored to protect both the owner and the municipality. Steep slopes necessitate special siting, design and construction procedures to provide structural integrity. Public officials should be particularly concerned with public road systems that traverse steep terrain since excessive road grades increase construction and maintenance costs and aggravate safety issues.

Soil type classification ranks high on the list of factors that should be applied in determining the best and highest use of land. This has already been acknowledged by local officials through the formation and adoption of Agricultural Security Areas and parallel
zoning restrictions to protect prime farmland. An analysis of the four general soil types found in the Township are included as part of the original comprehensive plan study. This information supports the Security Areas and zoning delineations which have been established and is a key element that was considered in the formulation of long term land use projections. Agricultural lands are a unique and vanishing natural resource that can and should be protected in the wake of urban growth.

- Flood Plain -

Flood plains are still another natural feature that directly influence the types and extent of potential development. Mill Creek and Service Creek are the two most significant watercourses within Greene Township associated with flood plains. The largest flood plain area is in conjunction with Mill Creek which traverses the entire center portion of the municipality. South of Hookstown much of this waterway routing is associated with level to rolling terrain while the area north of Hookstown towards the Ohio River involves more abrupt topography. Most of the Service Creek flood plain in the southeast corner of the Township is associated with more severe topography.

Development within designated flood plains is limited primarily to open space functions and activities. Structures within these areas are generally prohibited, or if allowed, must be designed in a manner that precludes any restricting of water flow or water impounding during flood events. Most of the flood prone areas north of Hookstown and along Service Creek have a limited potential for active land uses because of heavy slope conditions. However, the flood plain to the south of Hookstown parallel to route 168 borders potential growth areas. Particular attention should be focused on any new development in this vicinity to insure that construction activities and site grading are compatible with restrictions that apply to flood prone lands.
Heavily sloped terrain, soil classifications and flood plains are among the more obvious natural features that influence land use patterns. These are all tangible factors which can be categorized, observed or measured and easily evaluated in association with development proposals. There may be other less apparent environmental elements associated with a development proposal that could be adversely affected or which might render a site unacceptable for a particular land use activity. Examples include unique natural features, significant woodlands and wetlands, the water quality in natural drainage courses, wildlife habitat and similar environmentally sensitive natural features. All such influences should be carefully evaluated in the review of development proposals.

There is an additional environmental condition worthy of mention in association with the foregoing outline of natural features. Although manmade, it exerts a negative influence on local community development. This involves the manmade lake where the Pennsylvania Power Company pipes approximately 1.8 million tons of sludge annually. These operations have rendered areas near the northwest border of the Township and sites contiguous thereto unacceptable for active development purposes.

Although adverse environmental effects of the dumping process are supposed to be controlled, there have been repeated complaints by area residents and officials over an extended period of time. Concerns involve periodic problems associated with dust and air contamination and questions involving water supply and water quality. Until control of this nuisance can be assured, a major portion of Greene Township will lie fallow. No significant development should occur in this portion of the municipality until these operations are terminated and the entire vicinity can be satisfactorily rehabilitated to reverse the environmental degradation which has taken place.
- Summary -

Natural features and related environmental concerns are not always given adequate priority in the evaluation of pending development projects. This lack of foresight can result in irreparable harm to valuable resources and contributes to the creation of unsafe structural conditions and hazards associated with ill-advised development practices. County planning reviews and state and national guidelines are sometimes useful in addressing environmental concerns, but the ultimate responsibility for coordinating local problems with specific development proposals rests with the local level of government. This administrative function requires an awareness of and continuing vigilance on the part of local officials with respect to natural conditions and associated environmental concerns.

Circulation Systems

As previously indicated, the "Southside" area was, to a large degree, isolated from the balance of Beaver County until recent years due to a lack of highway bridges over the Ohio River. This situation limited local growth, and as a result, the system and configuration of roads that serve Greene Township have not changed appreciably over the years.

The original Comprehensive Plan contains a detailed description of road classifications, conditions, insufficiencies and recommended improvements. A continuing program of local road upgrading has been pursued by the Supervisors. Otherwise, for the most part, this data remains current and provides a reference to the current status and needs of the circulation system. This material is supplemented with a discussion of future transportation system elements in Part Two of this Plan Review and Update.
Land Use Features

Current land use patterns are shown on Plate One - Existing Land Use. This graphic illustrates that there are no significant densities of developed land within the Township. A limited number of residential subdivision developments and lineal "strip" building concentrations which parallel roadway corridors are in evidence; however, most of the community is sparcely developed. This has resulted from the long history of highway access limitations to the immediate vicinity and the associated lack of growth pressures on many of the "Southside" communities.

- Agriculture/Residential -

Agricultural and residential functions are the predominant land use activities throughout Greene Township. Local officials have recognized the importance of agricultural pursuits and have cooperated with local farming interests to establish an extensive Agricultural Security Area. Agricultural Security Areas, as authorized by State legislation (Act 43-1981) together with the State Clean and Green Act (Act 319-1976), another farm protection program, acknowledge the importance of agriculture and the need for conservation of prime farmland. Both of these programs recognize farming as an important land use function worthy of nurturing.

These legislative tools are designed to provide rural landowners with incentives to maintain agricultural pursuits, as opposed to yielding to development pressure. Immunity from legislative controls that might otherwise be detrimental to farm functions and tax relief are among the incentives offered to encourage the preservation of open land resources and the continuation of farming as an integral part of the local economy. At the local level, zoning provisions and long range planning have been designed to further supplement these goals. Cumulatively, these measures reflect an ongoing policy aimed at fostering the retention of farming and an overall low density pattern of development.
Residential uses are predominantly single family housing. Most housing units are situated adjacent to major Township and State roads rather than in neighborhood subdivisions along minor street systems. Housing is mostly scattered and in lineal patterns along roadways. Although some subdivision plan development has taken place, no significant concentrations of housing have emerged since the original land use plan was compiled.

- Commerce/Industry -

Laughlin's Corner, at the intersection of U.S. Route 30 and State Route 168, is the site of the only concentration of commercial activity within the Township. Although not extensive, this commerce is somewhat diverse. It offers automotive services, an appliance outlet, food market, gunshop, video store, beauty shop and craft stores. A variety of other business pursuits are located randomly throughout the community. These are primarily service functions and include establishments such as a convenience store, barber and beauty shops, auto repair and equipment sales and repair.

The few existing heavy commercial and industrial uses are limited and confined mostly to the northern sections of Greene Township. A recycling operation is located near the Shippingport Borough line just south of Route 168. Adjacent to Georgetown in the northwest corner of the Township are a mineral stripping operation and the Dravo Basic Metal Company. A new barge repair facility is currently under development in this vicinity adjacent to the Ohio River. For the most part, these land uses are situated in generally remote locations with respect to accessibility. Although Georgetown Borough is flanked by industrial sites, industrial uses are reasonably well segregated from prime developable sites and active land uses as a result of their geographic orientation and terrain features.
It is fortunate that the majority of the heavy commerce and industrial functions are sited in a manner that is generally innocuous to other land use categories. However, the previously mentioned (See Natural Conditions - An additional environmental feature) sludge ponds used by the Pennsylvania Power Company represent an industrial related land use that adversely affects a large portion of the northwest section of Greene Township. The negative environmental and aesthetic implications of this operation renders a significant portion of the community of limited value for development purposes. This is an existing condition that should not be further extended.

- Summary -

The existing land use features and overall development patterns throughout the Township have not changed appreciably since the survey conducted in 1988 by the Greene Township Planning Commission. Fortunately, now as then, there are no major land use conflicts and the overall configuration of use activities forms a logical basis for future development.

Community Facilities

The status of community facilities and services outlined in the original Comprehensive Plan remains generally current, although improvements and expansion of services have been implemented in some areas by municipal officials. Pressure for major increases in facilities and services has not been pronounced since population in the Township increased by only 5.4 percent between 1980 and 1990 and no major concentrations of development have been experienced to necessitate activity in these areas.
Primary protective service delivery systems reflect the original inventory status. Police protection is still provided by the Pennsylvania State Police. General discussions have taken place from time to time to explore the feasibility of intermunicipal police coverage, but no detailed programs or activities have evolved as yet.

Fire protection remains a function of the Hookstown Volunteer Fire Department and surrounding departments under mutual aid agreements. A 1988 fire destroyed the main station in Hookstown and a new facility has since been built at the intersection of Route 168 and Silver Slipper Road. This is an excellent site for providing access to all areas of the community and surrounding vicinity.

A new municipal office building was established south of Hookstown on Route 168 after the original Comprehensive Plan was completed. This facility provides administrative offices, public meeting facilities and filing and storage resources that were seriously deficient for many years. Township maintenance facilities are also situated at this location resulting in an efficient and convenient municipal center for both officials and citizens. The building site and structural arrangements have been planned to accommodate future expansion as the need is generated.

A Township recreation center is located adjacent to the municipal administrative center. This facility has been established for several years and has been improved on a periodic basis. Improvements include ballfields, batting cage, picnic pavilion, playground fixtures and parking area. This activity area is ideally sited to serve current and long range municipal recreation needs.
Regional Facilities

A variety of regional and areawide services, cultural facilities and amenities are available to Township residents in addition to those which are provided locally. Hospitals, clinics, ambulance service, recreational areas, education facilities, libraries and related outlets which are beyond the scope of the local municipal function are all easily accessible throughout the regional area. The variety and quality of these social facilities and services are important to the quality of life and development potential throughout Greene Township and adjacent communities.

Summary

No significant changes have taken place within Greene Township since the original Planning Commission land use survey of 1988. Modest residential growth and some minor changes in local business activity have resulted in a primarily stable land use pattern since that time. A generally sluggish areawide economic climate, concerns with respect to water supply and continually tightening environmental regulations have kept growth at short rein. Accordingly, the basic information contained in the first Comprehensive Plan remains valid as an indicator of the current status of development and provides a basis from which to proceed with the formulation of long term growth guidelines.

Growth Influences

The formulation of development policies and long term planning goals is the responsibility of the Board of Supervisors and the Planning Commission. Individuals, groups and ad hoc committees can also be recruited to provide broader input and to respond to issues of particular concern to individual segments of society. In reaching a consensus relating to the desired path for future growth, these groups and individuals must evaluate and consider both tangible and intangible influences.
Some growth influences are readily discernable and may be predicted with relative ease, while others are less obvious and more uncertain. Highway networks and utility systems are of a tangible nature and pending proposals for these infrastructure features often can be factored into long range policies. Conversely, considerations, such as changes in lifestyles or national and local economic prospects, are more difficult to predict. They do nevertheless have a major impact on the character of evolving growth. It must be realized that a variety of national and regional trends and policies will influence the future of the Township and that these will demand accommodation even though they may not be in harmony with many local views and attitudes.

Development Determinants

- External Impacts -

Development impacts can be broadly classified as either external or internal. External impacts are usually associated with the economy, demographics, social patterns, regional development projects and infrastructure programs. Although an individual municipality has little or no control over these types of influences, consideration must be given to their potential impact on future development as part of the policymaking process.

The aberrant economic climate experienced during the past quarter century is a classic example of an external impact that can significantly influence the type and the level of community development. Starting around 1970, the basic metals industry, which had been the primary foundation on which the regional economy was anchored, rapidly eroded. During that decade and on into the next, the primary economic base of Beaver County and the
surrounding vicinity virtually collapsed. This is illustrated by a 1960 report by the Beaver County Industrial Development Corporation that reported a total of 51,000 job opportunities in eight major employment centers within Beaver County. Over 80% of those jobs were identified as heavy industrial and construction positions.

### TABLE A

EMPLOYMENT CENTERS - BEAVER COUNTY (1960)

<table>
<thead>
<tr>
<th>Area</th>
<th>Job Opportunities</th>
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<tr>
<td>Ambridge</td>
<td>12,000</td>
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<tr>
<td>Monaca</td>
<td>4,600</td>
</tr>
<tr>
<td>Rochester</td>
<td>1,600</td>
</tr>
<tr>
<td>Aliquippa</td>
<td>15,000</td>
</tr>
<tr>
<td>Beaver</td>
<td>2,400</td>
</tr>
<tr>
<td>New Brighton</td>
<td>1,200</td>
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<tr>
<td>Beaver Falls</td>
<td>6,800</td>
</tr>
<tr>
<td>Midland</td>
<td>7,400</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>51,000</strong></td>
</tr>
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</table>

The majority of the employment sources shown on Table A are now either relocated, downsized or no longer in business. The domino effect of the decline in the long standing industry focused economy resulted in population loses and high unemployment rates. This was coupled with out-migration of existing, as well as potential, labor force resources and a change in the orientation of the remaining labor force.

Employment sources have now shifted from heavy industry to service and governmental activities. This is illustrated on Table B, an employment profile report, issued by the Pennsylvania Department of Labor and Industry in 1993. The 25 largest employers in Beaver County at that time are listed by numerical rank.
### TABLE B

**LARGEST EMPLOYERS - BEAVER COUNTY**

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Employer</th>
<th>Employees 1991/1990</th>
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<tr>
<td>1</td>
<td>Medical Center</td>
<td>1800/1800</td>
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<tr>
<td>2</td>
<td>Duquesne Light</td>
<td>1496/1248</td>
</tr>
<tr>
<td>3</td>
<td>County Government</td>
<td>1000/ 698</td>
</tr>
<tr>
<td>4</td>
<td>Westinghouse</td>
<td>900/ 844</td>
</tr>
<tr>
<td>5</td>
<td>State Government</td>
<td>800/ 473</td>
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<tr>
<td>6</td>
<td>LTV Steel</td>
<td>724/ 700</td>
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<tr>
<td>7</td>
<td>Pennsylvania Power</td>
<td>684/ 936</td>
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<tr>
<td>8</td>
<td>Zinc Corporation of America</td>
<td>679/ 565</td>
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<tr>
<td>9</td>
<td>McCarl's, Inc.</td>
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<td>10</td>
<td>J &amp; L Specialty Products</td>
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<td>11</td>
<td>Foodland</td>
<td>512/ 512</td>
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<td>12</td>
<td>Aliquippa Hospital</td>
<td>500/ 481</td>
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<td>13</td>
<td>Anchor Hocking</td>
<td>493/ 540</td>
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<tr>
<td>14</td>
<td>Ambridge School District</td>
<td>463/ 320</td>
</tr>
<tr>
<td>15</td>
<td>Arco Chemical</td>
<td>454/ 440</td>
</tr>
<tr>
<td>16</td>
<td>Beaver Valley Intermediate Unit</td>
<td>450/ 264</td>
</tr>
<tr>
<td>17</td>
<td>Federal Government</td>
<td>400/ 500</td>
</tr>
<tr>
<td>18</td>
<td>K Mart</td>
<td>398/ 104</td>
</tr>
<tr>
<td>19</td>
<td>Michael Baker Corporation</td>
<td>388/ 428</td>
</tr>
<tr>
<td>20</td>
<td>Beaver Newspapers</td>
<td>360/ 335</td>
</tr>
<tr>
<td>21</td>
<td>Sears</td>
<td>350/ 375</td>
</tr>
<tr>
<td>22</td>
<td>Blackhawk School District</td>
<td>350/ 280</td>
</tr>
<tr>
<td>23</td>
<td>Security Bureau, Inc.</td>
<td>325/ 300</td>
</tr>
<tr>
<td>24</td>
<td>McDonald's</td>
<td>300/ 300</td>
</tr>
<tr>
<td>25</td>
<td>Hill's Department Stores</td>
<td>280/ 280</td>
</tr>
</tbody>
</table>

During recent years, a modest rebuilding of the industrial base has taken place, but the scope of reorganized and new industrial employment sources is greatly reduced from that of earlier years. Business generating projects, such as the expansion of the Pittsburgh International Airport, is one among many large and small signs of a revitalized local economy, but the number of job opportunities and the high wage levels that were previously available are not expected to materialize, at least in the near future.
Recent experience suggests that the economic decline has been reversed, but that the emerging employment profile will be dominated by service industries coupled with technical related activities. The once dominant primary metals labor base will assume a less conspicuous position in the overall employment scenario. The actual types and numbers of job opportunities which emerge, and the location of employment centers, will have a direct impact on the development potential and the timing of growth throughout Greene Township and its neighbors.

One of the major challenges in formulating a realistic long range planning policy for any locality is analyzing the forces and issues that will motivate development pressures. For Greene Township, this includes answering questions relating to regional economic issues and conditions that have a direct bearing on local growth potential.

There are several conspicuous regional economic features of importance worthy of consideration which can assist local planners in their task. These include emerging regional employment locations, nearby business generators and regional and area proposals for business activities.

The first of these involves the success of efforts by various County and State agencies to encourage new businesses to the area. These programs have focused on creating new sites as well as use of former employment centers. The Kraft Foods packaging and distribution facility sited in a formerly rural area of New Sewickley Township is an example of the former type of siting. The use of portions of the former Babcock and Wilcox facilities in Beaver Falls and the plans for a new steel plant at the former American Bridge site in Ambridge are examples of the latter. Out of necessity, economic development programs have emphasized the reuse of former industrial sites throughout the Ohio and Beaver River valleys because few rural areas have the necessary facilities to support major business operations. The Kraft site just happens to be an exception. All of the
successful attempts to establish industrial activity have involved sites offering highway or rail access and the availability of public utility systems. These are necessary criteria not readily available in, or adjacent to, Greene Township. Accordingly, the accommodation of these types of businesses need not be a prime local land use planning consideration.

Other elements that will have an impact on Township development are business activities in the immediate vicinity. Foremost among these is expansion of the Pittsburgh International Airport which will influence development throughout the region, particularly the "Southside". A number of projections and forecasts have been developed to assess the long range economic fallout from the airport expansion.

One of the most recent studies, and the only one oriented exclusively to the "Southside" region, is the 
Airport Impact and Preparedness Study in Beaver County, July 1990. This report is a blend of economic, municipal planning and engineering recommendations and forecasts developed for the Beaver County Planning Commission.

For purposes of the evaluation, the "Southside" is divided into primary and secondary study areas. The report focuses on the primary study area, which includes Hopewell, Center, Potter and portions of Raccoon and Independence Townships, as the most likely to experience business expansion as a direct result of airport related business generation. Greene, Hanover and western portions of Raccoon and Independence Townships are earmarked for accelerated housing development and ancillary business in support of residential uses. These observations provide further emphasis that Greene Township planning policy should be residentially oriented.

The Beaver Valley Expressway (State Route 60) is another important external development factor that will
influence growth patterns and land uses in Greene Township. This highway facility, on which the above cited Airport Impact Study was based, opens the entire "Southside" to convenient highway access. The Impact Study, as well as experience associated with similar projects in other locales, suggest that business generation will be most pronounced in the immediate vicinity of the highway interchanges and that neighboring communities will experience related growth activity, such as residential expansion.

A review of the most discernible external growth impacts suggests that growth pressures should not force an alteration in the basic land use profile of Greene Township from residential uses to business and industrial activities. The character of housing units may change as new development concepts and economic factors dictate, but the position of the Township as a dormitory community should prevail.

- Internal Impacts -

Internal impacts must be factored into the planning process as they too influence growth decisions. These include a series of considerations that may or may not be anticipated or controlled. However, in most instances, internal impacts are more manageable than external ones and are more subject to local policy direction.

Examples of these are local improvement programs that involve highway systems and utilities. These are usually developed on an intercommunity basis but are subject to local direction. Such projects both generate and influence the path and siting of new development within a community and must be incorporated into the planning process as they materialize since they are mutually dependent upon each other.

Another important planning determinant is community attitude. This becomes incorporated into local planning policies through the selection of leadership by the
Attitudes toward development policies may change from time to time as communities experience population growth through in-migration. New actors with different outlooks may demand modifications in planning policies to correspond with what they perceive as the most appropriate direction for community development.

Insofar as possible, discernible growth influences should become part of the equation from which development policies are formulated. Every effort should be made to determine what the implication of these various influences will be in order to create a realistic scenario for ongoing growth.

Population

Population projection is an important part of planning for future growth, but it is one of the most tentative elements in the process. Modern computer programs and a myriad of data resources provide for assimilation and analysis of a large range of demographic factors, but population projection remains far from a precise exercise. Unforeseen and seemingly diverse events, ranging from a major global war to a local tax policy, can cause variations in forecasts for the smallest municipalities. In spite of the inadequacies in the forecasting process, it is nevertheless important to establish target levels of population to formulate municipal goals and anticipate governmental responsibilities.

A projection of population trends for a large geographic area is usually more accurate than one confined to an individual municipality. The most reliable data available for Western Pennsylvania has been developed by the Southwestern Pennsylvania Regional Planning Commission (SPRPC). The Commission employs an ongoing sophisticated process to forecast population for a broad
regional area of Southwest Pennsylvania. This data is in turn allocated to municipalities within each county. The statistical data in this report is based on SPRPC resources. A primary advantage of using this material is that it is updated on a continuing basis and can be easily reevaluated from time to time to detect any significant changes that might have an impact on local programs or policies.

Population levels in Greene Township have shown consistent gains over the last fifty years as indicated on Table C, Population Change. The most dramatic rise was experienced from 1970 to 1980. This pattern is consistent with trends throughout the "Southside" area and reflects the influence of regional economic factors and growth trends in the immediate area.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>POPULATION</th>
<th>CHANGE</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>854</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1960</td>
<td>1,165</td>
<td>311</td>
<td>+36</td>
</tr>
<tr>
<td>1970</td>
<td>1,489</td>
<td>324</td>
<td>+28</td>
</tr>
<tr>
<td>1980</td>
<td>2,442</td>
<td>953</td>
<td>+64</td>
</tr>
<tr>
<td>1990</td>
<td>2,573</td>
<td>131</td>
<td>+5</td>
</tr>
</tbody>
</table>

* Source U.S. Census

Table D, Area Population Trends, reveals the surge of growth during the immediate post World War II years and the slackening of population levels in response to the decline of the economy during the 1970 and 1980 decades. This data also reflects the patterns of growth throughout the sub-areas of the "Southside". These patterns are strikingly apparent between 1960 and 1990. They document the losses of population in the older urban areas of Monaca and Aliquippa during the post war years when many people relocated to the suburban
countryside, as well as the later declines fueled by adverse economic factors. Further, they show the initial influx, followed by a tapering off of growth in Center and Hopewell Townships, where the major impact of urbanization was first experienced. As these patterns are traced in a westerly direction, they reveal a continuing rise in population in the more rural communities of Greene, Hanover, Independence and Raccoon Townships.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>GREENE Twp.</td>
<td>1,165</td>
<td>1,489</td>
<td>2,422</td>
<td>2,573</td>
<td>+ 5.4</td>
</tr>
<tr>
<td>Independence T.</td>
<td>1,256</td>
<td>1,761</td>
<td>2,534</td>
<td>2,563</td>
<td>+ 1.1</td>
</tr>
<tr>
<td>Center Twp.</td>
<td>7,113</td>
<td>10,598</td>
<td>10,733</td>
<td>10,742</td>
<td>+ 0.1</td>
</tr>
<tr>
<td>Hanover Twp.</td>
<td>1,564</td>
<td>2,154</td>
<td>3,443</td>
<td>3,694</td>
<td>+ 0.8</td>
</tr>
<tr>
<td>Hopewell Twp.</td>
<td>13,359</td>
<td>14,133</td>
<td>14,662</td>
<td>13,274</td>
<td>- 9.5</td>
</tr>
<tr>
<td>Potter Twp.</td>
<td>555</td>
<td>484</td>
<td>605</td>
<td>546</td>
<td>- 9.8</td>
</tr>
<tr>
<td>Raccoon Twp.</td>
<td>1,999</td>
<td>2,615</td>
<td>3,133</td>
<td>3,426</td>
<td>+ 9.4</td>
</tr>
<tr>
<td>Aliquippa</td>
<td>26,369</td>
<td>22,277</td>
<td>17,094</td>
<td>13,374</td>
<td>-21.8</td>
</tr>
<tr>
<td>Monaca</td>
<td>8,394</td>
<td>7,486</td>
<td>7,661</td>
<td>6,739</td>
<td>-12.0</td>
</tr>
<tr>
<td>Beaver County</td>
<td>175,192</td>
<td>208,418</td>
<td>204,441</td>
<td>186,093</td>
<td>- 9.0</td>
</tr>
</tbody>
</table>

* Source U. S. Census

It is significant to note that increases have continued in these rural municipalities in spite of overall County decreases which may still be taking place. A. U. S. Census Bureau report issued in August 1994, reported that neighboring Allegheny County had the third largest population loss of any county in the nation from 1980 to 1992 and that Beaver County was 24th on the list of 25 counties throughout the United States with the largest population decline.
Population characteristics, coupled with area growth trends, can serve as indicators of future growth potential for specific communities. While this information does not necessarily translate into numbers, it can suggest anticipated trends. Age characteristic shifts (See Table E) indicate that the age levels of population in Greene Township is undergoing change.

**TABLE E**

AGE CHARACTERISTICS
Greene Township

<table>
<thead>
<tr>
<th>AGE CATEGORY</th>
<th>1990 No.</th>
<th>1990 % of Total</th>
<th>1980 No.</th>
<th>1980 % of Total</th>
<th>1980-1990 % CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 25</td>
<td>1,010</td>
<td>39.3</td>
<td>1,154</td>
<td>47.3</td>
<td>- 12.5</td>
</tr>
<tr>
<td>25 to 44</td>
<td>914</td>
<td>35.5</td>
<td>801</td>
<td>32.8</td>
<td>+ 14.1</td>
</tr>
<tr>
<td>45 to 64</td>
<td>430</td>
<td>16.7</td>
<td>378</td>
<td>15.5</td>
<td>+ 13.8</td>
</tr>
<tr>
<td>65 and over</td>
<td>219</td>
<td>8.5</td>
<td>109</td>
<td>4.5</td>
<td>-100.9</td>
</tr>
</tbody>
</table>

The percentage of the more active preretirement adult age groups, those in the 25 to 64 brackets, have increased significantly between 1980 and 1990, while the percentage of younger and older persons have declined. Of particular interest is the 50% decline in the over 65 category. A comparison of parallel data for Beaver County, which has recorded a continued population loss since 1970, (See Table F) reveals a reverse of these characteristics.

The significant decreases in older and younger age groups at the County level from 1980 to 1990 is indicative of both an aging population and a continued pattern of out-migration. The out-migration theory is reinforced by the 18% decrease in the 45 to 64 age group which several decades ago represented the mature and locationally stable segment of the work force. This lack of population stability is largely attributable to the economic uncertainties experienced during the past twenty-five years. Conversely, the age characteristic changes recorded for Greene Township from 1980 to 1990 suggest a more dynamic population.
### TABLE F

**AGE CHARACTERISTICS**

Beaver County

<table>
<thead>
<tr>
<th>AGE CATEGORY</th>
<th>1990 % OF TOTAL</th>
<th>1980 % OF TOTAL</th>
<th>1980-1990 % CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 25</td>
<td>31.9</td>
<td>38.7</td>
<td>-25.1</td>
</tr>
<tr>
<td>25 to 44</td>
<td>29.3</td>
<td>25.0</td>
<td>+ 6.6</td>
</tr>
<tr>
<td>45 to 64</td>
<td>21.9</td>
<td>24.3</td>
<td>-18.1</td>
</tr>
<tr>
<td>65 and over</td>
<td>16.9</td>
<td>11.9</td>
<td>+29.1</td>
</tr>
</tbody>
</table>

These statistics, coupled with emerging development trends throughout the "Southside", the large amount of vacant land in the Township, and the growing potential for public sewer and water systems point toward continued local growth.

The original Master Plan study for Greene listed three different population projection scenarios. These, of course, were based on actual census figures for 1980 and County Planning projections to only 1985. These estimates were for 1985, 1990 and the year 2000. The first was based on County projections, the second was calculated on a 10% growth rate over fifteen years, and the third was a straight line projection. These three estimates yield a year 2000 population of between approximately 2,500 and 5,000, none of which are consistent with either the actual 1990 census or the latest SPRPC - Beaver County projections for 2015. Of the three estimates, the SPRPC - County data is the most accurate although it has proven to be conservative in comparison to the 1990 census results.

It should be noted that these agencies have increased their projected population levels for Greene Township several times since the original plan was written. The current Cycle V SPRPC data, most recently updated in June, 1994, is considered the most reliable information available.
As previously noted, a variety of unpredictable events and conditions can intervene to mitigate the accuracy of such data, but as of mid-1994, these projections are deemed creditable since they reflect current and anticipated situations in the immediate vicinity. The forecasts cited in Table G for 2015 are from the June, 1994, SRRPC - County Cycle V report. This data provides a guide for estimating future growth rates and anticipating municipal service requirements. The Greene Township Planning Commission should maintain liaison with the Beaver County Planning Commission technicians and conduct periodic reviews of this material.

<table>
<thead>
<tr>
<th>TABLE G</th>
</tr>
</thead>
<tbody>
<tr>
<td>POPULATION FORECAST</td>
</tr>
<tr>
<td>Greene Township</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTUAL (U.S. Census)</th>
<th>PROJECTED CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(*)</td>
</tr>
<tr>
<td>2,442</td>
<td>2,573</td>
</tr>
</tbody>
</table>

(*), Cycle 4-B (SRRPC)
(**), Cycle V (SRRPC)
PART TWO

FUTURE DEVELOPMENT OUTLOOK
PART TWO - FUTURE DEVELOPMENT OUTLOOK

Part One of the Comprehensive Development Plan - Review and Update consists of an overview of local planning history together with an analysis of the current status of development in Greene Township. This material provides an index of where the municipality stands at the present time with respect to past growth trends and the amount of development that has taken place.

In Part Two of this report, the focus is on anticipated growth potential and the form and directions that development will take. Included is a recommended growth scenario which, in the opinion of current local officials, will be in the best interests of present and future residents.

The first two sections of Part Two address transportation and utility systems. These are the key elements that will determine the ultimate potential for growth. The third section suggests a general plan for future land uses, which although of a general nature, provides a basis for anticipating and controlling land use features. The fourth section examines the need for support facilities that will be required as ongoing development takes place.

Transportation Systems

Highway patterns will be a critical element in shaping future growth configurations as they have been in the past. It was noted in an earlier section of this study that growth throughout the "Southside" of Beaver County was inhibited for many years by the lack of access routes. This situation has been ameliorated by highway improvements in recent years, but the westerly portions of the area, including Greene Township, are still not on the "main line" of the regional highway network. Recent
improved highway access has made the municipality more vulnerable to growth, but the peripheral location of the Township with respect to major highways will limit the scope and type of activity which can be expected to materialize.

- Classification -

All roads within the Township fall within one of the following classifications:

Expressway - designed for efficient unhindered movement of interregional traffic. These facilities are designed with limited access features that control ingress and egress to facilitate through traffic movement. Direct access to highway frontage is prohibited.

Arterial - function in association with expressways and other major carriers to link communities with surrounding areas. Where arterials have direct ties to expressways, their influence on a municipality is enhanced.

Collector - channel traffic onto arterial roads and provide intracommunity linkage of the local road network.

Local - provide access to immediate adjacent neighborhoods and individual sites. Configured and designed to accommodate low traffic volume.

The current and future status of each of these highway classifications are discussed below with respect to their influence on future development in Greene Township.
Area Highway Network

Expressway and arterial roads are areawide facilities that provide access to external destination points. All highways thus classified which influence Greene Township are constructed and maintained under the jurisdiction of the Pennsylvania Department of Transportation.

Although there are no expressways within the Township, the nearby Route 60 facility is exerting a direct influence on growth impacts throughout the "Southside." The 1990 Airport Impact Study focused on the importance of the Beaver Valley Expressway (PA Route 60) to the eastern portion of the "Southside." That report predicts enhanced growth potential for Greene Township and adjacent westerly communities. While contemplated activity is envisioned as residentially oriented, it should contain commercial uses in support of higher residential densities.

The location of the Expressway funnels traffic into the Greene Township vicinity and provides direct access from the community to Pittsburgh and Interstate Highways throughout the entire eastern seaboard. Although at first glance this facility appears remote from the Township, it is having and will continue to have, an impact on local development.

- Arterials -

There are three highways serving the community that are classified as arterial facilities. These are State Routes 168 and 151 and U.S. Route 30. Of these highways, Route 168 is the most significant local carrier. It interconnects with a series of other major

1 Airport Impact and Planning Preparedness Study in Southern Beaver County, 1990
arterials both within and beyond the Township, including U.S. 30 and State Routes 151, 18 and 68. The district arterial network is illustrated on Plate Two. All of these form a network of highways which link the municipality with a variety of regional destination points that provide job sites, shopping, recreation, cultural outlets and other amenities and necessities vital to local inhabitants and commercial interests.

Route 168 traverses the entire Township from its northeast corner to the southwesterly boundary. This routing runs through the heart of the community and has provided and will continue to provide a spine to structure predominant growth activities. Significant potential developable sites are positioned along this route. At least six collector and as many local roads intersect with Route 168. It is one of the most important traffic carriers in the community. Municipal officials should place a high priority on encouraging PennDot to maintain the physical condition of the roadway and plan for periodic upgrading as deemed necessary to provide for contemplated increases in traffic loads. Pavement upgrading, widening, turning lanes and similar tasks should be accomplished in anticipation of long range growth demands.

Local land use regulations should be formulated to control growth consistent with the highest and best uses of land and to mandate design standards to mitigate problems associated with traffic safety and congestion. In addition to mandated land use and density provisions, ordinances should address traffic related issues such as site access design, location and frequency along arterial routes.

Provisions should also be formulated to encourage separate service roads parallel to the main route as a method of reducing congestion. Where service roads are not practical, consideration should be given to requiring common access points for two or more abutting sites. Provisions of this nature can significantly reduce congestion on busy thoroughfares and thereby facilitate through traffic movements and enhance highway safety.
State Route 151 enters the extreme southeastern corner of Greene Township and extends approximately one and a quarter miles to its terminus where it intersects with U.S. Route 30. It extends eastward from Greene Township through small portions of Raccoon and Hanover Townships, traverses the center of Independence Township and enters Hopewell Township where it intersects with the Beaver Valley Expressway.

Over the years, Route 151 has carried only limited amounts of traffic. As a result, no significant development has taken place along its corridor; however, the advent of the Expressway suggests that its importance will increase as an access for growth opportunities throughout the entire vicinity. The Airport Impact Study completed in 1990 predicted only light development in the Secondary Study Area of which Greene Township is a part.

The study does anticipate a modest growing housing market as a result of enhanced access via Route 151 coupled with suggested locations for supporting commercial expansion to serve long range development demands. One of the designated commercial zones is at the Route 18-151 intersection immediately east of Greene Township, and the other is at Laughlin's Corner at the Route 30 intersection. Both of these sites will have an impact on the community and have been factored into the land use proposals and local zoning process.

The Airport Impact Study was developed in association with PennDot input and identified physical deterioration and deficient capacity on arterial highways throughout the "Southside." These deficiencies, particularly on the westerly sections of Routes 168 and 151, were considered typical of ones associated with normal traffic growth and travel patterns which, if corrected, would serve projected growth in the Secondary Study Area.
A wide range of improvements were suggested by the study and included relocation, widening, reconstruction and resurfacing. Two typical PennDot programs were cited as appropriate for these routes. These include the 3R and ECONS type programs. The 3R program includes Resurfacing, Restoration and Rehabilitation work; the ECONS program stands for Energy conservation, CONgestion reduction and Safety. In addition to the improvements noted above, other activities could be implemented, such as new traffic signals, minor intersection improvements, turning lanes, parking restrictions and improved signing and lighting features.

Although no major construction has been recommended for the Route 18 and 151 arterials within Greene Township, 3R improvements have been projected for Route 151 between the Expressway and Route 18 in Raccoon Township. This would involve virtually the entire road from Greene to the Expressway. It would include a truck climbing lane for approximately 1.5 miles west of the Expressway interchange into Independence Township. This upgrading should enhance prospects for rising land values and ongoing expansion throughout Greene Township.

U.S. Route 30 is the third major arterial route that traverses the Township. It runs generally in an east-west direction across the southern sector. This highway corridor has been the subject of controversy and expectancy for many years. Political officials in eastern Ohio have periodically mounted campaigns to enhance Route 30 as a major four lane corridor from the vicinity of the Pittsburgh International Airport westward through Ohio. If these proposals were to materialize, they would have a major impact on Greene Township.

At this writing, only limited "pork barrel" funding is available to the local PennDot District for studying Route 30 needs. Moreover, these funds are categorized as "demonstration money" and are limited to environmental assessment and general upgrading such as
pavement repairs and berm stabilization. This level of activity is geared to provide for typical 3R and ECONS activities but does not contemplate any of the major widening or realignment that would be necessary to convert the roadway to the type of facility envisioned by Ohio interest groups. There is no apparent support for a four lane project on the part of political leaders or highway planning officials in Western Pennsylvania. The general attitude at major policy levels appears to be to leave Route 30 in its present form except for basic improvements.

In addition to a lack of broad based political support, there are other significant considerations that do not auger well for a major upgrading of the Route 30 corridor through Greene Township and other portions of the immediate vicinity. The first of these involves basic physical restraints. Even if this were a viable and widely supported project, the current local circuitous routing through hilly terrain does not lend to major upgrading capable of producing an arterial system to accommodate major regional traffic movements. This factor is of particular significance as a local planning consideration since a major upgrading of Route 30 would in all probability result in the relocation of the highway corridor completely beyond the Township boundary.

Equally important considerations that limit the potential for any significant expansion of the Route 30 facility relate to financing and scheduling. Current procedures for approval and funding of new highway projects under Federal law are prohibitively complex and time consuming. These processes coupled with State requirements and keen competition for funding are becoming more and more restrictive. If this project was actively being sought and promoted, which it is not, it would take many years just to get beyond the planning/design stage. Even at that plateau, funding would still remain as a major obstacle to initiating construction. At the present time, Route 30 corridor expansion is not included in the Southwestern Pennsylvania Regional Planning Commission current four year Transportation Improvement Plan for the six county area. Such action is a mandated requirement for Federal funding assistance.
These physical and monetary restraints, coupled with the lack of broad interest and support by Pennsylvania State and Regional officials and major planning organizations, suggest that the transformation of Route 30 into a major east-west arterial facility is highly unlikely. SPRPC studies currently (1994) envision the possibility of Route 30 as a minor road corridor to the proposed Southern Beltway which has been projected as a spur of the Pennsylvania Turnpike.

The Southern Beltway is currently planned as a 28 mile $500 million dollar road that would run from the Mon-Fayette Expressway west to Pittsburgh International Airport, roughly along the Allegheny-Washington County border. The Mon-Fayette project is designed to extend from Pittsburgh south roughly along the Monongahela River to Interstate Route 70 in eastern Washington County.

The SPRPC planners have suggested that the Southern Expressway, together with the upgrading of U.S. Route 22 recently completed in Allegheny County, may become a major access corridor between Ohio and the Airport. This could generate additional traffic on U.S. Route 30 which could become a feeder. However, even if such traffic increases materialize, SPRPC projections indicate that the current two lane Route 30 corridor will be sufficient to accommodate foreseeable traffic demands. Necessary improvements suggested by PennDot, SPRPC and the Airport Impact Study (3R and ECONS programs) are deemed sufficient for the highway to meet projected volumes.

Local efforts with respect to Route 30 should focus on maintaining PennDot interest in implementing an ongoing program of upgrading. Turning lanes, climbing lanes, widening and a variety of safety improvements should be given priority status as growth proceeds throughout Greene Township. Land use strategies and zoning controls have been coordinated with the ability of this highway corridor to support perimeter development. These programs should be closely monitored as changes take place. While they should be flexible enough to meet changing conditions and circumstances, they should also be strictly enforced.
Local Road Systems

Unlike the arterial network which falls exclusively under state jurisdiction, large segments of the local road system are a municipal responsibility. The local system consists of roads classified as collector and local routes. The various highway classifications throughout the community are shown on Plate Four.

Table II provides a summary of mileage ownership for the fourteen "Southside" municipalities. Greene Township, the second largest in area, contains ten percent of the total road mileage. Greene, Independence and Hanover

<table>
<thead>
<tr>
<th>Municipality</th>
<th>1988 Municipal Area Sq. Miles</th>
<th>1988 Municipal Road Miles</th>
<th>1988 State Road Miles</th>
<th>1988 State &amp; Municipal Road Miles</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aliquippa City</td>
<td>4.5</td>
<td>46.80</td>
<td>18.50</td>
<td>65.30</td>
<td>11.1%</td>
</tr>
<tr>
<td>Center Twp</td>
<td>15.4</td>
<td>41.04</td>
<td>41.83</td>
<td>82.87</td>
<td>14.2</td>
</tr>
<tr>
<td>Hopewell Twp</td>
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<td>36.54</td>
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<tr>
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<td>Monaca Boro</td>
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<td>7.48</td>
<td>28.61</td>
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</tr>
<tr>
<td>Raccoon Twp</td>
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<td>24.17</td>
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<td>South Heights Boro</td>
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<tr>
<td>Frankfort Springs Boro</td>
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<td>0.92</td>
<td>1.43</td>
<td>0.2</td>
</tr>
<tr>
<td>Georgetown Boro</td>
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<td>1.73</td>
<td>0.00</td>
<td>1.73</td>
<td>0.3</td>
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<tr>
<td>Greene Twp</td>
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<td>59.38</td>
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</tr>
<tr>
<td>Hanover Twp</td>
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<td>51.02</td>
<td>51.22</td>
<td>102.24</td>
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<tr>
<td>Hookstown Boro</td>
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<td>0.00</td>
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<td>0.2</td>
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<tr>
<td>Potter Twp</td>
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<td>13.33</td>
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<tr>
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<td>4.53</td>
<td>3.94</td>
<td>8.47</td>
<td>1.4</td>
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</tbody>
</table>

Grand Total          | 166.8                         | 325.33                    | 259.54                | 584.87                            | 100.0%           |

NOTE: A very small amount of county-owned road mileage (less than 0.5 miles) is not included in these figures.

SOURCE: Southern Beaver County Airport Impact and Planning Preparedness Study

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are the three largest townships in the area, and of these, Greene has the largest ratio of municipal to state miles within its borders. Hanover is about evenly split while Independence Township has a larger amount of state versus local mileage. These patterns have materialized as a result of topographic conditions in Independence Township that have limited local road development and the fact that nearly one-third of the land area in Hanover Township is state owned (Raccoon Creek State Park).

In comparison, Greene, by virtue of containing large areas of level and rolling landscape, has been more susceptible to road development, and the lack of major state and federal land holdings has increased the proportion of roads that fall under local jurisdiction. The long term importance of this scenario to Greene Township officials is that the state road inventory can be considered basically stabilized and any future additions to the circulation system will add to municipal responsibilities.

- Collectors -

The collector roads include both state and local facilities. These roads interconnect with the arterial system to provide access to all sectors of the community. They include Georgetown and Hill Roads which provide access between Hookstown and Georgetown, Reddog Road running west of Hookstown to Route 30 and Gas Valley Road in the southwest sector which carries traffic into neighboring Hanover Township.

The southeast quadrant of the Township is served by Upper Service and McCleary Roads. The former carries traffic from Route 30 east into Raccoon Township and the latter connects Route 168 to Raccoon and continues to an intersection therein with Route 18.

All of these collectors will become more important as growth continues although the initial pressure will probably be the greatest on those in the southern half
of the Township, particularly east of Route 168. As noted in the original Comprehensive Plan, all collector facilities have insufficiencies. Defects include hazardous vertical curves, blind corners, narrow widths, poor alignments and insufficient shoulders. Some improvement projects have been implemented during recent years, but funding resources have limited the ability of both the state and the municipality to eliminate all the deficiencies that should be addressed.

- Local Streets -

Local streets are an exclusive responsibility of the Township. While not currently extensive, local streets are the component of the circulation system that will experience the greatest expansion as development continues. Fortunately, the bulk of this expansion will be accomplished by private developers as a means of opening land tracts for marketing.

Local streets are nearly always constructed or paid for by private developers and then dedicated for public use and maintained by the local municipality once completed. It is therefore important that they be established in accordance with specifications that protect the long term needs and interests of the community. Requirements should relate to adequate original design and construction, long term maintenance needs, safety concerns and compatibility with the overall circulation system.

All applications for the approval of local streets should be analyzed to determine their relationship to the existing system. Street configurations should be oriented to adjacent roads to achieve acceptable traffic flow and routing with respect to destination points. Care should be taken not to encourage unacceptable traffic volumes through residential neighborhoods and the geometry of the street system should, where possible, discourage high speed movements. The location and number of access points to a subdivision should be reviewed to insure emergency access by fire and other
equipment. Subdivisions with ten or more lots should ordinarily provide more than one access point from a collector street in case one becomes impassable because an accident or some other unexpected situation arises.

Consideration should be given to the location and number of intersections created along collector routes. Inadequate sight distances create safety hazards and an excessive number of intersecting local roads can compromise both the function and the safety of collector roads. Coordination of planning for adjacent development sites should be encouraged for the benefit of both the individual projects and the overall needs of the community. These issues should be among the primary concerns of the local Planning Commission as development proposals are reviewed.

The provision and maintenance of highway facilities represents one of the most important functions of local municipal government. Although the state is responsible for a portion of the Township's highway network, nearly two-thirds of the local mileage is a local responsibility. More importantly, nearly all of the future network expansion will involve local streets and add further to the financial demands of the local municipality.

Local officials should carefully compare the status and viability of the Comprehensive Plan with actual development patterns as they materialize as a basis for prioritizing highway needs. As specific needs are determined, they should be categorized on the basis of immediate safety concerns, existing inadequacies and projected problem areas and insufficiencies.

Close liaison should be maintained with PennDot to encourage scheduling of specific programs. Projects should be scheduled to respond to immediate needs and prepare for anticipated deficiencies. At the Township level, annual upgrading programs should be formulated that address immediate areas of concern, continuing maintenance requirements and long range needs.
The existing inventory of hazardous conditions and required improvements contained in the original Comprehensive Plan should be updated and used as the basis for initiating a long range program of highway improvements. The program should be calibrated annually in association with a review of actual development trends. Maintenance and improvement programs should be based on the premise that the overall highway network is in place and any significant additions will be limited to the expansion of local roads. The viability of the arterial and collector components of the highway network should be protected by upgrading and by the coordinated structuring of additional local roads to guard against the oversaturation of some segments and the creation of safety hazards and areas of congestion.

**Utility Systems**

The ultimate patterns of development that materialize, as well as the timing and density of municipal growth, will depend in large measure upon the emergence of public utility systems. This is particularly true of public water and sanitary sewer facilities that are prerequisite to practically all land use activities that involve construction. The immediate outlook for the availability of these utilities to significant portions of Greene Township is currently limited; however, growth activities in other sectors of the "Southside" could foster and facilitate services over the next few years.

The following text includes a commentary on studies and data prepared throughout the vicinity in recent years that may have some bearing on the feasibility for municipal utility systems in Greene Township. Most of these studies involve the potential for expansion of existing water and sewerage systems. Because of the high costs associated with creating infrastructure of this nature, the expansion of operating systems sometimes offers the most feasible means of creating new service areas. However, this does not preclude the creation of completely independent facilities at some point in the future.
Private Utility Resources

Utilities necessary to support active land uses may be provided from a variety of sources. This might involve the property owner directly, private suppliers, semi-public organizations or public entities. There are only limited instances where basic utility needs such as energy or communication are provided directly by a site occupant but there are a variety of private and semi-public suppliers that deliver services such as natural gas, electricity, telephone and similar services.

These types of services typically fall within the domain of private and semi-public companies and ordinarily are readily available throughout the community. Competition or government controls, such as exercised by the Public Utility Commission, mandate the availability of these categories of utility services in most situations. From a planning perspective, it can generally be assumed that such resources will be available as the demand for them dictates.

Public Utility Services

The availability of potable water and the adequacy of sewage disposal are two of the most troublesome utility problems associated with community development. Moreover, continuing growth and higher densities of activity exacerbate this problem since they directly relate to public health and the general wellbeing of residents. These vital utility needs are significant determinants of development patterns as they influence the character and quality of land uses that ultimately become part of the local scene.
The adequacy of potable water supply has been a long standing problem for residents throughout the "Southside" since the earliest days of settlement. The modern age of water closets, shower bathing, automatic washers and dishwashers combined with commercial demands compounds the problem by geometric proportions.

Greene Township property owners have been plagued by difficulties associated with both the supply and quality of this critical resource. These difficulties are partly the result of natural features such as the characteristics of the local water table, but they are also attributable to the intervention of land use activities. Some of these result from growing population densities and concentrated uses at given sites such as the Southside School facility. Other difficulties are generated by pollution generated from industrial and residential disposal practices. All of these concerns make it inevitable that growth trends will mandate a public water supply in a relatively short time period.

In August of 1994, Widmer Engineering Inc. of Beaver Falls, Pennsylvania, prepared a report titled Feasibility Study for the Southside of Beaver County Water Supply. The Widmer firm had previously prepared a Southside School Water Study in 1993. Both of these reports include Greene Township and immediate adjacent areas. They are currently the best available basis for anticipating which areas of the Township will eventually be served by public water.

This data does not attempt to predict growth within the study areas. The timing of implementing public water service will depend on a series of considerations including the amount and types of development activities that vie for sites along the projected routes.
Delivery, rather than supply, is the primary problem that must be addressed to provide the Township with public water. The Widmer study notes that a ten inch (10") water line currently extends from the Borough of Midland across the Ohio River to the Borough of Shippingport. This line supplies water to the Borough, Duquesne Light and Penn Power facilities. The water pumping capacity of the Midland Municipal Authority is also adequate to supply water to other "Southside" communities.

A water transmission system for delivering this resource is the only bulwark to providing local service. However, this is a formidable problem due to the low number of consumers in relation to the large amount of transmission line required. Existing low density development throughout the projected service area would necessitate high monthly rates to amortize the large capital costs required for the system.

The Widmer studies explored a series of alternate routings for water lines. Plate Four, Public Water Alternatives, illustrates the most probable service scenarios for supplying Greene Township. The report lists nine alternative delivery systems, four of which are depicted on Plate Four. These four are highlighted herein since they would provide the Township with the most extensive coverage and will have the greatest impact on growth. The other five alternatives would not offer as extensive coverage of prime development sites. Also, these four would use the Midland water resource whereas four of the remaining five alternatives would obtain water by a variety of other means including wells and reservoirs and would necessitate agreements with a variety of currently operational authorities throughout the vicinity.

The following Table summarizes the extent of service projected by the alternatives depicted on Plate Four.
TABLE I
WATER SERVICE ALTERNATIVES(*)
Greene Township, Beaver County, PA

<table>
<thead>
<tr>
<th>ALT. NO.</th>
<th>WATER SOURCE</th>
<th>AREA SERVED</th>
<th>HOUSEHOLDS SERVED (1994)</th>
<th>CAPITAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Midland</td>
<td>Hookstown</td>
<td>102</td>
<td>$2,118,122</td>
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<td>2</td>
<td>Midland</td>
<td>Hookstown</td>
<td>203</td>
<td>3,737,680</td>
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<td></td>
<td></td>
<td>Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Midland</td>
<td>Hookstown</td>
<td>248</td>
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<td></td>
<td></td>
<td>Georgetown</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Laughlin Corner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Midland</td>
<td>Hookstown</td>
<td>281</td>
<td>6,392,617</td>
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<td></td>
<td></td>
<td>Georgetown</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Laughlin Corner</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Southside School</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(*) Source: Feasibility Study - Southside Beaver County Water Supply, August, 1994. Widmer Engineering Inc., Beaver Falls, PA

The study concludes that "there is no low cost alternative to provide water service to the Southside Area at this time." As previously noted, this is because of the low number of taps that would be available along the system lines. At some future date, the availability of increased state or federal funding coupled with additional development may improve the financial feasibility for undertaking one, or a combination, of the proposals that have been outlined.

Plate Four, in addition to the alternatives from the 1994 study, also shows an alternative from the earlier 1993 Southside School Study. The Widmer firm suggests that getting water to the Southside School should remain a priority and recommends this routing to supply the school with an adequate supply of quality water to replace the present system of wells. This projected cost was estimated at $1,370,170 which is well below that of the other four alternatives. Although there were only 34 homes along this projected route at the time of the study, it is believed that the School District and the Midland Water Authority can arrange acceptable financing provisions through loans and grants.
At this time it appears unlikely that the Township can be provided with public water facilities, except for possible service to the Southside School site and the limited area from the school north to Route 168. Other projected service areas discussed above do, however, represent the most likely paths that future facilities will traverse when they become financially feasible. Deference should be given to these projections when considering the designation of long range land use preferences.

- Sewerage -

The availability of adequate wastewater collection and treatment facilities plays a more direct role in the potential for development than does public water facilities. In recent years, this has become an increasing concern because of stricter environmental laws. The Pennsylvania Department of Environment Resources (PA-DER) has established and is enforcing procedures which have limited construction projects throughout the state. In many instances, what were previously routine approvals for septic tank installations are now often denied and landowners are forced into expensive alternatives. These environmental concerns are limiting the amount of growth activities as well as the density of developments.

The 1990 Airport Impact Study explored the availability and capacity of wastewater collection and treatment plants throughout the "Southside". There are no municipal sanitary sewer facilities within Greene Township or any of the neighboring "Southside" municipalities. The nearest systems are the Hopewell and Center Township Sewer Authorities, neither of which provides service beyond their respective boundaries. The projections suggested by the Study extended westward only into the extreme eastern perimeter areas of Independence Township, and those were deemed tentative because of the costs involved and the lack of development to support sewer extensions.
Development in Greene Township can continue only to the extent that PA-DER is willing to approve on-site septic systems, such as drain fields and sand mound installations. Developments of a scale large enough to underwrite the expanse will likely occur by the use of on-site "package" treatment plants. However, as the use of this type of facility continues, there will come a point in time that PA-DER will mandate centralized treatment facilities. This evolution will eventually lead to municipal sewerage systems as building activity provides sufficient activity to underwrite the expense of sewers.

The timing of a municipal sewer system appears to be remote at present, but local officials should be cognizant of the eventual need to consider such facilities. In the meantime, development should be controlled to minimize uses that can not be adequately accommodated by available wastewater collection and treatment processes.

Land Use Plan

The Land Ethic

"All ethics so far evolved, rest upon a single premise: that the individual is a member of a community of interdependent parts. His instincts prompt him to compete for his place in that community, but his ethics prompt him also to cooperate . . . . . The land ethic simply enlarges the boundaries of the community to include soils, waters, plants, and animals, or collectively, the land . . . . . In short, a land ethic changes the role of Homo sapiens from conqueror of the land community - to plain member and citizen of it. It implies respect for his fellow members, and also respect for the community as such."

Aldo Leopold, 1887-1948
Conservationist-Forester-Naturalist
Professor Leopold was primarily addressing the natural aspects of the environment when he promulgated his "Land Ethic", but the underlying message is applicable to the comprehensive land use planning process. The various factors involved with environmental preservation and land use development are inextricable and the role of individuals and their attitudes toward the community-at-large will determine whether a conflicting or harmonious outcome results over a period of time from growth impacts. It is incumbent upon individuals to acknowledge their responsibilities and obligations to the total community (which includes the environment and fellow members of their society) as they exercise their individual rights and privileges.

The Land Use Plan is an outline of projected growth patterns that reflects the stated goals and objectives for long term municipal development. It is based on a variety of information, surveys and projections which are deemed apt to influence growth trends. It also takes into account discernible local philosophies with respect to development. Some folks look forward to expansion and change while others prefer the status quo and the maintenance of a low key predominantly rural atmosphere. Greene Township officials have formulated a planning strategy that includes giving consideration to local philosophical inputs as well as the realities of regional growth influences.

The Land Use Plan offers current and future governing officials guidelines on which to base policy decisions as new growth is implemented. The Plan provides the Supervisors with an overview of how independent proposals will interrelate with comprehensive community goals. Adherence to the Plan reduces the likelihood of knee-jerk decisions and the shadow of partiality in the decision making process by providing a pre-established basis for considering controversial land use proposals. This is not to suggest that the Land Use Plan is "cast in stone" or should be inflexible. Changing conditions and unexpected events may dictate plan modifications from time to time, but these should only be implemented following study, evaluation and public input.
Agriculture

Significant portions of the Township have been formally designated as Agricultural Security Areas. This program and others, such as the Clean and Green designation, underline the importance associated with maintaining the rural character and the agricultural industry in Greene Township. Land designated for farming purposes is found in all sectors of the community with the largest contiguous cluster to the west of Route 168 and north of Route 30.

Since the most concentrated residential development is projected to be east of Route 68, the westerly vicinity of the Township can be expected to host viable farm functions after other current agricultural sites yield to more active land use activities. Continuation of farming will help preserve the rural quality of the area and maintain an important component of the local economy. However, constant development pressures can be expected to erode the role of agriculture. While some within the farming community will choose to liquidate their land holdings for development purposes, others will continue to farm and should be encouraged to do so.

Zoning has been designed to maintain these agrarian pursuits. Caution should be exercised when requests for rezoning are made to hold back the unnecessary attrition of agricultural resources.

Residential

Residential use is expected to account for the largest percentage of development throughout Greene Township during the foreseeable future. Plate Five, Future Land Use, illustrates that projected patterns of rural and medium density housing will be predominant. These uses
will encompass a variety of housing categories ranging from low density rural single family homes to multi-family units. It is not possible to delineate the locations at which various densities will be found, but the highest densities can be expected to gravitate to sites served by good highway access and public utility systems.

- Low Density Housing -

The areas indicated on Plate Five as "Agriculture/Rural Housing" are expected to accommodate continuing farm activities, but they will also experience more and more single family homes situated on large individual lots. There is a local potential for prospective homeowners who will seek relatively large lots offering a sylvan setting and privacy not found in most contemporary subdivision configurations. Greene Township has many areas that will be attractive to this type of homeowner. The absence of public utility systems necessitates at least two acre site minimums to meet on-site sewage disposal and adequate sources of potable water. These utility constraints together with zoning regulations will work in tandem to protect low density areas from infiltration by high density housing and commercial exploitation.

- Medium Density Housing -

Medium density housing locations shown on Plate Five represent sectors of Greene Township considered most likely to experience the greatest amounts of residential development. In most of these areas are found the nuclei of existing residential concentrations. These residential patterns were originally spawned by the location of major traffic access routes coupled with a general orientation to nearby employment sites and convenience centers. As housing densities increase within and beyond existing neighborhoods, they will foster the financial feasibility necessary for the establishment of public water and sewerage facilities. This in turn will allow for even higher densities of housing.
The areas indicated on the Land Use Plan for medium density housing will remain primarily single family until utilities have been provided. Until that occurs, it is not realistic to delineate specific sites for a variety of different housing densities. The current Suburban Residential zoning classification will, in the meantime, protect the existing single family neighborhoods. Periodic expansion of this zoning district will no doubt be required as housing units continue to be built and residents desire additional land use protection not provided by the current agricultural zoning.

The existing General Residential Zone that permits limited multi-family units is now arbitrarily sited because of legal reasons that mandate the community to provide for a mix of residential types and housing opportunities. This zoning classification could be reassigned to other sectors of the Township if a developer chooses to introduce multi-family housing. Approvals for any such change should be based on whether the location is consistent with planning criteria such as adequate access, utility provisions and compatibility with adjacent land uses and overall Plan strategies for long range development.

Utilities are, of course, the key to any significant change in the local housing profile and will be one of the major determining factors in all rezoning decisions. Multi-family housing units, mixed housing units with common use areas under Planned Unit Zoning and increased use of conventional subdivision development are all on the horizon.

As these new housing concepts and market forces enter the local scene, careful consideration must be given to the influences they will exert on the community structure. Traffic congestion, public safety, municipal services and the character of the vicinity will all be subject to marked change. These changes in the physical makeup of Greene Township may not materialize for several years, but they are inevitable and should be contemplated as critical elements of the continuing planning process that will have to be evaluated.
Local Commercial Base

The regional location of Greene Township, combined with the lack of public utility systems and a basic local philosophy favoring limited growth, suggests that major commercial and industrial expansions are unlikely. However, anticipated residential concentrations and the presence of significant intra-regional highway corridors will generate a limited amount of business activity. The current distribution of commercial uses, while spotty, provides a basis for the zoning controls that have been enacted. The Land Use Plan (Plate Five) suggests that a modest expansion of commercial land uses can be structured into the land use scheme without compromising the rural and residential character of the community.

- Light Commercial -

The combined land area of Hookstown, Georgetown and Greene Township is approximately 27 square miles. This vicinity, plus portions of adjacent Raccoon and Hanover Townships which have only minimal commercial facilities, offers a marketing base for businesses and services. Areas of this size require at least a limited amount of supporting commercial services even though population densities are not significant. A small concentration of service commercial establishments has been present in the vicinity of Laughlin's Corner for many years to serve these needs. It is proposed that this locale be allocated for development as a primary commercial core of activity.

Developable land is present along PA Route 168 and U.S. Route 30 in the Laughlin's Corner vicinity to accommodate a variety of consumer establishments. Activities could range from convenience stores and consumer services to offices and municipal developments. This location offers excellent highway access to a growing regional area and is strategically situated to become part of any future public utility service area.
Zoning should provide for a concentrated commercial complex free from intervening incompatible land uses, ample off-street parking and site design provisions to insure safe vehicular access and the maintenance of traffic flow on perimeter highways.

As housing concentrations expand throughout the Township, additional convenience commercial outlets may be warranted to serve localized neighborhood demands. Provisions for this type of use are acceptable provided that the scope of all operations is limited to the immediate vicinity and not allowed to infringe upon the surrounding residential environment. Care must be taken to hold any such uses to an absolute minimum to preclude expansions that could result in a proliferation of small commercial sites throughout the municipality. Such an eventuality would compromise the quality of residential areas as well as the vitality of the primary commercial core.

- Highway Commercial -

In addition to consumer oriented light commercial activities, provisions must also be made for heavy commercial and light industrial businesses. Since sites are usually along major highways, these uses are commonly referred to as highway commercial. This level of commerce is frequently conducted in association with retail and service functions, and it is often difficult to distinguish between light and heavy commercial operations. Auto sales and services, warehousing and limited manufacturing are typical activities.

Greene Township has a variety of highway commercial establishments distributed throughout the community, some of which are conducted as home occupations in existing and potentially prime residential locations. An important goal of the land use planning process should be the elimination of major business activities from noncommercial zones. While these businesses may not be creating major conflicts at the present time, they are subject to expansions that would compromise their future acceptance in residential neighborhoods.
Zoning regulations have responded to the need for highway commercial sites by allocating a specific zone along Route 168 just south of Laughlin's Corner. The Land Use Plan suggests an enlargement of this existing zone, plus an additional area that would flank U.S. Route 30 as an adjunct to the existing general commercial area. The two arterial highways make these sites ideal for highway commerce and provide unhindered access to the surrounding region. The use of these sites for commerce will not generate future conflicts with other land uses as growth takes place.

- Industry -

Major industrial operations have been established in Greene Township largely in response to physical and geological features. An original mining site south of Route 168 at the perimeter of Shippingport Borough and sites along the shoreline of the Ohio River are the two major industrial activity locations.

Another significant industrial related operation is the Power Plant Lake Area which compromises a major portion of the community's northwestern corner. Except for several small industrial related uses, such as construction operations, heavy equipment storage and material processing, there are no other industries operating at this time.

The lack of municipal utility systems combined with public preferences for a rural and basically residential environment negates the outlook for future industrial development beyond the areas already outlined herein. This view is reinforced by regional economic improvement efforts which are concentrated on abandoned industrial and expressway sites throughout Beaver County. More remote sites are not generally being promoted for industrial development. Any additional growth of this nature in Greene Township should be confined to the river oriented sites previously designated.
Public and Semi-Public

A pattern of public and semi-public land uses has emerged in recent years. These are delineated on the Land Use Plan. They include the Township administrative site, the Southside School complex, local firefighting facilities, a major semi-public site, and several cemeteries.

The Township municipal complex is ideally sited along Route 168 a short distance south of Hookstown. It includes the administrative building, garage complex and recreation site. Immediately south thereof is the Hookstown Grange Fairground facility. Nearby, on the southwest corner of the 168-Silver Slipper Road intersection, is the Hookstown Volunteer Fire Department. Together, these activity areas constitute a community center that is ideally situated to serve all sectors of the community. As development occurs, local officials should monitor the need for additional space to accommodate expanding municipal functions. Adjacent land should be acquired as needed to centralize existing and future facilities in this vicinity.

The school site in the southwest corner of the Township is the responsibility of the Southside Area School District. Any decisions regarding the future of this facility is the responsibility of School District Administrators. All of the surrounding vicinity is projected for residential uses that are compatible with schools. No commercial or other business activities should be permitted in this sector of the Township.

Conservation Area

The original Comprehensive Plan identified conservation areas as terrain with slopes exceeding 25 percent and flood prone areas as determined by Federal surveys. These general areas are illustrated on Plate Five.
There are undoubtedly additional sites where similar conditions are present, but the ones shown constitute those where critical features are concentrated. Uses in these areas should, when possible, be limited to activities that do not require the building of structures. Zoning regulations have been adopted that specify criteria that must be followed where construction is considered appropriate on sloped sites.

A large portion of the land surrounding the Power Plant Lake has also been categorized as conservation area. All of this land is not necessarily steep terrain or within a flood plain, but it has been designated conservation because its use for most purposes has been compromised by industrial waste disposal operations.

This vicinity has been made environmentally sensitive by man, not natural factors, and the degree of degradation to which it has been subjected is the focus of continuing discussions. Regardless of the future status of the area, it can not, at this time, be designated for any active land use function. It is recommended that it remain classified as conservation area for planning purposes until firm assurances can be given that it is environmentally acceptable for use of some type.

**Land Use Plan Summary**

The land use projections discussed herein are similar to those of the original Plan published several years ago. They are based, in large part, on local inclinations which express a desire to maintain the rural character of the area and to remain a dormitory community for the region. Consideration has also been given to the impact of regional growth pressures such as circulation systems and access and the potential for public utility systems. The conclusions reached suggest that growth may exceed the levels generally desired by some residents, but that incoming development can be controlled to reflect a community profile that preserves the existing rural qualities of Greene Township.
While growth and land use projections are by necessity suppositional, they are reinforced by a variety of tangible inputs. These include: regional projections which delineate trends that will impact Greene Township growth; long term highway planning considerations which will influence local access to the surrounding vicinity as well as have a direct bearing on internal land use patterns; and the feasibility for public water and sewer services which will be controlling factors that dictate the location and density of future growth.

Residential uses are expected to account for a large measure of new development just as they have in the past. However, changes in the character of the housing profile are expected to take place because of changing lifestyles, economic restraints and emerging building technologies. Higher housing densities characterized by common open spaces and a larger percentage of multi-family units are a distinct possibility during the coming years.

Commercial and related business use will expand but will remain subordinate to residential functions. The focus of commercial expansion will be in response to market demands within the Township and the immediate surrounding vicinity. Major industrial expansions are not foreseen nor are they recommended.

The future scenario outlined in the Land Use Plan contemplates gradual growth within the existing framework of land use patterns. Requests for modification of proposed development patterns will surface periodically from private interests. The reasoning behind some of these petitions may be valid and worthy of acceptance, but local planning and governing officials must carefully consider the effect of any plan amendments on long range community goals and objectives. Constructive proposals that are compatible with the Plan should be seriously considered, but aberrations should be dismissed.
Public Facilities

A wide range of community facilities and services are available to local residents. Some of these are a function of governmental entities, while others are offered by semi-public and private interests. They encompass a variety of activities that relate to both the needs and proclivities of individuals and the general public. The facilities discussed herein are listed under two categories: General Public Services and Cultural and Social Programs.

General Public Services

Governments have a history of expanding the scope of activities in response to a growing population base. This stems in part from public demand for higher levels of service plus the availability of increased financial resources with which to broaden the role of government. Also, in some instances, services and programs are initiated in response to federal and state government mandates.

Patterns of expanding public services are apparent in growing communities throughout the "Southside" where only a decade or two ago township activities were limited to basic functions such as road maintenance. Today local governmental services have grown to encompass administrative centers, recreation facilities, programs, police departments, civic and cultural centers, and a variety of other functions.

Administrative services, code enforcement, and highway maintenance are currently the primary functions of local government in Greene Township. Each of these areas of activity have been broadened year by year and will continue to increase in importance. Additional responsibilities will undoubtedly have to be assumed from time to time as growth continues.
Municipal Building

The original Comprehensive Plan contained a recommendation for a facility to centralize administrative functions and provide office and meeting rooms for the conduct of Township business. This proposal was implemented when a new municipal building was constructed adjacent to the Township garage along State Route 168.

The new facility provides a centralized location for conducting official business. It offers an efficient means of handling and coordinating administrative functions and provides local residents with a convenient means of handling business and participating in local government activities. The building contains administrative office space, a public meeting room, record storage and related facilities. Modular construction has been employed on the site to accommodate future expansions that may be required. The location is ideally situated to accommodate both current and projected population concentrations and is readily accessible from all areas of the community.

Public Safety

Fire and police protection are the two primary public safety needs. The scope and sophistication of these services will become more and more important as population densities grow. Greene Township is one of the few municipalities in Beaver County that does not provide local police services. Local needs are provided for by the Pennsylvania State Police. This arrangement is currently adequate, but an expanding population will generate the need for a higher level of police presence for public safety and law enforcement functions.

The provision of adequate police facilities will involve an additional administrative layer of government accompanied by a significant cost liability. Many communities have considered coordinating services to
provide for more efficient and cost effective police protection. In Beaver County in recent years, at least three programs have been implemented to merge police facilities. New Brighton Borough and Daugherty Township are served by a single department as are the city of Beaver Falls and Eastvale Borough, and Rochester and Freedom Boroughs.

Greene Township will, without question, be obligated to provide its citizenry with a localized level of police coverage in the near future. It is suggested that research be initiated and contacts be made with neighboring municipalities to explore the most effective means of providing a law enforcement presence. Possibilities include an independent local department or arrangements with an adjacent community for either a joint facility or contractual arrangements for the delivery of protective services. With this pending need in mind, the Governing Body should begin to plan for the future budgetary obligations that will be needed to support public safety programs.

Fire protection is provided by the Hookstown Volunteer Fire Department. A new fire station was recently built on the east side of State Route 168 at the Silver Slipper Road intersection. This facility was established to replace a station in Hookstown Borough that was destroyed by fire in 1988. It contains space for housing three trucks, a large meeting room and office. This station and unit Number Two in Georgetown provide excellent access to all areas of the Township.

Unlike many public services that are a direct function of government, fire protection programs and facilities are provided by volunteer organizations such as the Hookstown Volunteer Fire Department. While some government assistance is provided from tax funds, the volunteers must continually be concerned with fundraising activities to provide for training resources, equipment and maintenance. The availability and success of these organizations depend on the dedication of their membership. In addition to monetary concerns, they are responsible for maintaining and
expanding facilities, recruitment, state of the art training programs and administration. It is important that these efforts on behalf of the community receive both official and public encouragement and support.

- Administration -

Expanding population, the establishment of new services and federal and state mandated programs will continue to place growing demands on administrative resources. A fulltime Township Secretary is currently available to administer Township business and service public contacts on behalf of the Governing Body. Additional personnel also assist with specific programs such as code enforcement, and a roads department under the direction of the Roadmaster maintains and upgrades the local road system on a continuing basis.

This degree of staffing has evolved in recent years in response to growth, whereas a relatively few years ago, all business was conducted on a parttime and volunteer basis. Local officials should anticipate additional personnel, equipment and administrative space demands to accommodate the expanding role of local government in the wake of new development.

Cultural and Social Programs

Many cultural and social opportunities are available to the residents of the "Southside" area. These include a myriad of education, social and entertainment outlets to satisfy the desires and needs of all age groups and areas of interest. This immediate area and its environs offers broad and diverse educational resources. In addition, museums, libraries, historic sites, nature preserves and related amenities abound throughout the region and nearby Pittsburgh vicinity. These attributes established over a period of many years are an integral part of the basis for anticipating continued growth throughout the "Southside".
The types of cultural resources cited above are available through public and private entities but few if any of these are provided directly at the immediate municipal level. Townships frequently contribute monetary assistance to library and cultural events, but they cannot afford to directly underwrite major cultural programs.

In Greene Township, low density development has limited the demand and need for local social programs. Most residents in rural areas such as Greene have the mobility to access and utilize regional facilities. As a result, the demand for many of the services available to urban residents is limited. One exception is a general inclination toward community oriented recreation programs and facilities.

The advantages of community recreation programs are unlimited. They provide outlets for constructive use of free time, especially for the youth in the area, and help to encourage interaction among individual and neighborhoods. This tends to nurture community awareness and leads to a greater level of citizen participation at all levels of social and political life.

Greene Township has established the core features of a community recreation program with a municipal park site and a Recreation Committee. The park which includes ballfields, picnic areas and associated facilities is situated adjacent to the municipal building. This is an excellent location accessible to all areas of the community. The Committee's functions include organizing and coordinating activities and assisting local officials in expanding the program in an orderly manner.

The Recreation Committee should become an integral part of the Township administrative system. This group should remain small enough to operate efficiently, but should include a cross section of all residents. The committee should be charged with implementing local recreation activities and developing programs and facilities to address the long term recreation needs of the community.
The following guidelines are suggested for establishing and operating the municipal recreation program:

- Set goals and objectives for current and future municipal programs.
- Maintain close liaison between the Recreation Committee and the Board of Supervisors.
- Cooperate with the school district to coordinate parallel program activities and develop procedures for use of school resources within the area.
- Research programs in neighboring communities to garner ideas, profit from their experiences and possibly foster cooperative activities.
- Provide for comprehensive programs that will include opportunities for the entire community and all age groups.
- Research funding sources, such as municipal allocations, user fees, private contributions, state and federal sources and fundraising.
- Develop an inventory of available facilities and outline long range needs in terms of financing and facilities.

Current concentrations of housing are not dense enough to justify additional municipal recreation sites at the present time, but long term land use plans should anticipate such needs. Evolving housing patterns should be monitored to determine the need for additional sites. Although there is not an immediate need, any such land acquisitions should precede the saturation of emerging residential neighborhoods with housing units to insure the availability of recreation sites at reasonable cost.
In areas where the projected need for public recreation sites can be documented on the basis of anticipated residential densities, it is usually possible to negotiate with land developers to donate parcels for this purpose. However, no land should be accepted by the municipality for recreation purposes unless the need can be justified and resources can be made available for development and maintenance purposes.
PART THREE

PROGRAM IMPLEMENTATION
Summary of Findings

Following is a summary of the principal planning considerations discussed in the Review and Update of the Greene Township Comprehensive Plan.

Original Plan Status

- The original Comprehensive Plan was prepared as growth influences were beginning to alter the rural character of the Township.

- For the most part, the data and observations documented in the Plan remain valid.

- The scope and timing of predicted growth rates will depend largely on regional trends.

- Natural Features -

- Natural land characteristics are of a permanent nature and original Plan observations remain valid and continue to influence growth.

- Flooding, although of limited potential, is the predominant natural local hazard to land development.

- Landslide and subsidence risks should be evaluated as an integral part of all site development programs.

- Use of excessively sloped sites should be carefully controlled to protect the interests of both the landowner and the municipality.
- Circulation Systems -

The original Plan proposals were coordinated with existing regional and local highway alignments.

Circulation patterns throughout Greene Township are basically stabilized at this time. Any significant changes will be limited to additions to the local (residential) street system.

- Community Facilities -

Subdivision activity was scattered. Densities of housing were not sufficient to support public sewer and water systems.

The original Plan identified no basic facility and service deficiencies at the local community level.

- Land Uses -

The Plan suggested that agricultural and low density housing patterns were expected to reflect the land use profile of the future. Extensive subdivision activity was not contemplated.

A limited amount of locally oriented commercial uses were the only business activities anticipated as part of long range growth.
Growth Determinants

- External Influences -

A transitional economic climate has been a significant element in shaping the character and rate of Township development during past decades.

A stable but modified regional economic base is emerging that signals a shift in previously anticipated regional and local land use patterns.

Regional highway systems strategically orient Greene Township for continuing population growth.

- Internal Influences -

Slope conditions, terrain characteristics and related natural hazards exert a minimal influence on local growth patterns.

Public sewer and water system extensions will eventually encourage increased densities of development.

Community attitudes toward the character of development will become more innovative with incoming residents and limited commercial expansion.

Population will continue to rise but at rates significantly less than those projected in closer proximity to the Route 60 corridor.
Future Development Outlook

- Transportation -

Major regional and local highway systems instrumental to structuring local growth patterns have been completed for the most part.

Municipal officials must maintain close liaison with PennDot to insure that the quality, adequacy and safety of the arterial and collector highway systems within the Township are maintained and improved on a continuing basis.

Local road expansion will be limited primarily to new residential streets financed by local developers in conjunction with subdivision activity.

New local streets should be coordinated with existing circulation systems to achieve efficient traffic flow, provide for adequate emergency access and minimize traffic hazards.

A phased program for the maintenance and upgrading of local roads should be implemented to insure that the system is capable of accommodating future traffic volumes.

- Utilities -

Semi-public utility systems, such as communications and energy, will be sufficient to meet projected needs.

Public water and sewer system expansion should be encouraged to respond to growth demands as appropriate.
The rural low density character of the Township will not change appreciably in the immediate future.

Single family housing will continue to dominate the local housing market. The majority of new units will be sited in subdivisions oriented near the central sectors of the community.

Housing sizes and values will vary with the proclivities of the economy and changing life styles throughout the regional vicinity.

There is a limited potential for multi-family housing units. Multiple housing developments are most appropriate for areas served by public utilities and collector road systems.

The orderly growth of regional commerce in the vicinity of State Route 168 should be encouraged through strict zoning and access controls.

Development controls should be flexible to allow for a variety of commercial clusters.

Other light commerce in the Township should be limited to convenience business outlets to serve high density residential neighborhoods.

Heavy industry should be limited primarily to the existing sites that accommodate these uses.

The existing pattern of land use features will continue to provide the basic structure for future development.
Public Facilities

- Basic Township services and facilities have been expanded concurrently with the demands of community growth.

- Capital and program needs should be evaluated on a continuing basis by policymaking authorities and those directly responsible for the delivery of services.

Planning Implementation

A Comprehensive Plan provides guidelines for long range growth. The planning projections and strategies contained in the Plan are based on a variety of considerations, some of which are firmly anchored and others that are of a more transitory nature. As a result, some aspects of the overall outlook for the future of the community will digress from the anticipated paths of development. It is important that a planning implementation process be instituted to monitor the progress of community growth and deal with modified circumstances as they occur. Following is a listing of the basic elements that should be included in the planning implementation process.

Goals and Objectives

The Comprehensive Plan is primarily an outline for the orderly growth of the community based on local philosophies and planning relationships that will influence development in the Township and its environs. Following are primary goals and objectives on which the planning recommendations for Greene Township have been based. This criteria provides a foundation for municipal policy decisions involving land use proposals, the extension of utility systems, establishment of community facilities, zoning and related issues.
1. **CONSERVATION OF NATURAL RESOURCES AND ENVIRONMENTAL QUALITIES**

To provide for the preservation, protection, management and enhancement of Greene Township's natural resources and environmental qualities for present and future generations through:

a. Resource conservation  
b. Discouraging adverse use of land  
c. Protecting watercourses  
d. Protecting water quality  
e. Minimizing pollution of all types  
f. Retention of natural quality  
g. Protection of wildlife

2. **HOUSING**

To encourage and promote the provision of a wide variety of decent, safe and sanitary housing to meet the needs of all Township residents compatible with the limitations afforded by the environment, transportation network and community facilities and services by:

a. Encouraging variation in housing,  
b. Protecting the quality and livability of existing residential areas,  
c. Encouraging neighborhood design for people rather than for automobiles.

3. **LAND USE**

To create the best possible living environment by establishing a harmonious land use pattern by:

a. Separating living, commercial and industrial land uses,
b. Creating a cohesive relationship between land uses and natural features,

c. Locating public buildings and services for maximum accessibility,

d. Guiding development to prevent premature use of undeveloped areas,

e. Encouraging the evolution of cohesive development areas by discouraging scattered or strip development.

4. COMMUNITY FACILITIES AND SERVICES

To provide facilities and services necessary to meet the needs of the community, compatible with the natural and manmade environment by:

a. Guiding future development,

b. Encouraging installation of utilities in a modern acceptable manner.

5. TRANSPORTATION

To provide a road system that maximizes the efficient, safe, and convenient movement of goods and people while minimizing adverse impacts on the natural and manmade environment by:

a. Reducing traffic hazards,

b. Making advance provisions for proposed or anticipated highway improvements,

c. Supporting the development and use of appropriate regional transportation systems,

d. Encouraging the reduction of on-street parking.
6. THE LOCAL ECONOMY

To encourage opportunities for economic growth and development in the Township compatible with the community's natural and manmade environment by:

a. Preservation of agricultural activities,

b. Providing for appropriate neighborhood commercial uses,

c. Provision for appropriate light industrial uses,

Planning Relationships

Regional Implications

The importance of regional influences on local growth has been emphasized throughout the text of this planning outline. In particular, the economic health of the Greater Pittsburgh Regional Areas during coming years will be the key to both the rate of ongoing development and the physical characteristics of growth. Patterns and types of business development, social change, housing markets and commercial trends throughout the environs of Greene Township will dictate the future physical profile that emerges. Little can be done to control such influences, but an awareness of changing conditions is vital to achieving implementation of local planning objectives and safeguarding the interests of residents.

Local Implications

Local planning implications have been woven into land use projections and proposals. Natural features, circulation networks, utility system feasibility, and current development patterns have been incorporated into a framework for channeling growth. These elements are
of a tangible nature, are easily discernible and provide a measure of stability to the planning process.

Local attitudes relating to the character and extent of future community growth are less resolute than physical elements but equally important in achieving planning goals and objectives. The consensus of local citizens toward development strategies will be subject to change as the characteristics of the population modify. The effects of this on planning objectives will be manifest as new faces appear on governing and policy making bodies responsible for directing the future of the Township. Such influences may be subtle, but they should be anticipated as program implementation proceeds.

Organization Structure

Governing Body

The Board of Township Supervisors is the primary body responsible for planning and guiding the future growth of the municipality. This Board is charged with creating the climate and the means necessary to establishing development policies and their implementation. It must assemble the agencies and personnel to develop and manage required programs and enact and enforce the legislative tools required to bring all of these efforts to fruition.

Planning Commission

The Planning Commission is responsible for coordinating the implementation of the Comprehensive Development Plan. The Commission should monitor all development proposals and evaluate the efficacy of all pending projects within the framework of the goals and
objectives of the program. If, over a period of time, circumstances suggest that plan modifications are warranted, the Commission should recommend to the Governing Body that reevaluations be made of pertinent plan elements.

The Commission should be cognizant of local governmental practices and difficulties that arise with respect to administration of the planning process. They should monitor zoning and subdivision regulations to identify conflicts and problems that require changes. Local administrators should routinely support this function.

The Planning Commission should periodically review the status of development within the community and assess whether or not the basic goals and objectives of the Plan are being achieved. If the responses to these evaluations are consistently negative, steps should be initiated to determine the causes. Problems of this type will ordinarily be traced to poor administration of plan implementation measures or a need for the restudy of planning concepts to adapt to changing circumstances. The Commission, as an advisory body, is the only designated agency to assume this function on a continuing basis.

Related Agencies

There are a number of other important agencies that are necessary for the successful implementation of the planning program. While not directly involved with all aspects of the planning effort, these bodies are critical to the administration of specific Plan elements. Liaison should be maintained between these bodies, the Planning Commission and the Board of Supervisors at all times.
The Zoning Hearing Board is a quasi-judicial local agency. Although appointed by the Board of Supervisors, once appointed, it is autonomous and operates under strict guidelines promulgated by the State Code to ensure fair administration of the Zoning Ordinance. Board members can be most effective if they have a working knowledge of the planning process. Their decisions directly influence the implementation of land use goals since their responsibilities include granting of variances and the interpretation of ordinance provisions. The Zoning Hearing Board therefore exerts a tremendous influence on the implementation of land use policies.

Greene Township has shown foresight in the creation of a Recreation Committee. This group is an advisory agency serving the Board of Supervisors. It is primarily responsible for the coordinated use of recreation sites and formulating community recreation programs. The mission of this body will grow as the demand for recreation facilities and activities is generated by accelerated community growth.

As development continues, additional permanent or ad hoc committees may be helpful to coordinate and promote specific plan elements or planning objectives. Projects involving business promotion, community beautification and other subjects may at some point require a degree of emphasis to warrant such detailed attention. The need for such additional levels of activity should be determined by the Board of Supervisors, and if created, they should be carefully coordinated with the Planning Commission to avoid any duplication of effort or conflict in purpose.

Regulatory Controls

There are a series of controls available to guide community development along the avenues outlined in the Comprehensive Plan. The most commonly employed and perhaps most critical for achieving implementation of the Plan are Zoning and Land Development and Subdivision Ordinances.
**Zoning Ordinance**

The Zoning Ordinance is designed to control land uses consistent with the patterns of development specified by the Plan. The basic purpose of these controls is to provide for orderly growth to achieve the most economically feasible delivery of facilities and services to citizens, and to eliminate incompatible land use situations that reduce individual property values and the overall quality of the community. The zoning process relates directly to the goals and objectives specified in the development plan. Any significant changes in either of these planning components should be coordinated.

**Subdivision Ordinance**

Subdivision regulation is used to control the design elements associated with land development. The basic purposes of this control mechanism are to create orderly growth, to coordinate adjacent development, to provide for adequate facilities, and to guarantee minimum construction standards for municipality related infrastructure. The subdivision ordinance is used to protect the land purchaser and the municipality from substandard development practices and long term maintenance liability.

**Related Codes**

Building codes are employed by many municipalities to provide a means of maintaining health and safety conditions in both existing and future structures. Building codes specify minimum construction practices and materials in new and remodeled structures to achieve safe conditions, and are designed to maintain the long term quality of the local building inventory.
Building codes will assist the Township in responding to the changing demands of the housing market and to variations in family preferences and lifestyles. In the administration of regulatory controls, particular attention should be given to the following situations which will be presented with increasing frequency.

§ The conversion of older single family structures into more efficient multi-family units in response to economic and family situations.

§ The establishment of new multi-family units which represent a change in the present residential patterns.

§ The encouragement of innovative residential site design in association with subdivision development in response to consumer preferences and economic considerations.

Basic Responsibilities

Implementation of the local planning process involves the coordinated efforts of numerous agencies and individuals and the cooperation of the public at large over an extended period of time. It is impossible to develop a specific check list of the responsibilities and required municipal actions that are ultimately going to be necessary to achieve program goals and objectives because of the changing nature of development trends. However, there are several basic functions and obligations that can be employed to implement the comprehensive planning process.

A successful planning program requires a cooperative and supportive governing body. The Board of Township Supervisors must select informed and dedicated individuals as Planning Commissioners. The Supervisors
must also assume responsibility for the enactment and enforcement of planning related legislation and support other program elements and policies that require their sanction. They should maintain close liaison with the Commission to keep it informed of policy changes, fiscal status, development proposals and related information that may have a bearing on local planning strategies.

The Planning Commission is the keystone that holds a municipal planning process together. The Commission's duties include reviewing development proposals, conducting studies as deemed necessary and the overall coordination of community development activities. The Planning Commission is also charged with maintaining the integrity of the comprehensive planning process by monitoring the status of development and evaluating the zoning implementation process. The Commission should alert the Board of Township Supervisors to inconsistencies which occur with respect to land use policies and zoning administrative trends.

Community involvement is also necessary to achieve successful Plan implementation. The continuing planning process should be open to public participation. Public involvement can be encouraged by a variety of means, including publicity campaigns, direct contact with groups and individuals regarding their areas of interest, conducting surveys, establishing conduits for input of suggestions, and formation of ad hoc committees or study groups to deal with specific problems and program proposals.

Keeping lines of communication open between the public and governmental agencies can yield many advantages. It provides consensus on issues, it generates resources and ideas that might otherwise be neglected, and it foils unnecessary controversy that might be generated by the lack of information.
EXISTING LAND USE

- Ag. Security Area
- Mobile Home Ct.
- Industrial
- Housing Cluster
- Retail Business
- Public/Service
- Heavy Commercial
ARTERIAL NETWORK

SOURCE:
AIRPORT IMPACT
and
PLANNING PREPAREDNESS STUDY
in
SOUTHERN BEAVER COUNTY

- ARTERIAL HIGHWAYS
- STUDY AREA BOUNDARY
- GREATER PITTSBURGH INTERNATIONAL AIRPORT
PUBLIC WATER ALTERNATIVES
GREENE TOWNSHIP
Beaver County
Pennsylvania

FUTURE LAND USE

Farm/Rural Housing

Highway Commercial

Conservation

Medium Density

Industrial

Cemetery

Light Commercial

Public

PLATE FIVE