



Implementable Comprehensive Plan

2021



ACKNOWLEDGMENTS

Funding

This Plan was financed in part by the Commonwealth of Pennsylvania, Department of Community & Economic Development, Municipal Assistance Program Grant.

Brighton Township is appreciative of their financial support and would like to also acknowledge the professional assistance of the Governor's Center for Local Government Services.

Community Input

The Township is appreciative of those citizens who provided valuable insight and comments during the planning process.

Key Person Interviews

Thank you to those individuals who took time to provide their specialized input.

Plan Preparation

The Board would like to thank each person who sacrificed their time to meet regularly and provide comments and oversight throughout the planning process in the preparation of the Plan.

Planning Commission

William L. Snider, Chairman
Jeffrey S. Maze, Vice Chairman
Karen Green, Secretary
Tim O'Brien
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Board of Supervisors

John Curtaccio, Chairman
Mark Piccirilli, Vice-Chairman
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**TOWNSHIP OF BRIGHTON
BEAVER COUNTY, PENNSYLVANIA**

RESOLUTION NO. 2021-33

***A RESOLUTION OF THE TOWNSHIP OF BRIGHTON ADOPTING THE 2021
BRIGHTON TOWNSHIP IMPLEMENTABLE COMPREHENSIVE PLAN***

WHEREAS, the Supervisors of Brighton Township recognized that the 1999 Comprehensive Plan, updated in 2007, should be reviewed as provided by Pennsylvania Municipalities Planning Code, and acknowledge the need to update the plan; and

WHEREAS, the Supervisors of Brighton Township chose to update the plan using planning principals identified in the Pennsylvania Department of Community Development's "Creating an Implementable Comprehensive Plan"; and

WHEREAS, a community survey and virtual workshop were conducted under the direction of the Planning Commission of Brighton Township and Steering Committee for the purpose of obtaining citizen and property owner views, ideas and issues relating to future growth, development, and use of land in the Township; and

WHEREAS, the Steering Committee conducted their final review of the plan on September 29, 2021 and approved forwarded the plan to the Planning Commission of Brighton Township for their final review; and

WHEREAS, the Planning Commission of Brighton Township held a public meeting on October 4, 2021 for the purpose of reviewing the Comprehensive Plan and approved forwarded the plan to the Supervisors of Brighton Township for adoption; and

WHEREAS, the Supervisors of Brighton Township held a public hearing on December 13, 2021 for the purpose of reviewing the proposed 2021 Implementable Comprehensive Plan and obtaining public comment.

NOW, THEREFORE, BE IT RESOLVED by the Supervisors of Brighton Township, Beaver County, Pennsylvania that the 2021 Brighton Township Implementable Comprehensive Plan Update, including the following provisions, be adopted:

1. Part 1: "*Introduction*" which summarizes the planning process utilized, discusses the analysis of strengths, opportunities, aspirations, and current realities;

summarizes stakeholder interviews; summarizes public input and community vision; summarizes the plan organization; and

2. Part 2: “*Assessment*” reviews demographics, population changes, housing, workforce and housing trends, conducts and economic analysis and reviews infrastructure; and

3. Part 3: “*Recommendations*” identifies priority issues of conservation of land and natural resources, providing trail connection, maintaining rural character, quality housing, infrastructure and improving and enhancing connectivity and recreation; and

4. Appendices: Steering committee summaries, community survey results summary, virtual workshop summary, and future land use map.

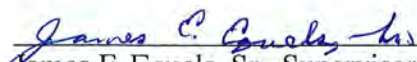
5. A copy of the 2021 Brighton Township Implementable Comprehensive Plan is attached hereto.

BE IT RESOLVED AND ADOPTED this 13th Day of December, 2021.

BRIGHTON TOWNSHIP
BOARD OF SUPERVISORS


John Curtaccio, Chairman


Mark Piccirilli, Vice-Chairman


James E. Equels, Sr., Supervisor

ATTEST:


Bryan K. Dehart, Secretary



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Implementable Comprehensive Plan



INTRODUCTION

CH 1



Introduction

Implementable Comprehensive Plan



PLANNING PROCESS

COMMUNITY ENGAGEMENT

The planning process included a robust, multifaceted public outreach effort that included:

- Community Survey (570 responses)
- Virtual Public Workshop with nearly 200 participants seeking more detailed input on several topics:
 - Public preferences on the location and types of land conservation efforts
 - Priority locations for off-road multi-purpose trails and on-road bicycle facilities
 - Balanced growth strategies that maintain the community's rural character at the Mixed-use District at the I-376 Interchange
 - Multifamily residential property maintenance inspections
- Steering Committee Meetings
- Planning Commission Updates
- 9 Stakeholder Interviews
- Planning Commission and Board of Supervisors Reviews & Approvals

PLAN OVERVIEW

Brighton Township embarked on the development of an Implementable Comprehensive Plan (Plan) in 2019. The Plan was funded in part through a grant from the Pennsylvania Department of Community and Economic Development (DCED) through its Municipal Assistance Program.

The purpose of the Plan is to develop a cohesive community vision to guide future public decision-making relative to land-use and housing, transportation and infrastructure, economic development, public facilities, and community identity, while also providing an accompanying implementation strategy to achieve that vision.

The Plan was developed using a four-step process focused on identifying community issues and tools for implementation:

- i. Identify Community Vision
- ii. Assess Existing & Future Conditions
- iii. Recommendations
- iv. Implementation

A Steering Committee comprised of local representatives helped to facilitate the four-step planning process. The Steering Committee helped develop several public engagement strategies including a community survey, a virtual workshop, and a series of stakeholder interviews. The Steering Committee met regularly as the plan was developed to distill community input and shape the plan recommendations.

The Plan culminates in a series of implementable strategies for Priority Issues and Other Topics which are summarized on Page 12-13.

Introduction

Implementable Comprehensive Plan



GUIDING DOCUMENT

A Comprehensive Plan is advisory in nature and serves as a guiding document. The Plan is not legally binding and does not commit the Supervisors to take action on any of its recommendations.

ADVISORY DOCUMENT

A Comprehensive Plan is a guiding document that is not legally binding, whereas the Zoning Code is a statutory authority that governs use of property. The Comprehensive Plan will develop recommendations for the type and form of future land uses, but the Zoning Code and other land use regulatory codes will need to be amended in a separate process through Board of Supervisors Ordinances for any changes to take place.

PLAN IMPLEMENTATION

It is important to understand that the Comprehensive Plan is only a starting point in the identification of various potential improvements and initiatives that will each undergo their own respective project development processes.

The flowchart to the left provides a high-level overview of a hypothetical project and the steps that may need to be taken to implement it. As feasible projects are confirmed and advanced, the public will be reengaged in the iterative process of determining a final course of action. For capital improvements this means input on proposed details such as project limits, accessibility, and design features. For a zoning amendment this would include an opportunity to share feedback on proposed regulations relative to permitted/conditional uses, district boundaries, and density.

As the Township moves forward in implementing the vision, projects will be developed based on current priorities and financial considerations. Ultimately, the Comprehensive Plan will serve as a guiding document that Administration, Supervisors, and Planning Commission can reference and leverage as they continue to maintain and enhance Brighton Township as one of the premier communities in Western Pennsylvania.



Introduction

Implementable Comprehensive Plan



S.O.A.R. ANALYSIS

S.O.A.R. Analysis: Members of the Steering Committee participated in a S.O.A.R. Analysis exercise that helped frame the vision of the Comprehensive Plan.



Advantageous location close to regional assets

- Rural setting yet accessible (i.e. I-376 access)
- Proximity to Pittsburgh International Airport
- Spinoff development potential from Airport Corridor economic activity
- Beaver downtown close by
- Brady's Run Park & rich history
- Diversity of housing
- Strong secondary & post-secondary schools
- Heritage Valley, Beaver hospital located in Twp.

- State roads (Tuscarawas & Dutch Ridge maintained poorly by PENNDOT)
- The north/south tiers of the Twp have maintained their rural character, primarily due to the absence of public water/sewer
- Twp required by Municipal Planning Code to provide for all land uses within their boundary unless engaged in a Multi-Municipal Plan



Poor maintenance of state roads within Township



Interchange area has potential for development

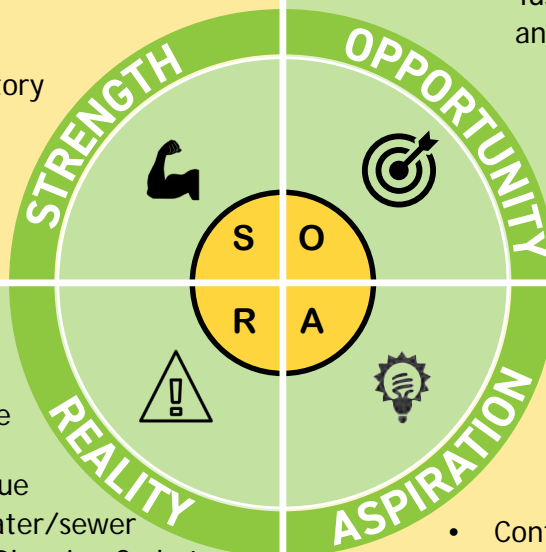
- St. Barnabas property at interchange can be catalyst
- Tusca plaza enhancements may anchor revitalization
 - Expanded trail connections
 - Additional recreational facilities, especially indoor meeting space
 - Enforcement of property maintenance code

- Integrate community facilities with new senior living (e.g. child care)
- Need for more day care centers for young families

- Continue positively changing perception of Township
- Ensure future growth does not compromise overall rural character



Ensure growth does not compromise rural character



Introduction

Implementable Comprehensive Plan



STAKEHOLDER INTERVIEWS

- Beaver Area School District
- Beaver County Chamber of Commerce
- Beaver County Planning Commission
- Beaver County Recreation & Tourism
- Bovard-Anderson Company*
- Heritage Valley Health System
- Mark Miner Communications*
- PA DCED
- St. Barnabas

* Denotes interviewee involved with Brighton Area Heritage Foundation

TOPIC

PREVALENT THEMES



COMPETITIVE ADVANTAGES

- Easily accessible location along I-376 corridor near Airport
- Low Township property taxes; no Township business taxes
- Rural character, yet urban amenities nearby in Beaver & via I-376
- Quality public schools (but some perception of falling behind in curriculum & extracurriculars vs schools in other Counties)
- Prime development opportunity at I-376 interchange



DESIRABLE DEVELOPMENT

- Mixed-use (live-work-play) environments
- Denser / lower maintenance housing types (apartment, condo, townhome)
- Senior housing
- Class A Office space
- Walkable neighborhoods with trail connectivity
- Commercial development that grows tax base for local schools



FUTURE TRENDS

- Perception of local schools falling behind larger districts in neighboring Counties
- Rise of Work From Home & effect on commercial/office market
- Shell ethane cracker spinoff development present corporate development opportunities & need for more local housing
- Challenges maintaining & operating County facilities with declined tax base (200K population in 60s vs 170K today)



PARTNERSHIP OPPORTUNITIES

- Strong local partnerships in place (e.g. hospital & Township work together)
- Limited tax revenue will require public-private partnerships
- Working with neighboring communities on land use strategies
- Potential for heritage-themed trails, recreation & tourism
- Synergy with County Comprehensive Plan effort just underway

Introduction

Implementable Comprehensive Plan



PUBLIC INPUT

Brighton Township asked residents to help guide the planning process by participating in a Community Survey. The survey posed 20 questions about topics ranging from transportation and utility infrastructure to parks and recreation, ecological conservation, and development preferences. A total of 570 responses were collected.

Due to COVID-19 gathering restrictions, in lieu of a traditional public meeting, residents were asked to participate in a Virtual Workshop to gain a deeper understanding on planning issues that have been raised by residents and stakeholders. The workshop focused on the three major themes of the Community Survey:

- a desire to preserve the overall rural character of the community
- a need for increased bicycle and pedestrian connections
- the I-376 Interchange as the most appropriate location for future non-residential or mixed-use development

The workshop posed several questions about these themes with maps and images to solicit more detailed feedback on public preferences. The virtual workshop was made available online and in print. The Township received a total of 187 responses.

Land conservation continued to be the dominant theme of the plan's public engagement process as 94% of workshop participants support the conservation of land. Respondents indicated that open space preservation is most desired in the Brady's Run and Two Mile Run watersheds via acquisition of land or conservation easements.

In regards to future bicycle and pedestrian enhancements, off-road trails were preferred to on-road facilities with many respondents citing concerns over cycling alongside vehicular traffic. The most desired trail connection was from Hardy Fields to Tuscarawas Road along the Two Mile Run Creek Corridor.

Respondents indicated a preference for community-scaled development in the I-376 interchange area. Restaurants and mixed-use development were the most desired end uses with outdoor gathering spaces such as patio dining, performance areas, and event space being the most desired civic features. Many respondents pointed out the need to ensure future development is reflective of the community's rural character by incorporating greenspace, stormwater management, natural features, and landscape buffering.

187



VIRTUAL WORKSHOP PARTICIPANTS

94%

OF PARTICIPANTS SUPPORT LAND CONSERVATION



Introduction

Implementable Comprehensive Plan



COMMUNITY VISION



Brighton Township is a community that strives to:

- Promote smart growth to achieve an appropriate balance of residential and commercial land uses to minimize any negative impacts from future development on existing residents.
- Preserve its open character, wooded areas and “sense of open space”, to the extent possible.
- Maintain quality housing stock and safe, accessible neighborhoods.
- Promote environmentally sustainable land use and transportation patterns and construction practices that maintain good air and water quality and reduce energy consumption.
- Encourage active and healthy lifestyles with access to community parks and trails.
- Ensure high quality development - both in terms of construction and appearance - for all residential, commercial, and industrial buildings.
- Require that new development occurs in a manner that is sensitive to the natural surroundings (i.e. preserves open space, streams and trees; protects water quality and provides adequate drainage).
- Provide high quality public services and community services.



Introduction

Implementable Comprehensive Plan



ASSESSMENT

KEY FACTS

8,790

Population

50.5

Median Age

2.5

Average Household Size

\$78,274

Median Household Income

EDUCATION

4%

No High School Diploma



25%

High School Graduate



30%

Some College



41%

Bachelor's/ Grad. Degree

BUSINESS



139

Total Businesses



2,870

Total Employees

EMPLOYMENT



71%

White Collar



21%

Blue Collar



8%

Services

INCOME



\$78,274

Median Household Income



\$35,648

Per Capita Income



\$260,793

Median Net Worth

Households By Income

The largest group: \$100,000 - \$149,999 (23.9%)

The smallest group: <\$15,000 (4.7%)

Indicator ▲	Value	Diff	
<\$15,000	4.7%	-5.1%	
\$15,000 - \$24,999	7.9%	-3.4%	
\$25,000 - \$34,999	9.5%	-3.4%	
\$35,000 - \$49,999	9.2%	-2.8%	
\$50,000 - \$74,999	16.1%	-1.4%	
\$75,000 - \$99,999	15.3%	+2.2%	
\$100,000 - \$149,999	23.9%	+7.1%	
\$150,000 - \$199,999	6.6%	+2.8%	
\$200,000+	6.8%	+4%	

Bars show deviation from Beaver County

Source: ESRI Business Analyst; US Census Bureau American Community Survey

Introduction

Implementable Comprehensive Plan



PLAN ORGANIZATION

ISSUES-BASED PLANNING

Utilizing the planning principles identified in the Pennsylvania Department of Community Development's (DCED) "Creating an Implementable Comprehensive Plan" the Plan focuses on identifying community issues, steps to address the issues, persons or groups responsible for addressing the issues, and a timetable for implementation that identifies short, medium, and long range efforts. Where possible, sources of financing are identified.

The Plan is organized around a series of Priority Issues and Other Topics summarized below.

Five Principles of Implementable Comprehensive Plans:

First - Focus the plan on real, relevant, community issues.

Second - Organize the plan the way local officials and citizens think.

Third - Devise practical and workable recommendations.

Fourth - Recruit partners and create capacity to implement the plan.

Fifth - Get local ownership of the plan and commitment to implement.

PRIORITY ISSUES



CONSERVE LAND
& RESOURCES



PROVIDE TRAIL
CONNECTIONS



ENSURE DEVELOPMENT
MAINTAINS RURAL
CHARACTER

Other Topics



Maintain
Quality Housing



Improve
Connections



Maintain
Infrastructure



Enhance
Recreation

Introduction

Implementable Comprehensive Plan



MPC REQUIREMENTS

Consistency with Municipalities Planning Code

In order for the Brighton Township Board of Supervisors to approve this Comprehensive Plan, the proposed plan must first be reviewed by Beaver County Department of Planning and Development for consistency with the County Comprehensive Plan, and the plan must meet the requirements of Pennsylvania's Municipalities Planning Code (MPC) Article III, Section 301.

Each requirement of the MPC is addressed in the corresponding sections of this Implementable Comprehensive Plan as summarized below.

MPC Requirement	Plan Section that Addresses it
Statement of community development objectives	Introduction (next page)
Plan for land use	Future Land Use Map
Plan to meet housing needs	Other Topics: Maintain Quality Housing
Plan for movement of people and goods	Other Topics: Improved Connections; Priority Issues: Provide Trail Connections
Plan for community facilities and utilities	Other Topics: Maintain Infrastructure
Plan for protection of natural and historic resources	Priority Issues: Conserve Land
Plan for the reliable supply of water	Other Topics: Maintain Infrastructure
Statement of interrelationships among various plan elements	Introduction (next page)
Short and long-range implementation strategies	Contained in each Issue/Topic section
Statement that existing/proposed development is consistent with or can be buffered against that in contiguous municipalities	Other Topics: Ensure Future Development Maintains Rural Character
Statement that existing/proposed development is consistent with the county comprehensive plan	Introduction (next page)
Plan to be reviewed in 10 years	Introduction (next page)
Careful analysis of all elements	Introduction (next page) and throughout document
Adoption process	Introduction (next page)

Introduction

Implementable Comprehensive Plan



MPC REQUIREMENTS

Consistency with MPC (continued)

The Plan was developed in accordance with each of the following general MPC requirements:

Statement of Community Development objectives

The Plan is centered around the following three priority community objectives: (1) conserve land and natural resources; (2) provide trail connections; (3) and ensure future development maintains rural character.

Statement of interrelationships among various plan elements

The nature of Implementable Comprehensive Planning is to focus on major issues in the community. Each issue or topic tends to address multiple planning elements in an integrated manner. For example, the "Priority Issue: Ensure Future Development Preserves Rural Character" addresses elements of transportation, land use, economic development, housing and community facilities.

Statement that existing/proposed development is consistent with the county comprehensive plan

The proposals in this plan are consistent with the Beaver County Comprehensive Plan. The county planning department staff participated as a stakeholder in the development of this Plan.

Plan to be reviewed in 10 years

The Plan should be reviewed by the Township within a period of 10 years.

Careful analysis of all elements

The Plan was developed with a careful review of demographic and socioeconomic data, GIS mapping, zoning/regulatory reviews, secondary source/literature searches, field reconnaissance, and public input.

Adoption process

In accordance with the requirements of the Pennsylvania Municipalities Code, the Plan was sent to the Beaver County Planning Commission, Beaver Area School District, and each contiguous municipality.

Introduction

Implementable Comprehensive Plan



PRIORITY ISSUES

IMPLEMENTABLE STRATEGIES

Conserve Land & Natural Resources

- Explore level of public support for an increased real estate tax levy or a referendum for an increased earned income levy for Open Space Lands, Acquisition and Preservation [PA Act 113]
- Educate landowners on the financial and environmental benefits of voluntary conservation easements & engage land conservancies that are active in Western PA to raise awareness of environmentally sensitive areas and local support of conservation efforts
- Pursue state grant funding assistance for acquisition of strategic parcels for conservation through PA DCNR or PA Act 13 funding opportunities
- Continue to annually set aside funds dedicated for the acquisition of land or conservation easement as previously recommended by the 2016 Greenways and Trails Plan

Provide Trail Connections

- Pursue state grant funding assistance for priority trail segments along Two Mile Run through PA DCNR
- Leverage potential referendum for Open Space provision that allows for 25% of funds to be used toward recreational development [Act 115 of 2013] as local matching funds for state/federal grants
- Coordinate with transportation funding agencies to ensure on-road bicycle routes have proper signage, pavement markings and safety measures

Ensure Future Development Maintains Rural Character

- Ensure zoning encourages community-scaled development that maintains the overall Rural Character by incorporating greenspace, natural features & buffering into site development standards
- Explore the possibility of multi-municipal zoning with neighboring municipalities to locate higher-intensity commercial/industrial development in appropriate settings
- Work with regional agency partners (e.g. BCEDA) to identify potential financial incentives/assistance for community-scaled mixed-use development end users (e.g. office/professional) that enhance the local tax base

Introduction

Implementable Comprehensive Plan



OTHER TOPICS

IMPLEMENTABLE STRATEGIES

Maintain Quality Housing

- Enact a rental residential inspection program
- Dedicate additional municipal resources to proactive enforcement of property maintenance rather than relying on a reactive complaint-based system
- Explore the possibility of offering financial incentives for the rehabilitation of aging and distressed properties

Improve Connections

- Require that sidewalks be installed on both sides of all new subdivision streets when any portion of the new subdivision is in close proximity (e.g. 0.5 miles) of a park or school
- Consider requirements for maximum block lengths and cul-de-sac lengths within residential subdivisions to increase neighborhood connectivity
- Implement a Connectivity Index for new residential subdivisions that permits greater flexibility than using specific block length requirements to accommodate environmental features such as floodplains and steep slopes
- If the Township implements a connectivity index, consideration should be given to creating impact fees for developments that do not meet Township standards

Maintain Infrastructure

- Continue maintenance of Township roadways including paving, oil and chip, road patching, street sweeping, roadside mowing, street sign maintenance, storm sewer maintenance projects, shoulder grading and winter maintenance
- Continue the Municipal Authority program to replace undersized and aged waterlines, valves and fire hydrants to improve water supply and fire protection
- Continue the Municipal Authority leak detection program and make repairs as necessary to maintain or improve low level of water loss
- Continually monitor water system demand to determine if system capacity is met or exceeded at the high level and low level service area pumping stations and storage tanks
- Continue the Brighton Township Sewage Authority program to maintain existing pumping stations, sewer lines, and manholes

Enhance Recreation

- Expand programming and amenities at Township Parks to increase community usage
- Continue to implement the recommendations of the Township's 2016 Greenway Plan
- Implement the 2021 Indoor Recreation Feasibility Study completed for the Social Hall property to provide an indoor recreation facility and to provide an additional location for indoor rental space

Introduction

Implementable Comprehensive Plan



ASSESSMENT

CH 2



Assessment Implementable Comprehensive Plan

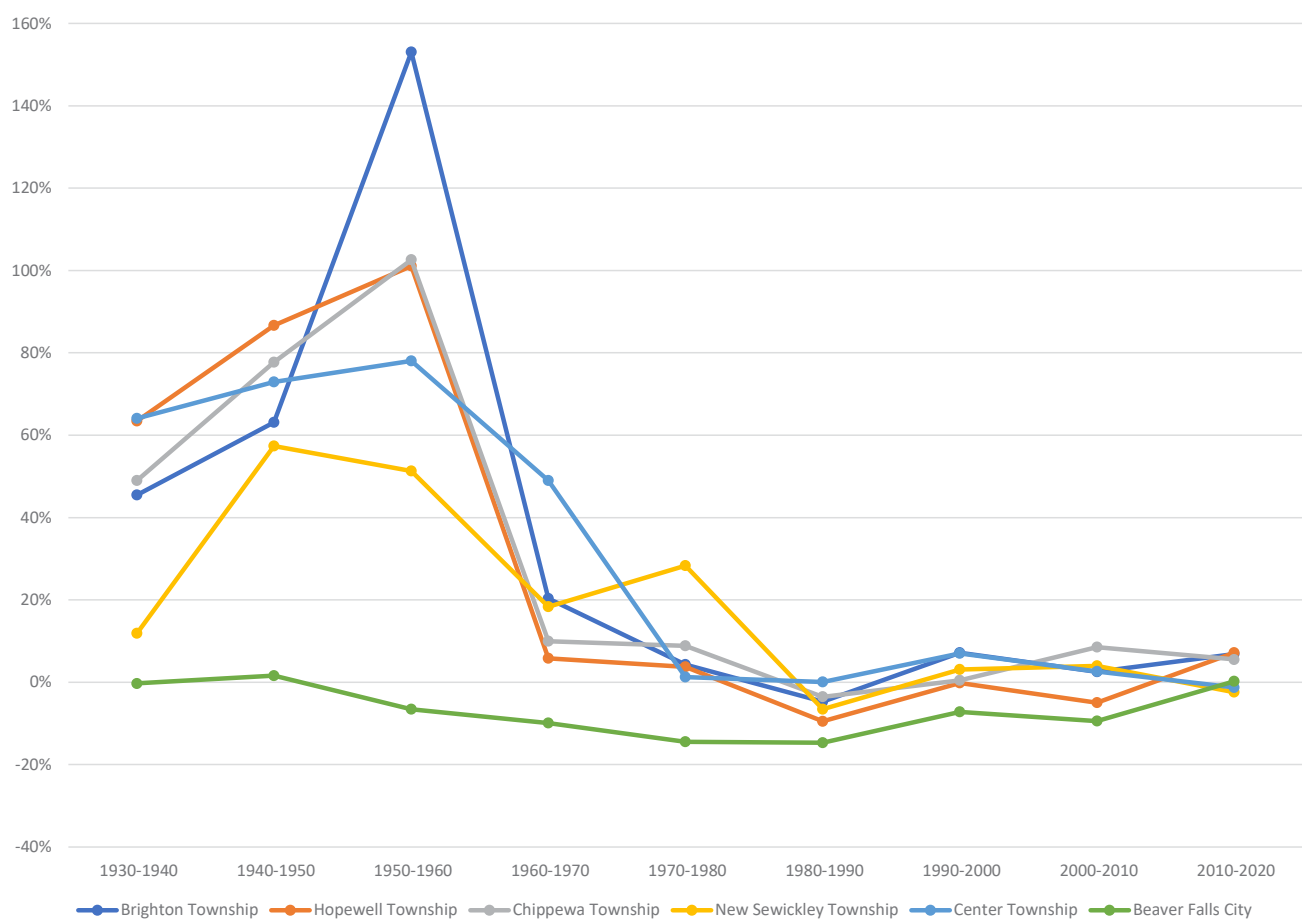
DEMOGRAPHICS

Fact	Brighton Township	Beaver County	Pennsylvania	United States
Population, 2020 Census	8,790	168,215	13,002,700	331,449,281
Population, 2010 Census	8,227	170,539	12,702,379	308,745,538
Population, percent change 2010-2020	6.84%	-1.36%	2.36%	7.35%
Persons over 18, percent	78.70%	80.92%	79.63%	77.94%
Female persons, percent	51.80%	51.40%	51.00%	50.80%
White alone, percent	93.65%	86.17%	74.99%	61.63%
Owner-occupied housing unit rate, 2014-2018	88.20%	73.30%	69.00%	63.80%
Median value of owner-occupied housing units, 2014-2018	\$191,500	\$133,600	\$174,100	\$204,900
Median selected monthly owner costs with a mortgage, 2014-2018	\$1,541	\$1,233	\$1,474	\$1,558
Median selected monthly owner costs w/out a mortgage, 2014-2018	\$588	\$502	\$531	\$490
Median gross rent, 2014-2018	\$802	\$682	\$915	\$1,023
Households, 2014-2018	3,261	70,817	5,025,132	119,730,128
Persons per household, 2014-2018	2.45	2.32	2.46	2.63
Living in same house 1 year ago, percent of persons age 1 yr+, 2014-2018	90.70%	89.70%	87.70%	85.50%
Language other than English spoken at home, percent of persons age 5 years+, 2014-2018	4.20%	2.90%	11.30%	21.50%
Households with a computer, 2014-2018	90.00%	84.50%	86.50%	88.80%
Households w/ broadband Internet subscription, percent, 2014-2018	85.60%	78.30%	79.20%	80.40%
High school graduate or higher, percent of persons age 25 years+, 2014-2018	94.80%	93.10%	90.20%	87.70%
Bachelor's degree or higher, percent of persons age 25 years+, 2014-2018	39.70%	23.70%	30.80%	31.50%
With a disability, < age 65 years, 2014-2018	6.70%	11.10%	9.80%	8.60%
Persons without health insurance, under age 65 years, percent	2.50%	5.10%	6.70%	10.00%
Mean travel time to work (minutes), workers age 16 years+, 2014-2018	24.5	25.6	26.9	26.6
Median household income (in 2018 dollars), 2014-2018	\$79,981	\$55,828	\$59,445	\$60,293
Persons in poverty, percent	6.40%	11.20%	12.20%	11.80%

Assessment Implementable Comprehensive Plan



POPULATION CHANGE: 1930 to 2020

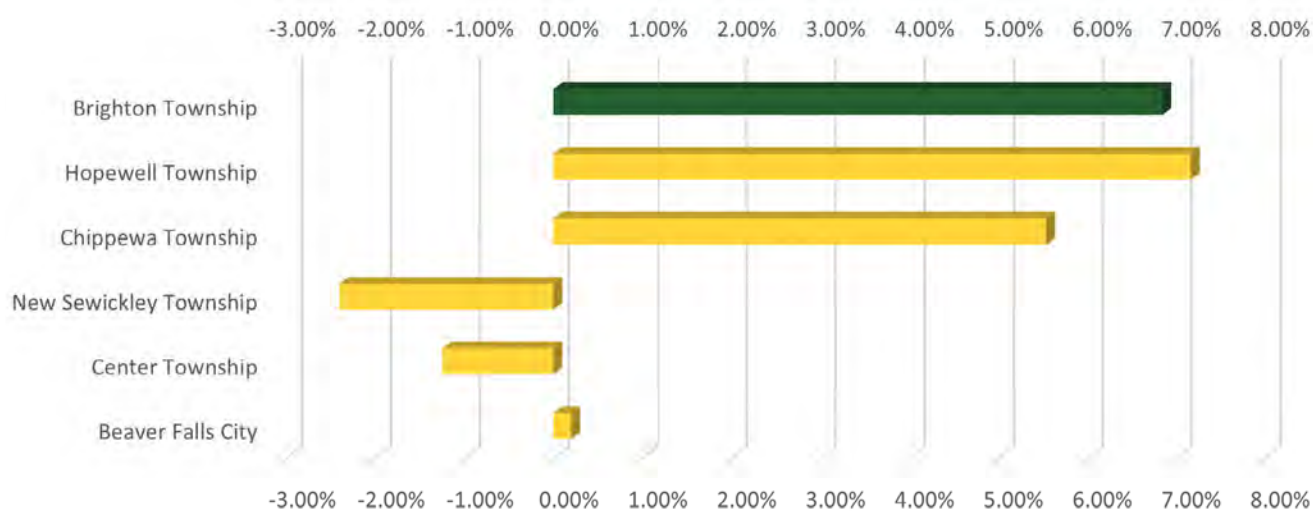


Current Municipal Name	1930-1940	1940-1950	1950-1960	1960-1970	1970-1980	1980-1990	1990-2000	2000-2010	2010-2020
Brighton Twp	45.45%	63.09%	153.03%	20.32%	4.33%	-4.70%	7.14%	2.53%	6.84%
Hopewell Twp	63.45%	86.63%	101.07%	5.79%	3.74%	-9.47%	-0.15%	-4.99%	7.16%
Chippewa Twp	49.02%	77.69%	102.58%	9.97%	8.88%	-3.55%	0.47%	8.53%	5.54%
New Sewickley Twp	11.91%	57.37%	51.30%	18.38%	28.34%	-6.53%	3.13%	4.01%	-2.40%
Center Twp	64.06%	72.94%	78.05%	48.99%	1.27%	0.08%	6.98%	2.64%	-1.25%
Beaver Falls City	-0.29%	1.62%	-6.53%	-9.88%	-14.42%	-14.67%	-7.18%	-9.41%	0.20%

Assessment Implementable Comprehensive Plan



POPULATION CHANGE: 2010 to 2020



PROJECTED GROWTH BRIGHTON TWP: 2015 to 2045

Year	Households	Average household size	Total population	WORKPLACE EMPLOYMENT				
				Retail	Manufacturing	Services	Other	Total
2015	3,132	2.57	8,301	63	0	3,502	68	3,634
2045	4,022	2.52	10,400	71	0	4,372	67	4,510
Percent Change	28.42%	-1.82%	25.29%	12.70%	0%	24.84%	-1.47%	24.11%

Source: SPC



Data Analysis



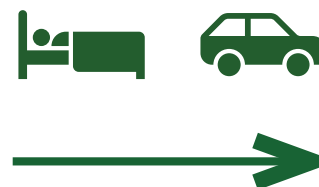
264

LIVE & WORK IN BRIGHTON TWP



3,230

WORK IN BRIGHTON TWP,
BUT LIVE ELSEWHERE



3,539

LIVE IN BRIGHTON TWP,
BUT WORK ELSEWHERE

**Brighton Twp Non-Residents
Commutes to Twp**

Distance	# Workers	Percentage
< 10 miles	2,064	59.1%
10 to 24 miles	964	27.6%
25 to 50 miles	320	9.2%
> 50 miles	146	4.2%

Brighton Twp Resident Commutes

Distance	# Workers	Percentage
< 10 miles	1,565	41.2%
10 to 24 miles	1,239	32.6%
25 to 50 miles	605	15.9%
> 50 miles	394	10.4%

Source: US Census Longitudinal
Employer-Household Dynamics

Assessment Implementable Comprehensive Plan

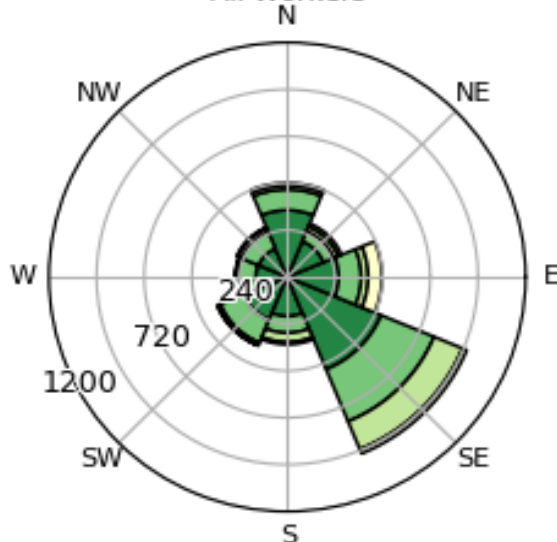


HOUSING & WORKFORCE

Brighton Twp Non-Resident Commutes to Twp

Distance	# Workers	Percentage
< 10 miles	2,064	59.1%
10 to 24 miles	964	27.6%
25 to 50 miles	320	9.2%
> 50 miles	146	4.2%

Job Counts by Distance/Direction in 2017
All Workers



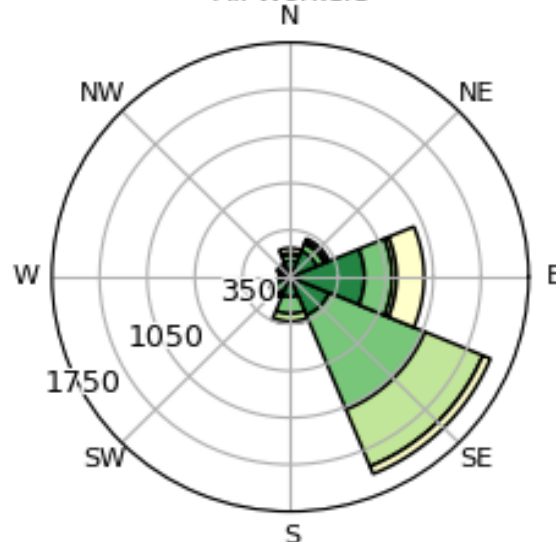
Brighton Twp Non-Resident Commutes to Twp: Top 3 Home Counties

Home County	# Workers	Percentage
Beaver County	2,226	63.7%
Allegheny County	407	11.6%
Columbiana County, OH	218	6.2%

Brighton Twp Resident Commutes

Distance	# Workers	Percentage
< 10 miles	1,565	41.2%
10 to 24 miles	1,239	32.6%
25 to 50 miles	605	15.9%
> 50 miles	394	10.4%

Job Counts by Distance/Direction in 2017
All Workers



Brighton Twp Resident Commutes: Top 3 Work Counties

Work County	# Workers	Percentage
Beaver County	1,659	43.6%
Allegheny County	1,337	35.2%
Butler County	166	4.4%

Assessment

Implementable Comprehensive Plan



WORKFORCE

Employed in Township Occupations

Industry Sector	# Workers	Percentage
Health Care and Social Assistance	2,794	80.0%
Educational Services	145	4.1%
Administration & Support, Waste Management and Remediation	92	2.6%
Arts, Entertainment, and Recreation	76	2.2%
Public Administration	75	2.1%
Retail Trade	74	2.1%
Finance and Insurance	65	1.9%
Wholesale Trade	48	1.4%
Accommodation and Food Services	47	1.3%
Professional, Scientific, and Technical Services	22	0.6%
Construction	13	0.4%
Transportation and Warehousing	13	0.4%
Other Services (excluding Public Administration)	11	0.3%
Utilities	9	0.3%
Real Estate and Rental and Leasing	5	0.1%
Mining, Quarrying, and Oil and Gas Extraction	3	0.1%

Township Resident Occupations

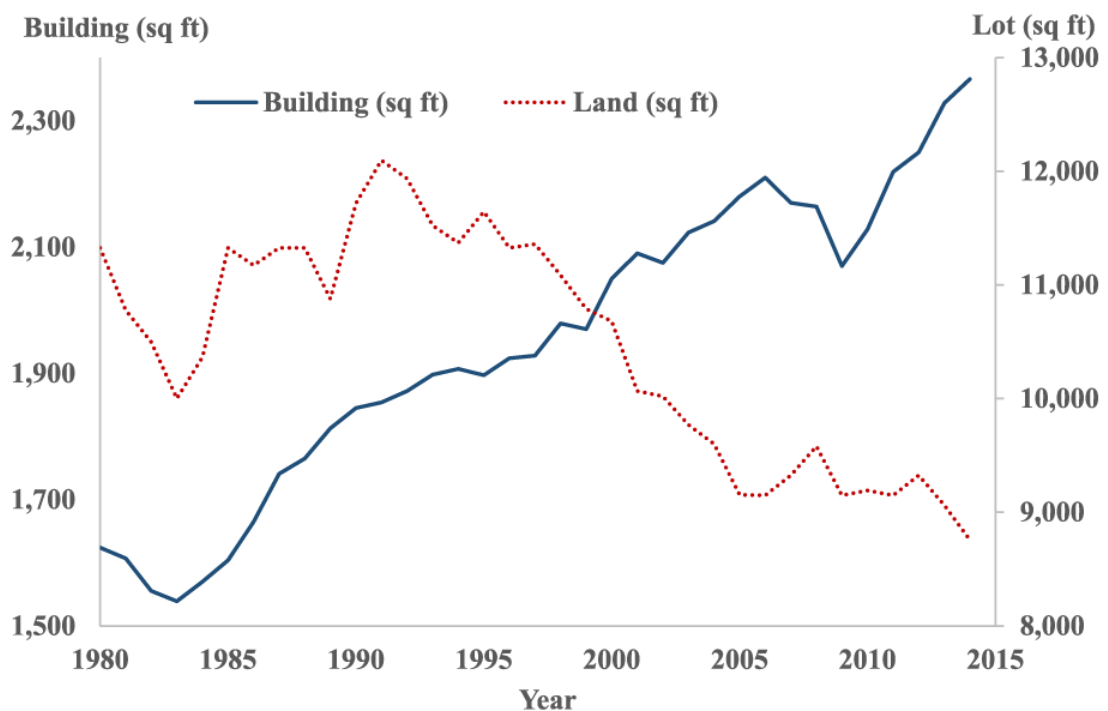
Industry Sector	# Workers	Percentage
Health Care and Social Assistance	639	16.8%
Retail Trade	371	9.8%
Educational Services	352	9.3%
Professional, Scientific, and Technical Services	293	7.7%
Accommodation and Food Services	283	7.4%
Manufacturing	272	7.2%
Transportation and Warehousing	197	5.2%
Finance and Insurance	192	5.0%
Management of Companies and Enterprises	165	4.3%
Administration & Support, Waste Management and Remediation	155	4.1%
Public Administration	155	4.1%
Other Services (excluding Public Administration)	147	3.9%
Construction	139	3.7%
Wholesale Trade	137	3.6%
Utilities	96	2.5%
Arts, Entertainment, and Recreation	68	1.8%



Data Analysis



Residential Lot & Building Sizes (National Median)



HOUSING TRENDS

Increasing Home Sizes, Decreasing Lot Sizes

- National median building-to-lot-size ratio ballooned from 0.14 for houses constructed in 1980 to 0.27 for those constructed in 2014

Source: Federal Reserve: FEDS "Having a Lot Isn't Enough: Trends in Upsizing Houses and Shrinking Lots"



HOUSING TRENDS

Market Preferences: Housing Types

- National median home size decreased from over 2,500 SF in 2015 to 2,320 SF in 2018
- Baby Boomers over age 65 will account for 20% of US population in 2030
- Millennials, like Boomers, enjoy walkable communities with live, work, play environment
- Nationally, market starting to respond to demand for **"Missing Middle Housing"** (see below)

Source: National Association of Home Builders



MissingMiddleHousing.com is powered by Opticos Design.
Illustration © 2015 Opticos Design, Inc.





HOUSING TRENDS

Market Preferences: Open Space



- **Marketability:** 85% of Americans identify proximity to parks and open space as an important factor in deciding where to live
- **Property Values:** A premium for homes near parks can extend three blocks and start at 20%, declining as the distance from the park increases
- **Walkability:** 88% of Americans feel having amenities within walking distance increases quality of life

Source: National Association of Realtors



Best Practices: Conservation Development

Conservation Development offers flexibility for denser development on a portion of a site with offsetting open space areas. The result is a density neutral development:

- Developer gets smaller, lower maintenance lots
- Community preserves ecologically sensitive areas

Brighton Township can utilize Conservation Development to respond to market demand for denser housing types while maintaining the rural character the community desires.

Conventional Development



Conservation Development



Assessment

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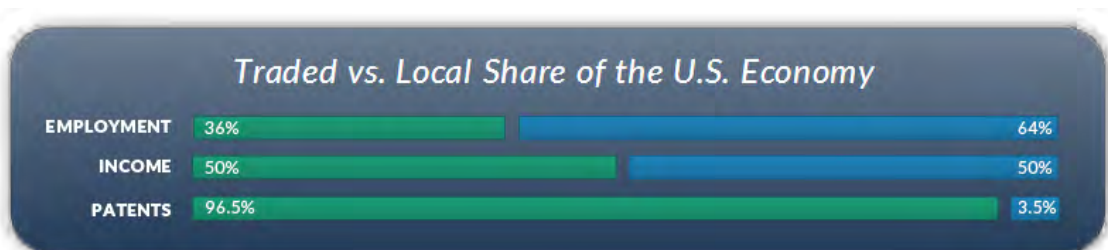
ECONOMIC ANALYSIS

Regional Specialization: Industry Clusters

Regional economies are made up of two types of clusters, each with different patterns of geographic presence and different competitive dynamics.

- **Traded clusters** are groups of related industries that serve markets beyond the region in which they are located. They are free to choose their location of operation (unless the location of natural resources drives where they can be) and are highly concentrated in a few regions, tending to only appear in regions that afford specific competitive advantages. Since traded clusters compete in cross-regional markets, they are exposed to competition from other regions. Examples of traded clusters include Financial Services in New York City, Information Technology in Silicon Valley, and Video Production and Distribution in Los Angeles. Traded clusters are the “engines” of regional economies; without strong traded clusters it is virtually impossible for a region to reach high levels of overall economic performance.
- **Local clusters**, in contrast, consist of industries that serve the local market. They are prevalent in every region of the country, regardless of the competitive advantages of a particular location. As a result, a region’s employment in local clusters is usually proportional to the population of that region. Moreover, the majority of a region’s employment comes from jobs in local clusters. Since local clusters are tied to the regions in which they are located, they are not directly exposed to competition from other regions. Examples include Local Entertainment such as movie theaters, Local Health Services such as drug stores and hospitals, and Local Commercial Services such as drycleaners.

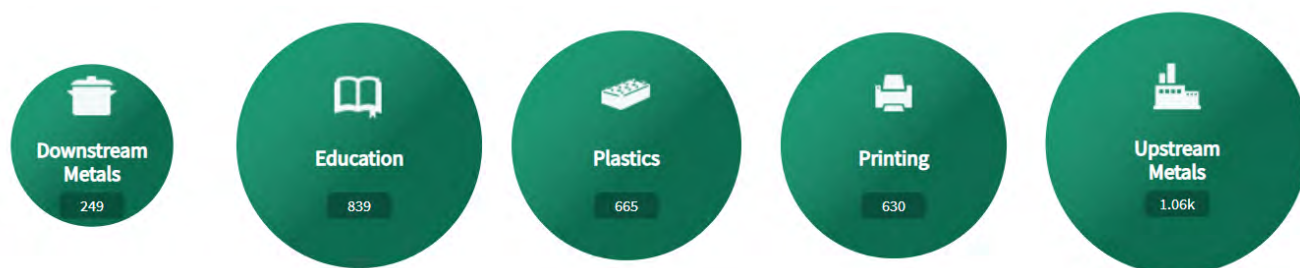
While local clusters account for most of the employment and employment growth in regional economies, traded clusters register higher wages, and much higher levels of innovation. Local clusters provide necessary services for the traded clusters in a region, and both are needed to support a healthy and prosperous regional economy.



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TRADED INDUSTRY CLUSTERS BEAVER COUNTY, PA



NUMBER EMPLOYED IN THIS CLUSTER

Related Clusters: Beaver County

The infographic above shows the five traded industry clusters in Beaver County, PA:.

1. Upstream Metals
2. Education
3. Plastics
4. Printing
5. Downstream Metals

Each regional economy has a particular pattern of specialization in a number of clusters, which drives productivity and growth in the economy. Each data visualization shows the degree of specializations within an industry cluster as measured by the value of a cluster's Location Quotient (LQ).

Cluster Specialization

- Strong clusters above 90th percentile specialization
- Strong clusters above 75th percentile specialization
- Other specialized clusters (LQ > 1.0)



RELATED INDUSTRY LINKAGES BEAVER COUNTY, PA

Linkages Across Clusters

While clusters are characterized by the strong linkages of the related industries they include, they also have linkages to the rest of the economy. These cross-cluster linkages are important because new industries and clusters tend to emerge from existing industries and clusters that provide some relevant capabilities and assets.

Cluster linkages are displayed in the visualizations based on their degree of Between Cluster Relatedness (BCR). BCR is a measure of the average relatedness between the industries in two different clusters. Relatedness is calculated using four metrics:

1. locational correlation of employment
2. locational correlation of establishments
3. input-output flows
4. occupational overlap

Linkages are show on the visualizations based on the degree of their BCR and Related Industries (RI). RI is a measure of the average relatedness between a specific industry and a specific cluster. Relatedness is calculate in the same manner as BCR using the same four metrics used for BCR.

The pages that follow shows the related industries for each of the five traded industry clusters in Beaver County, PA.

- BCR \geq 95th pctile & RI \geq 20%
- BCR 90th-94th pctile & RI \geq 20%
- Next closest clusters not meeting above criteria

Assessment

Implementable Comprehensive Plan

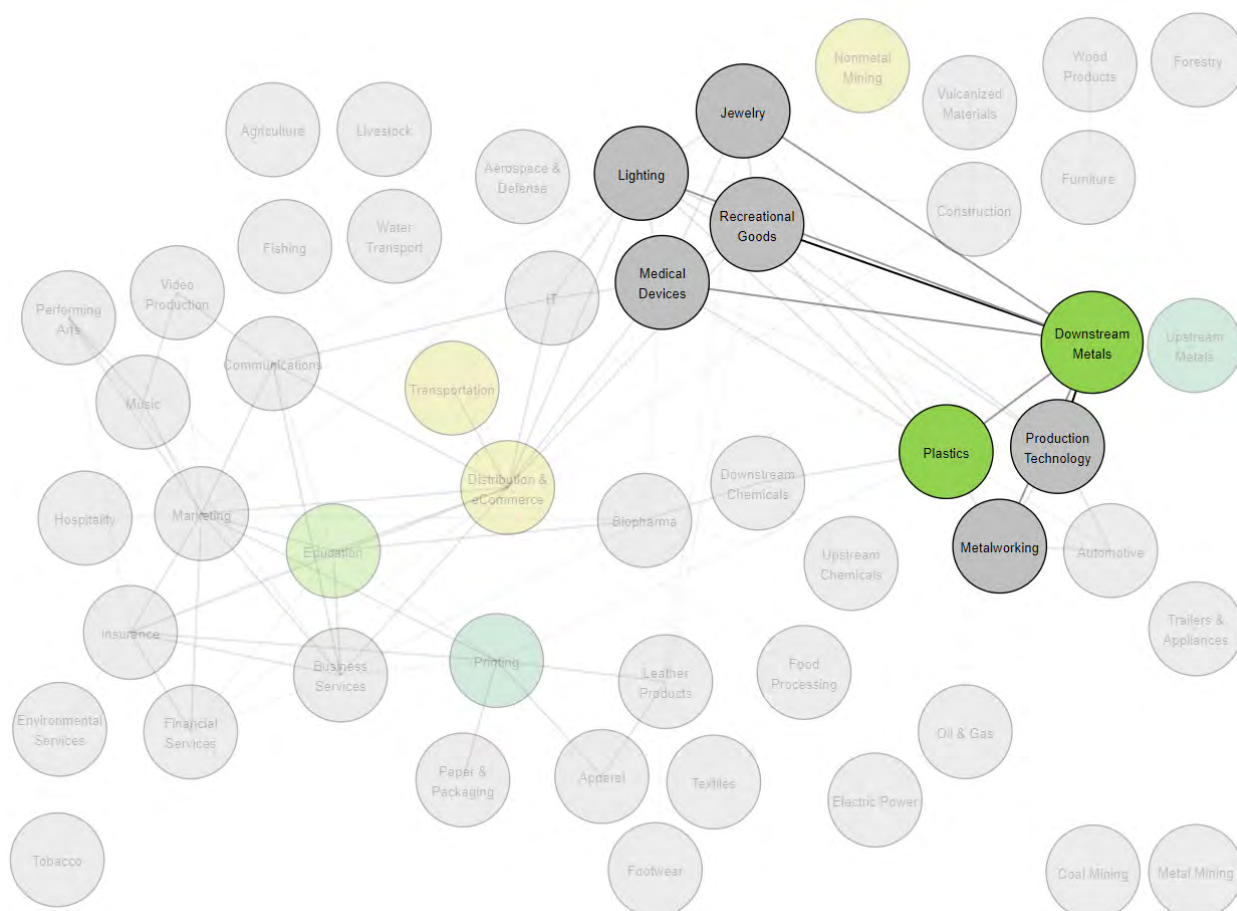


RELATED INDUSTRY LINKAGES: DOWNSTREAM METALS BEAVER COUNTY, PA (2016)

Cluster Specialization

- Strong clusters above 90th percentile specialization
- Strong clusters above 75th percentile specialization
- Other specialized clusters (LQ > 1.0)

- BCR >= 95th pctile & RI >= 20%
- BCR 90th-94th pctile & RI >= 20%
- Next closest clusters not meeting above criteria



Assessment Implementable Comprehensive Plan

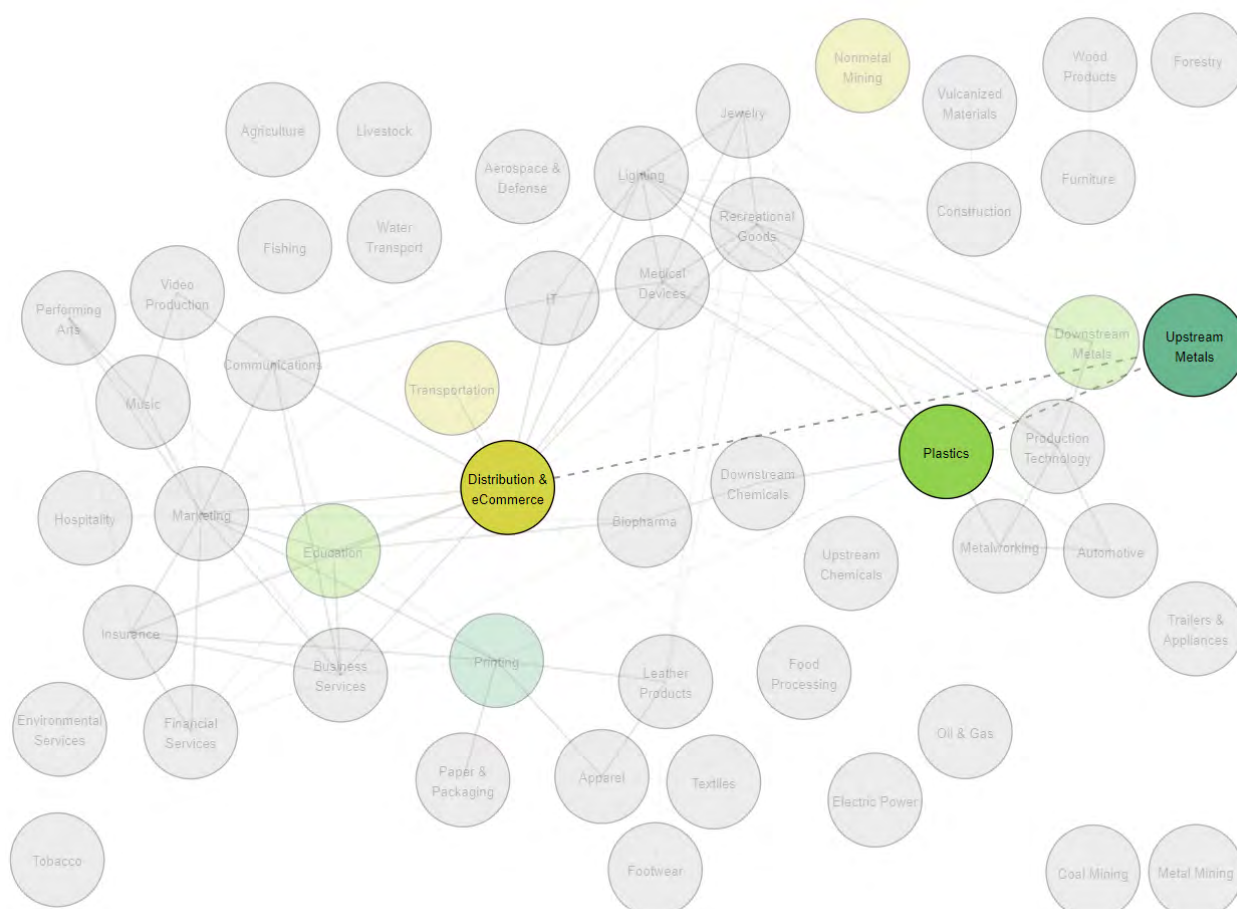


RELATED INDUSTRY LINKAGES: UPSTREAM METALS BEAVER COUNTY, PA (2016)

Cluster Specialization

- Strong clusters above 90th percentile specialization
- Strong clusters above 75th percentile specialization
- Other specialized clusters (LQ > 1.0)

- BCR >= 95th pctile & RI >= 20%
- BCR 90th-94th pctile & RI >= 20%
- Next closest clusters not meeting above criteria



Assessment

Implementable Comprehensive Plan



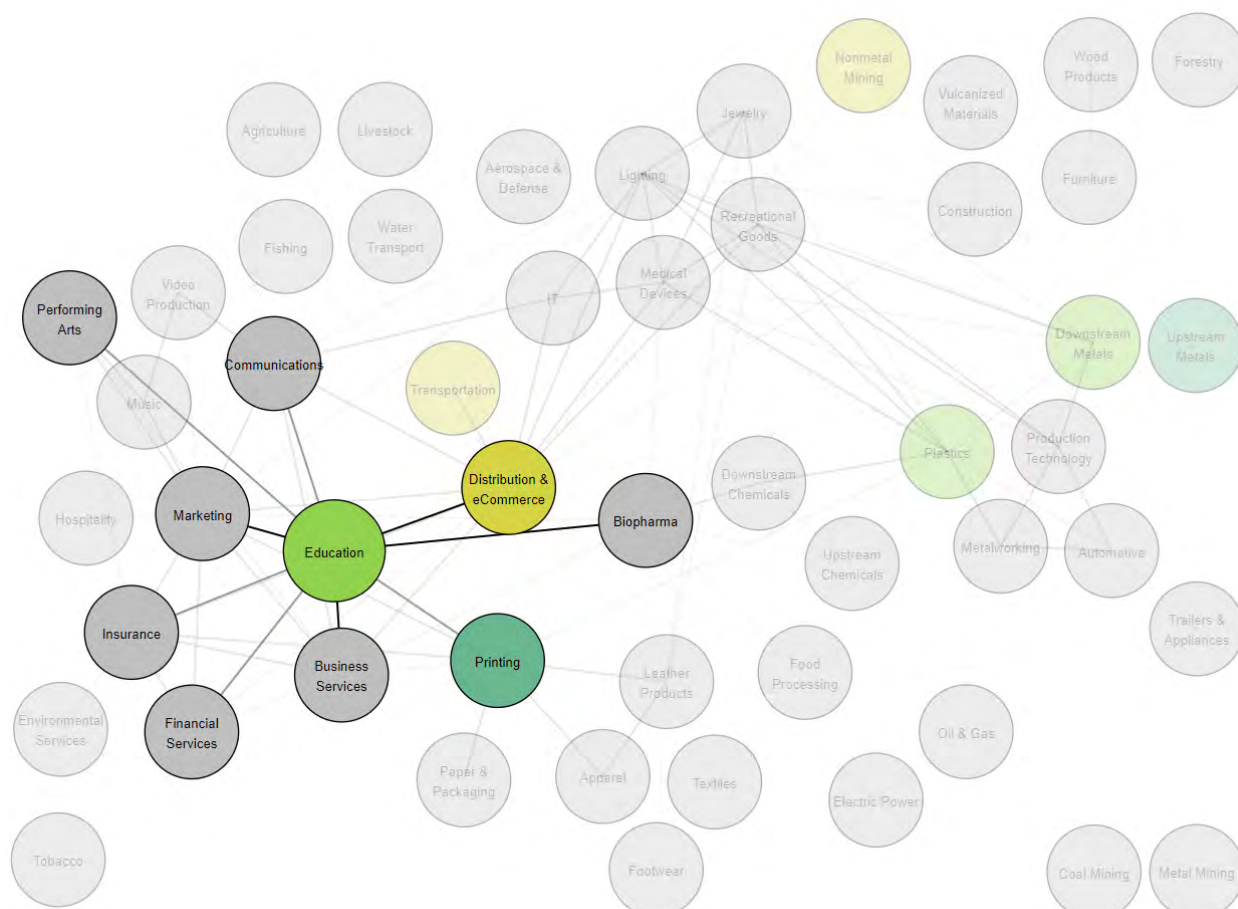
RELATED INDUSTRY LINKAGES: EDUCATION CLUSTER

BEAVER COUNTY, PA (2016)

Cluster Specialization

- Strong clusters above 90th percentile specialization
- Strong clusters above 75th percentile specialization
- Other specialized clusters (LQ > 1.0)

- BCR >= 95th pctile & RI >= 20%
- BCR 90th-94th pctile & RI >= 20%
- Next closest clusters not meeting above criteria



Assessment Implementable Comprehensive Plan



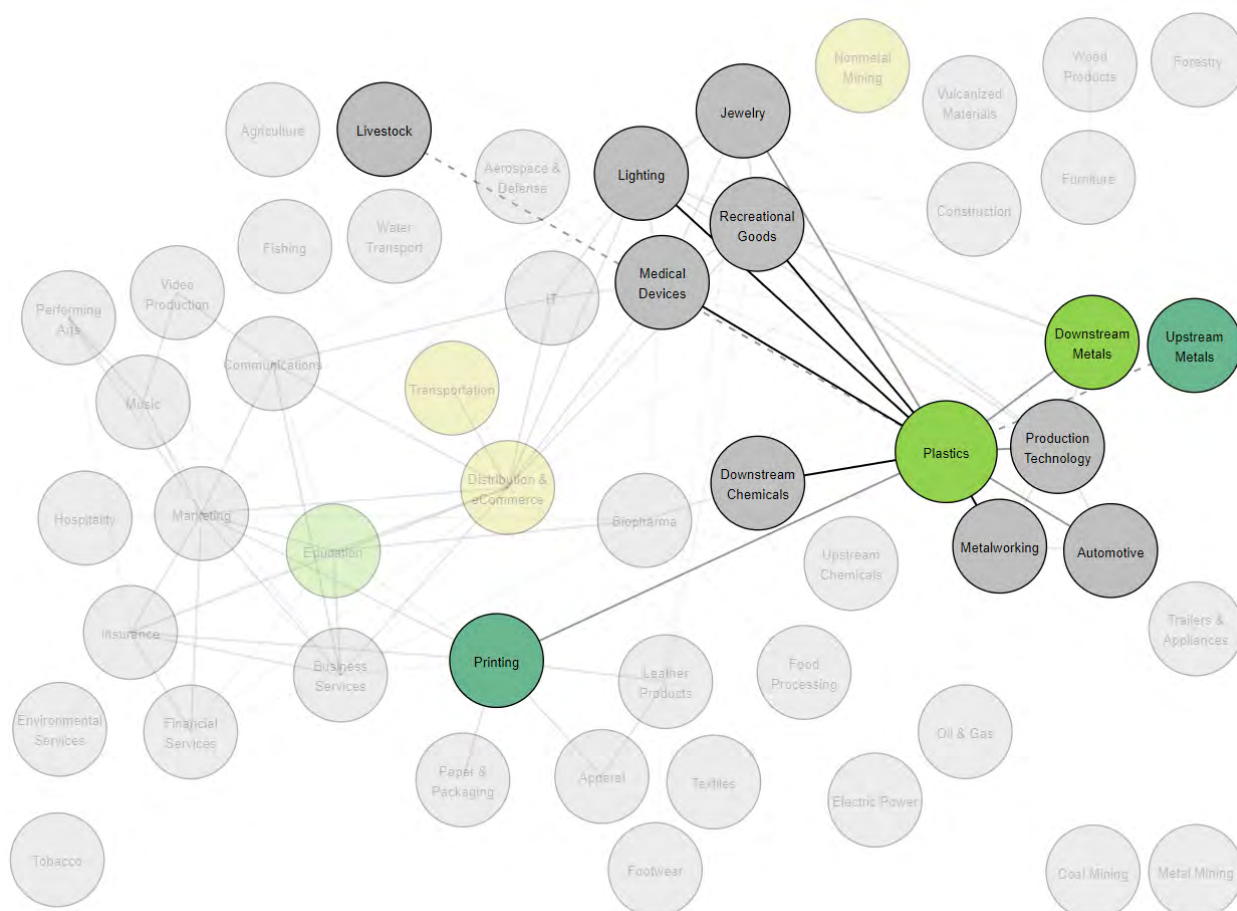
RELATED INDUSTRY LINKAGES: PLASTICS

BEAVER COUNTY, PA (2016)

Cluster Specialization

- Strong clusters above 90th percentile specialization
- Strong clusters above 75th percentile specialization
- Other specialized clusters (LQ > 1.0)

- BCR >= 95th pctile & RI >= 20%
- BCR 90th-94th pctile & RI >= 20%
- Next closest clusters not meeting above criteria



Assessment

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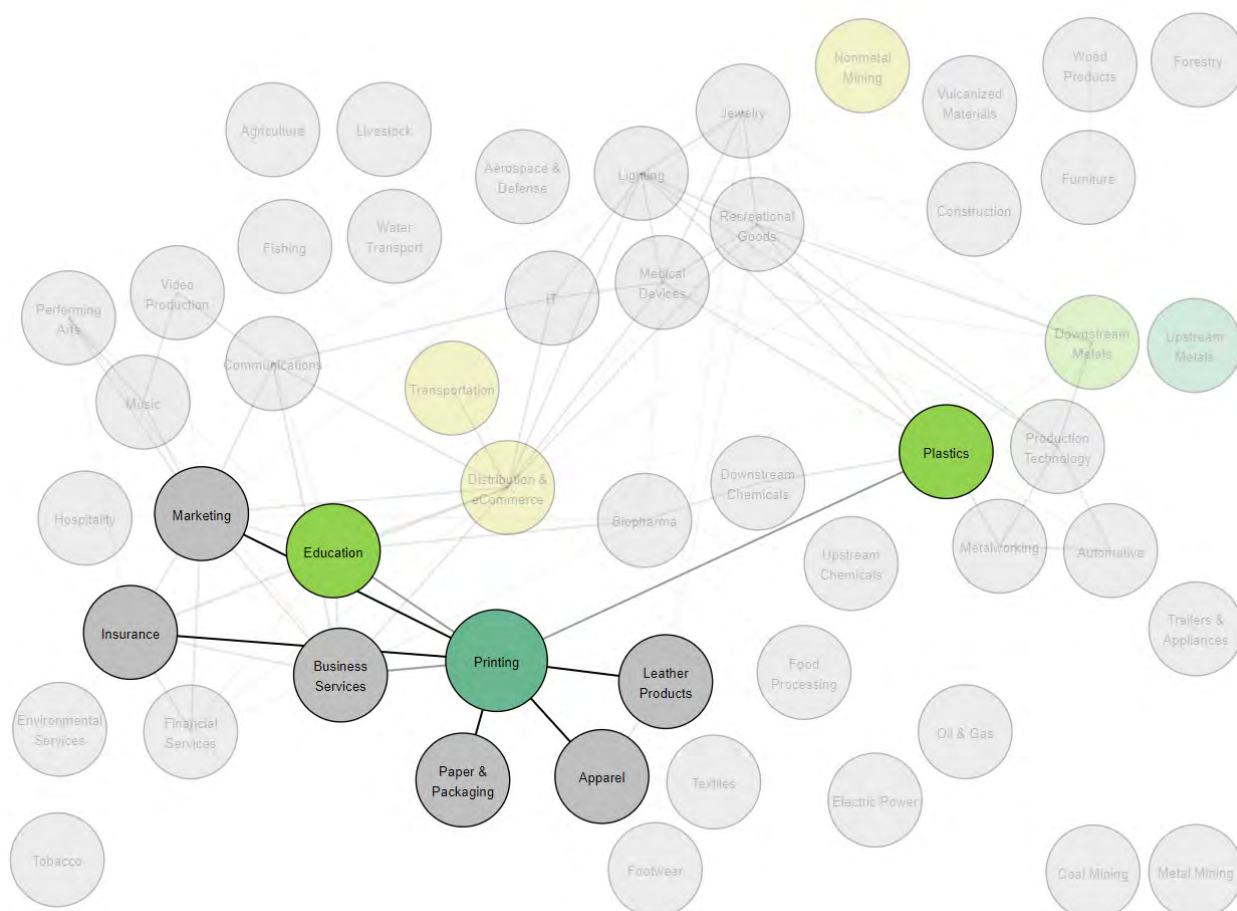
RELATED INDUSTRY LINKAGES: PRINTING

BEAVER COUNTY, PA (2016)

Cluster Specialization

- Strong clusters above 90th percentile specialization
- Strong clusters above 75th percentile specialization
- Other specialized clusters (LQ > 1.0)

- BCR >= 95th pctile & RI >= 20%
- BCR 90th-94th pctile & RI >= 20%
- Next closest clusters not meeting above criteria

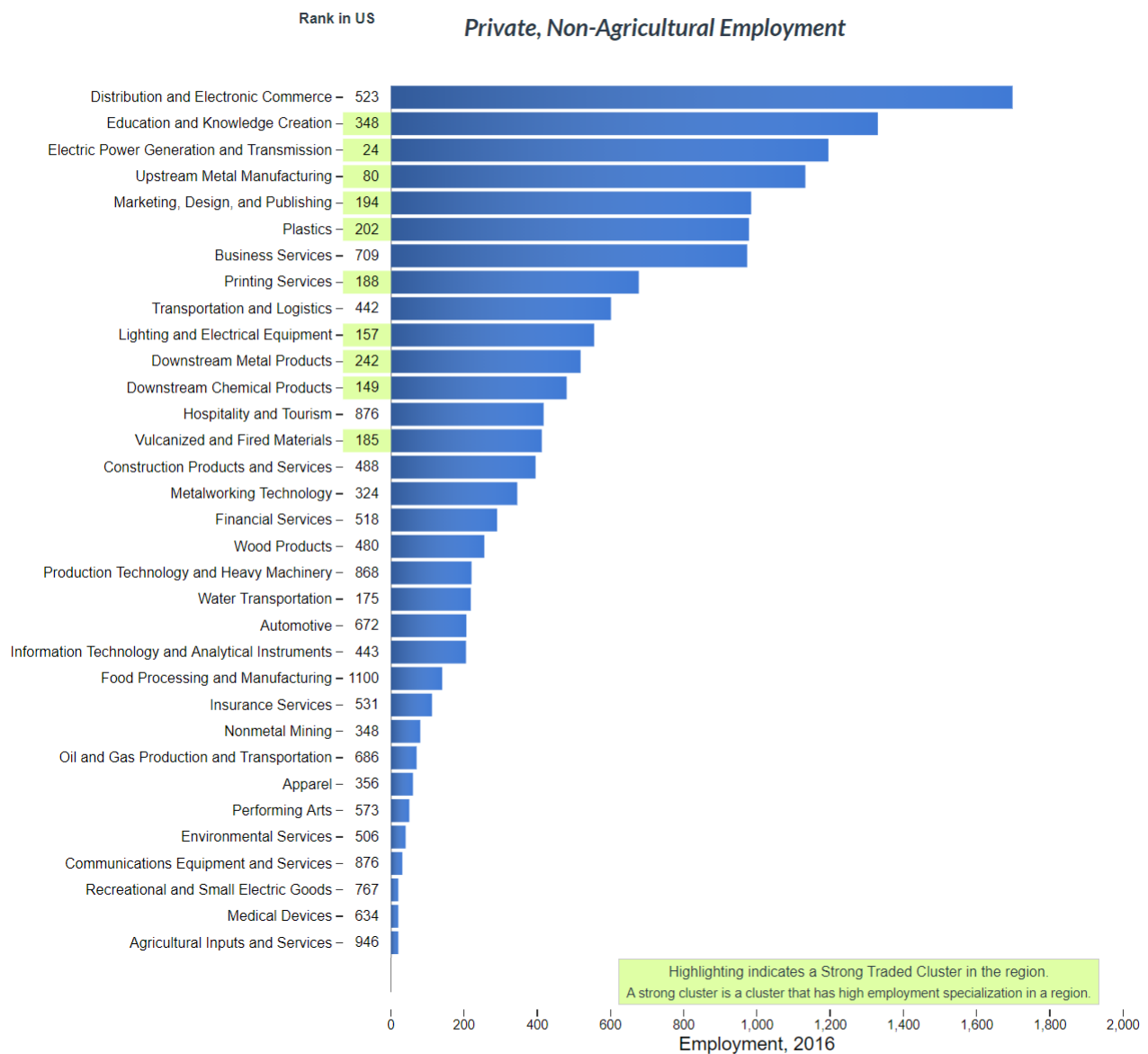


Assessment

Implementable Comprehensive Plan



EMPLOYMENT BY TRADED CLUSTER: BEAVER COUNTY, PA (2016)

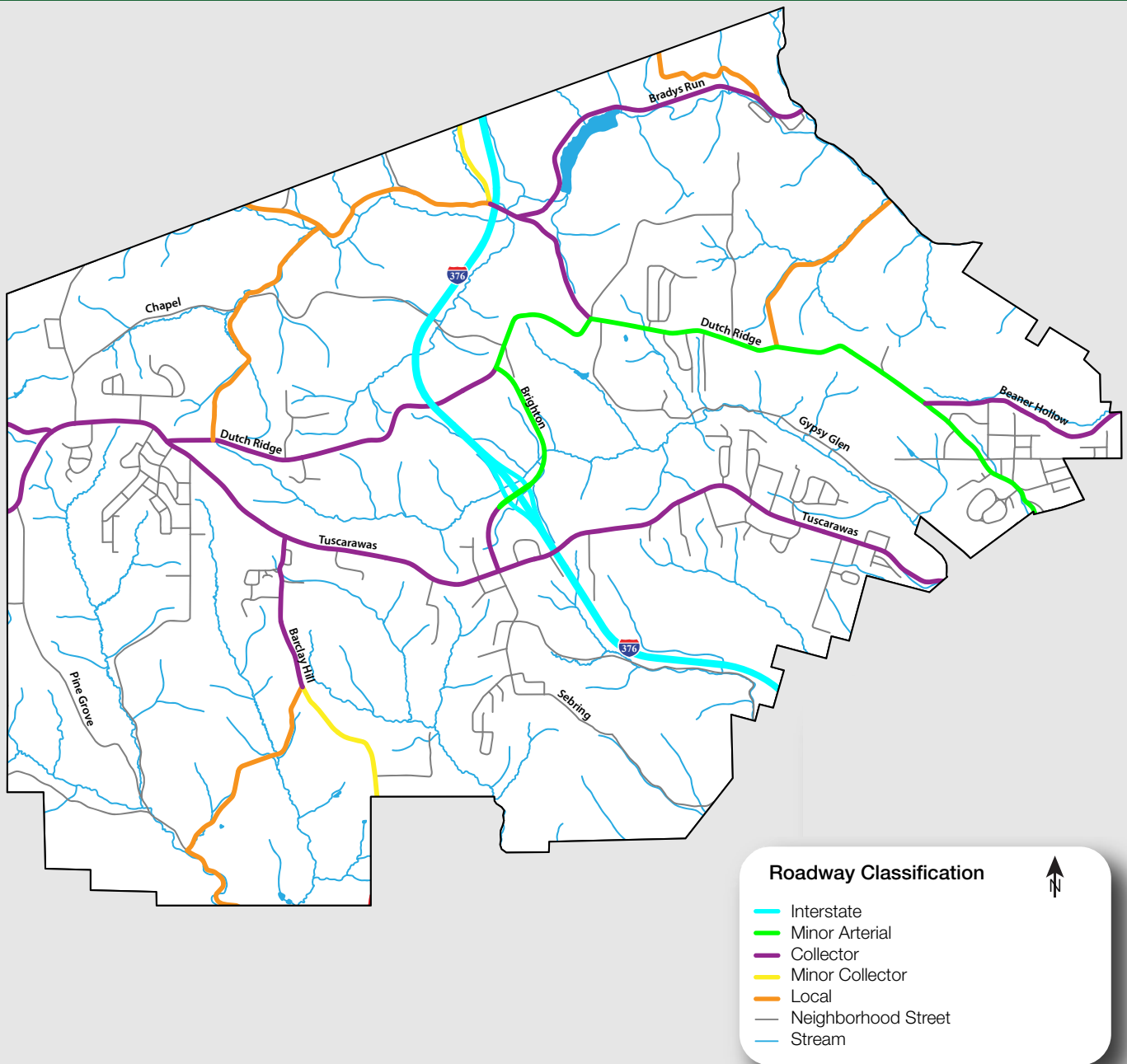


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INFRASTRUCTURE

ROADWAY FUNCTIONAL CLASSIFICATION



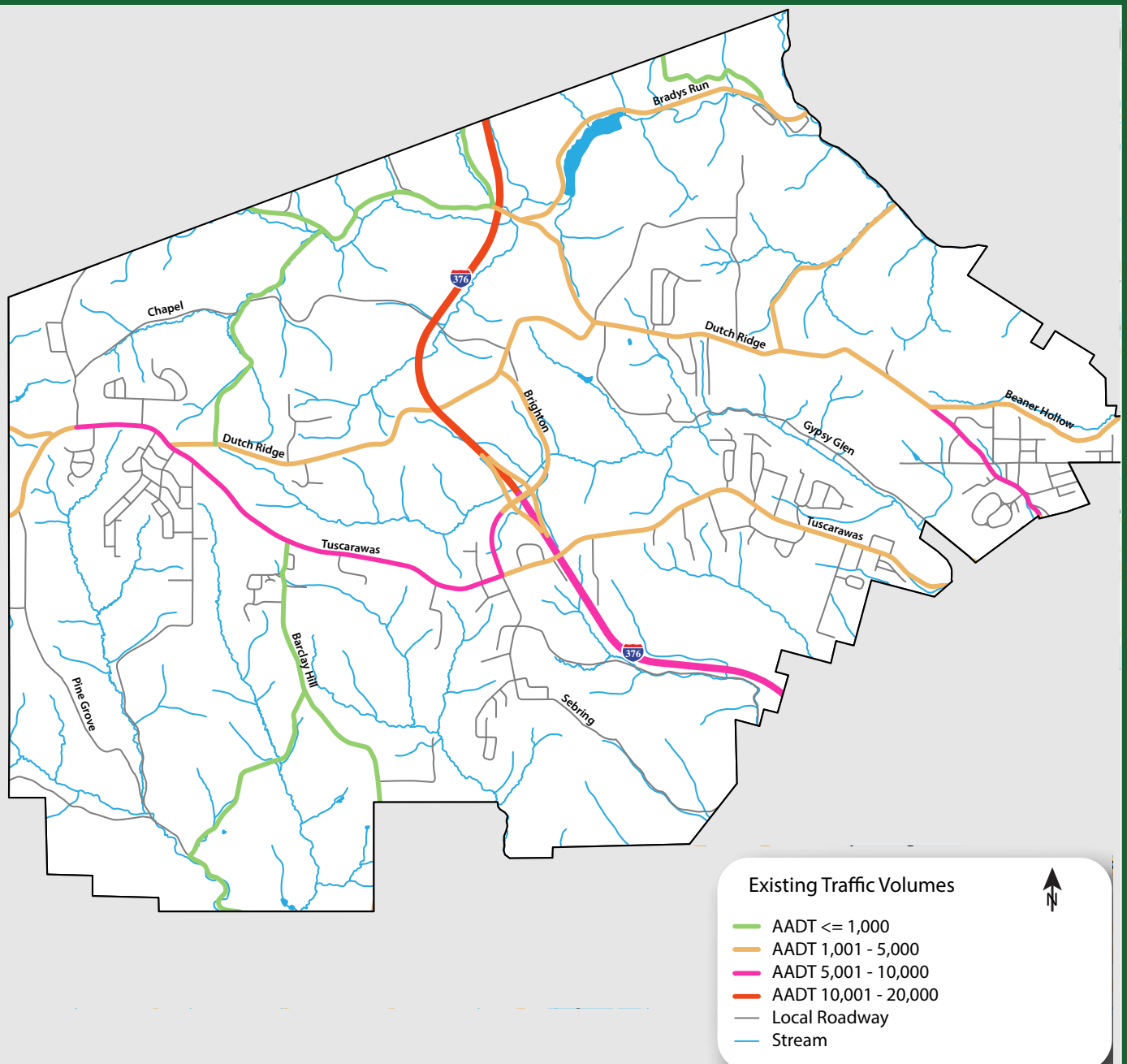
Source: PennDOT

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INFRASTRUCTURE



AVERAGE ANNUAL DAILY TRAFFIC (AADT)



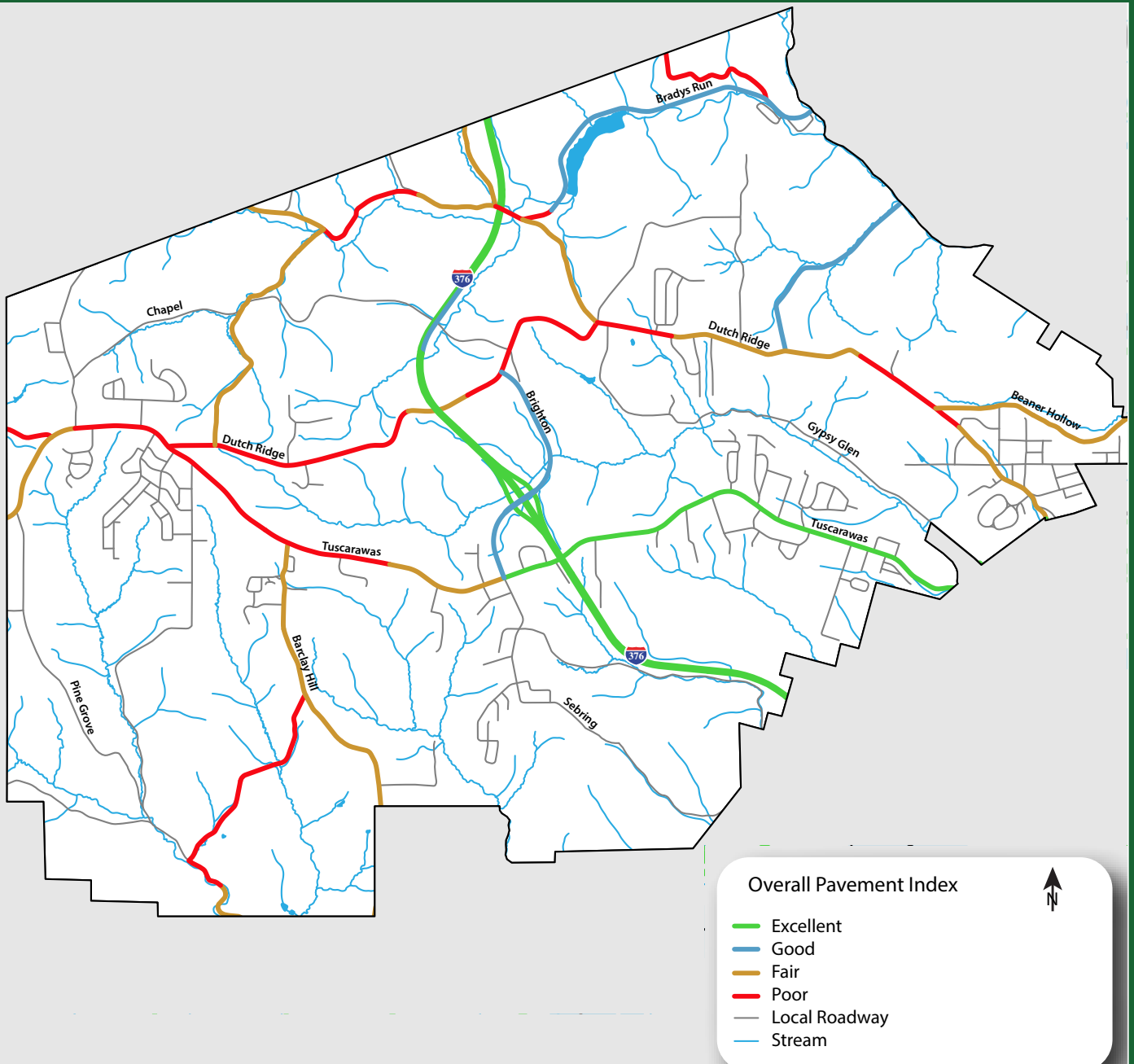
Source: PennDOT
AADT - Average Annual Daily Traffic

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INFRASTRUCTURE



OVERALL PAVEMENT INDEX



Source: PennDOT

Assessment Implementable Comprehensive Plan



RECOMMENDATIONS

CH 3



Recommendations

Implementable Comprehensive Plan



PRIORITY ISSUE:



CONSERVE LAND & NATURAL RESOURCES

Implementable Strategies

- Explore level of public support for an increased real estate tax levy or a referendum for an increased earned income levy for Open Space Lands, Acquisition and Preservation [PA Act 153 of 1996]
- Educate landowners on the financial and environmental benefits of voluntary conservation easements & engage land conservancies that are active in Western PA to raise awareness of environmentally sensitive areas and local support of conservation efforts
- Pursue state grant funding assistance for acquisition of strategic parcels for conservation through PA DCNR or PA Act 13 of 2012 Marcellus Legacy Fund funding opportunities
- Continue to annually set aside funds dedicated for the acquisition of land or conservation easement as previously recommended by the 2016 Greenways and Trails Plan

94%



OF VIRTUAL
WORKSHOP
PARTICIPANTS
SUPPORT
LAND CONSERVATION

Recommendations

Implementable Comprehensive Plan



Open Space Referendum

Municipalities are authorized by PA Act 153 of 1996 ("Open Space Lands, Acquisition and Preservation") to purchase land or easements for the purpose of conservation. Local governments may levy a tax on real estate or earned income above the existing limits of the Commonwealth's laws, but only if they first receive referendum approval from the voters. A plan to protect these resources is required prior to expenditures of open space tax revenue.

Background

A conservation referendum is a highly successful mechanism for raising money dedicated specifically to conservation. Local governments in Pennsylvania can protect open space with agricultural, recreational, natural, scenic, historic, or cultural value using funds approved by voters in a primary or general election.

Voter approval via a referendum is only legally required if the proposed conservation financing would put a local government over its statutory debt or tax limits. However, a referendum may still be desirable even if a local government is below its debt and tax limits, because the referendum serves to dedicate the tax or bond revenue to the specific conservation purpose described in the referendum. Also, a referendum may be useful if the government will seek to incur additional debt or raise taxes in the future for purposes that are subject to the statutory debt and tax limits.

Referenda are effective—and popular—mechanisms to fund conservation projects in communities. Between 1987 and 2017, states, counties, and municipalities across the United States passed 1,980 of 2,624 proposed conservation ballot measures (75%), generating nearly \$76 billion for open space, parks, watersheds, recreation areas, and wildlife preserves.

Between 1987 and 2017, Pennsylvania voters approved 129 of 164 proposed conservation ballot measures (79%), allocating nearly \$1.6 billion for conservation purposes. 126 of the 129 referenda were at the county and municipal level; three were statewide.

Recommendations

Implementable Comprehensive Plan



Open Space Referendum

CASE STUDY: Smithfield Twp, Monroe County

In 2016, voters in Smithfield Township, Monroe County (PA) approved a \$2 million bond (known as the Smithfield Township Water Quality, Forest, and Wildlife Habitat Fund) to finance land and water protection. The referendum passed by a large margin, with 76% support.

Several key elements of the campaign contributed to the passage of the referendum and are summarized below and on the next page.

Open Space Referendum Campaign

Local Leaders

All three township supervisors were committed to protecting the area's natural resources and publicly supported the ballot measure. A well-known landowner and naturalist in the area also campaigned for the referendum which added legitimacy to the campaign.

Clear Goals

The campaign established clear goals for the conservation funding. The \$2 million bond would be used to acquire land and conservation easements in strategic areas in order to:

- Protect drinking water supplies;
- Protect water quality in lakes, rivers, and streams;
- Protect forests and wildlife habitat; and
- Protect wetlands that provide flood protection.

Strong Coalition

Multiple groups were involved with the campaign. The Nature Conservancy created a Facebook page to promote the ballot measure. The Trust for Public Land conducted research and polling, and worked on the ground with Pocono Heritage Land Trust (PHLT) to educate voters. Because PHLT only engaged in education (rather than lobbying), it was not required to register as a political committee.

An Effective Message

Polling consistently shows that clean water is a top environmental priority for voters. The campaign capitalized on this by emphasizing in its communications that the money would be used to protect drinking water supplies for township residents.

Recommendations

Implementable Comprehensive Plan



Voter Education

In written and verbal communications, the campaign clearly articulated that the measure would only cost the average homeowner an extra \$2.50 per month. It reassured voters that all acquisitions would be in cooperation with willing landowners, and that there would be an annual public audit of how the funds were spent. The campaign also made sure to define terms like conservation easement so voters did not feel overwhelmed by jargon.

The campaign distributed a two-page document to explain the ballot measure and answer common questions.

Ballot Placement and Language

The ballot was placed on the November 2016 ballot. Because of the presidential election, this timing offered the promise of high voter turnout. The township supervisors had the measure placed at the top of the ballot; the campaign highlighted this in its public outreach.

The measure used straightforward language that clearly explained the financial cost and numerous conservation benefits of the proposal:

Shall debt in the sum of Two Million Dollars (\$2,000,000.00) for the purpose of financing the acquisition of land, development rights and/or conservation easements in the township for the protection of drinking water supplies; water quality in lakes and streams; wetlands that provide flood protection; forests and wildlife habitat be authorized to be incurred as debt approved by the electors?



Recommendations

Implementable Comprehensive Plan



Conservation Easements

A conservation easement is a power vested in a land trust or government to constrain, as to a specified land area, the exercise of rights otherwise held by a landowner so as to achieve certain conservation purposes. It is a real property interest established by agreement between a landowner and a land trust or government. The conservation easement runs with the land, meaning it is applicable to both present and future owners of the land. As with other real property interests, it is recorded at the county recorder of deeds office.

The conservation easement's overarching objectives and administrative terms for advancing the objectives are tailored to the particular property and to the goals of the landowner and conservation organization. For example, a conservation easement might allow sustainable forestry but restrict most other uses. Another might prohibit construction and logging within 100 feet of a stream but allow it elsewhere. Another might support farming but forbid development.

Most conservation easements are donated by landowners who wish to protect a beloved place. Under certain circumstances, easements are sold at a bargain price or fair market value. Donations and bargain sales that meet IRS requirements can result in federal tax benefits.

The "Model Grant of Conservation Easement and Commentary", published and maintained by the Pennsylvania Land Trust Association, includes a state-of-the-art easement document as well as more than seventy pages of in-depth guidance for using the model.

The establishment of a conservation easement requires:

1. landowners willing to place limits on the use of their land in order to advance conservation purposes; and
2. a holder, a nonprofit conservation organization or unit of government, willing to accept the powers and the obligation to uphold the conservation purposes. State and federal laws set criteria that organizations must meet in order to hold conservation easements.

Thousands of Pennsylvania properties important to people - farms, forestlands, scenic hillsides, historic landscapes, community open space, etc. - have been conserved with conservation easements. Pennsylvania landowners have partnered with private land trusts to conserve 219,000 acres with conservation easements as of December 2011. Another 400,000 acres have been protected with County Agricultural Land Preservation Boards. Numerous parcels have also been conserved with local municipalities.

The first conservation easement in Pennsylvania was established in 1966.

Recommendations

Implementable Comprehensive Plan



Grant Funding Assistance for Open Space Preservation

DCNR

DCNR helps communities and nonprofit organizations across Pennsylvania acquire land for public parks and open space to be enjoyed by all for generations to come.

DCNR supports land conservation and acquisition through several methods, including:

- The acquisition of lands that are added to state parks, state forests, and state gamelands
- Grant funding assistance for acquisition of trail corridors, recreation areas, greenways, critical habitat, and other open space by local government or nonprofits
- Grant funding assistance for the purchase of conservation easements
- Grant funding assistance to organizations for large, landscape-scale planning efforts

Many of these projects are administered by DCNR's Bureau of Recreation and Conservation.

The annual grant funding used to support the acquisition and enhancement of these lands is made possible through the Community Conservation Partnerships Program (C2P2). This program is supported by enabling legislation that dedicates funding from a variety of sources. The C2P2 program has funded land acquisitions and easements for recreation and conservation across the Commonwealth.

Land Acquisition

Land acquisition for public parks and open space may include the "fee simple" purchase of a parcel of land. A fee simple purchase transfers full ownership of the property, including the underlying title, to another party.

Grant funding also may be used to fund properties for public parks and open space protection with rights that have been severed. For example, the underlying mineral rights may have been severed from the surface rights. In that case, the grantee may purchase the property and own the surface rights, while a different entity may own the mineral rights.

Conservation Easements

Conservation easements funded by DCNR must follow the WeConservePA Model Easement.

The provisions listed in the DCNR Required Language for Conservation Easements document (DOC) also must be included as part of any conservation easement acquired or used as match under the C2P2 program.

Recommendations

Implementable Comprehensive Plan



PA Act 13 Greenways, Trails and Recreation Program (GTRP)

Overview

Act 13 of 2012 establishes the Marcellus Legacy Fund and allocates funds to the Commonwealth Financing Authority (the "Authority") for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects using the Greenways, Trails and Recreation Program (GTRP).

Uses

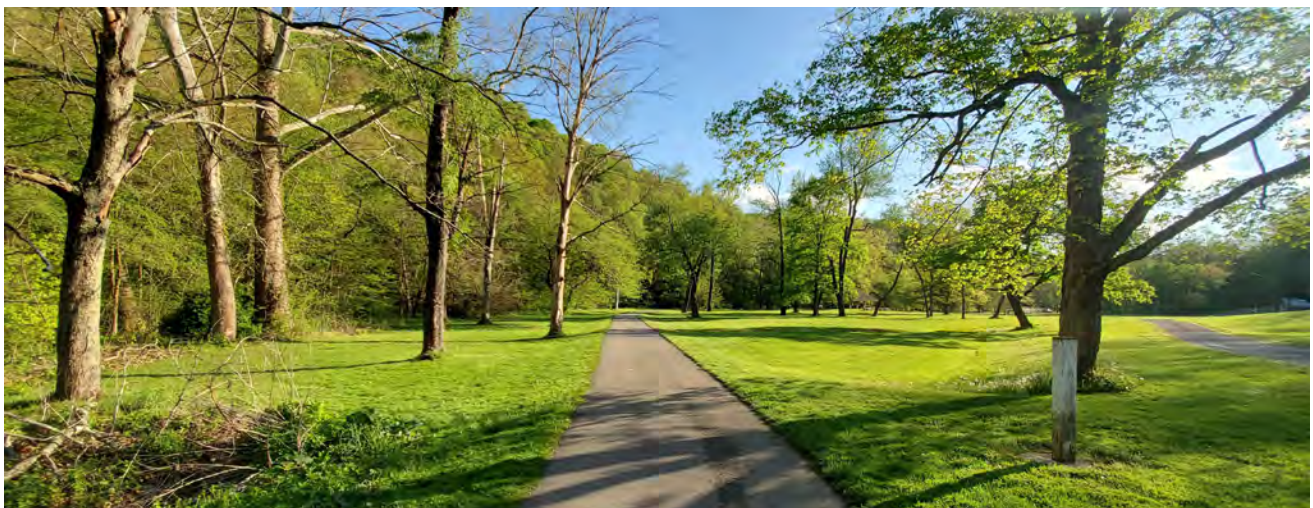
Projects which involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails and river conservation.

Eligibility

- For-Profit Businesses
- Municipalities
- Councils of Governments
- Authorized Organization
- Institution of Higher Education
- Watershed Organization

Funding

Grants shall not exceed \$250,000 for any project. A 15% match of the total project cost is required.



Recommendations

Implementable Comprehensive Plan



PRIORITY ISSUE:



PROVIDE TRAIL CONNECTIONS

Implementable Strategies

- Pursue state grant funding assistance for priority trail segments along Two Mile Run through PA DCNR
- Leverage potential referendum for Open Space provision that allows for 25% of funds to be used toward recreational development [Act 115 of 2013] as local matching funds for state/federal grants
- Coordinate with transportation funding agencies to ensure on-road bicycle routes have proper signage, pavement markings and safety measures
- Provide for multimodal connectivity between neighborhoods during subdivision process

61%



OF COMMUNITY
SURVEY
RESPONDENTS
DESIRE
WALKING &
BIKING PATHS

Recommendations

Implementable Comprehensive Plan



DCNR Trail Grants

DCNR's goal is to have a trail within 15 minutes of every Pennsylvania citizen. DCNR's Bureau of Recreation and Conservation provides grants to support the enhancement and expansion of non-motorized and motorized trails to meet this goal.

Trail grants are awarded through the Community Conservation Partnerships Program.

Eligible trail grant projects include:

- Land Acquisition
- Planning
- Construction, rehabilitation and maintenance
- Development and operation of trail educational programs.
- The purchase or lease of maintenance and construction equipment. Only for facilities that support the use of all-terrain vehicles (ATV) and snowmobiles.

Trail Project Funding Criteria

For the purposes of this grant program, trails are defined as a designated land or water corridor with public access that provides recreation and/or alternative transportation opportunities to motorized and/or non-motorized users of all ages and abilities.

To be considered a trail project, at least 75 percent of the total project cost must be related to trail activities and/or trail-related facilities.

Generally speaking, a recreational pathway that falls completely within a local park will be considered a Park Rehabilitation and Development project rather than a Trail project.

Trail Project Funding Eligibility

Applicants must work with the Bureau of Recreation and Conservation's regional advisors (PDF) to determine eligibility of their organization, eligibility of their project, and the most suitable funding source.

Examples of trail projects eligible for funding include:

- Trail Land Acquisition - Projects involve the purchase of fee simple title or perpetual easement to real property for subsequent development of motorized and non-motorized trails and trail-related facilities.
- Trail Planning - Projects examine the feasibility of developing land and water trails and trail-related facilities for motorized and non-motorized recreational activities as well as provide an action plan to make the trail a reality.

Recommendations

Implementable Comprehensive Plan



- Trail Development, Rehabilitation, and Maintenance - Projects involve new construction, rehabilitation, and/or maintenance of existing land and water trails and trail-related facilities for motorized and non-motorized recreational activities.
- Trail Educational Programs - Projects involve the development and operation of educational programs that promote safety and environmental protection as those objectives relate to the use of motorized and non-motorized recreational trails.
- Trail Equipment Purchase - Projects involve the purchase or lease of equipment to be used exclusively for the maintenance or construction of facilities that support the use of ATVs and snowmobiles.

Trail Funding Sources, Eligibility, and Match

The following are available DCNR funding sources for trail projects. The scope of a trail project will determine the eligibility of trail funds and requirements.

Keystone Recreation, Park and Conservation Fund

Eligible Applicants: Municipalities and municipal entities.

Eligible Projects: Construction and rehabilitation, planning, and acquisition of non-motorized and motorized trails and trail-related facilities.

Required Match: Minimum 50 percent of project cost. Match can include a combination of cash and/or non-cash values.

Environmental Stewardship Fund

Eligible Applicants: Municipalities and nonprofit organizations.

Eligible Projects: Construction and rehabilitation, planning, and acquisition of non-motorized and motorized trails and trail-related facilities.

Required Match: Minimum 50 percent of project cost. Match can include a combination of cash and/or non-cash values.

Recommendations

Implementable Comprehensive Plan



Pennsylvania Recreational Trails Program

Eligible Applicants: Federal and state agencies, municipalities, and nonprofit and for-profit organizations.

Eligible Projects: Construction, rehabilitation, and maintenance of trails and trail-related facilities for both motorized and non-motorized recreational trails; and the development of educational materials and programs.

Required Match: Minimum 50 percent of project cost. Match can include a combination of cash and/or non-cash values.

Other Grant Opportunities for Trails

In addition to funding opportunities through DCNR, trail funding opportunities are available through other state agencies including:

- Transportation Alternatives Program - Pennsylvania Department of Transportation
- Multimodal Transportation Fund - Pennsylvania Department of Transportation
- Greenways, Trails and Recreation Program - Pennsylvania Department of Community & Economic Development
- Multimodal Transportation Fund - Pennsylvania Department of Community & Economic Development



Recommendations

Implementable Comprehensive Plan



Open Space Referendum:

Use of Funds for Recreation Purposes

Approved on December 18, 2013, Act 115 amends Pennsylvania's Open Space Law (Act 442 of January 19, 1967, as amended), which authorizes the Commonwealth and its local government units to preserve, acquire or hold land for open space uses and provides for municipal referenda for dedicated open space taxes. The amendment provides greater flexibility and clarity to local municipalities in managing their open space programs.

Act 115 of 2013 improves PA's Open Space Law and allows Some Revenue to be Used for Maintenance and Development

The amendment provides that in addition to acquiring land and easements, dedicated open space taxes may now be used to:

- Develop, improve, design, engineer and maintain open space acquired with dedicated open space taxes in order to provide open space benefits.* (Up to 25% of open space taxes may be used for this purpose.)
- Prepare the resource, recreation or land use plan needed to acquire open space under the law.

The new flexibility to use a portion of the taxes for development and maintenance enables municipalities with well established open space protection programs to better steward their protected lands and build trails and other recreational facilities that provide open space benefits. This flexibility may also encourage more municipalities to hold referenda to establish open space programs now that they know that they can use a portion of the revenue to care for and create recreational opportunities on the open space.

* Open space benefits include: (i) the protection and conservation of water resources and watersheds, by appropriate means, including but not limited to preserving the natural cover, preventing floods and soil erosion, protecting water quality and replenishing surface and ground water supplies; (ii) the protection and conservation of forests and land being used to produce timber crops; (iii) the protection and conservation of farmland; (iv) the protection of existing or planned park, recreation or conservation sites; (v) the protection and conservation of natural or scenic resources, including but not limited to soils, beaches, streams, flood plains, steep slopes or marshes; (vi) the protection of scenic areas for public visual enjoyment from public rights of way; (vii) the preservation of sites of historic, geologic or botanic interest; (viii) the promotion of sound, cohesive, and efficient land development by preserving open spaces between communities.

Recommendations

Implementable Comprehensive Plan



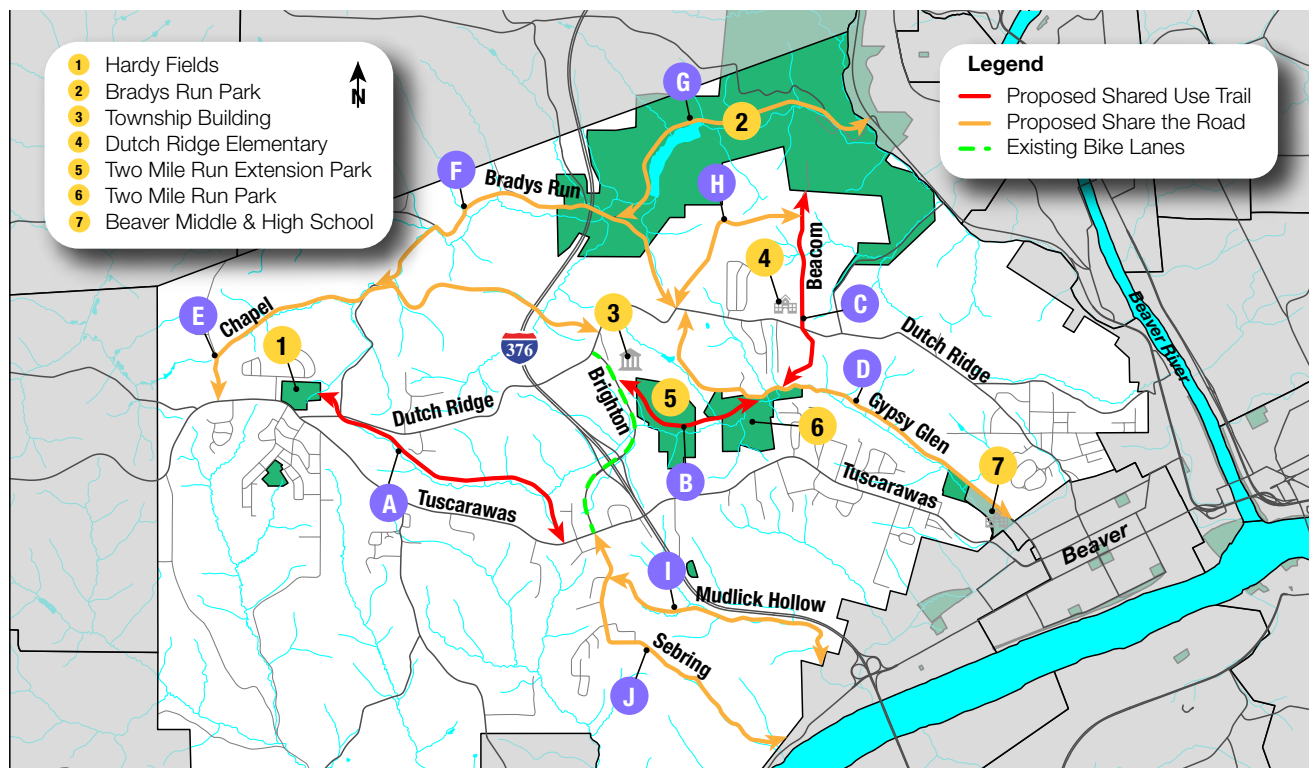
Proposed Trail Corridors

As part of the comprehensive planning process the public, steering committee, and Township staff were asked to rate which proposed bicycle and pedestrian connections they were most interested in seeing implemented. The results of that exercise illustrated that off-road trails were preferred to bike lanes and/or sharrows.

The three trails shown in that exercise were

1. Brady's Run Connector Trail
2. Hardy Fields Trail
3. Two Mile Run Trail

All three were highly desired as future community connections. As such, additional detail including a preliminary alignment, profile, and estimates were completed to determine the future design constraints and costs of each trail. The following pages detail these findings.



Recommendations

Implementable Comprehensive Plan



Brady's Run Connector Trail

Overview

The Brady's Run Connector Trail links Two Mile Run Park with Dutch Ridge Elementary School and enables a future trail to be connected to Brady's Run Park. The majority of the 1.10 mile trail runs through private property owned by a single owner (B-K Associates). With this in mind, the Township could consider rezoning the parcels impacted into a planned unit development (PUD). A PUD could specify that any future development of this land include space for a multi-use trail as recommended within this plan. When development of the property occurs the Township and developer could then work together to implement the trail.

The proposed trail route attempts to limit impacts to the parcel's buildable area by running along the Gypsy Glenn hillside and eastward along a tributary to Dutch Ridge Road. Though all grades along this proposed route do not exceed 5%, there are some design challenges. Two tributaries along Gypsy Glenn Road will need to be spanned by either a small bridge or large culvert. A third tributary crossing within the center of the property will also be needed. This crossing could be completed with a large culvert. In addition, it was assumed that a small retaining wall will be needed along the trail while traversing the hillside. Based on GIS contours, it appears that the retaining wall would not need to be higher than 2 to 4 feet but additional design and survey are needed to confirm the height and length of the wall.

Once the trail reaches Dutch Ridge Road, an actuated mid-block crossing should be installed. The trail alignment would then follow the existing sidewalk to Beacon Road and ultimately link Dutch Ridge Elementary. Sidewalk within this section would need to be removed and widened to 10 feet.

A future phase of the Brady's Run Connector Trail would run along Beacon Road and ultimately to the trailhead within Brady's Run Park.

The preliminary cost for Phase 1 is \$3M dollars. Preliminary costs assumed a 25% contingency and inflation costs as trail construction may be years away. A detailed preliminary cost estimate is also provided.

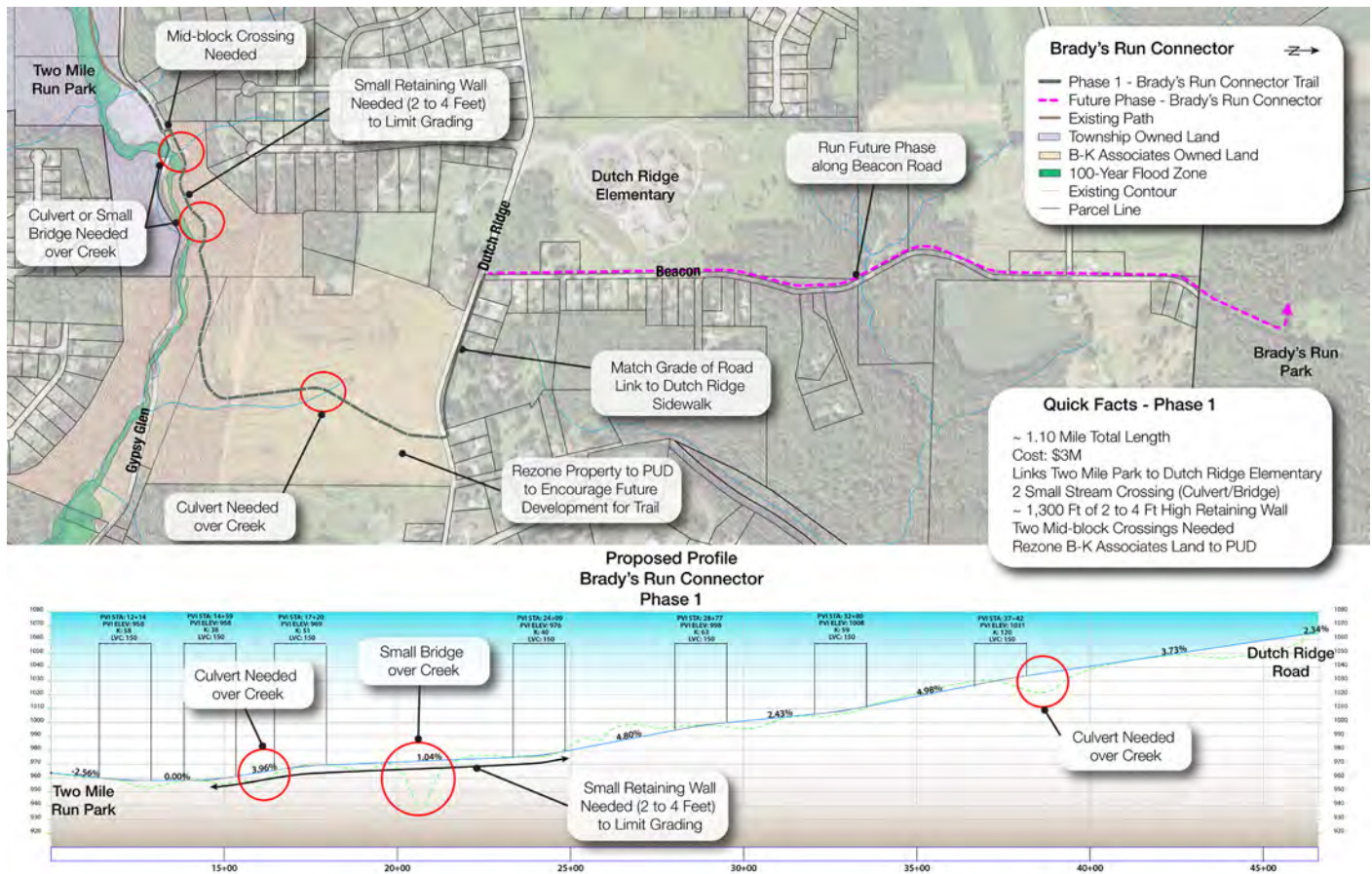
Due to the multiple design challenges with this trail segment, the Township should reassess this alignment once development of this parcel occurs to see if the redevelopment of the site provides an easier and cheaper alternative alignment (i.e. a new roadway to run alongside). The Township should focus on updating the zoning code first and foremost to a PUD so that this trail connection, and others, are possible when future development occurs.

Recommendations

Implementable Comprehensive Plan



Brady's Run Trail: Conceptual Plan & Profile



Overview

An alternate conceptual alignment between Gypsy Glen Road and Dutch Ridge Road along an existing sewer easement is shown on the next page.

Recommendations

Implementable Comprehensive Plan



Brady's Run Trail: Alternate Conceptual Alignment along Sewer Easement



Recommendations

Implementable Comprehensive Plan



Brady's Run Connector Trail: Cost Estimate

Bradys Run Connector Trail - Phase 1 Assumptions: Approx. 4,500 ft of 10' Wide Paved Trail, 2 Bridges, 2 Culverts, Retaining Wall, Extensive Earthwork, 1 Private Easements Preliminary Estimate of Probable Cost (4/2021)				
Items	Unit	Unit Cost \$ (2021)	Quantity	Total \$
General Construction Costs				
Primary Cost Drivers				
Roadway				
Street Crossings with Rectangular Rapid Flashing Beacons (RRFBs) - Gypsy Glen, Dutch Ridge, Beacon	Each	\$10,000.0	3	\$30,000
Tree Clearing and Grubbing	Lump	\$1.0	30,000	\$30,000
Excavation	CU Yd	\$8	45000	\$360,000
Embankment	CU Yd	\$6	13000	\$78,000
Erosion Control				
Seeding & Mulching	Sq Yd	\$3	3,000	\$9,000
Topsoil	Cu Yd	\$15	333	\$5,000
Drainage				
2 Small Culverts over Tributaries (48" Round Assumed)	Ft	\$300	60	\$18,000
Full Height Headwall	Each	\$10,000	4	\$40,000
Pavement				
6" Aggregate Base	Cu Yd	\$55	833	\$45,833
Geotextile Fabric, Type D	Sq Yd	\$2	5,000	\$10,000
1.75" Asphalt Concrete Intermediate Course, Type 2, PG64-22	Cu Yd	\$200	243	\$48,611
1.25" Asphalt Concrete Surface Course, Type 1, PG64-22	Cu Yd	\$220	174	\$38,194
Structures				
Bridge over Two Mile Run (Sta. 12+00)	Ft	\$1,200	100	\$120,000
Bridge Abutments (2 per bridge)	Each	\$50,000	2	\$100,000
Retaining Wall (4' High Average)	Sq Ft	\$175	4,400	\$770,000
Primary Cost Drivers Subtotal				\$1,703,000
Contingencies (25%)				\$426,000
Inflation Costs 12.1% (Assume Construction Mid Point June 2025)				\$206,063
Mobilization				\$40,000
Summary of Probable Total Construction Costs 2021				\$2,375,063
Right of Way Costs				
Right of Way Easement - 1 Private Property	Sq Ft	\$1.00	52,800	\$52,800
Costs to Prepare Easements				\$10,000
Professional Services				
Engineering & Design Costs 10% of Construction Costs				\$237,506
Geotechnical (Borings for Bridges/Culverts)	Each	\$2,000	12	\$24,000
Survey Costs 2% of Construction Costs				\$47,501
Construction Inspection 10% of Construction Costs				\$237,506
Summary of Probable Total Project Costs 2021				\$3,000,000

Recommendations

Implementable Comprehensive Plan



Hardy Fields Trail

Overview

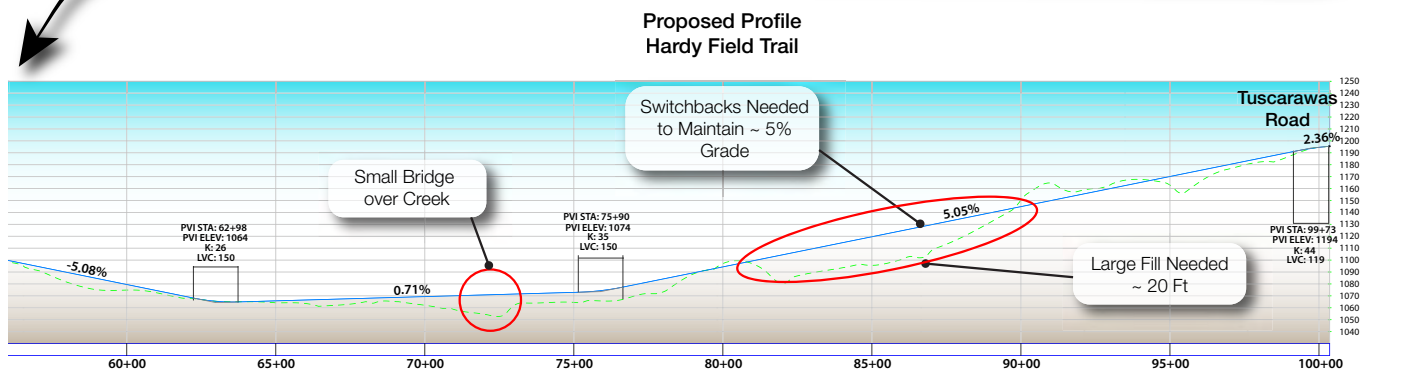
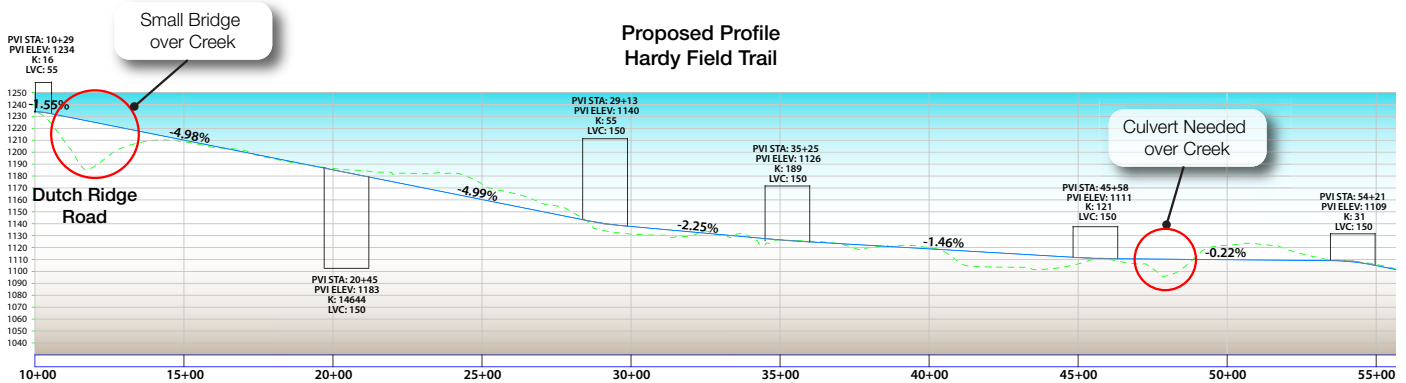
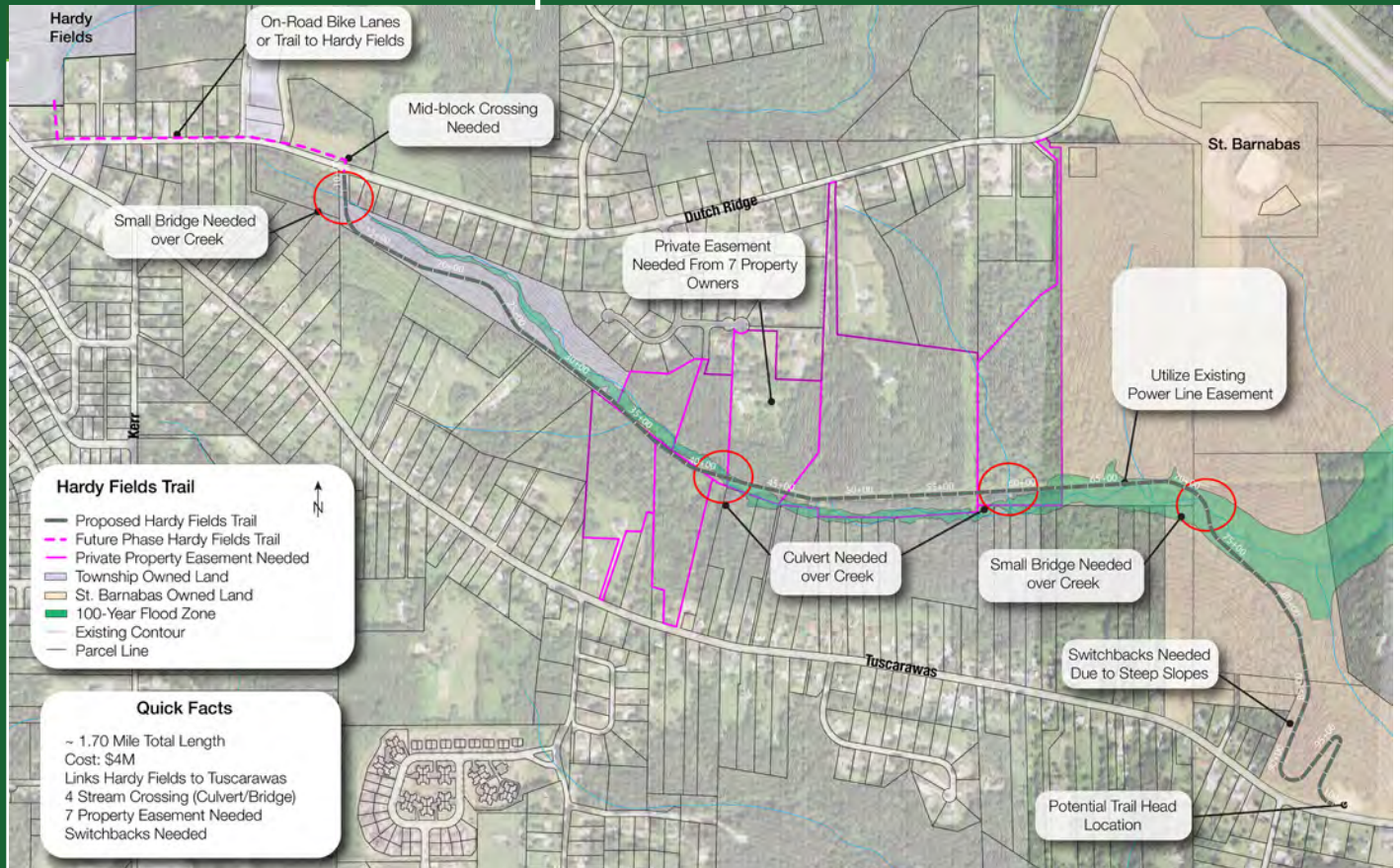
The Hardy Fields Trail was conceptualized as an alternative to providing bike lanes along Tuscarawas Road. The idea of creating bike lanes along Tuscarawas Road was costly, did not provide a safe bicycling experience for many, and was not scenic. The Hardy Fields trail would run along Dutch Ridge Road from Hardy Fields and then along Two Mile Creek, utilizing land owned by St. Barnabas to create a future off-road connection to Tuscarawas or Brighton Road. While the Hardy Fields Trail is still costly, with a preliminary estimate at \$4M dollars, the trail does provide a much safer and scenic alternative to bike lanes.

At 1.70 miles, it is the longest of the three proposed trail connections. The trail would begin within Township owned land along Dutch Ridge Road and run along the Two Mile Creek. This alignment would require seven private easements from seven different property owners. Though this does present a challenge, the trail's alignment is roughly 100 feet below private homes and is along the back edges of the properties. A portion of this trail would run along an existing utility easement that traverses into land owned by St. Barnabas. The trail would then run up the southern rim wall to Tuscarawas or Brighton Road, where a small trailhead is envisioned. Grades along the preliminary alignment are all 5% or less, but due to the large elevation changes from the creek floor to the top of the ridgeline, switchbacks are needed north of Tuscarawas Road. Two small bridges and two large culverts will most likely be needed to construct this trail. It is also anticipated the moderate amounts of earthwork will be needed on St. Barnabas property to navigate the steep slopes.

All of these design constraints are what drive the preliminary cost to \$4M. Preliminary costs assumed a 25% contingency and inflation costs as trail construction may be years away. A detailed preliminary cost estimate is also provided.

Completing this trail in segments is recommended to spread out construction costs. Of the three trails detailed in this plan, this trail presents the most design challenges.

Hardy Fields Trail: Conceptual Plan & Profile



Recommendations

Implementable Comprehensive Plan



Hardy Fields Trail: Cost Estimate

Hardy Fields Trail				
Assumptions: Approx. 9,000 ft of 10' Wide Paved Trail, 2 Bridges, 2 Culverts, Extensive Earthwork, 7 Private Easements				
Preliminary Estimate of Probable Cost (4/2021)				
Items	Unit	Unit Cost \$ (2021)	Quantity	Total \$
General Construction Costs				
Primary Cost Drivers				
Roadway				
Tree Clearing and Grubbing	Lump	\$1.0	50,000	\$50,000
Excavation	CU Yd	\$8	49500	\$396,000
Embankment	CU Yd	\$6	96000	\$576,000
Erosion Control				
Seeding & Mulching	Sq Yd	\$3	6,000	\$18,000
Topsoil	Cu Yd	\$15	667	\$10,000
Drainage				
2 Large Culverts over Two Mile Run (10'x4' Box Assumed)	Ft	\$1,500	100	\$150,000
Full Height Headwall	Each	\$15,000	4	\$60,000
Pavement				
6" Aggregate Base	Cu Yd	\$55	1,667	\$91,667
Geotextile Fabric, Type D	Sq Yd	\$2	10,000	\$20,000
1.75" Asphalt Concrete Intermediate Course, Type 2, PG64-22	Cu Yd	\$200	486	\$97,222
1.25" Asphalt Concrete Surface Course, Type 1, PG64-22	Cu Yd	\$220	347	\$76,389
Structures				
Bridge over Two Mile Run (Sta. 12+00)	Ft	\$1,200	225	\$270,000
Bridge over Two Mile Run (Sta. 71+50)	Ft	\$1,200	200	\$240,000
Bridge Abutments (2 per bridge)	Each	\$50,000	4	\$200,000
Primary Cost Drivers Subtotal				\$2,256,000
Contingencies (25%)				\$564,000
Inflation Costs 12.1% (Assume Construction Mid Point June 2025)				\$272,976
Mobilization				\$100,000
Summary of Probable Total Construction Costs 2021				\$3,192,976
Right of Way Costs				
Right of Way Easement - 7 Private Properties	Sq Ft	\$1.00	48,000	\$48,000
Costs to Prepare Easements				\$20,000
Professional Services				
Engineering & Design Costs 10% of Construction Costs				\$319,298
Geotechnical (Borings for Bridges/Culverts)	Each	\$2,000	16	\$32,000
Survey Costs 2% of Construction Costs				\$63,860
Construction Inspection 10% of Construction Costs				\$319,298
Summary of Probable Total Project Costs 2021				\$4,000,000

Recommendations

Implementable Comprehensive Plan



Two Mile Run Trail

Overview

The Two Mile Run Trail would link Two Mile Run Park with Township Hall, the Township's Disk Golf Course, and ultimately the Brighton Road bike lanes. The trail would begin along the northern side of Two Mile Creek and run along the hillside, south of the Two Mile Park baseball fields. The majority of the proposed trail route would be within existing Township-owned land with the exception of 900 feet along the back edge of the Roberts Run LLC property. However, this portion of the property, is identified as a future land acquisition on the Township's recorded Official Map and, therefore, could become Township owned if the property is ever developed. An easement for the trail would need to be negotiated with the property owner for this segment. The trail would follow the existing drive/trail within the Township's maintenance yard to minimize earthwork and to allow easy access along the trail for emergency vehicles. With the exception of the maintenance yard driveway entrance, all grades along the proposed trail route do not exceed 5%. It is anticipated that only one large culvert or small bridge will be needed along a tributary to the Two Mile Creek.

Though only 1.25 miles in total length, due to the relatively high cost, breaking the trail construction into segments is advised. Preliminary costs assumed a 25% contingency and inflation costs as trail construction may be years away.

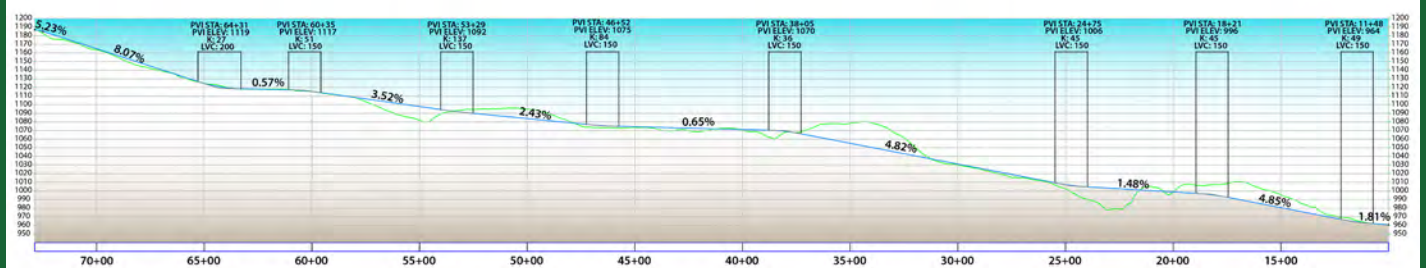
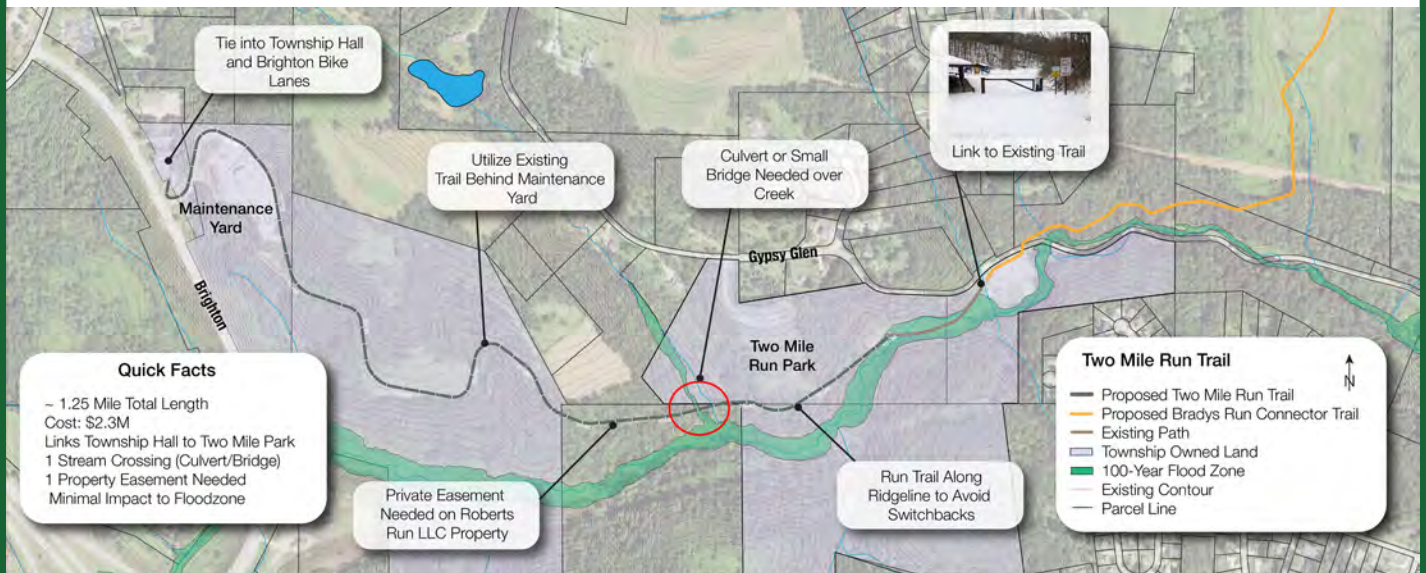
A detailed preliminary cost estimate is also provided. It should be noted that these costs are preliminary and are based on County GIS and aerial information. Once funding is secured, a more detailed preliminary estimate should be conducted as the exact

Recommendations

Implementable Comprehensive Plan



Two Mile Run Trail: Conceptual Plan & Profile



Recommendations

Implementable Comprehensive Plan



Two Mile Run Trail: Cost Estimate

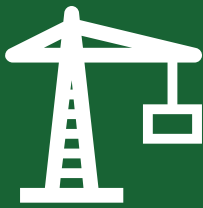
Two Mile Run Trail				
Assumptions: Approx. 6,300 ft of 10' Wide Paved Trail, 1 Bridge, Modest Earthwork, 1 Private Easement				
Preliminary Estimate of Probable Cost (4/2021)				
Items	Unit	Unit Cost \$ (2021)	Quantity	Total \$
General Construction Costs				
Primary Cost Drivers				
Roadway				
Tree Clearing and Grubbing	Lump	\$1.0	30,000	\$30,000
Excavation	CU Yd	\$8	71000	\$568,000
Embankment	CU Yd	\$6	24000	\$144,000
Erosion Control				
Seeding & Mulching	Sq Yd	\$3	4,200	\$12,600
Topsoil	Cu Yd	\$15	467	\$7,000
Drainage				
1 Small Culvert Extension (Sta. 55+00)	Ft	\$400	20	\$8,000
Full Height Headwall	Each	\$10,000	1	\$10,000
Pavement				
6" Aggregate Base	Cu Yd	\$55	1,167	\$64,167
Geotextile Fabric, Type D	Sq Yd	\$2	7,000	\$14,000
1.75" Asphalt Concrete Intermediate Course, Type 2, PG64-22	Cu Yd	\$200	340	\$68,056
1.25" Asphalt Concrete Surface Course, Type 1, PG64-22	Cu Yd	\$220	243	\$53,472
Structures				
Bridge over Creek (Sta. 20+80)	Ft	\$1,200	200	\$240,000
Bridge Abutments (2 per bridge)	Each	\$50,000	2	\$100,000
Primary Cost Drivers Subtotal				\$1,320,000
Contingencies (25%)				\$330,000
Inflation Costs 8.9% (Assume Construction Mid Point June 2024)				\$117,480
Mobilization				\$40,000
Summary of Probable Total Construction Costs 2021				\$1,807,480
Right of Way Costs				
Right of Way Easement - 1 Private Property	Sq Ft	\$1.00	14,400	\$14,400
Costs to Prepare Easements				\$10,000
Professional Services				
Engineering & Design Costs 10% of Construction Costs				\$180,748
Geotechnical (Borings for Bridges/Culverts)	Each	\$2,000	6	\$12,000
Survey Costs 2% of Construction Costs				\$36,150
Construction Inspection 10% of Construction Costs				\$180,748
Summary of Probable Total Project Costs 2021				\$2,300,000

Recommendations

Implementable Comprehensive Plan



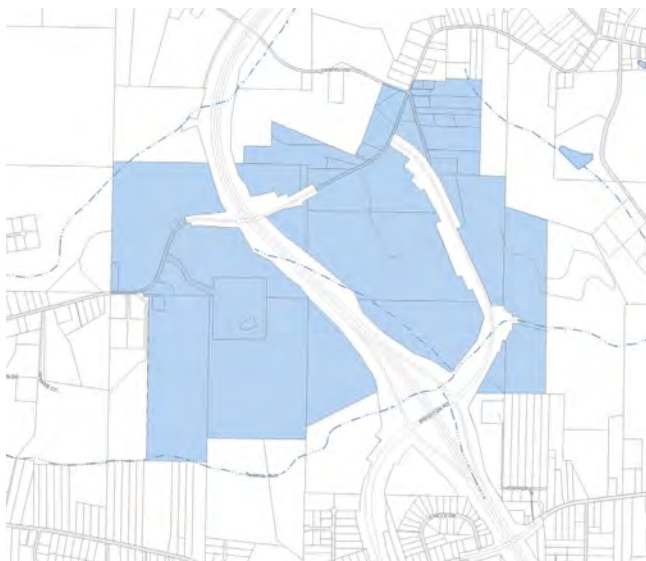
PRIORITY ISSUE:



ENSURE DEVELOPMENT MAINTAINS RURAL CHARACTER

Implementable Strategies

- Ensure zoning encourages community-scaled development that maintains overall Rural Character by incorporating greenspace, natural features & buffering into site development standards
- Explore the possibility of multi-municipal zoning with neighboring municipalities to locate higher-intensity commercial/industrial development in appropriate settings
- Work with regional agency partners (e.g. BCEDA) to identify potential financial incentives/ assistance for community-scaled mixed-use development end users (e.g. office/ professional) that enhance the local tax base



**I-376
INTERCHANGE**
PREFERRED
LOCATION FOR
**COMMUNITY-SCALE
DEVELOPMENT**

Recommendations

Implementable Comprehensive Plan



Conservation Development

Zoning regulations for conservation subdivisions are based on the principle that the only way a developer achieves the maximum number of homes is by setting aside a set percentage of the buildable land as permanently protected, undivided open space, and that substantial density losses are incurred by developers who do not conserve a significant percentage of open space. Full density matches a site's "yield" using conventional zoning. A series of development options can be written into the zoning ordinance that match, increase or decrease the basic yield.

Conservation Development Case Study:

Weatherstone

West Vincent Township, Chester County, PA

Weatherstone combines two creative principles, neo-traditional and conservation design in a mixed-use community surrounded by conservation lands. Weatherstone blends different but compatible land uses, including a mixture of 273 single-family and attached residential units, 240,000 square feet of retail and office space, and a new branch of the county library system.

Conservation Areas:

The 195 acres of conserved land (65% of the total tract area) were laid out with reference to the Township's Map of Potential Conservation Lands. This map identifies both Primary Conservation Areas (unbuildable wetlands, floodplains, and steep slopes) plus conservation opportunities on significant portions of the remaining developable acreage. Weatherstone assists the municipality in achieving its long-range conservation goal of creating a township-wide interconnected network of open space. This open space is used for agricultural production, grazing, forest habitat and active and passive recreation.

Stormwater and Sewer:

Weatherstone implements spray irrigation of fully-treated wastewater applied to conservation lands and stormwater management techniques featuring infiltration measures. The project's advanced stormwater management design filters discharges to the sensitive headwaters of the creek that originates on the property.

The illustrations on the next page show the pre-development and post-development schematic plans of how Weatherstone minimized impacts to ecologically sensitive areas on the site.

Recommendations

Implementable Comprehensive Plan



Sample Conservation Development: Weatherstone - West Vincent Township, Chester County



Pre-Development Natural Resources

Post-Development Site Plan avoiding Natural Resources



Recommendations

Implementable Comprehensive Plan



Mixed-Use District Zoning

Article XII of the Zoning Code establishes the C-2 Mixed-Use District in the vicinity of the I-376 Interchange. The Mixed-Use District is intended to build on the Township's current rural character and bedroom community development to allow for higher density, mixed-use development in a well-planned manner.

Several minor modifications to the Mixed-Use District regulations could be considered to enhance the connectivity and cohesion of the district:

Mixed-Use District - Potential Zoning Code Revisions		
Topic	Current Regulation	Potential Modification
Plazas	A minimum of one plaza shall be installed within a proposed mixed-use development and shall be a minimum of 1,500 square feet with unrestricted public access. Private outdoor dining areas adjacent to a plaza will complement the plaza but cannot be used to reduce the required minimum square footage.	Consider increasing minimum square foot requirement incrementally based on total development area.
Parking	Provide off-street parking designed and maintained to be subordinate to the building architecture and streetscape. Streetscape elements shall be designed to define the streetscape and deemphasize parking areas through screening and provide buffering between pedestrian ways and parking.	Consider conditionally allowing for on-street parking along newly installed streets at activity nodes within the development.
Sidewalks & Trails	Sidewalks, pathways, trails and crosswalks shall be installed and maintained throughout the district in a manner consistent with the district's streetscape requirements. Buildings, lots and neighborhoods within the district shall be linked through pedestrian and bicyclist connections.	Consider citing specific connections to proposed Hardy Fields Trail and Two Mile Run Trail.
Drive Access	Number of driveway entrances. The number of driveway entrances is limited to two per lot, unless a Township-approved traffic study recommends otherwise.	Consider limiting number of drive entrances to one per newly installed street.
Open Space	Open spaces, in the form of pedestrian pockets (along the streetscape), plazas, parks and greens shall be provided at rate of a minimum area equivalent to 5% of the gross land area of the development. The open space may be provided in a location integral to the proposed development site or within a common open space area, under common ownership and/or control within the district.	Consider increasing the open space percentage.

Recommendations

Implementable Comprehensive Plan



Multi-Municipal Zoning

Act 67 of 2000 amended the MPC to allow zoning flexibility to municipalities participating in multi-municipal comprehensive plans. Those municipalities may plan for zoning of land uses considering the whole geographic area of the plan. Any municipality that has not adopted a multi-municipal plan, on the other hand, must accommodate via zoning every conceivable reasonable and lawful use in their municipality, whether or not the use is compatible.

Multi-municipal plan participants may zone for higher-density uses requiring a full range of public services in an urban core municipality where such uses are appropriate and services/infrastructure are available, and not zoned for such uses in a more rural municipality where such uses are not appropriate and services are not available. Conversely, multi-municipal plan participants may zone for low-density uses and uses that require space to buffer their impacts in a more rural municipality, and not zone for such uses in an urban core municipality.

This will facilitate a more rational and efficient development pattern. In preparing a plan for area-wide accommodation of uses, the PA MPC specifies that the plan must accommodate uses within a "reasonable geographic area." This term and concept is not defined in the MPC.

Brighton Township may consider engaging neighboring communities in a discussion on potential multi-municipal planning and zoning. Vanport Township (shown below) has existing industrial land uses due to its freight highway, rail, and waterway access. As such, Vanport Township would be a logical multi-municipal partner for industrial land uses currently conditionally permitted in Brighton Township's C-2 Mixed-Use District



Recommendations

Implementable Comprehensive Plan



Multi-Municipal Zoning

CASE STUDY: Sample Authorizing Resolution

Penn Township & Hanover Borough, York County

RESOLUTION NO. 862

RESOLUTION TO IMPLEMENT SHARING A CONSULTANT TO DEVELOP ZONING ORDINANCES FOR THE TOWNSHIP OF PENN AND THE BOROUGH OF HANOVER.

WHEREAS, the Township of Penn, the Borough of Hanover and the County of York have discussed the possibility of government cooperation in the creation of a developing zoning ordinances for the Penn Township and Hanover Borough, and

WHEREAS, the Township of Penn and the Borough of Hanover share common interests including growth, development and transportation, and

WHEREAS, the municipalities believe the development of complimentary zoning ordinances is the next step after completing a joint comprehensive plan, in applying innovative land development and conservation techniques in dealing with growth, preservation challenges, and issues of redevelopment, and

WHEREAS, in June 2000, the Commonwealth of Pennsylvania created amendments to the Pennsylvania Municipalities Planning Code that give new tools to municipalities for development and implementation of regional and County Plans, and

WHEREAS, the Township of Penn wishes to join with its neighboring municipality, the Borough of Hanover, in the development of a zoning ordinances that fulfills the requirements of the Pennsylvania Municipalities Planning Code and takes advantage of certain regional provisions offered in the June 2000 amendments to the MPC, and

WHEREAS, priority financial assistance is available to municipalities for multi municipal planning through the Pennsylvania "State Planning Assistance Grant," Program, and

WHEREAS, the York County Planning Commission will agree to assist in the process to develop these zoning ordinances with the Township of Penn and the Borough of Hanover.

NOW, THEREFORE, BE IT RESOLVED, that the Township of Penn agrees as follows:

1. That the Township of Penn and the Borough of Hanover enter into governmental cooperation for participation in developing zoning ordinances and Community Development Block Grant ("CDBG") therefor.
2. That the Borough of Hanover shall be responsible for executing all documents pertaining to the CDBG, including but not limited to contracts, payment requisitions, etc.
3. That any party may withdraw from participation in this agreement by notifying the other participating municipality in writing of its intention to withdraw thirty (30) days hence.
4. That this Resolution shall be effective upon the date of adoption by Penn Township.

Recommendations

Implementable Comprehensive Plan



Other Topic:



Maintain Quality Housing

Implementable Strategies

- Enact a rental residential inspection program
- Dedicate additional municipal resources to proactive enforcement of property maintenance rather than relying on a reactive complaint-based system
- Explore the possibility of offering financial incentives for the rehabilitation of aging and distressed properties



Recommendations

Implementable Comprehensive Plan



Regulating and Enforcing a Residential Property Maintenance Code

An Expansive Approach - *Utilizing The International Property Maintenance Code*

The International Property Maintenance Code (IPMC) is used as a guide for many communities looking to create a property maintenance and enforcement program. The IPMC is a model code that regulates the minimum maintenance requirements for existing buildings. The IPMC is a maintenance document intended to establish minimum maintenance standards for basic equipment, light, ventilation, heating, sanitation and fire safety. Responsibility is fixed among owners, operators and occupants for code compliance. The IPMC provides for the regulation and safe use of existing structures in the interest of the social and economic welfare of the community.

The Township of Spring Pennsylvania has referenced the IPMC into their property maintenance code using it as the foundation for their property maintenance program. They choose to reference and edit certain sections of the code to meet their desired needs.

International Property Maintenance Code Founding Principles:

1. Adequately protect public health, safety and welfare;

2. Not unnecessarily increase construction costs;

3. Not restrict the use of new materials, productions or methods of construction; and

4. Not give preferential treatment to particular types or classes of materials, products or methods of construction.

Recommendations

Implementable Comprehensive Plan



The enactment of any maintenance code to regulate and enforce property maintenance standards within the Township will almost certainly require additional Township staff. A more restrictive and all encompassing maintenance program (i.e. all residential properties) will require more resources than a targeted approach (i.e. just rental properties). The costs of such staff must be weighed against the benefits to the community.

Based on the feedback from the public, steering committee and Township staff a more targeted approach centered around rental properties should be pursued by the Township. In 2018 the Township adopted, through reference, the International Property Maintenance Code (IPMC) and defined appropriate licenser requirements and fees. Routine residential rental inspections or point of sale inspections should be included in the property maintenance ordinance. Township staff should thoroughly review the IPMC and make recommendation revisions to the IPMC to be included in the ordinance language.

A sample maintenance code ordinance from Cheltenham Township can be found here for reference: [Sample Maintenance Code Ordinance](#)

Recommendations

Implementable Comprehensive Plan



A Targeted Approach - *Create a Residential Rental License and Inspection Program*

Many communities have created a licensing and inspection program for rental properties. These programs help to ensure that rental properties are identified and that local building codes are being upheld. Due to the small amount of rentals within Brighton Township this program would be much easier to manage and enforce.

Case Study



Hampton Township, Allegheny County, PA

Township Council passed a law requiring the registration and inspection of all Regulated Rental Units in the Township to protect the health, safety and welfare of all Township residents.

All Regulated Residential Rental Units are registered by the property owner; registration includes the Application for Residential Rental Unit Registration (\$50/per unit for three years), conductance of a Triennial Inspection and issuance of a Residential Rental Property License.

The Department of Community Development is responsible for the inspection and licensure of Regulated Residential Rental Units within the Township.

Recommendations

Implementable Comprehensive Plan



Other Topic:



Improve Connections

Implementable Strategies

- Require that sidewalks be installed on both sides of all new subdivision streets when any portion of the new subdivision is in close proximity (e.g. 0.5 miles) of a park or school
- Consider requirements for maximum block lengths and cul-de-sac lengths within residential subdivisions to increase neighborhood connectivity
- Implement a Connectivity Index for new residential subdivisions that permits greater flexibility than using specific block length requirements to accommodate environmental features such as floodplains and steep slopes
- If the Township implements a connectivity index, consideration should be given to creating impact fees for developments that do not meet Township standards



Recommendations

Implementable Comprehensive Plan



Potential Zoning Code Revisions

Ideally, local streets would form a well-connected, efficient network that provides for safe, direct, and convenient access by a variety of means of transportation from walking to driving. A poorly-connected street network primarily encourages the use of the automobile over other travel modes. It creates longer trips, divides neighborhoods, limits alternative routes to places like schools and shopping areas, and concentrates traffic on a selected number of streets instead of spreading it out across the entire street network.

Zoning code revisions can play a critical role in improving and encouraging road and pedestrian connectivity to future developments as well as retro fitting existing ones.

Sidewalks

Currently Brighton Township's Subdivision Land Development Code does not require sidewalks in new developments. Sidewalks "shall be required when considered necessary by the Planning Commission". Not only would sidewalks, particularly when within close proximity to a park or school, help reduce vehicular trips they are also are a highly desired improvements for residents. In the community survey conducted with this plan, 61% of respondents said they wanted to see more walking paths/trails in the Township.

The Planning Commission should consider revising the current sidewalk legislation to read:

- *Sidewalks shall be required on both sides of all new subdivision streets.*

Recommendations

Implementable Comprehensive Plan



Discouraging Cul-De-Sacs

Brighton Township should make an effort to discourage the use of cul-de-sacs within new residential subdivisions as they decrease connectivity and isolate residents from surrounding neighborhoods, parks, and schools. The Subdivision Land Development Code could include a requirement for the installation of pedestrian connections (i.e. sidewalk or trail) from cul-de-sac streets to other streets within the subdivision or adjacent neighborhoods.

The Township should also consider placing limitations on the use of cul-de-sacs altogether. For example, for new subdivisions a maximum of one cul-de-sac could be allowed for the first 10 building lots, with one additional cul-de-sac allowed for each additional 50 or 75 building lots. Such a result regulation would result in a 90-lot subdivision being allowed a maximum of two cul-de-sacs.

Limiting Cul-De-Sac Lengths

Restrictions on the use of cul-de-sacs are recommended to improve the overall function of the transportation system over the long term. Penn State's Pennsylvania Standards for Residential Site Development suggests that the maximum length of a cul-de-sac be limited to no more than required for 30 dwelling units or the International Fire Code's 750 feet. Allowing for longer roadways or higher numbers of dwelling units can lead to significant safety concerns and higher traffic volumes on the cul-de-sac, thereby reducing system connectivity and defeating one of the main purposes of this type of street. The Township should consider adding a maximum cul-de-sac length to the existing subdivision regulations.



Recommendations

Implementable Comprehensive Plan



Interconnecting Subdivisions

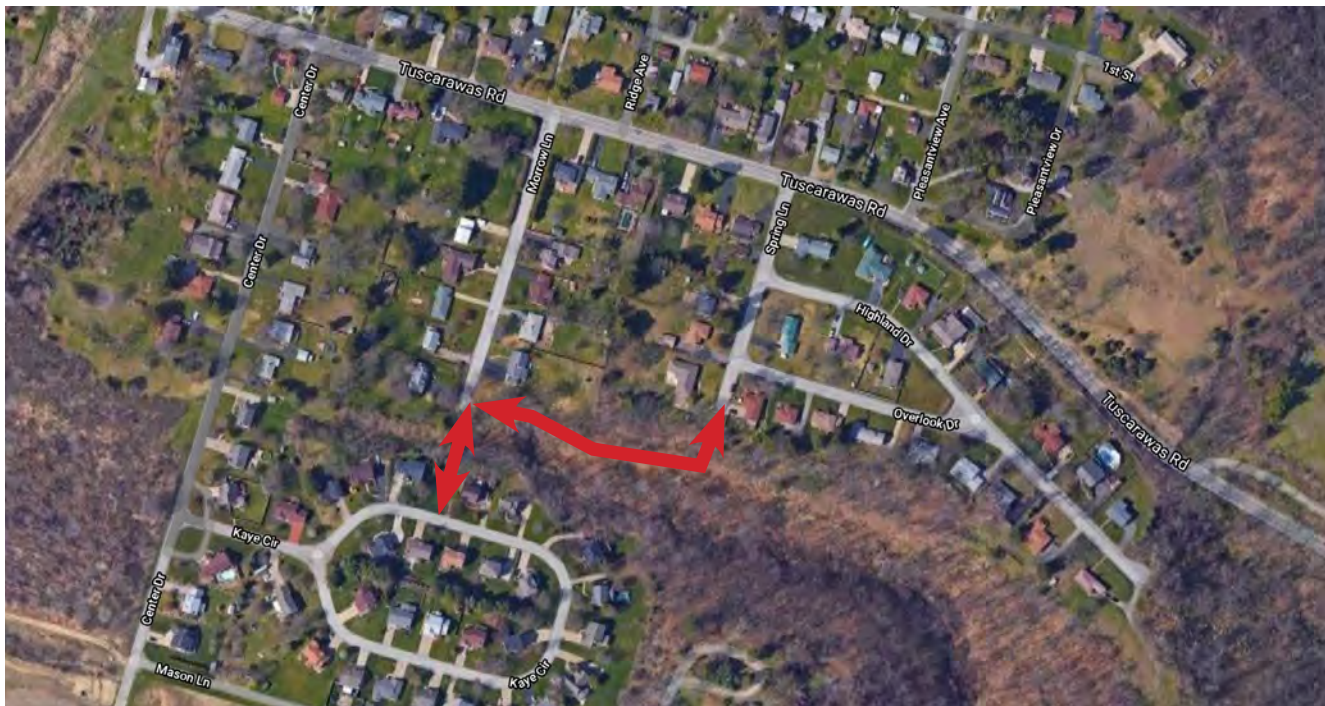
Due to steep slopes many of Brighton Township's neighborhoods are disconnected from each other. Though these neighborhoods are in close proximity the steep slopes prohibit cost effective new roadways. These disconnections encourage more vehicular trips from neighborhood to neighborhood.

One solution to improve connectivity between neighborhoods is to construct a pedestrian walkway as shown to the right. These connections are more cost effective than a new roadway and provide some interconnectivity. Pedestrian connections should be highly considered when the land between neighborhoods is owned by the Township or local Home Owners Association (HOA).

An example of where a pedestrian connection could be implemented within Brighton Township is shown below between Kaye Circle, Morrow Lane, and Spring Lane.



Source: Street Connectivity Guidance Document.
Lehigh Valley Planning Commission



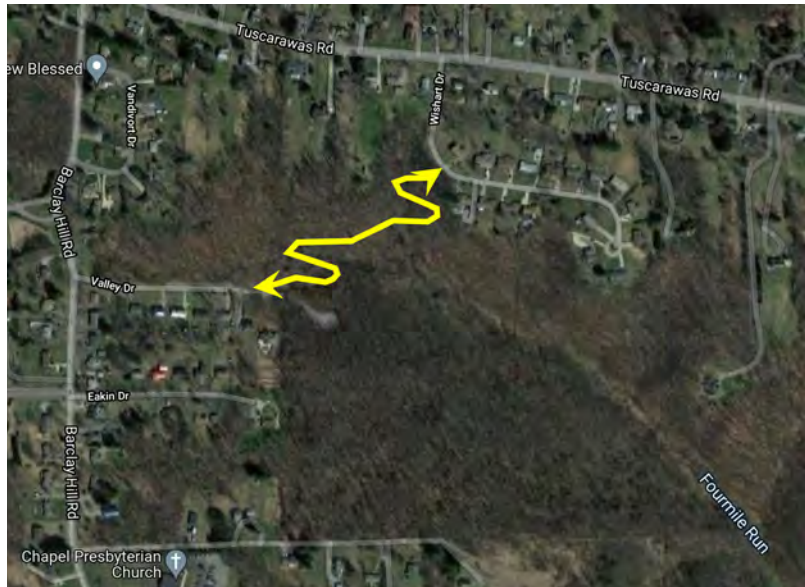
Recommendations

Implementable Comprehensive Plan



Interconnecting Subdivisions

Additional opportunities to connect subdivisions with sidewalks and trails exist in the Township. One such locations is between Wishart Drive and Valley Drive via township-owned CAMBEV property (see right). Some other potential non-motorized connections between subdivisions are shown in the Walington Estates subdivisions (see below).



Recommendations

Implementable Comprehensive Plan



Reducing Block Lengths

Block length is used in a number of ways to promote or measure connectivity. A shorter block can create more intersections and, therefore, shorter travel distances and a greater number of routes between locations. Maximum block lengths of 1,200 feet are acceptable in the Township today. The Planning Commission should consider reducing the maximum block length to 1,000 feet to further promote connectivity.

Block Length



Require Stub Streets

Stub streets are usually local or collector streets that are constructed within one phase of a development to allow for a future phase to interconnected. At full build out of an area, they provide an important function for carrying all of the subdivision traffic to a variety of destinations without using nearby arterial streets. The Township should consider requiring new subdivisions provide stub streets to adjacent, buildable lots, where topography allows rather than cul-de-sacs.



Recommendations

Improved Connectivity

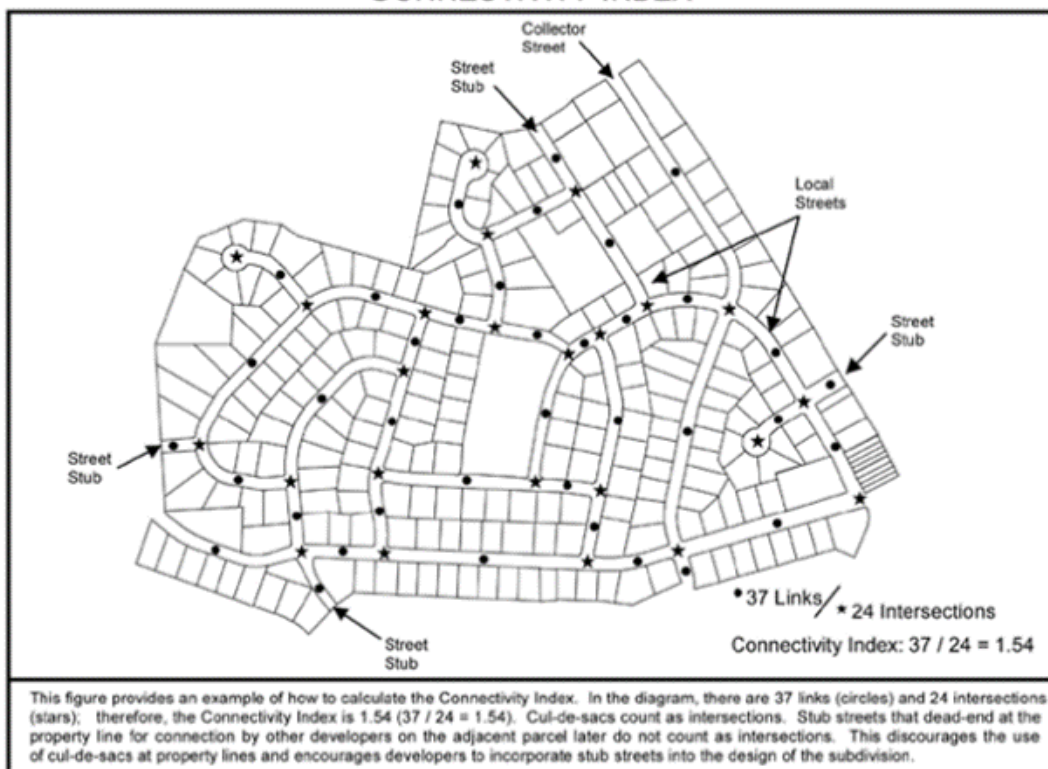
Connectivity Index

The Connectivity Index (CI) is a useful measurement tool for municipalities in evaluating and promoting connectivity in proposed subdivision plans. Connectivity Indices have been incorporated into comprehensive plans and subdivision ordinances across the United States. The CI is the ratio of street segments and intersections and cul-de-sacs. Higher numbers indicate a higher level of street connectivity. Cul-de-sacs and street networks with one-way in and one-way out will generally lower the connectivity ratio.

There is no “one size fits all” index number. A higher level of connectivity may be desired in suburban or urban areas rather than in rural areas. Indices may vary across a municipality based on existing land use. According to case studies of cities that adopted a CI and national references on the subject of street connectivity, an index of 1.4 to 1.8 represents an acceptable street network for subdivisions in suburban and urban areas.

A Connectivity Index allows for greater flexibility than using specific block length requirements in designing a development to accommodate environmental features such as floodplains and steep slopes. To use the Connectivity Index in the subdivision review process, local planning commissions must first become familiar with the tool, applying it to recently approved subdivisions before incorporating the index into the subdivision regulations and using it as one of its tools to evaluate connectivity of proposed subdivisions.

FIGURE 8
CONNECTIVITY INDEX



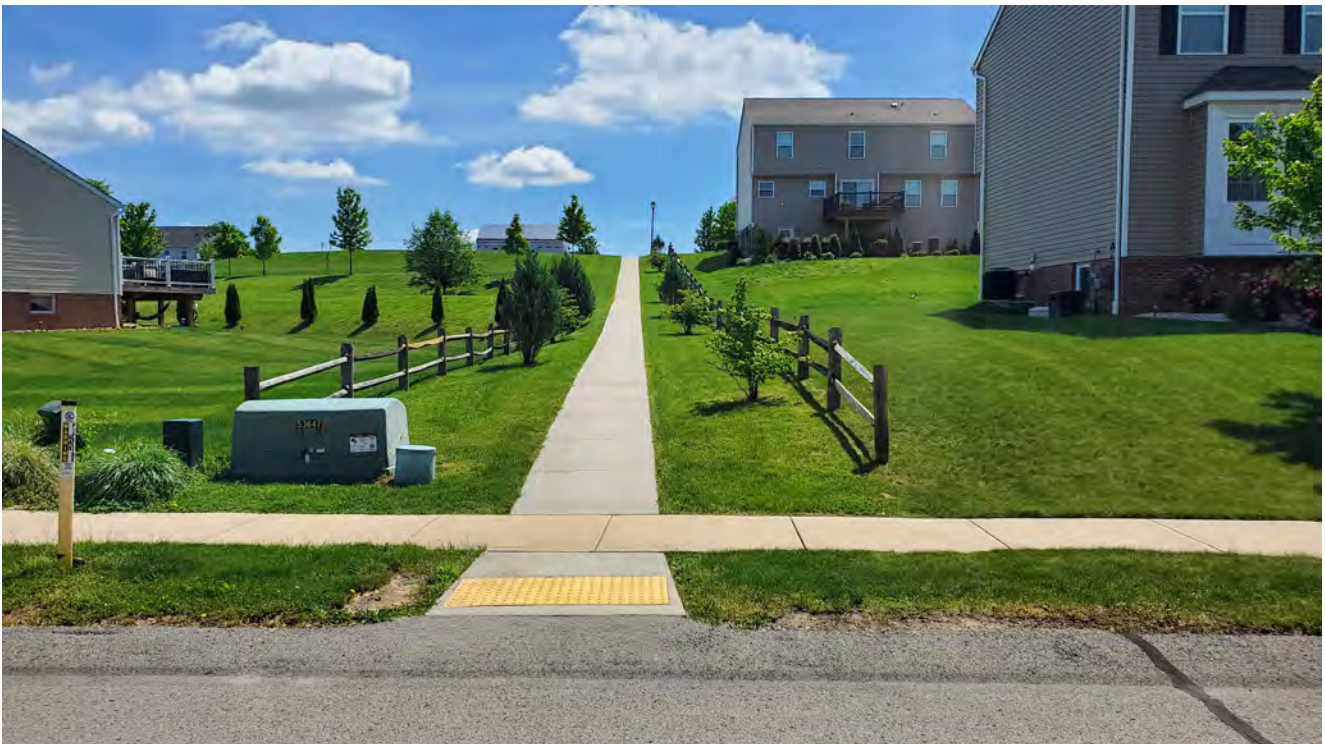
Source: Street Connectivity Guidance Document. Lehigh Valley Planning Commission

Recommendations

Improved Connectivity

Connectivity Impact Fees

If the Township is interested in implementing a connectivity index, consideration should be given to creating impact fees for developments that don't meet Township standards. As outlined in PennDOT Publication 639, the Municipalities Planning Code requires that a Roadway Sufficiency Analysis and Capital Improvements Plan be developed before impact fees can be calculated and levied. The intent is to confirm that the scope and cost of transportation system improvement projects are appropriate for maintaining an acceptable level of service as development occurs. As such, consideration should be given to potential connectivity enhancement measures as a viable means of improving system function with future development. Developers may also propose connectivity enhancement as a mitigation measure, potentially reducing or eliminating the impact fees.



Recommendations

Improved Connectivity

Connectivity Case Studies



Cranberry Township, Butler County, PA

This township identifies cul-de-sac streets in Chapter 22 of their SALDO as a special purpose street and does not recommend approval when a through-street is considered to be a more practical option by the Township's Planning Advisory Committee.

Chapter 17 of the SALDO provides construction standards for sidewalks and trails. Convenient and safe pedestrian circulation is to be provided between parking areas, buildings, public transportation, and residential neighborhoods. Recreational trails are to be provided in all residential developments containing 10 or more units and are to link internal common open space areas as well as nearby neighborhoods parks and existing/proposed trails.



Peters Township, Washington County, PA

This township prohibits dead-end streets and limits cul-de-sac streets to 600 feet in length through their SALDO. Dead-end streets are only permitted when future access is planned to an adjoining property or for temporary staging purposes.

The SALDO also encourages pedestrian and bicycle connectivity:

§78. Sidewalks and Pedestrian/Bike Accessways.

A. Sidewalks - Paved sidewalks shall be provided in the vicinity of schools, along heavily traveled streets and other locations where the Planning Commission recommends them for public safety. All land developments shall provide sidewalks in areas of anticipated pedestrian use.

B. Pedestrian/Bike Accessways - Pedestrian/bike accessways must be required between public rights-of-way whenever necessary to facilitate residents' access to other public rights-of-way and to give access to community facilities, such as parks, playgrounds or schools.

Recommendations

Improved Connectivity

Subdivision Steep Slope Protections

Some Pennsylvania municipalities link the required minimum lot size within a base zoning district to the percentage of slope measured over the parcel proposed for development. The minimum lot size requirement increases as average slope increases.



Upper Dublin Township, Montgomery County, PA

The Upper Dublin Township ordinance includes the following steep slope provisions:

1. Every lot hereafter created by subdivision having an average slope of at least 10%, but not more than 15%, shall have the minimum lot area increased by a factor of 1.3 and shall not have impervious surfaces exceeding 30% of the lot area as increased.
2. Every lot hereafter created by subdivision having an average slope of at least 15%, but not more than 25%, shall have the minimum lot area increased by a factor of 1.5 and shall not have impervious surfaces exceeding 20% of the lot area as increased.
3. Every lot hereafter created by subdivision having an average slope of at least 25% shall have the minimum lot area increased by a factor of two and shall not have impervious surfaces exceeding 10% of the lot area as increased.
4. All freestanding structures, buildings and substantial improvements (with the exception of driveways and utilities when no other location is feasible) are prohibited on slopes of 35% or greater and are prohibited on slopes where the soil type is classified [by the county soil survey] as “stony land, steep.”

This approach assumes that a larger minimum lot size will allow for developers to build on more unconstrained land within a lot without disturbing steep slopes. However, without additional zoning or SALDO provisions that actually guide the placement of a proposed structure or limit steep slope disturbance, the increased-lot-size provision cannot guarantee protection of steep slopes.

Recommendations

Implementable Comprehensive Plan



Other Topic:



Maintain Infrastructure

Implementable Strategies

- Continue maintenance of Township roadways including paving, oil and chip, road patching, street sweeping, roadside mowing, street sign maintenance, storm sewer maintenance projects, shoulder grading and winter maintenance
- Continue the Municipal Authority program to replace undersized and aged waterlines, valves and fire hydrants to improve water supply and fire protection
- Continue the Municipal Authority leak detection program and make repairs as necessary to maintain or improve low level of water loss
- Continually monitor water system demand to determine if system capacity is met or exceeded at the high level and low level service area pumping stations and storage tanks
- Continue the Brighton Township Sewage Authority program to maintain existing pumping stations, sewer lines, and manholes



Recommendations

Implementable Comprehensive Plan



Roadway Network

The Brighton Township Road Department keeps the township roads clear in all weather throughout the year. It also helps maintain and repair Township roads for the ongoing safety of our motorists. In addition to maintaining Township roads, the Road Department works at the Township parks, on both buildings and grounds, facility maintenance, vehicle maintenance and operation of the Township composting and yard waste site.

Road Network

Brighton Township presently has 46.19 miles of public roads that it maintains. Road maintenance includes paving, oil and chip, road patching, street sweeping, roadside mowing, street sign maintenance, storm sewer maintenance projects, shoulder grading and winter maintenance. In addition to Township roads, the Township has entered into an agreement with the PA Department of Transportation to perform winter maintenance on 8.48 miles of state roads. These state roads are Dutch Ridge Road, Beaner Hollow Road and Brighton Road.

State Roads

The following list is of state roads within Brighton Township. The Pennsylvania Department of Transportation (PA D.O.T.) performs all maintenance on these roads, with the exception of winter snow removal on those roads noted.

- Interstate 376
- Anchortown Road
- Barclay Hill Road
- Beaner Hollow Road *
- Brady's Run Road
- Brighton Road *
- Doyle Drive
- Dutch Ridge Road *
- Grange Road
- Lisbon Road
- Park Road
- Pine Grove Road (From Doyle Drive to Industry Only)
- Tuscarawas Road
- Wildwood Road

* Winter Maintenance by Brighton Township under Agreement with PA D.O.T.

Recommendations

Implementable Comprehensive Plan



Municipal Authority

The Brighton Township Municipal Authority (BTMA) was created by Township Ordinance and organized under the Municipal Authorities Act of 1945 to provide public water service to Brighton Township. The BTMA began water supply operations to a portion of Brighton Township on December 1, 1952. At that time the population of the Township was approximately 3,100 and only 191 customers were served by the water system. The existing system now serves approximately 2,880 connections and provides service to seventy-three percent (73%) of the Township's population of approximately 8,200 residents.

Sewage Authority

The Brighton Township Sewage Authority (BTSA) was created by Township Ordinance in 1975 to provide public sewer service to Brighton Township. Construction of the sewer system was started in September of 1977 and by June of 1980 was almost totally utilized. In 1983 the two (2) community sewage systems known as Brighton Township Sanitary District No. 1 (Dawson Ridge) and Brighton Township Sanitary District No. 2 (Little Beaver) officially became part of the BTSA system. Although most of the township population is served by the BTSA, there are areas of the Township where public sewage is not available.

BTSA does not operate a treatment facility. All flows are treated at the Vanport Township Municipal Authority or Beaver Borough Municipal Authority treatment plants. The Authority operates eight (8) major pumping stations to serve portions of the Township that are unable to flow by gravity. BTSA owns and maintains nearly 70.9 miles of sewer lines and over 1,760 manholes.

Stormwater Management

Stormwater has become highly regulated requiring frequent inspection, maintenance and quality monitoring, similar to water, sewage or other utilities. Costs for these activities are expected to continue increasing with growing regulatory requirements; thus the need for the Township to be more proactive with the maintenance of existing storm sewer systems and requirements for new infrastructure necessary for regulatory compliance. To fund the increased financial burden Brighton Township has adopted a Stormwater Management Fee effective in 2019. The fee is billed annually to each developed property within the Township on or about February 1st. The rate has been established at \$66.00 per year (\$5.50 per month) for each single-family detached residential property. This fee unit is identified as an Equivalent Residential Unit (ERU). An ERU is designated as 4,700 SF of impervious surfaces based upon the Township's Stormwater Management Fee Analysis and Report. Non-single family properties will pay fees based upon how many ERUs their property has.

Recommendations

Implementable Comprehensive Plan



Other Topic:



Enhance Recreation

Implementable Strategies

- Expand programming and amenities at Municipal Parks to increase community usage
- Continue to implement the recommendations of the Township's 2016 Greenway Plan
- Implement the 2021 Indoor Recreation Center Feasibility Study completed for the Social Hall property to provide an indoor recreation facility and to provide an additional location for indoor rental space
- Consider hiring a Parks and Recreation Program Director



Recommendations

Implementable Comprehensive Plan



2021 Indoor Recreation Center Feasibility Study

The Brighton Township Supervisors consider the Social Hall to be a valuable community asset, and an opportunity to provide a needed indoor recreation facility within which the Parks and Recreation Board can plan for and provide recreation programs for the community and as an indoor rental facility. Rather than see the building fall in to further disrepair, and to evaluate the best investment of community assets, the Board of Supervisors initiated a Feasibility Study for the Social Hall and appointed a Study Committee that created the 2021 Indoor Recreation Center Feasibility Study for the property. The Feasibility Study was adopted by the Board of Supervisors on April 12, 2021.

Feasibility Study Highlights

Brighton Township has been gifted the Brighton Township Firemen's Social Hall by the Brighton Township Volunteer Fire Department. There is a deed restriction that requires the property to be in use as a community center, or the property reverts back to the original land owner(s). The Township acquired ownership of this building at no cost. This provides a unique opportunity to address urgent community needs that have been identified through this and other Township plans and studies:

Urgent Community Needs:

- Provide an additional indoor recreation center by renovating the Social Hall for use by the Parks and Recreation Board for programming.
- Provide a second indoor rental facility to meet the excess demand in Brighton Township for this type of space.

The Study Committee identified the need for an indoor recreation facility, something not currently available within the Township. A second indoor rental facility is needed based upon the demand at similarly situated municipal facilities and the stability of the area based upon population and financial Census data. The income from facility rentals will be sufficient to cover annual operating costs to support the indoor recreation center, and potentially establish a fund to reserve additional resources for larger expenses in the future.

Urgent Action Needed:

- Undertake the renovations to maintain compliance with the deed restriction to keep the building in use as a community center.

The cost of renovating the existing Social Hall rather than constructing a new indoor rental and recreation facility is financially favorable based upon cost estimates for both from the architect. Likewise, the project is financially feasible based upon Brighton Township's historic and projected financial stability.

Recommendations

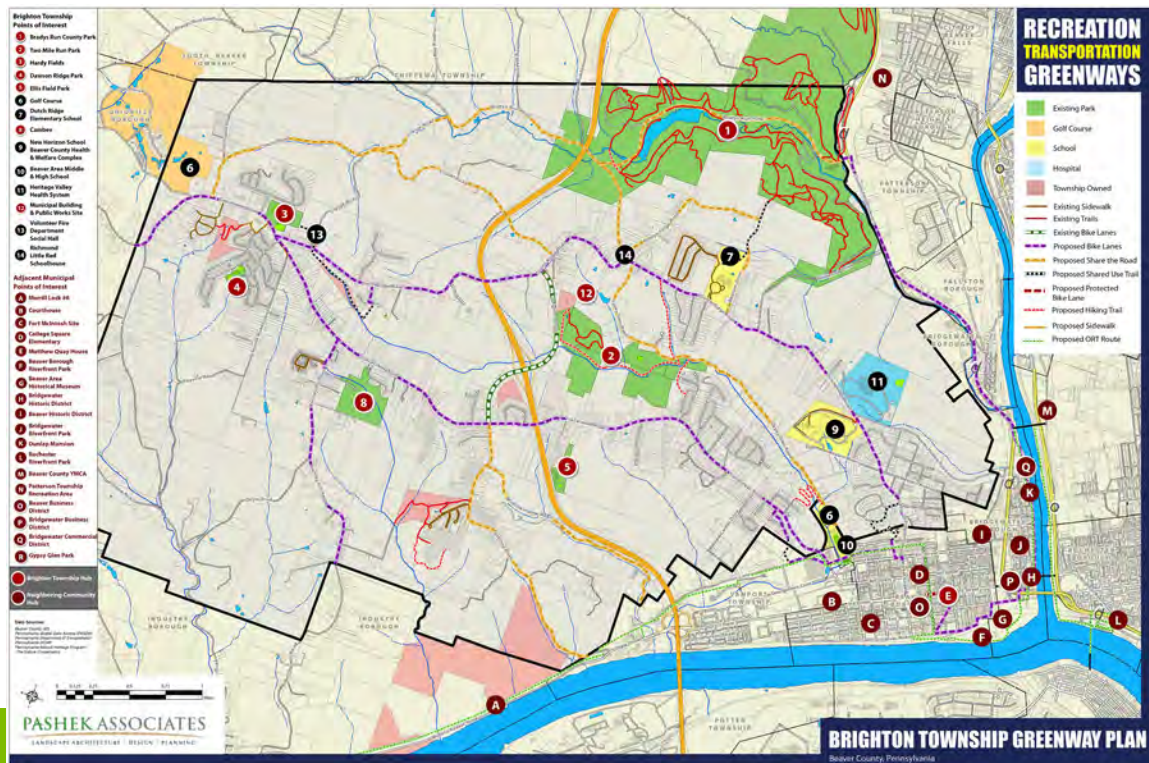
Implementable Comprehensive Plan



2016 Greenway Plan

Goals for Greenways in Brighton Township:

- Our natural system greenways will build and improve upon the legacy established when Beaver County created Bradys Run Park. Bradys Run Park and Two Mile Run Park will be significant features within our greenways network.
- Our Greenways will assist in managing stormwater and will biologically filter run-off water before returning it to the our waterways, thereby improving water quality, reducing erosion, and providing ecological benefits.
- Some greenways will be public, others are private, and still others are a combination, all nurtured through cooperative public/private partnerships.
- The Township, adjacent municipalities, conservation and recreation organizations, public agencies, landowners, private sector companies, and dedicated individuals will support the Township's greenway initiatives by developing strong partnerships for mutual benefit.



Recommendations

Implementable Comprehensive Plan



Other Potential Trail Connections

Other potential trail connections discussed during the planning process included:

- Shadylane Drive down to Two Mile Run (see above)
- Pleasantview Drive down to the High School (see below)
- Highland Drive/Overlook Drive down to Vanport/Eaton area (see next page)



Recommendations

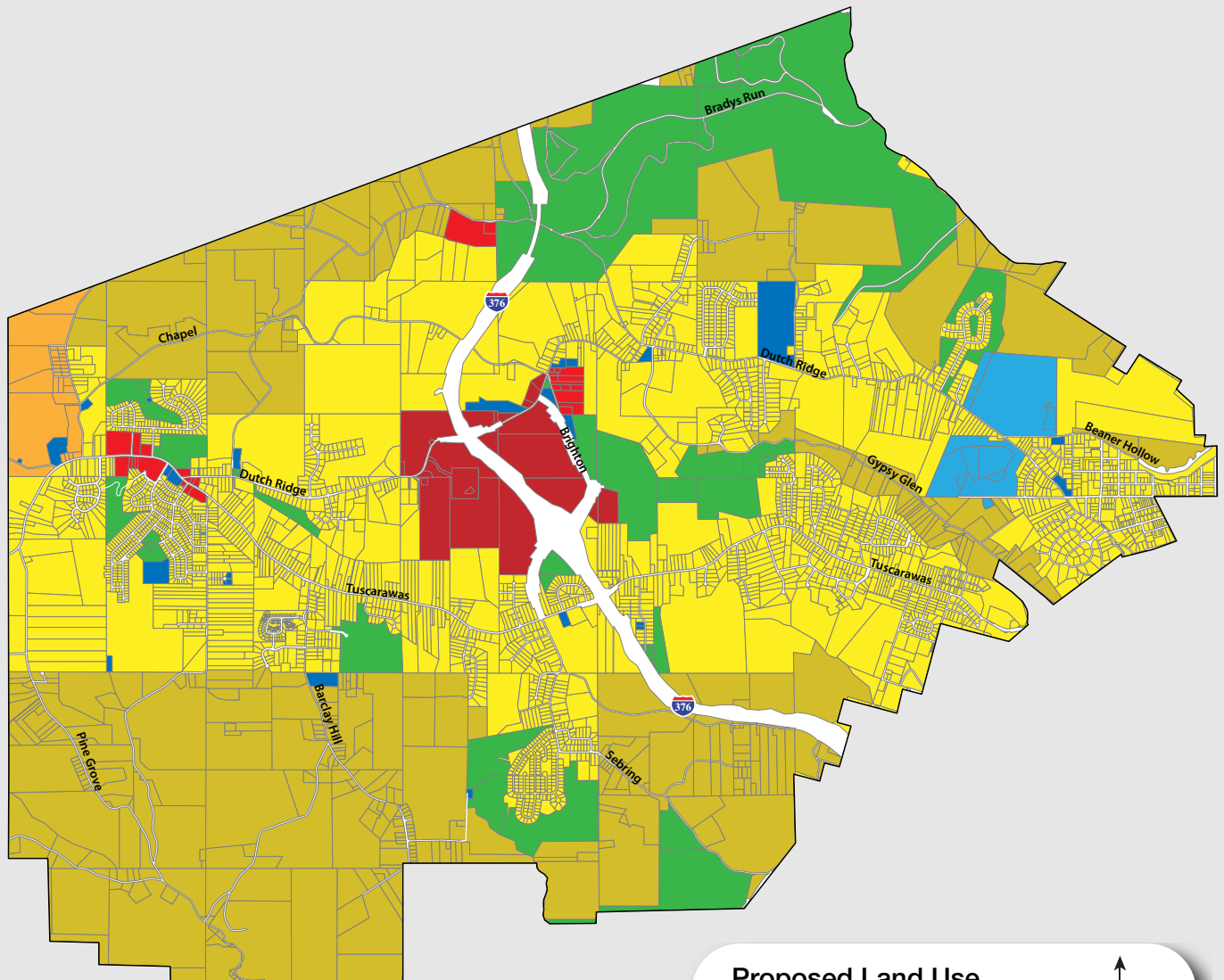
Implementable Comprehensive Plan



Other Potential Trail Connections



FUTURE LAND USE MAP



Proposed Land Use



- Rural Residential
- Single/Two Family Residential
- Professional District
- Neighborhood Commercial
- Mixed Use
- Public Parks/Open Space
- Institutional
- Unified Development Area
- Roadway Right of Way
- Parcel Line

Recommendations

Implementable Comprehensive Plan



MONITORING & PERFORMANCE

PRIORITIZE INVESTMENTS



PROJECT PRIORITIZATION

Administration and Supervisors should meet after adoption of the Plan to prioritize near-term and longer-term projects based on current financial considerations, funding opportunities, market demand, and partner interest.

LEVERAGE OPPORTUNITIES



IMPLEMENTING THE VISION

Each month the Planning and Commission could have a recurring agenda item to discuss Plan Implementation and capitalize on the latest opportunities to advance strategic initiatives and leverage public-private investment.

UPDATE DEVELOPMENT REGULATIONS



ZONING CODE UPDATE

A holistic review of the Township's Zoning Code is encouraged post-Plan adoption in order to establish the regulatory framework that ensures future development complies with the vision of the Plan. Interim amendments to the existing Zoning Code may be warranted in focus areas.

MONITOR & RECALIBRATE



MONITORING SUCCESS

The Board of Supervisors could conduct annual reviews of progress made towards implementing the Plan. The following questions should frame this discussion:

- Did we achieve the goals we set out to?
- What went well?
- What were the challenges?
- What improvements should we make and how?

Based on the annual reviews, reprioritization of projects and adjustments to implementation strategies may be necessary.

Implementable Comprehensive Plan



STEERING COMMITTEE MEETING SUMMARIES

APPENDIX A

Meeting Summary

Implementable Comprehensive Plan



A kickoff meeting of the Steering Committee for the Brighton Township Implementable Comprehensive Plan update was held on November 14, 2019, at Two Mile Run Park - Schultz Lodge.

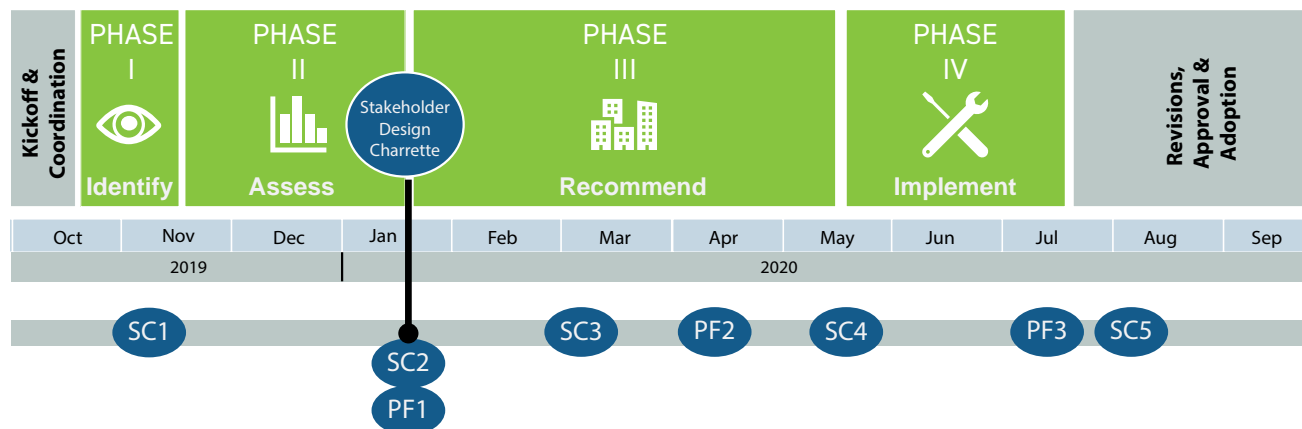
This document summarizes discussion highlights from the meetings:

- Planning Process Overview & Timeline (see below)
- Strengths. Opportunities. Aspirations. Realities. (SOAR) Analysis (see [Page 2](#))
- Geographic Focus Areas (see [Page 3](#))
- Community-wide Issues (see [Page 4](#))

In addition, the committee reviewed a draft version of the Community Survey. Post-meeting revisions were circulated via email. Final revisions were incorporated into the survey (see [Page 5](#)) which can be accessed online at the following link:

<https://brightontwp.org/community-survey/>

Plan Update Process



Public Engagement Process



Steering Committee Meeting #1
November 14, 2019

S.O.A.R. Analysis Implementable Comprehensive Plan



Advantageous location close to regional assets

- Rural setting yet accessible
- Proximity to Airport
- Ethane cracker plant nearby
- I-376 Interstate access
- Beaver downtown close by
- Diversity of housing
- Brady's Run Park
- Rich history
- Strong schools
- Only hospital in County



Interchange area has potential for development

- St. Barbanas property at interchange can be catalyst
- Tusca plaza enhancements may anchor revitalization
 - Expanded trail connections
 - Additional recreational facilities, especially indoor meeting space
 - Enforcement of property maintenance code

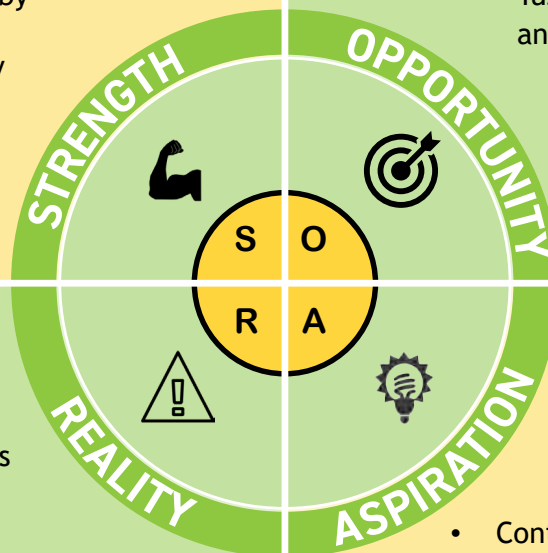
- State roads (Tuscarawas & Dutch Ridge maintained poorly by PENNDOT
- Lack of water/sewer limits development potential in north/south ends of Twp
- Twp required by Municipal Planning Code to provide for all land uses within their boundary unless engaged in a Multi-Municipal Plan



Poor maintenance of state roads within Township

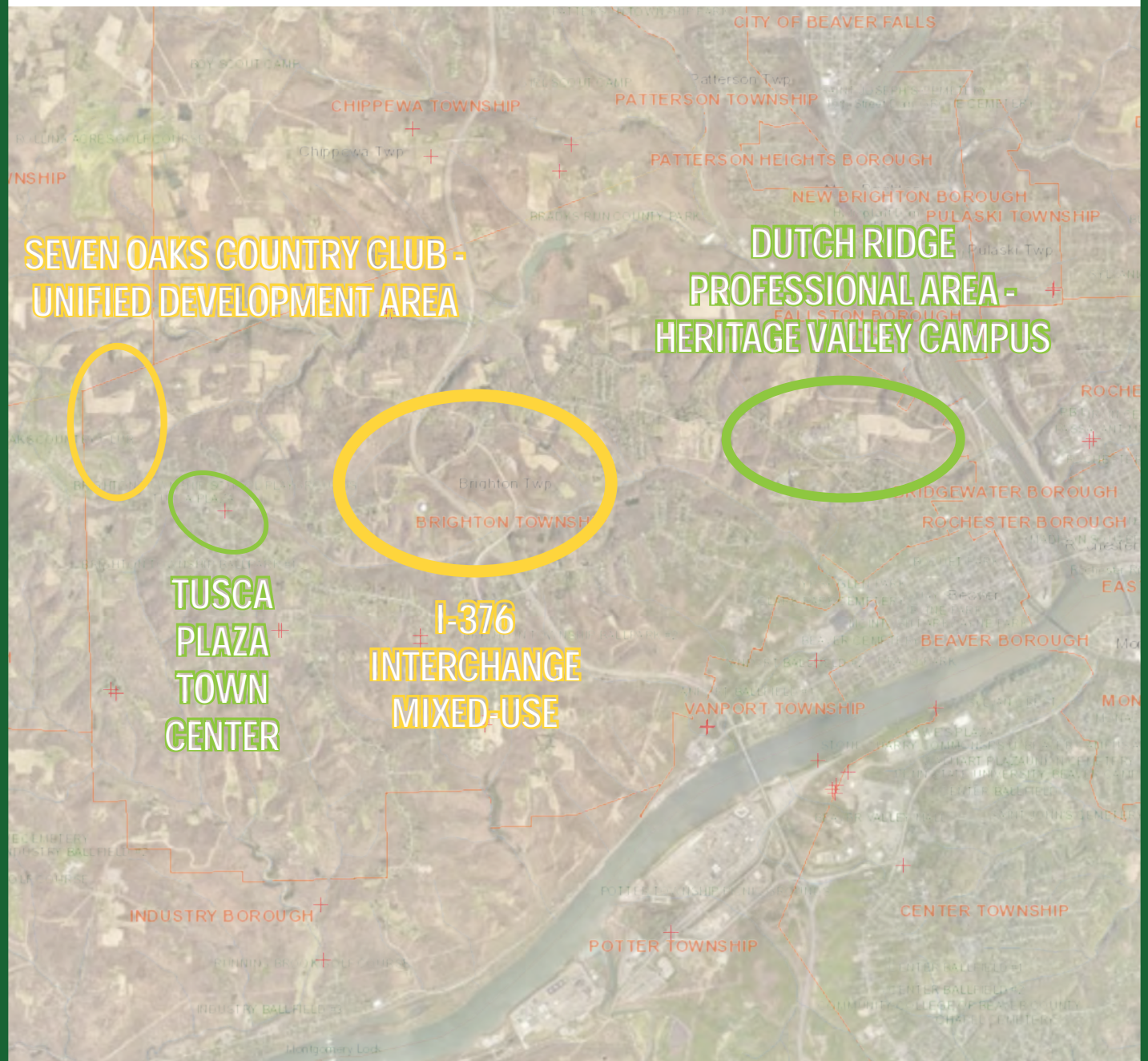


Ensure growth does not compromise rural character



Geographic Focus Areas

Implementable Comprehensive Plan



Community-wide Issues

Implementable Comprehensive Plan



ECONOMIC
DEVELOPMENT



QUALITY
NEIGHBORHOODS



ACTIVE
TRANSPORTATION



PARKS &
RECREATION



ECOLOGICAL
PRESERVATION



UTILITY
INFRASTRUCTURE

Community Survey | Implementable Comprehensive Plan



Instructions: Brighton Township is embarking on a public engagement process to gather community input for a new Comprehensive Plan to guide future policy decisions and development. The Township is encouraging residents to shape the future of Brighton Township by participating in this survey.

We encourage residents to complete the survey online at:

www.brightontwp.org/community-survey/

If you choose to complete this print copy instead, please return it by mail to 1300 Brighton Road Beaver, PA 15009, or drop off in person at the Municipal Building.

1. How long have you lived in Brighton Township?

- ☐ Less than a year
- ☐ 1 to 5 years
- ☐ 6 to 10 years
- ☐ 11 to 20 years
- ☐ Over 20 years
- ☐ Not a Brighton Township resident

2. What is your age?

- ☐ Under 18
- ☐ 18 to 25
- ☐ 26 to 35
- ☐ 36 to 45
- ☐ 46 to 55
- ☐ 56 to 65
- ☐ 66 and Over

3. Which best describes your household?

- ☐ Single Person
- ☐ Multiple Occupants - unmarried
- ☐ Married Couple - no children
- ☐ Married Couple - with children
- ☐ Other

4. What is your gender?

- ☐ Male
- ☐ Female

5. Which best describes your residence?

- ☐ Single Family Detached
- ☐ Single Family Townhome
- ☐ Duplex
- ☐ Condo
- ☐ Senior Housing Community
- ☐ Apartment

6. Why do you live in Brighton Township?

(check any that apply)

- ☐ Quality of Public Schools
- ☐ Family Atmosphere
- ☐ Safety
- ☐ Rural Setting
- ☐ Proximity to place of work
- ☐ Proximity to family
- ☐ Affordability
- ☐ Other: _____

7. What is the Township's greatest asset?

- ☐ Neighborhoods
- ☐ Schools
- ☐ Parks
- ☐ Public Services
- ☐ Highway Access / Location
- ☐ History
- ☐ Other: _____

8. How would you rate the quality of life in Brighton Township?

- ☐ Excellent
- ☐ Very Good
- ☐ Good
- ☐ Fair

9. What type of community-based business is needed/ underrepresented in Brighton Township?

(check any that apply)

- ☐ Retail Stores
- ☐ Entertainment
- ☐ Commercial Services (e.g. bank, dry cleaners, etc.)
- ☐ Restaurants
- ☐ Office/Professional
- ☐ Day Care
- ☐ Other: _____

☐ No additional businesses desired

10. Where should the Township focus commercial development efforts?

- ☐ I-376 Interchange
- ☐ Tusca Plaza area
- ☐ Heritage Valley Campus Area
- ☐ Other: _____
- ☐ No commercial development desired

PLEASE FLIP OVER FOR MORE QUESTIONS



Community Survey | Implementable Comprehensive Plan



11. What type of housing would you like to see more of in the Township?

(check any that apply)

- ☐ Single Family Detached
- ☐ Single Family Townhome
- ☐ Condo
- ☐ Senior Housing Community
- ☐ Apartment
- ☐ No new housing desired

12. How would you rate the current condition of State roads (Dutch Ridge Rd & Tuscarawas Rd) in the Township?

- ☐ Excellent
- ☐ Good
- ☐ Fair
- ☐ Poor

13. How would you rate the current condition of other roads in the Township?

- ☐ Excellent
- ☐ Good
- ☐ Fair
- ☐ Poor

14. Would you like to see water and sewer service area expanded in the Township?

- ☐ Yes. If Yes, where: _____
- ☐ No

15. How do you feel about the appearance and upkeep of residential properties in the Township?

- ☐ Not Concerned
- ☐ Somewhat Concerned
- ☐ Worried

16. Should the Township take a more active role in preserving greenspace?

- ☐ Yes
- ☐ No

17. Should the Township have more sustainable development requirements to manage stormwater runoff and improve water quality?

- ☐ Yes
- ☐ No

18. Where would you like to see future pedestrian and bicycle facilities connect to?

(Check any that apply)

- ☐ Two Mile Run Park
- ☐ Brady's Run County Park
- ☐ Dutch Ridge Elementary School
- ☐ Tusca (Hardy Fields / Dawson Ridge Park)
- ☐ Beaver Borough

19. What type of recreational amenities would you like to see added to the Township?

(Check any that apply)

- ☐ Athletic Fields/Sports Courts
- ☐ Walking/Biking Paths
- ☐ Hiking Trails
- ☐ Mountain Bike Course
- ☐ Dog Park
- ☐ Natural Areas
- ☐ Winter Sports (e.g. cross country skiing)
- ☐ Indoor Meeting/Recreation Space
- ☐ Other: _____

20. Please express any additional thoughts you have about the future of Brighton Township:

Meeting Summary

Implementable Comprehensive Plan



A second meeting of the Steering Committee for the Brighton Township Implementable Comprehensive Plan update was held on January 30, 2020, at Two Mile Run Park - Schultz Lodge.

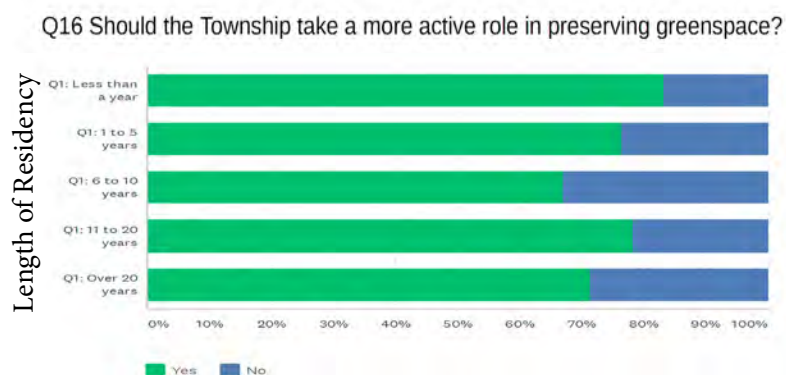
This document summarizes discussion highlights from the meetings:

- Community Survey Summary (see separate attachment with final results)
- Community Survey Themes (see [Page 2](#))
- Public Meeting #1 Activity Stations (see [Page 3](#))
- Stakeholder Interviews (see [Page 4](#))
- School District Future Capacity (see [Page 5](#))

Other Discussion

General Reactions to Survey results

- Generally consistent with Past Planning efforts
- Length of Residency did NOT have a clear correlation with support for active greenspace preservation by Township, as all residency brackets were very supportive (see right)



Conservation

- Should the Twp be conserving the excess property that is left over from the residential development? Bryan questions whether HOA or Twp should hold it?
- West Penn conservancy too far away to be interested in preservation here.

Funding for Conservation/Recreation

- Twp has pool of money each year for land acquisition
- Twp also has impact fees that go towards development of recreational assets
- Stormwater fee - last year each home was assessed \$66 dollars a year for the future

Focus Groups?

- Yes - potentially three of them (Active Transportation, Conservation & Mixed-Use Area) - promote at public meeting to see if there is interest in public participating



Steering Committee Meeting #2
January 30, 2020

Community Survey Themes

Implementable Comprehensive Plan



SURVEY RESULTS

- 79% do NOT want water & sewer service area expanded
- 74% feel Twp should take a greater role in preserving Greenspace
- 56% live in Twp for Rural Character

PLANNING ISSUES



PRESERVE RURAL CHARACTER

PUBLIC FORUM

- Ask for input on assets (riparian corridors, etc.) to conserve and protect, and potential passive recreation amenities

- 61% desired walking & biking paths
- Hiking trails & Natural Areas were 2nd most desired recreational amenity (40% each)
- Desired bike/ped connections were parks & commercial areas Beaver)



PROVIDE TRAIL CONNECTIONS

- Ask for input on origins and destinations for bike/ped trips, as well as facility types (e.g. bike lanes vs off-road trail)

- 3 in 5 would like to see more restaurants
- Some interest in Senior Housing
- Interchange area was preferred location for those seeking commercial development



DEVELOP MIXED-USE AREA AT INTERCHANGE

- Ask for input on mix of uses and scale (height, lot coverage, etc.) of development

Public Meeting #1 - Activity Stations

Implementable Comprehensive Plan



ACTIVE
TRANSPORTATION



ECOLOGICAL
PRESERVATION



MIXED-USE
DEVELOPMENT AREA



PROPERTY
MAINTENANCE

Stakeholder Interviews

Implementable Comprehensive Plan



Draft List of Steering Committee Interviews

1. St. Barnabas
2. Heritage Valley Health System
3. Beaver Area School District
4. Trinity Oaks Care Center / Cambridge Pointe Senior Living
5. GCU - Greek Catholic Union
6. Beaver County Recreation & Tourism Office
7. Beaver County Conservation District
8. Beaver County Planning Commission
9. Beaver Area Heritage Foundation OR Brighton Township Historical Society
10. PA DCED
11. Vanport Township (in context of potential Cooperative Planning agreement)
12. Local Business rep TBD or Local Civic Group rep TBD

Steering Committee Input on Draft List

- Conservation District - State just took away authority - Don't interview them
- Talk to both historical societies
- When talking to Vanport - talk about Joint Land Use, but also trails and connections as well (would like to get to the high school)
- Eaton - add to the list - They are in Vanport but could help
- Penn DOT Connects - Talk to District 11

School District Capacity Implementable Comprehensive Plan



From Gary Gardner via Email 1/31/2020
per his discussion with Beaver Area School District

Excess Capacity in Beaver Area School District Buildings

31-Jan-20

School Building	Designed Capacity	2020 Student Count	Current Surplus Capacity	% Current Surplus Capacity
Dutch Ridge Elementary	780	600	180	23%
Highschool/Middle School	1237	1100	137	11%
College Square Elementary	482	400	82	17%
Totals	2499	2100	399	16%

Designed capacity as of last project in 2002
Designed capacity as of last project in 1994
Designed capacity as of last project in 2009

According to Statista, the average number of school age children per household is 1.9. The number of additional children introduced into the township by any combination of new homes and existing homes bought by families with children from people without children (older, empty nesters) would result in the need for additional student capacity at the following possible results:

School Building	Current Surplus Capacity	Number of Additional Homes with Children Accommodated by Current Surplus
Dutch Ridge Elementary	180	95
Highschool/Middle School	137	72
College Square Elementary	82	43
Totals	399	210

There is currently a residential development plan before the Planning Committee for 87 new homes to be built in two phases. They would use approx. 78% of current surplus capacity at 1.9 children per household.

Meeting Summary

Implementable Comprehensive Plan



A third meeting of the Steering Committee for the Brighton Township Implementable Comprehensive Plan update was held virtually on August 20, 2020, via Zoom. The discussion centered around the development of the Virtual Workshop survey instrument.

This document summarizes the draft document and revisions incorporated based on the group's discussion:

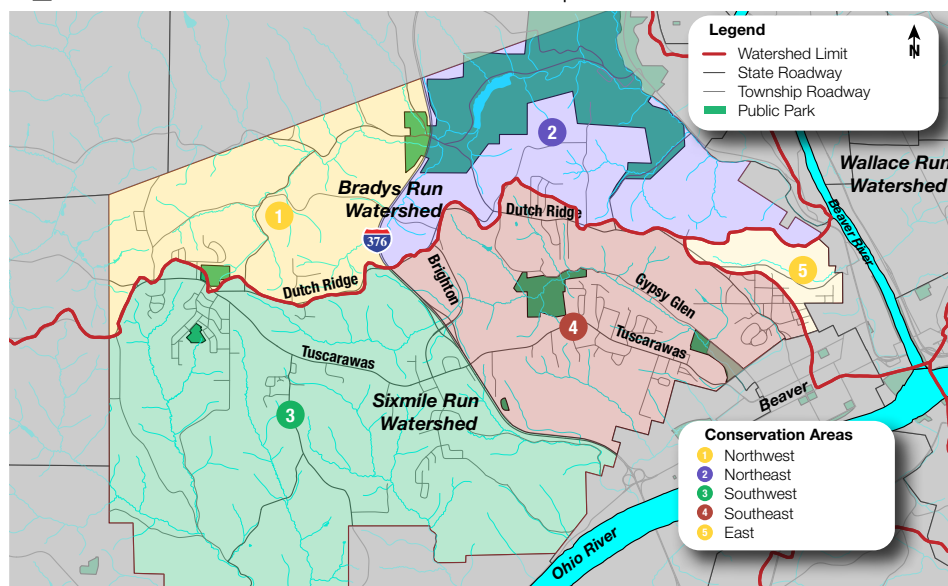
Conservation of Land

1. Which area illustrated in the map below would you most like to see additional land conservation (ecological preservation) within?

- ☐ 1) Northwest
- ☐ 2) Northeast
- ☐ 3) Southwest
- ☐ 4) Southeast
- ☐ 5) East
- ☐ I do not want additional land conserved within the Township.

2. Which type of conservation would you most like to see?

- ☐ Open Space
- ☐ Farmland
- ☐ Riparian (Along Streams/Rivers)
- ☐ Wetlands
- ☐ Hillsides / Steep slopes
- ☐ I do not want additional land conserved within the Township.



Discussion

Slope steepness was deemed to add clarity to the map so topographic contours were added. Including representative images was discussed but not included due to space limitations.

Answer choices will be ranked in order of preference to solicit more detailed feedback.



Steering Committee Meeting #3
August 20, 2020

Meeting Summary

Implementable Comprehensive Plan

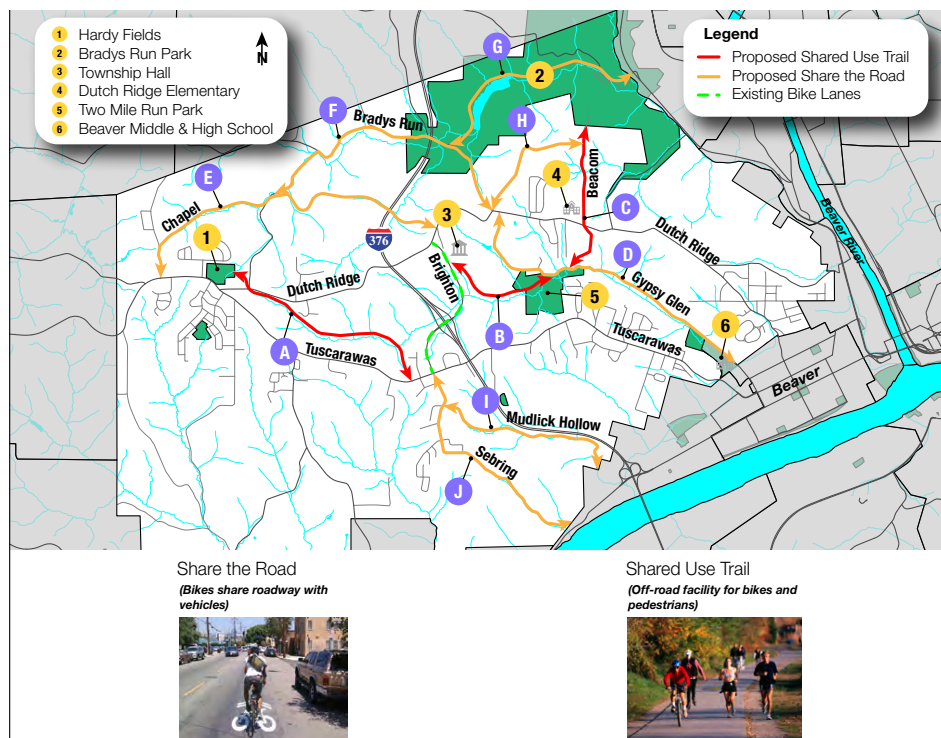
Pedestrian & Bicycle Connections

3. Rank in order of preference your most desired **off-road shared use trail connections** from the following three options on the map below: (1 = most desired; 3 = least desired)

- _____ A) Shared Use Trail - From Hardy Fields to Tuscarawas Road
- _____ B) Shared Use Trail - From Township Hall to Two Mile Run Park
- _____ C) Shared Use Trail - From Two Mile Run Park to Bradys Run Park

Rank in order of preference your most desired **"Share the Road" bicycle routes** from the following six options on the map below: (1 = most desired; 6 = least desired)

- _____ D) Share the Road Signage - Along Gypsy Glen Road from Dutch Ridge Road to Beaver High School
- _____ E) Share the Road Signage - Along Chapel Road from Tuscarawas Road to Dutch Ridge Road
- _____ F) Share the Road Signage - Along Bradys Run Road from Chapel Road to Dutch Ridge Road
- _____ G) Share the Road Signage - Along Bradys Run Road within Bradys Run Park
- _____ H) Share the Road Signage - Along Bradys Run Road from Dutch Ridge Road to Beacon Road
- _____ I) Share the Road Signage - Along Mudlick Hollow Road from Sebring Road to Township Line



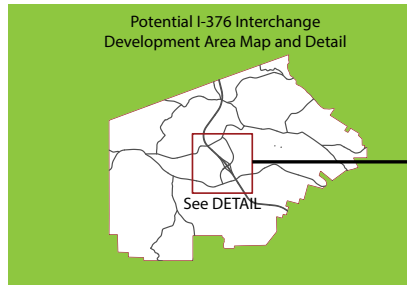
Discussion

The potential for Tuscarawas Rd bicycle facilities as an answer choice was discussed. The consensus was that Tuscarawas Rd is very dangerous for cyclists and the addition of bicycle lanes would be cost-prohibitive given that other options are more readily implementable along alternative routes. As such answer choices will focus on off-road trails and other on-road bicycle routes.

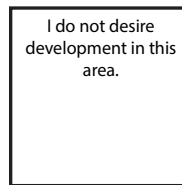
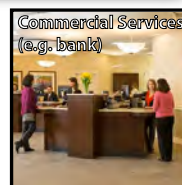
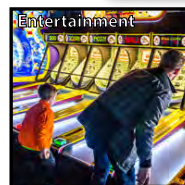
Meeting Summary

Implementable Comprehensive Plan

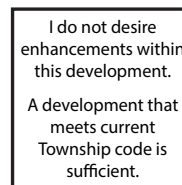
I-376 Interchange Development Area



4. Circle your two most desired end uses that you would like to see within the potential development area illustrated to the right:



5. Circle your two most desired public space enhancements for the potential development area illustrated above:



Discussion

An "Other" choice should be added as an open-ended response for desired end uses.

Meeting Summary

Implementable Comprehensive Plan

Residential Property Maintenance

6. Should landlords be required to register with the Township through a Registration Program for Residential Rental Properties?

- ☐ Yes
- ☐ No
- ☐ Maybe

Other Comments

7. Please express any additional thoughts you have about each of the following topics in Brighton Township in the spaces below.

Conservation of Land:

Pedestrian & Bicycle Connections:

I-376 Interchange Development Area:

Discussion

A residential rental registration program is already in place. Question 6 should be revised to read: "Should the Township require annual inspections of Residential Rental Properties?"

Meeting Summary

Implementable Comprehensive Plan

Other Discussion: Conservation of Land

Steering Committee member Gary Gardner shared a presentation detailing potential benefits of land conservation due to avoided increases in future property taxes due to additional residential development and student enrollment at Beaver Area School District.

Bryan Dehart is interested in exploring the potential of a voter approved referendum to collect additional income tax to be used for open space land acquisition (see below).

The group agreed to discuss the fiscal impacts of land conservation in more detail at the next Fall meeting.

Open Space Referendum

Municipalities are authorized by PA Act 153 ("Open Space Lands, Acquisition and Preservation") to purchase land or easements for the purpose of conservation. Local governments may levy a tax on real estate or earned income above the existing limits of the Commonwealth's laws, but only if they first receive referendum approval from the voters. A plan to protect these resources is required prior to expenditures of open space tax revenue.

[source: Pennsylvania Land Choices, An Educational Guide, Pennsylvania Department of Natural Resources in partnership with Pennsylvania Land Trust Association]

Act 115 of 2013 Improves PA's Open Space Law

Allows Some Revenue to be Used for Maintenance and Development

The amendment provides that in addition to acquiring land and easements, dedicated open space taxes may now be used to:

- Develop, improve, design, engineer and maintain open space acquired with dedicated open space taxes in order to provide open space benefits.* (Up to 25% of open space taxes may be used for this purpose.)
- Prepare the resource, recreation or land use plan needed to acquire open space under the law.

The new flexibility to use a portion of the taxes for development and maintenance enables municipalities with well established open space protection programs to better steward their protected lands and build trails and other recreational facilities that provide open space benefits. This flexibility may also encourage more municipalities to hold referenda to establish open space programs now that they know that they can use a portion of the revenue to care for and create recreational opportunities on the open space.

[source: <https://conservationadvocate.org/2014/01/30/act-115-of-2013-improves-pas-open-space-law/>]

Meeting Summary

Implementable Comprehensive Plan



A fourth meeting of the Steering Committee for the Brighton Township Implementable Comprehensive Plan update was held virtually on November 12, 2020, via Zoom. The discussion centered around the results of the Virtual Workshop and a preliminary investigation of land conservation fiscal impacts.

This document summarizes the group's discussion on results of the Virtual Workshop and an initial look at the fiscal impacts of land conservation:

Virtual Workshop Results

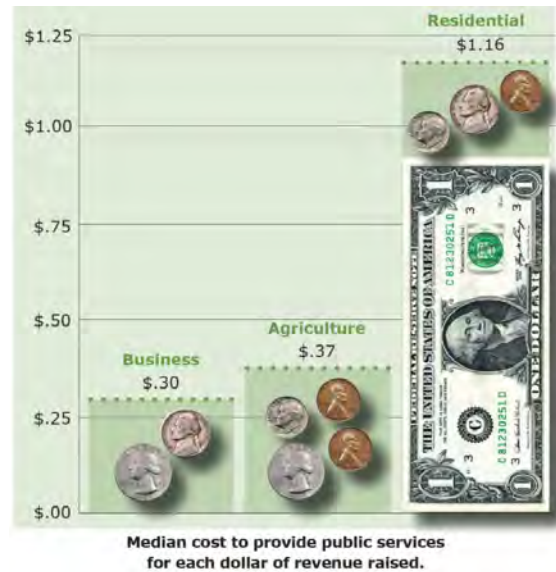
- Conservation of Land
 - Preservation most desired in North and Southeastern portions of Township
- Bicycle & Pedestrian Connectivity
 - Off-Road Trail facilities preferred to On-road
 - On-Road safety concerns
 - Obviously dedicated off-road facilities increase costs / potential for right-of-way acquisitions/easements
- I-376 Interchange Development Area
 - Restaurants & mixed-use development were top interchange desires with outdoor gathering spaces (patio dining, performance areas, event space) most desired civic features
 - Development desires still consistent with Mixed-use Zoning
 - Need to leverage Business Earning Tax potential
 - Still large portion of population desires no development (40%)
 - Compromise - community scaled development that maintains overall Rural Character by incorporating greenspace, natural features & buffering
- Rental Residential Inspections
 - Support for requiring rental inspections mixed (44% Y / 32% N / 24% Unsure)

Meeting Summary

Implementable Comprehensive Plan

Fiscal Impacts of Land Conservation

- Cost of Cost Services Ratio
 - A ratio greater than 1.0 means that for every dollar of revenue collected from a given category of land, more than one dollar is spent on services for that land.
 - A ratio below 1.0 means the government spends less in services for the land than it receives in tax revenue, resulting in a net gain.
- Generally residential results in net revenue loss (16 cents on every dollar)
- National data (pictured right) but PA studies have similar results (see below)



Source: "Cost of Community Services Studies" (Farmland Information Center, 2016)

Median Cost to provide Public Services for each Dollar of Revenue Raised

PA Community	Residential	Commercial/ Industrial	Farmland/ Open Space
Allegheny Township	1.06	0.14	0.13
Bedminster Township	1.12	0.05	0.04
Bethel Township	1.08	0.17	0.06
Bingham Township	1.56	0.16	0.15
Buckingham Township	1.04	0.15	0.08
Carroll Township	1.03	0.06	0.02
Hopewell Township	1.27	0.32	0.59
Kelly Township	1.48	0.07	0.07
Lehman Township	0.94	0.20	0.27
Maiden Creek Township	1.28	0.11	0.06
Richmond Township	1.24	0.09	0.04
Shrewsbury Township	1.22	0.15	0.17
Stewarson Township	2.11	0.23	0.31
Straban Township	1.10	0.16	0.06
Sweden Township	1.38	0.07	0.08

Source: "Cost of Community Services Studies" (Farmland Information Center, 2016)

Meeting Summary

Implementable Comprehensive Plan

Local Fiscal Impacts of Conservation

Discussion centered around the local municipal fiscal impacts of residential development specifically to Brighton Township, specifically as it relates to providing infrastructure and public services in new subdivisions in more remote, less developed areas of the Township.

It was agreed further analysis was needed to more accurately what residential fiscal impacts are in Brighton Township. Real estate land values were discussed for larger tracts of undeveloped property. The consultant team will also take a more detailed look at recent subdivision comps to incorporate into a cost-benefit analysis of open space land acquisition through a potential municipal Open Space Referendum authorized by PA Act 153. A yet to be conducted stakeholder interview with Brighton Area School District will also help confirm the property tax implications of future residential development and demands on the public schools.

Final Stakeholder Interviews to be Scheduled

Conservation of Land

- Beaver Area School District – confirm fiscal impact assumptions

Meeting Summary

Implementable Comprehensive Plan



A meeting of the Steering Committee for the Brighton Township Implementable Comprehensive Plan update was held virtually on April 29, 2021, via Zoom. The discussion centered around the review draft plan.

The group provided the following input on the draft plan:

Assessment

- Add more on age cohort trends
- Housing needs assessment - different housing types
- Need to show long-term trends

Conservation

- Case Studies in Cranberry & Peters - may not be applicable in every way because we are a smaller community
- Educate the public on fiscal impacts of land conservation relative to taxes
- Provide more detail on benefits of Conservation Easements - Especially tax benefits

Zoning

- Lot Sizes: Discussion occurred on whether Township should consider large lot zoning when national trend is for smaller lots with less maintenance
- Conservation development may be a compromise to address concerns on slopes
- Group liked the templates for case studies in other communities
- It was pointed out that zoning that makes all development extremely difficult can be a slippery slope
- Take additional look at slope setbacks / restrictions - Consider wider lot widths on streets with steeper grades

Recreation

- Update Recreational Plan
- New Impact Fee

Visual Comments

- add more pics of Township features

General Format Comments

- Add more case studies



Steering Committee DRAFT PLAN REVIEW
April 29, 2021

Meeting Summary

Implementable Comprehensive Plan



A final meeting of the Steering Committee for the Brighton Township Implementable Comprehensive Plan update was held at Schultz Lodge on September 29, 2021. The discussion centered around a final review of the revised draft plan.

Based on group feedback and Township administration review the document has now gone through several draft iterations:

- Minor edits:
 - addressed typos and stylistic comments/markups mapping updates (e.g. future land use consistency with Zoning)
 - added more pictures and visuals
- Substantive additions include:
 - TOC detail
 - community vision (Pg 7)
 - Updated Census Population figures (Pg 8, 15-17)
 - housing trends discussion (Pg 21-24)
 - conservation development case study (Pg 62-63)
 - Sidewalks - language strengthened to require sidewalks in new subdivisions (Pg 72)
 - Discouraging Cul-de-Sacs - paragraph added (Pg 73)
 - Interconnecting Subdivisions - updated and additional connections (Pg 74-75)
 - subdivisions steep slope protections (Pg 80)
 - Other Potential Trail Connections (Pg 87-88)
- Additions with Final Draft - Appendices with all Public Input documentation

Final Steps

- Appendices will be added to the plan for the October 4, 2021, Planning Commission Meeting
- After Planning Commission Approval, the Township Supervisors can move to have the plan shared publicly for a 45-day review period
- Township Board Approval and Public Hearing planned for December 13, 2021

The group recommended the revised plan be presented to Planning Commission for approval at their October 4, 2021 meeting.



Steering Committee FINAL PLAN REVIEW
September 29, 2021

Implementable Comprehensive Plan



COMMUNITY SURVEY RESULTS SUMMARY

APPENDIX B



Implementable Comprehensive Plan Community Survey

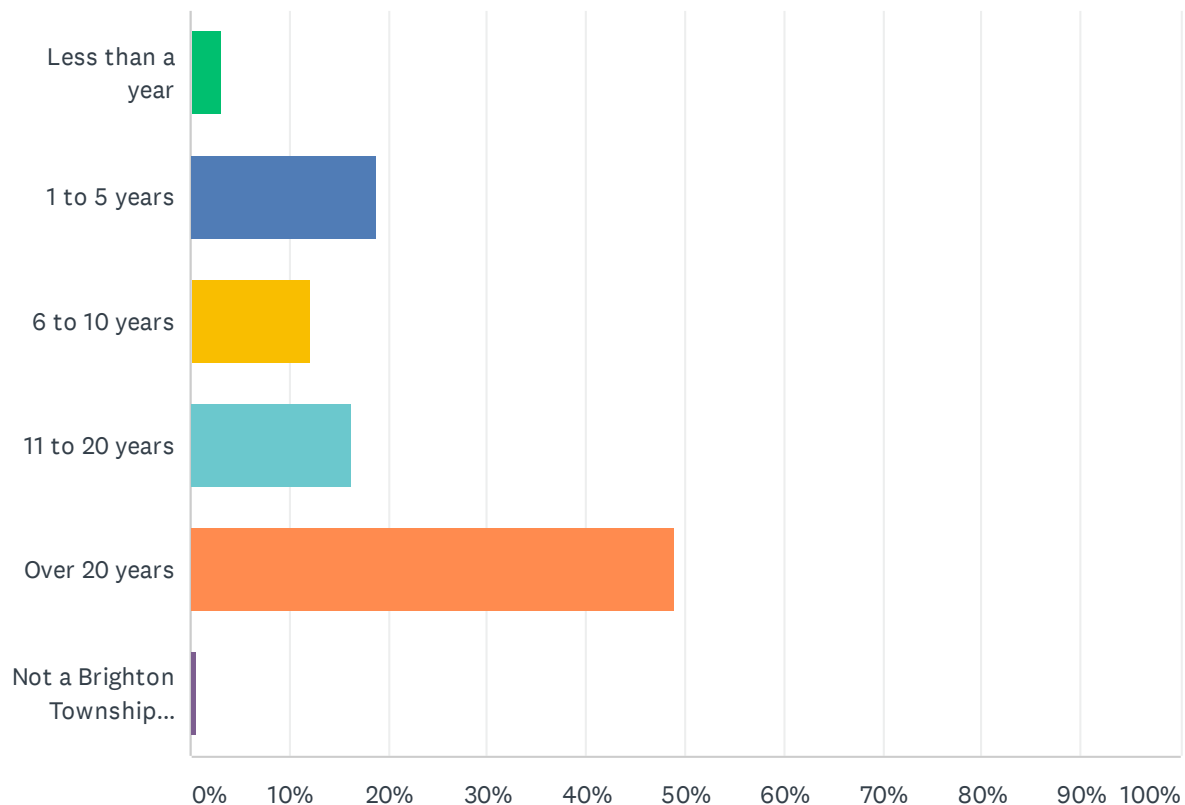
Response Summary - March 2020

Question 1

Length of Residency

Q1 How long have you lived in Brighton Township?

Answered: 569 Skipped: 1





Implementable Comprehensive Plan Community Survey

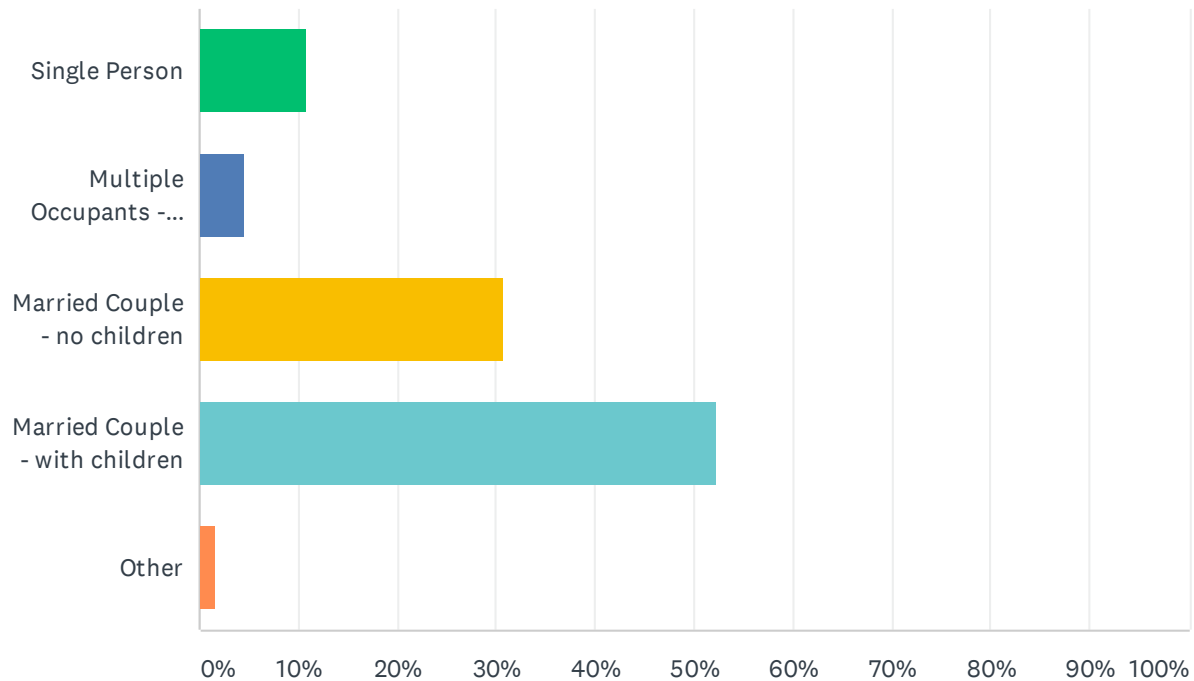
Response Summary - March 2020

Question 2

Household

Q2 Which best describes your household?

Answered: 566 Skipped: 4





Implementable Comprehensive Plan Community Survey

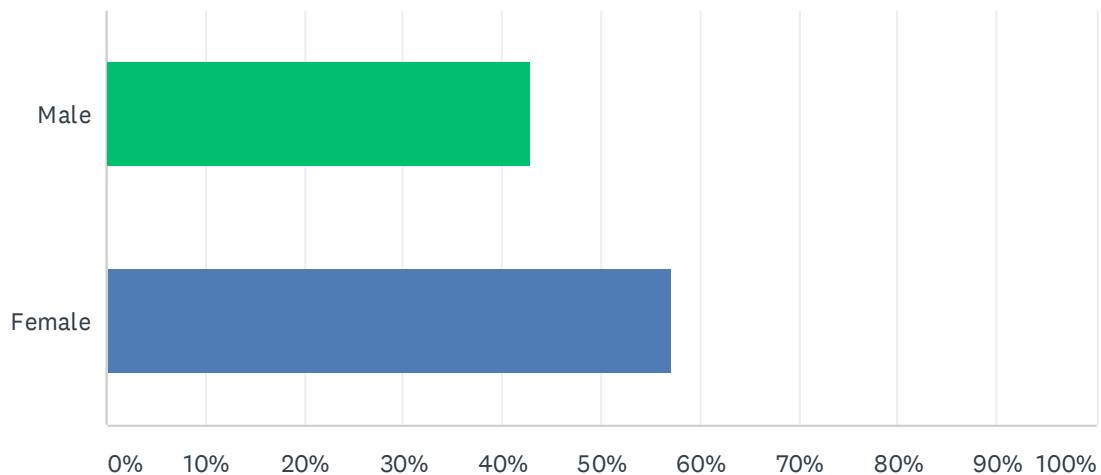
Response Summary - March 2020

Question 3

Gender

Q3 What is your gender?

Answered: 564 Skipped: 6





Implementable Comprehensive Plan Community Survey

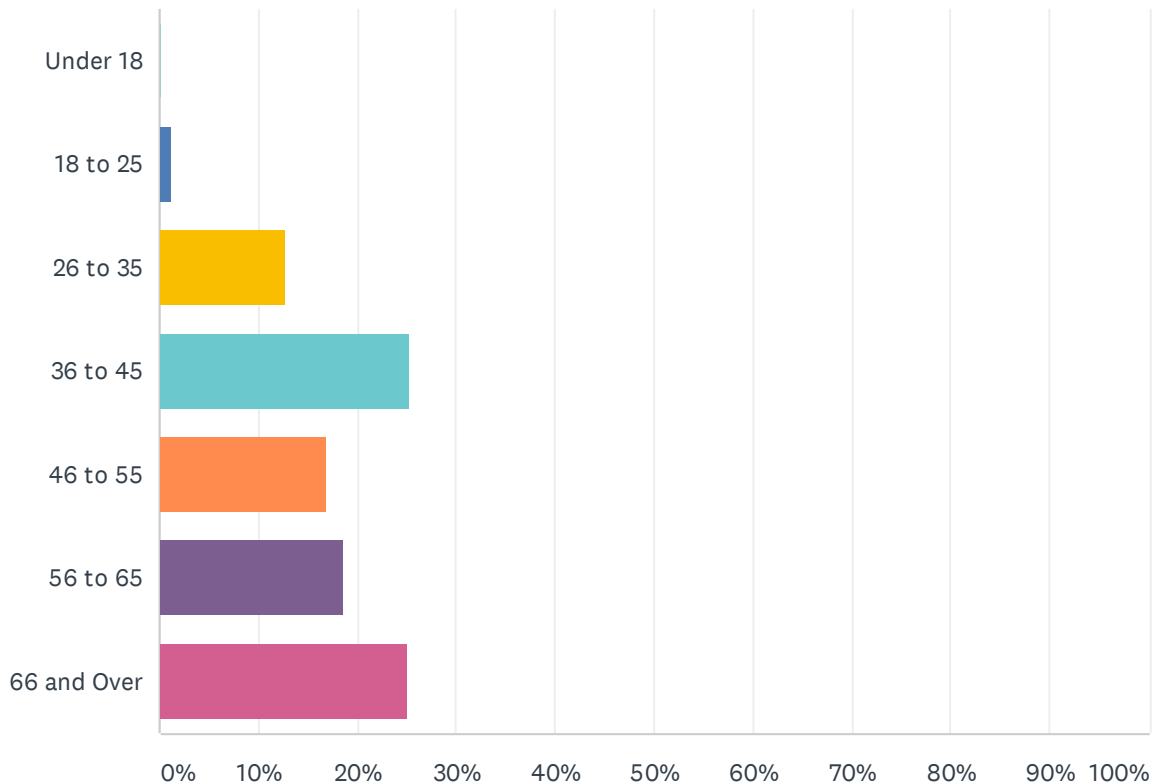
Response Summary - March 2020

Question 4

Age

Q4 What is your age?

Answered: 567 Skipped: 3





Implementable Comprehensive Plan Community Survey

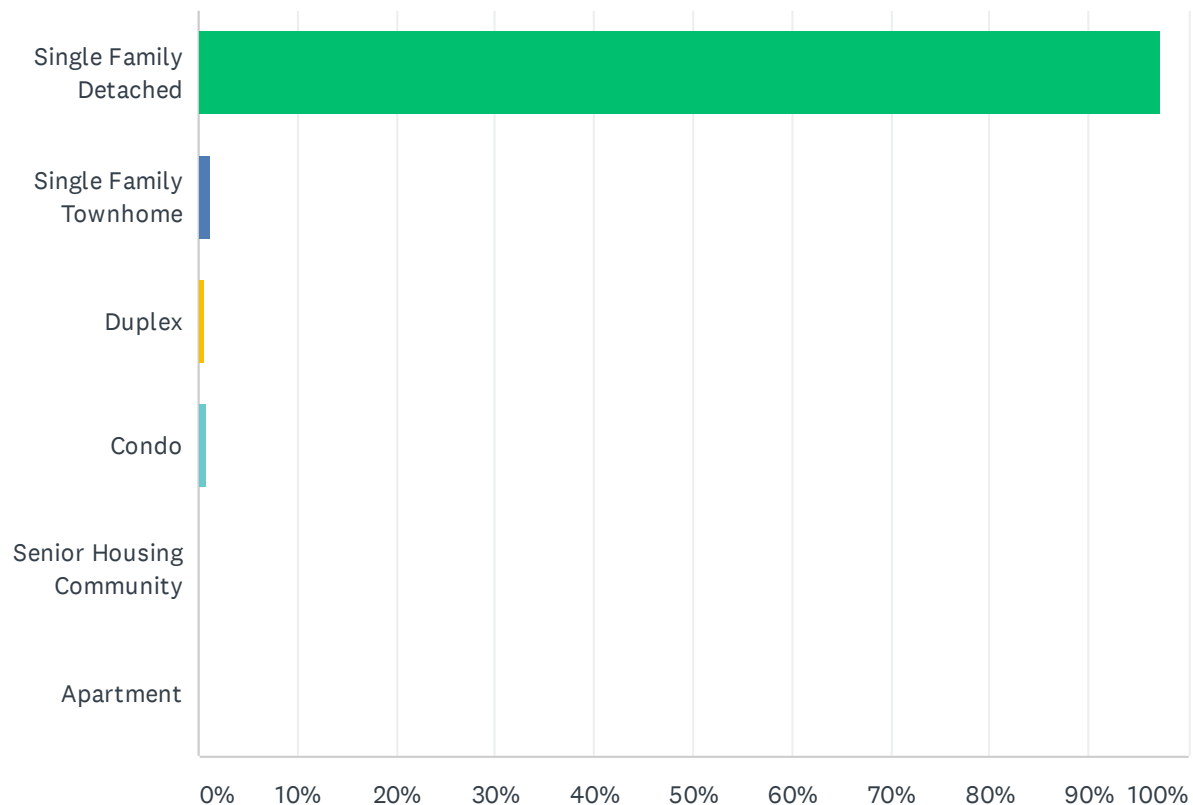
Response Summary - March 2020

Question 5

Housing Type

Q5 Which best describes your residence?

Answered: 567 Skipped: 3





Implementable Comprehensive Plan Community Survey

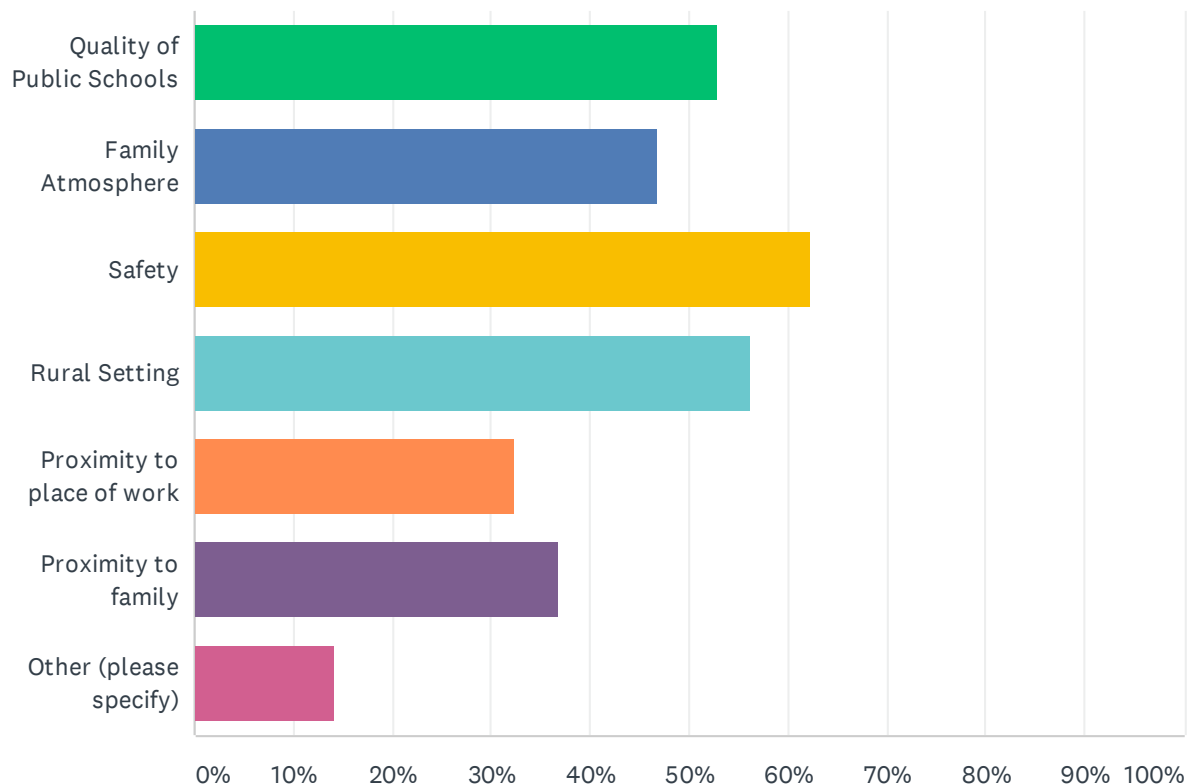
Response Summary - March 2020

Question 6

Why Brighton Township?

Q6 Why do you live in Brighton Township?

Answered: 566 Skipped: 4





Implementable Comprehensive Plan Community Survey

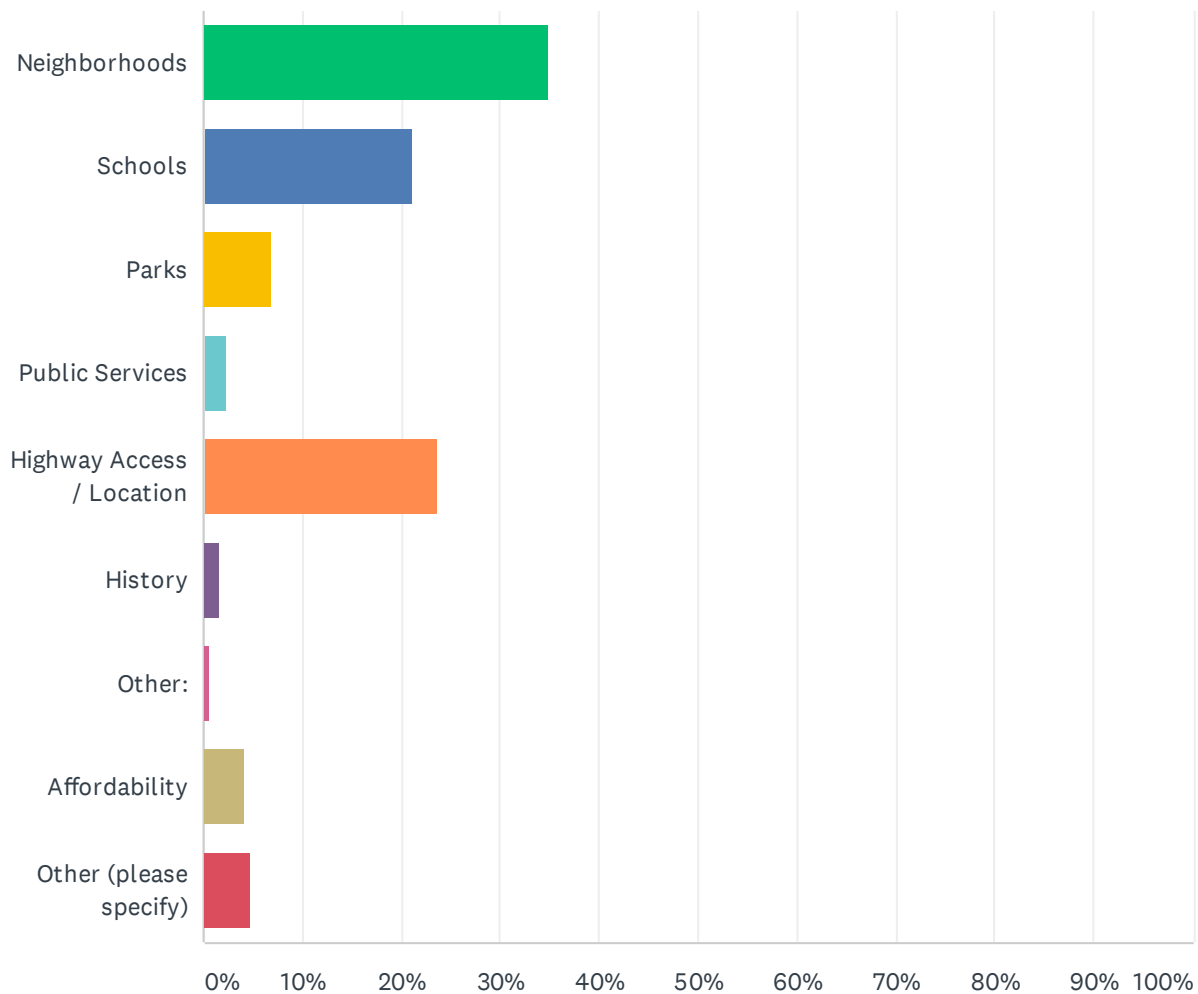
Response Summary - March 2020

Question 7

Greatest Township Asset

Q7 What is the Township's greatest asset?

Answered: 568 Skipped: 2





Implementable Comprehensive Plan Community Survey

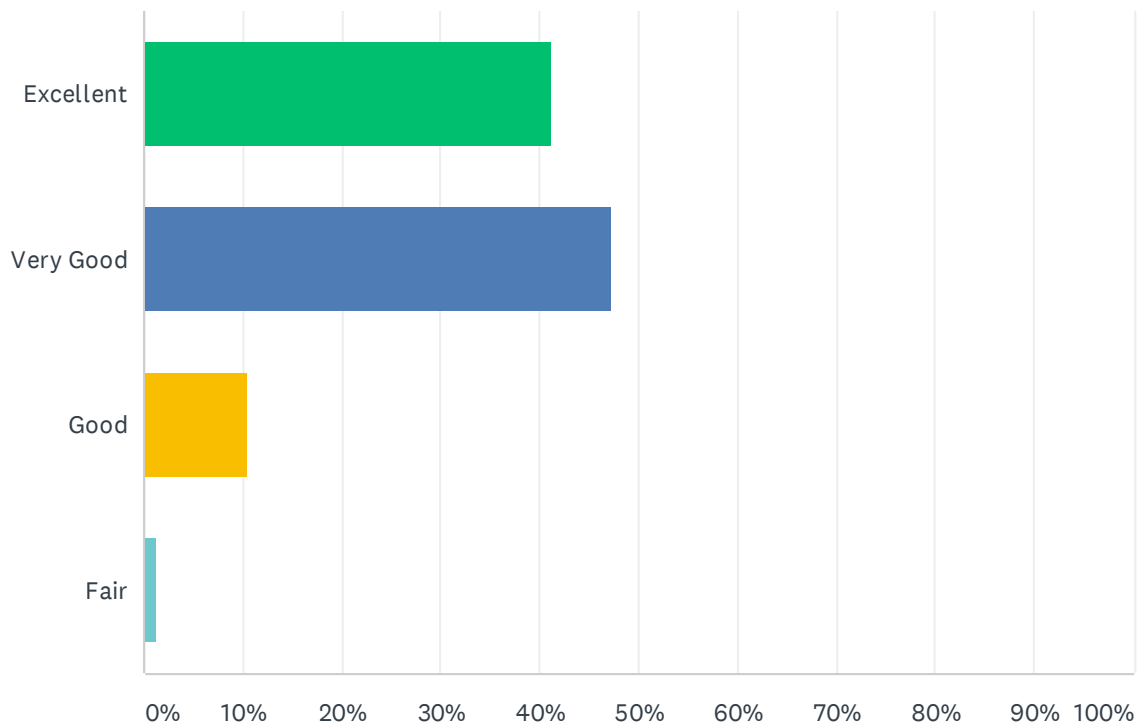
Response Summary - March 2020

Question 8

Quality of Life

Q8 How would you rate the quality of life in Brighton Township?

Answered: 569 Skipped: 1





Implementable Comprehensive Plan Community Survey

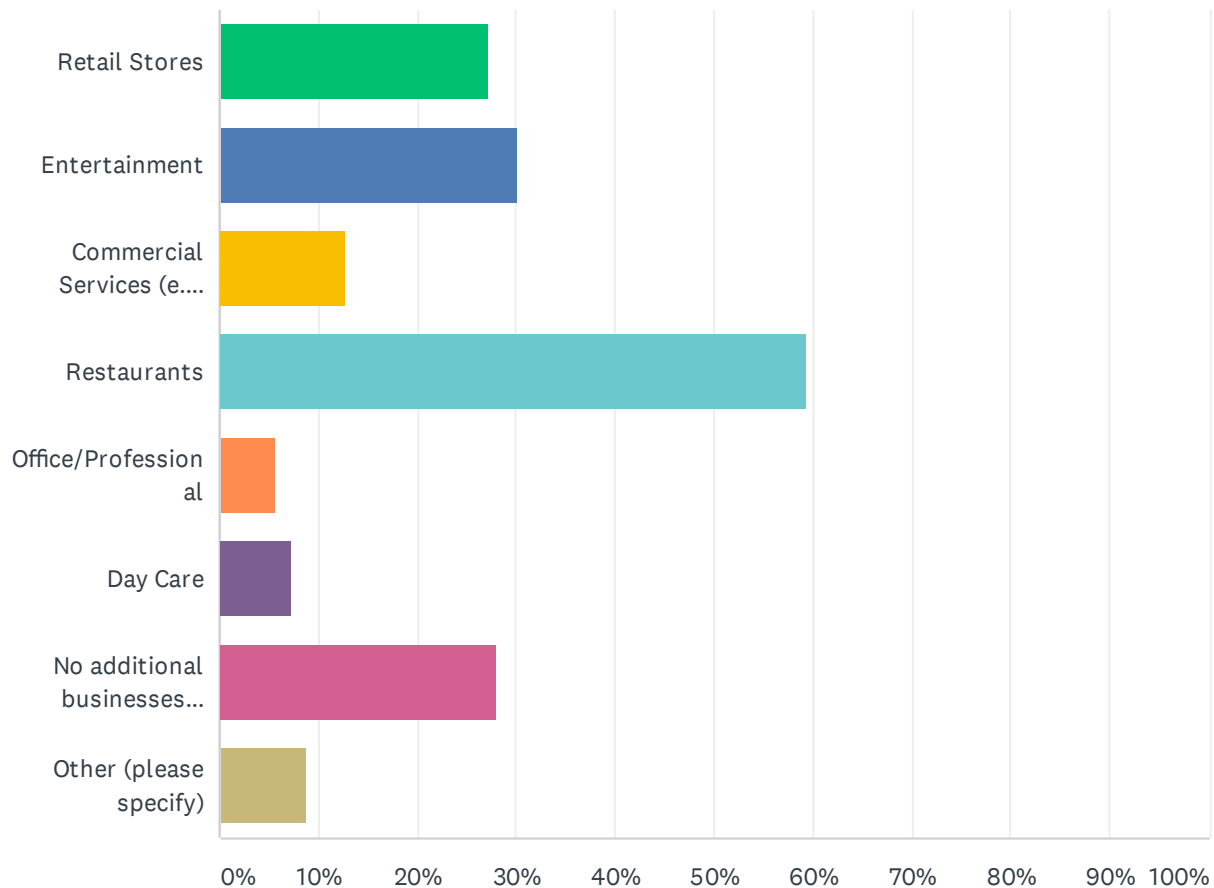
Response Summary - March 2020

Question 9

Local Businesses

Q9 What type of community- based business is needed/
underrepresented in Brighton Township?

Answered: 568 Skipped: 2





Implementable Comprehensive Plan Community Survey

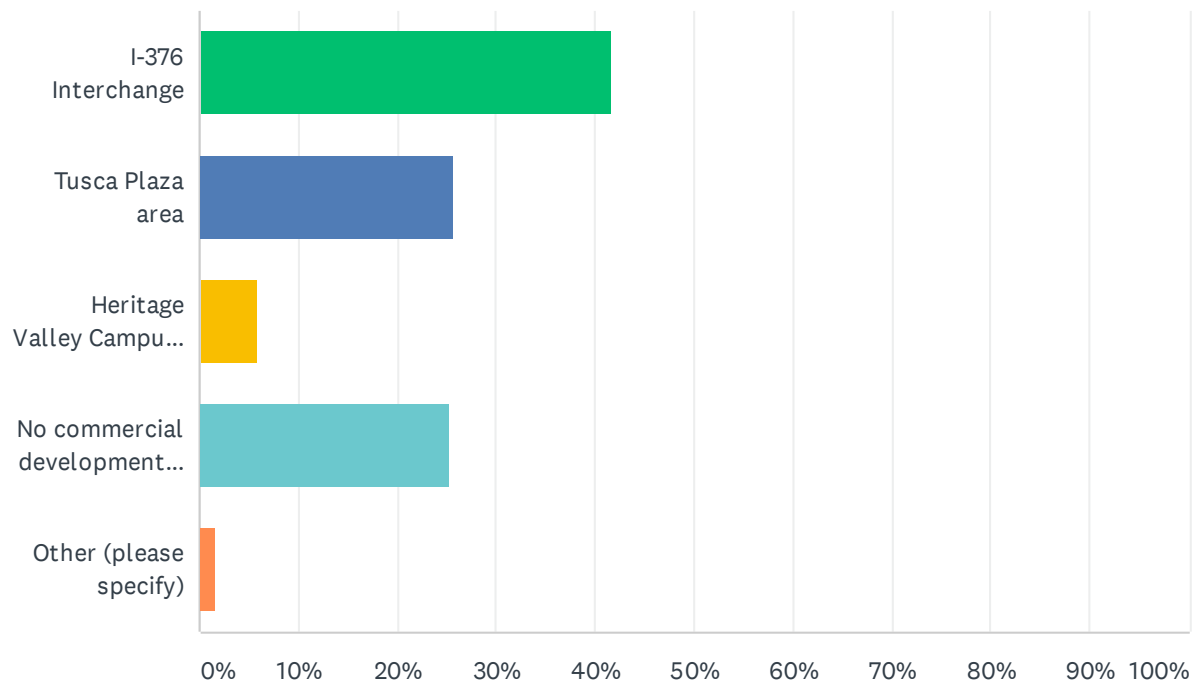
Response Summary - March 2020

Question 10

Commercial Development

Q10 Where should the Township focus commercial development efforts?

Answered: 565 Skipped: 5





Implementable Comprehensive Plan Community Survey

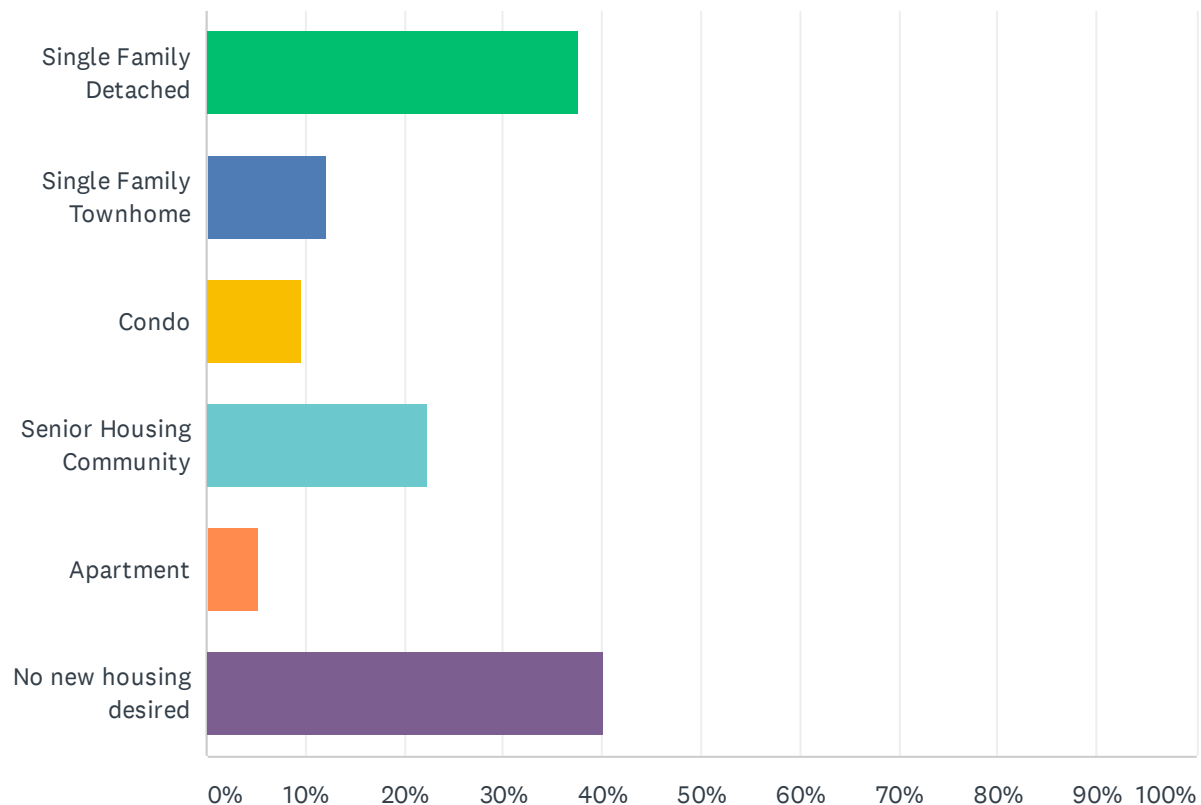
Response Summary - March 2020

Question 11

Housing Preferences

Q11 What type of housing would you like to see more of in the Township?

Answered: 561 Skipped: 9





Implementable Comprehensive Plan Community Survey

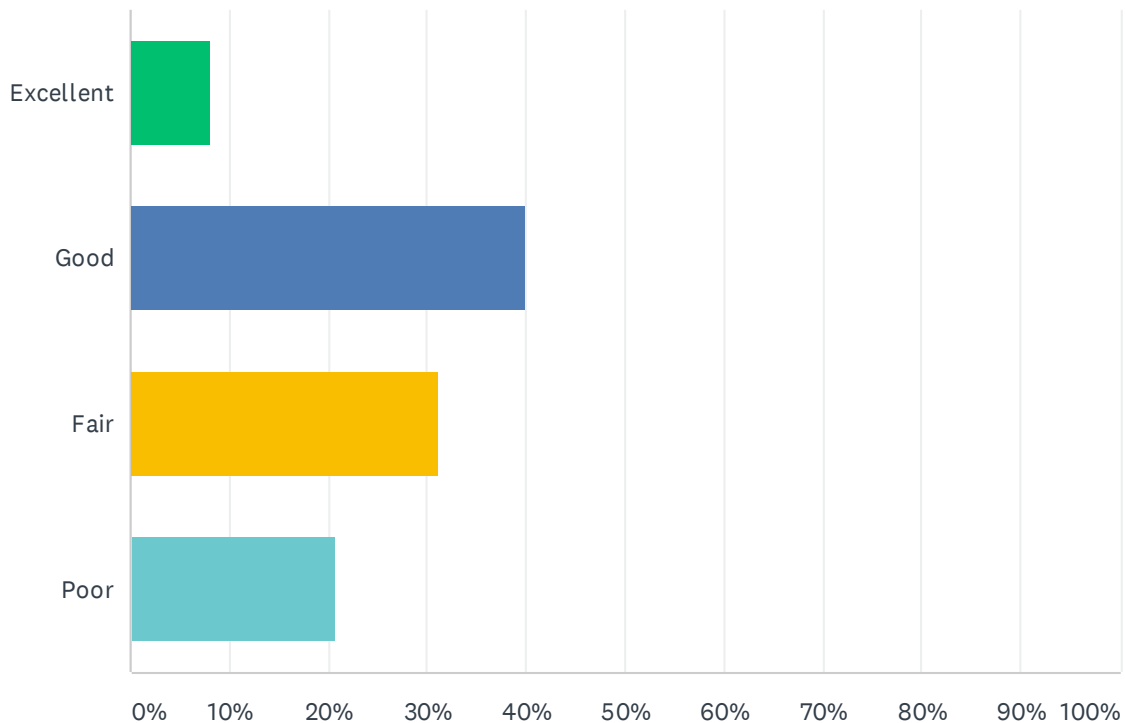
Response Summary - March 2020

Question 12

Road Conditions (State Roads)

Q12 How would you rate the current condition of State roads (Dutch Ridge Rd & Tuscarawas Rd) in the Township?

Answered: 569 Skipped: 1





Implementable Comprehensive Plan Community Survey

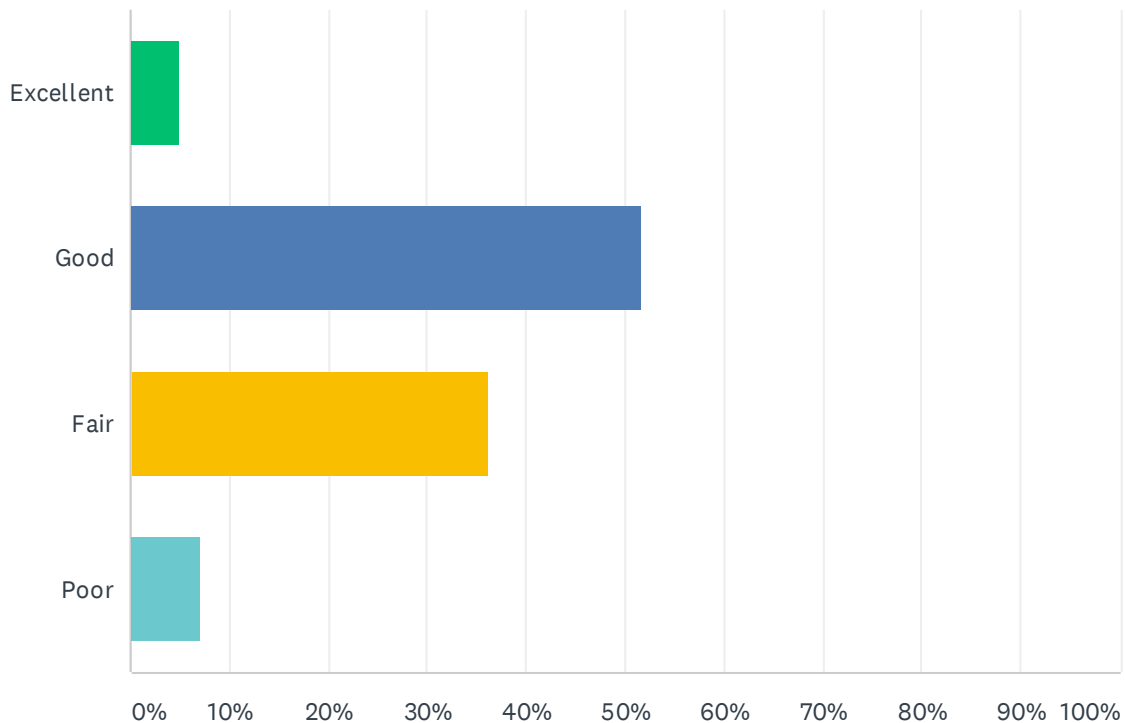
Response Summary - March 2020

Question 13

Road Conditions (Local Roads)

Q13 How would you rate the current condition of other roads in the Township?

Answered: 568 Skipped: 2





Implementable Comprehensive Plan Community Survey

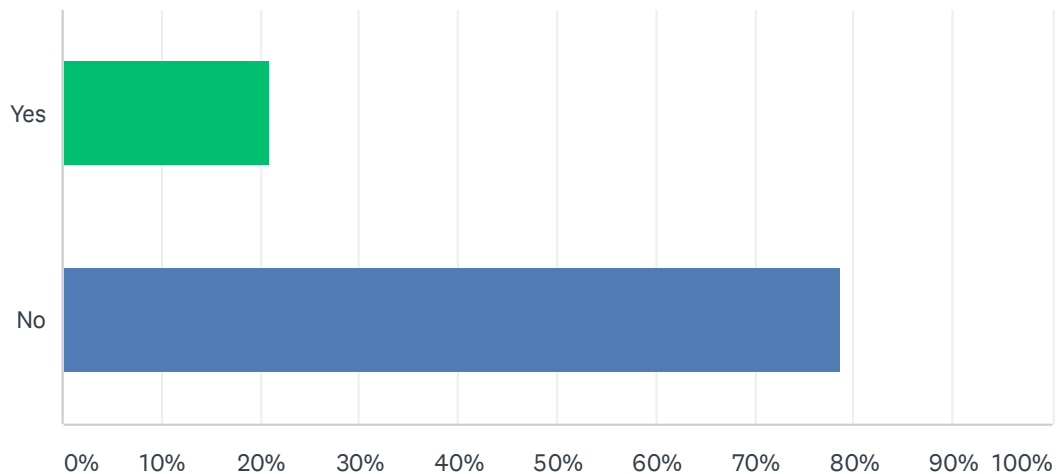
Response Summary - March 2020

Question 14

Water & Sewer Service

Q14 Would you like to see water and sewer service area expanded in the Township?

Answered: 530 Skipped: 40





Implementable Comprehensive Plan Community Survey

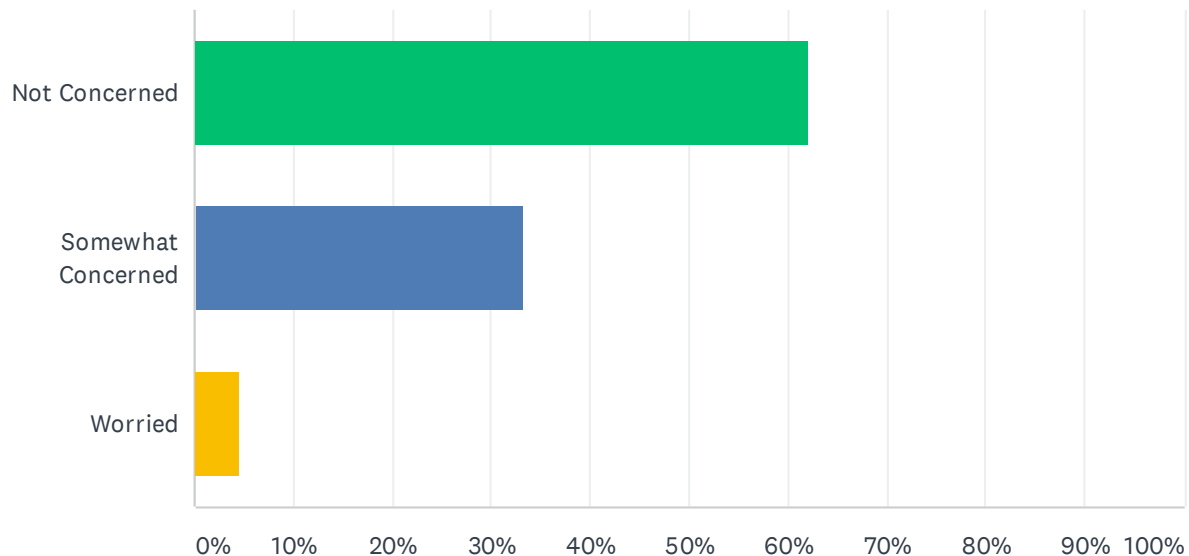
Response Summary - March 2020

Question 15

Residential Property Maintenance

Q15 How do you feel about the appearance and upkeep of residential properties in the Township?

Answered: 565 Skipped: 5





Implementable Comprehensive Plan Community Survey

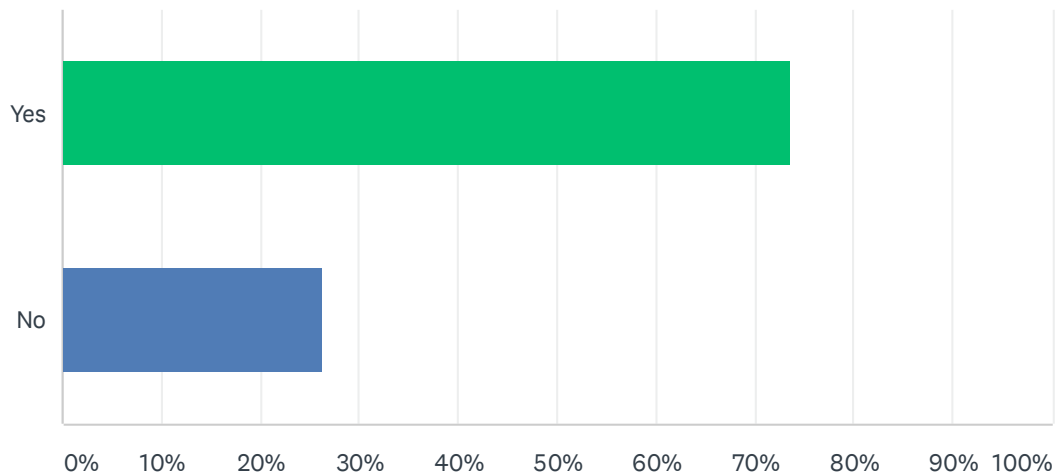
Response Summary - March 2020

Question 16

Greenspace

Q16 Should the Township take a more active role in preserving greenspace?

Answered: 557 Skipped: 13





Implementable Comprehensive Plan Community Survey

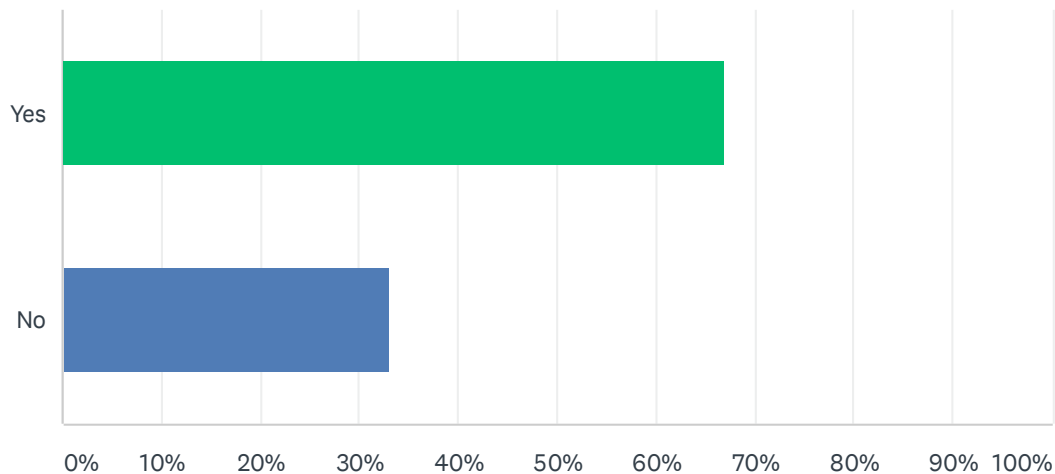
Response Summary - March 2020

Question 17

Stormwater Management

Q17 Should the Township have more sustainable development requirements to manage stormwater runoff and improve water quality?

Answered: 553 Skipped: 17





Implementable Comprehensive Plan Community Survey

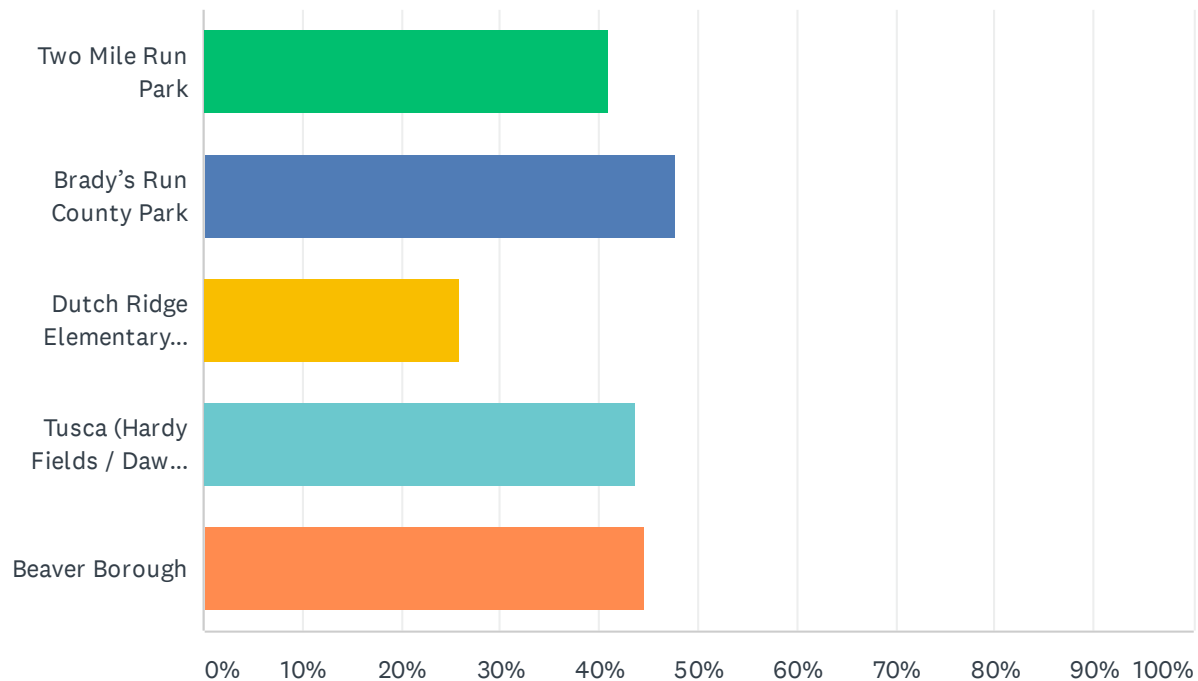
Response Summary - March 2020

Question 18

Bicycle & Pedestrian Facilities

Q18 Where would you like to see future pedestrian and bicycle facilities connect to?

Answered: 534 Skipped: 36





Implementable Comprehensive Plan Community Survey

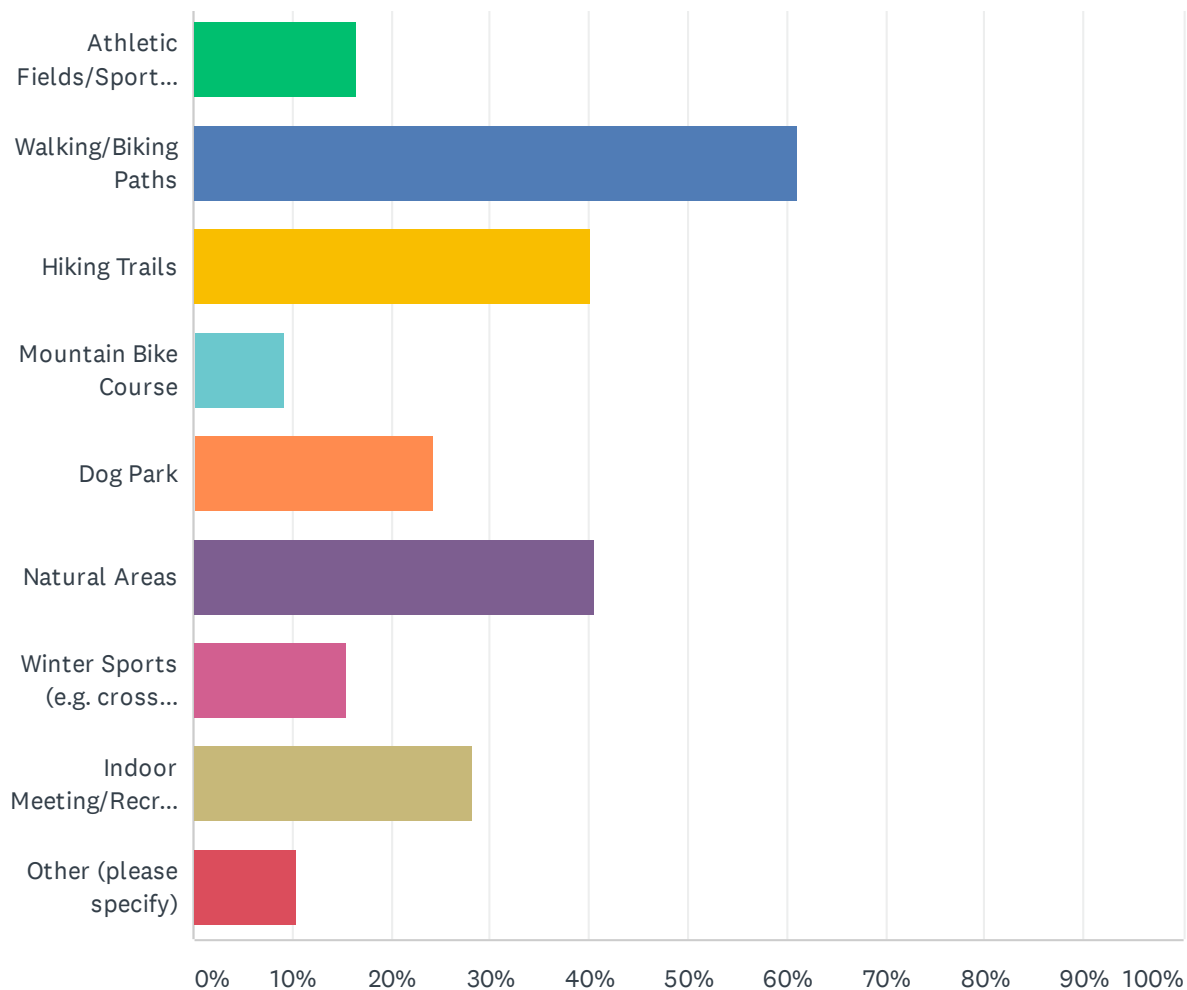
Response Summary - March 2020

Question 19

Recreation

Q19 What type of recreational amenities would you like to see added to the Township?

Answered: 550 Skipped: 20



Implementable Comprehensive Plan

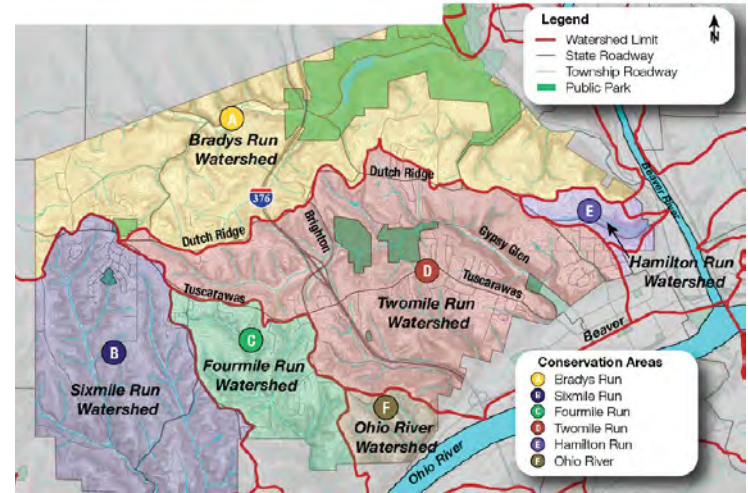
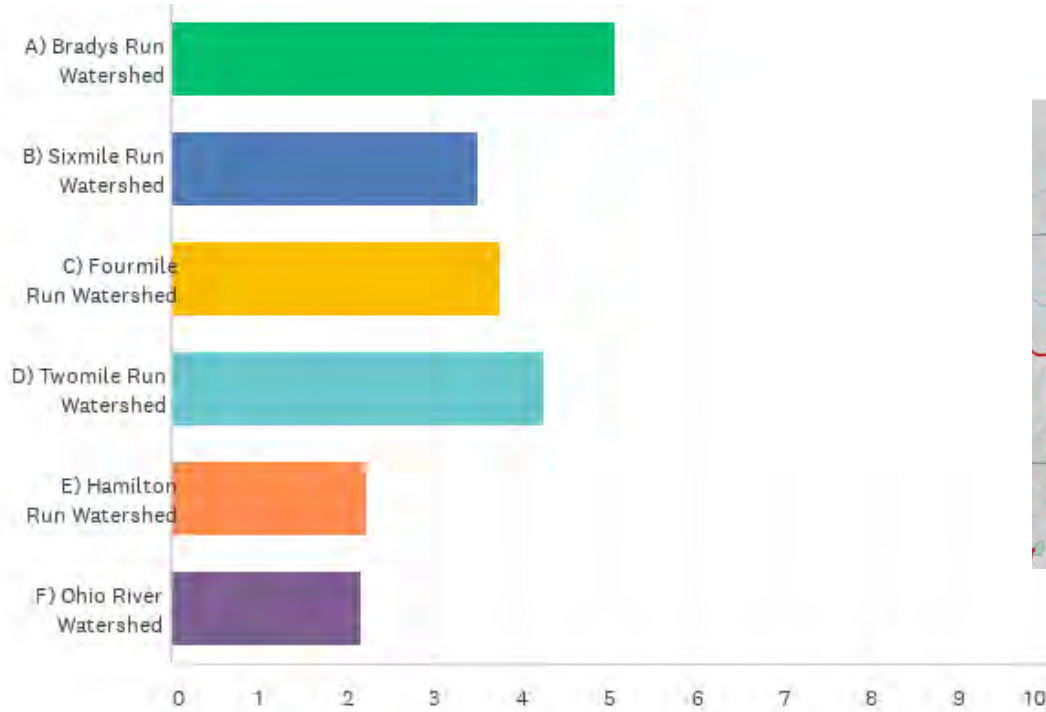


VIRTUAL WORKSHOP RESULTS SUMMARY

APPENDIX C

Q1: Rank in order of preference your most desired area for the Township to conserve land: (1 = most desired; 6 = least desired)

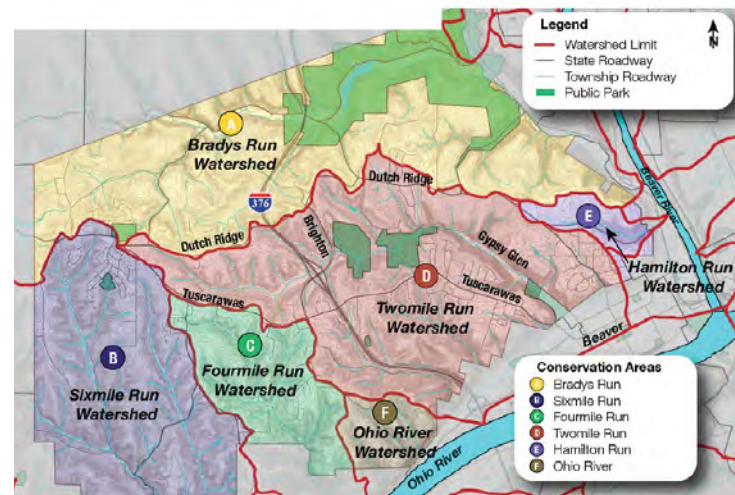
Answered: 176 Skipped: 11



Q1: Rank in order of preference your most desired area for the Township to conserve land: (1 = most desired; 6 = least desired)

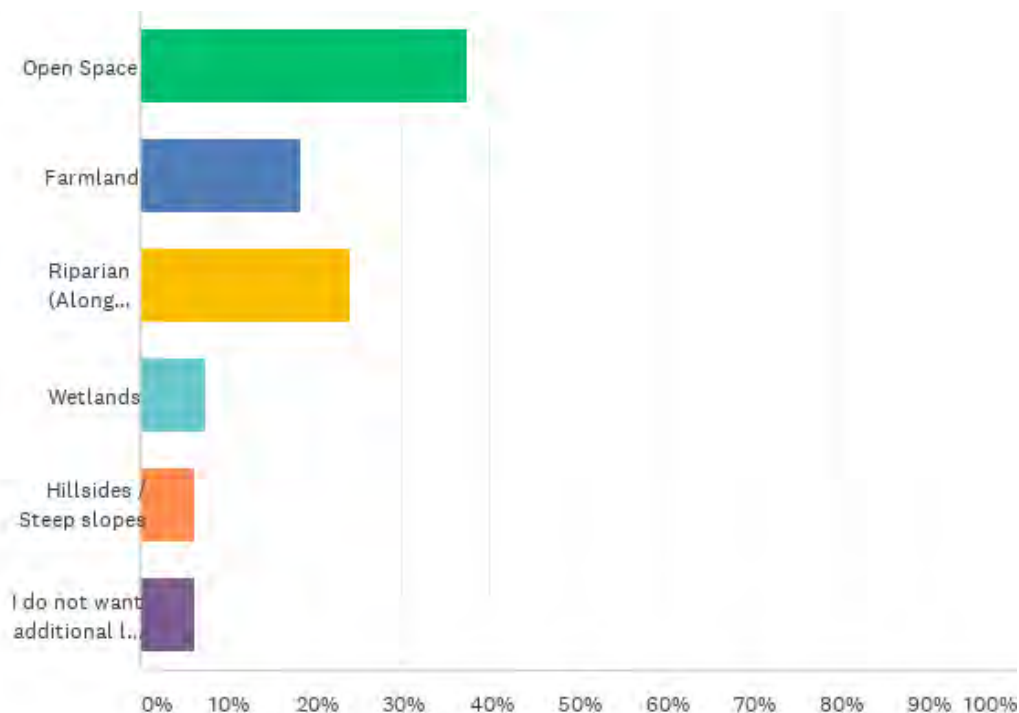
Answered: 176 Skipped: 11

	1	2	3	4	5	6	TOTAL	SCORE
A) Bradys Run Watershed	53.14% 93	24.57% 43	11.43% 20	4.00% 7	2.29% 4	4.57% 8	175	5.09
B) Sixmile Run Watershed	8.72% 15	23.26% 40	16.28% 28	26.74% 46	12.79% 22	12.21% 21	172	3.52
C) Fourmile Run Watershed	8.14% 14	17.44% 30	33.14% 57	27.91% 48	10.47% 18	2.91% 5	172	3.76
D) Twomile Run Watershed	24.71% 43	26.44% 46	20.11% 35	15.52% 27	6.32% 11	6.90% 12	174	4.27
E) Hamilton Run Watershed	3.49% 6	2.33% 4	8.72% 15	11.05% 19	48.26% 83	26.16% 45	172	2.23
F) Ohio River Watershed	2.91% 5	6.40% 11	9.88% 17	13.95% 24	19.77% 34	47.09% 81	172	2.17



Q2: Which type of conservation would you most like to see?

Answered: 174 Skipped: 13



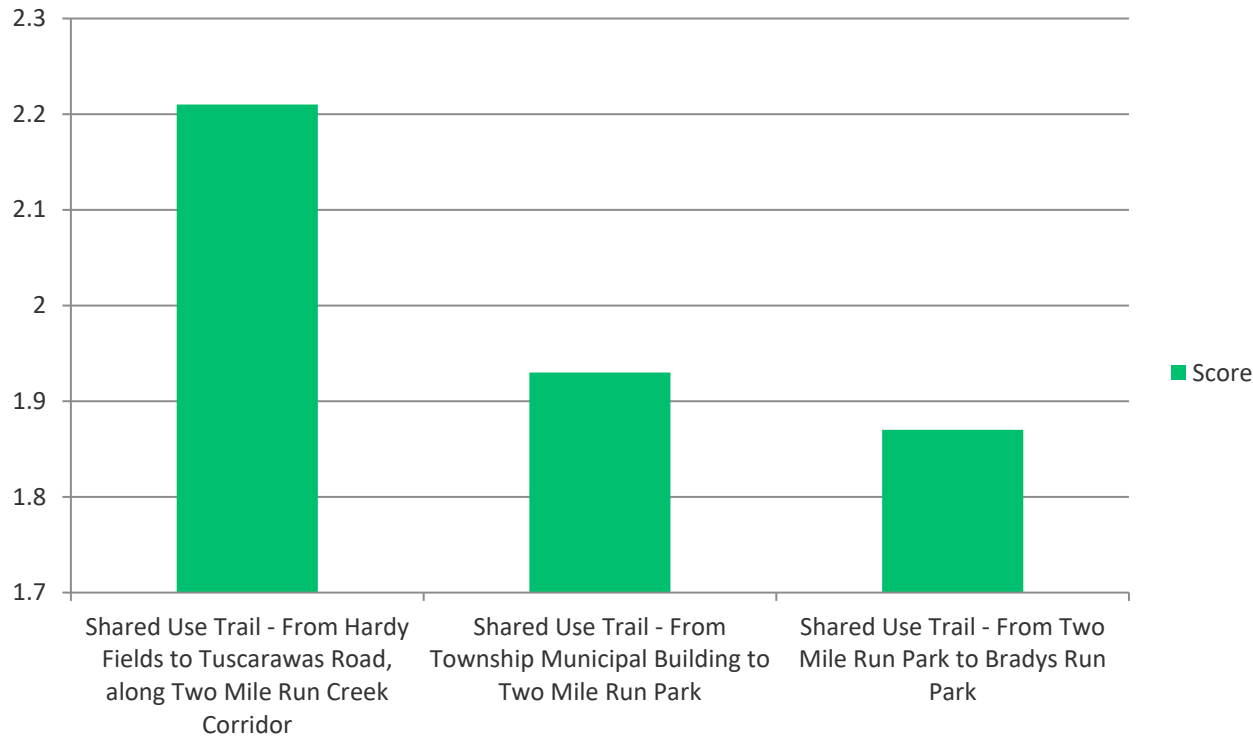
Q2: Which type of conservation would you most like to see?

Answered: 174 Skipped: 13

ANSWER CHOICES	RESPONSES	
Open Space	37.36%	65
Farmland	18.39%	32
Riparian (Along Streams/Rivers)	24.14%	42
Wetlands	7.47%	13
Hillsides / Steep slopes	6.32%	11
I do not want additional land conserved within the Township.	6.32%	11
TOTAL		174

Q3: Rank in order of preference your most desired off-road shared use trail connections from the following three options on the map below: (1 = most desired; 3 = least desired)

Answered: 162 Skipped: 25



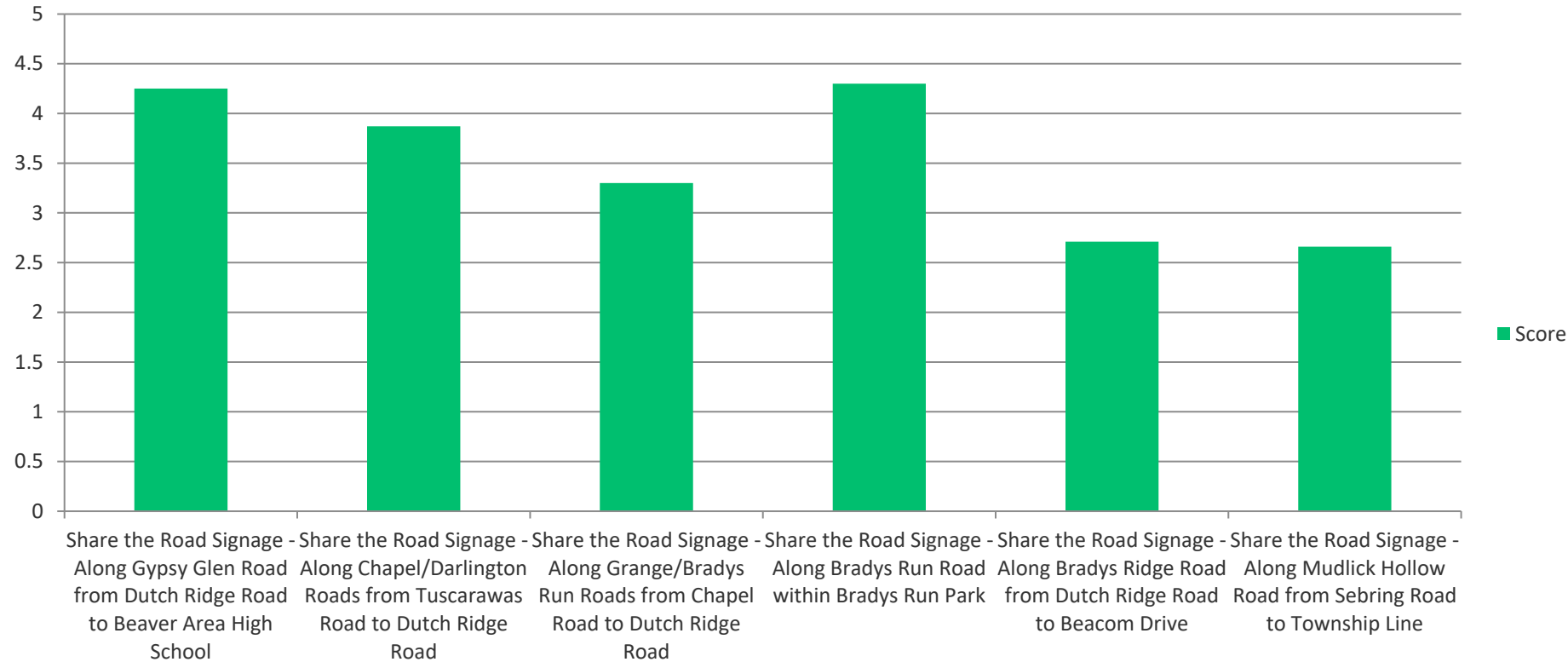
Q3: Rank in order of preference your most desired off-road shared use trail connections from the following three options on the map below: (1 = most desired; 3 = least desired)

Answered: 162 Skipped: 25

	1	2	3	TOTAL	SCORE
Shared Use Trail - From Hardy Fields to Tuscarawas Road, along Two Mile Run Creek Corridor	48.13% 77	24.38% 39	27.50% 44	160	2.21
Shared Use Trail - From Township Municipal Building to Two Mile Run Park	25.00% 40	43.13% 69	31.87% 51	160	1.93
Shared Use Trail - From Two Mile Run Park to Bradys Run Park	27.33% 44	32.30% 52	40.37% 65	161	1.87

Q4: Rank in order of preference you most desired "Share the Road" bicycle routes from the following six options on the map below: (1 = most desired; 6 = least desired)

Answered: 155 Skipped: 32



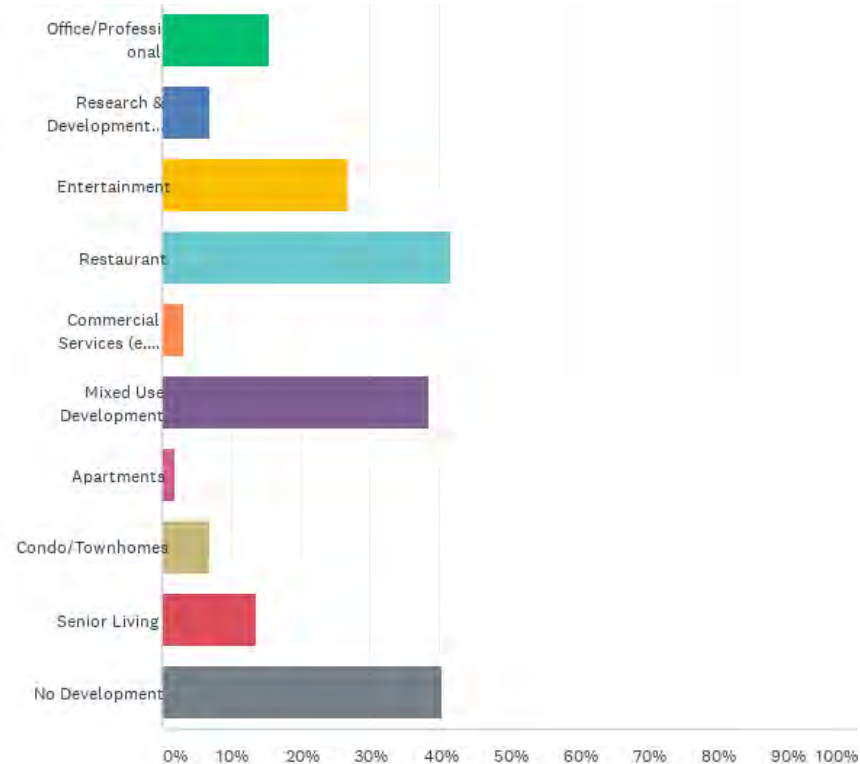
Q4: Rank in order of preference you most desired "Share the Road" bicycle routes from the following six options on the map below: (1 = most desired; 6 = least desired)

Answered: 155 Skipped: 32

	1	2	3	4	5	6	TOTAL	SCORE
Share the Road Signage - Along Gypsy Glen Road from Dutch Ridge Road to Beaver Area High School	28.48% 43	25.83% 39	15.23% 23	12.58% 19	8.61% 13	9.27% 14	151	4.25
Share the Road Signage - Along Chapel/Darlington Roads from Tuscarawas Road to Dutch Ridge Road	17.22% 26	22.52% 34	21.19% 32	16.56% 25	14.57% 22	7.95% 12	151	3.87
Share the Road Signage - Along Grange/Bradys Run Roads from Chapel Road to Dutch Ridge Road	2.65% 4	13.25% 20	28.48% 43	28.48% 43	21.85% 33	5.30% 8	151	3.30
Share the Road Signage - Along Bradys Run Road within Bradys Run Park	34.64% 53	15.03% 23	15.69% 24	20.92% 32	7.84% 12	5.88% 9	153	4.30
Share the Road Signage - Along Bradys Ridge Road from Dutch Ridge Road to Beacom Drive	5.26% 8	10.53% 16	14.47% 22	11.84% 18	35.53% 54	22.37% 34	152	2.71
Share the Road Signage - Along Mudlick Hollow Road from Sebring Road to Township Line	13.16% 20	13.16% 20	5.92% 9	9.21% 14	11.18% 17	47.37% 72	152	2.66

Q5: Check your two most desired end uses that you would like to see within the potential development area illustrated above:

Answered: 161 Skipped: 26



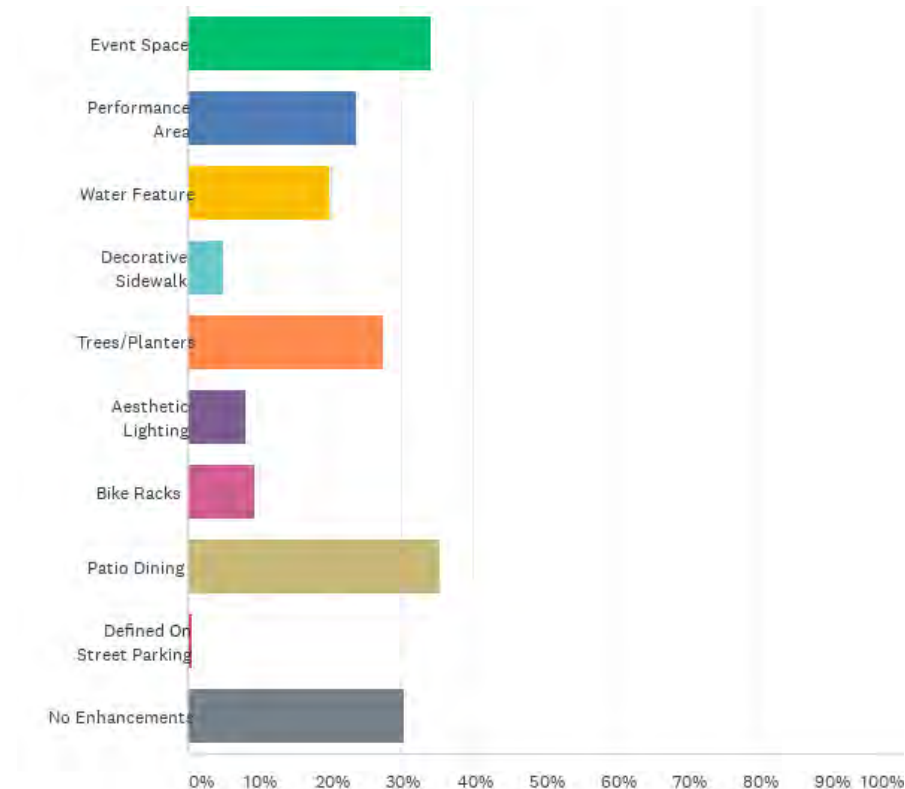
Q5: Check your two most desired end uses that you would like to see within the potential development area illustrated above:

Answered: 161 Skipped: 26

ANSWER CHOICES	RESPONSES	
Office/Professional	15.53%	25
Research & Development (Lab)	6.83%	11
Entertainment	26.71%	43
Restaurant	41.61%	67
Commercial Services (e.g. bank)	3.11%	5
Mixed Use Development	38.51%	62
Apartments	1.86%	3
Condo/Townhomes	6.83%	11
Senior Living	13.66%	22
No Development	40.37%	65
Total Respondents: 161		

Q7: Check your two most desired public space enhancements for the potential development area illustrated above:

Answered: 161 Skipped: 26



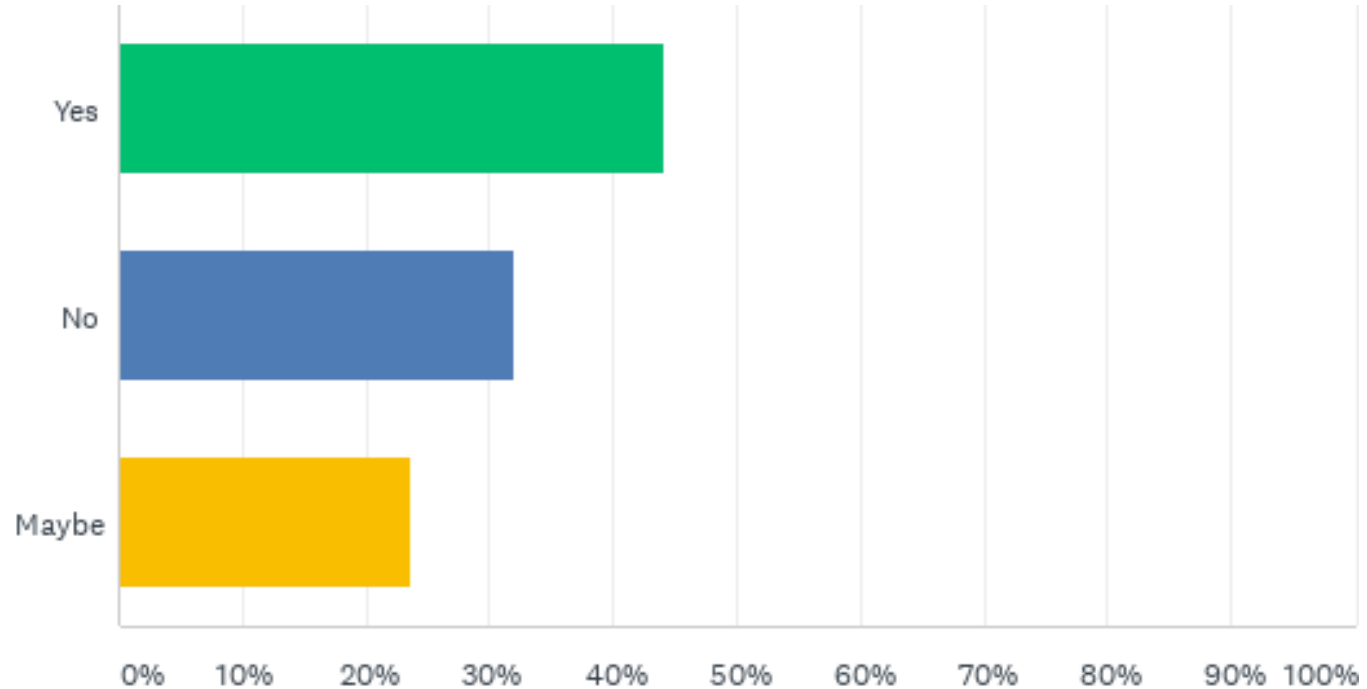
Q7: Check your two most desired public space enhancements for the potential development area illustrated above:

Answered: 161 Skipped: 26

ANSWER CHOICES	RESPONSES	
Event Space	34.16%	55
Performance Area	23.60%	38
Water Feature	19.88%	32
Decorative Sidewalk	4.97%	8
Trees/Planters	27.33%	44
Aesthetic Lighting	8.07%	13
Bike Racks	9.32%	15
Patio Dining	35.40%	57
Defined On Street Parking	0.62%	1
No Enhancements	30.43%	49
Total Respondents: 161		

Q8: Should the Township require annual inspections of Residential Rental Properties?

Answered: 156 Skipped: 31



Q8: Should the Township require annual inspections of Residential Rental Properties?

Answered: 156 Skipped: 31

ANSWER CHOICES	RESPONSES	
Yes	44.23%	69
No	32.05%	50
Maybe	23.72%	37
TOTAL		156