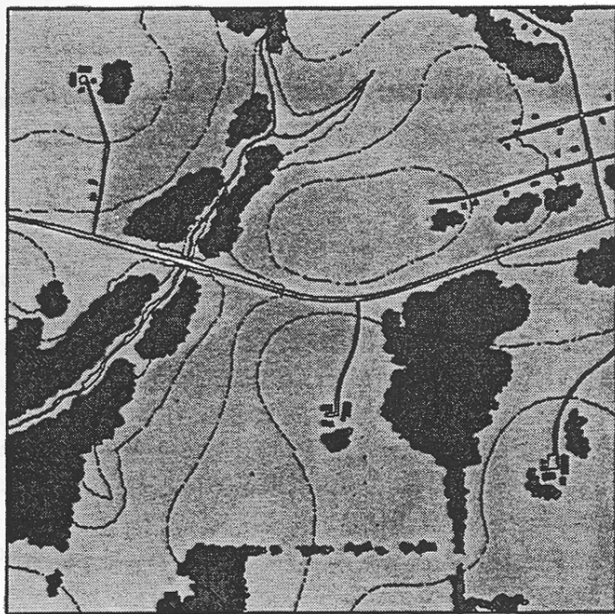


Policies:

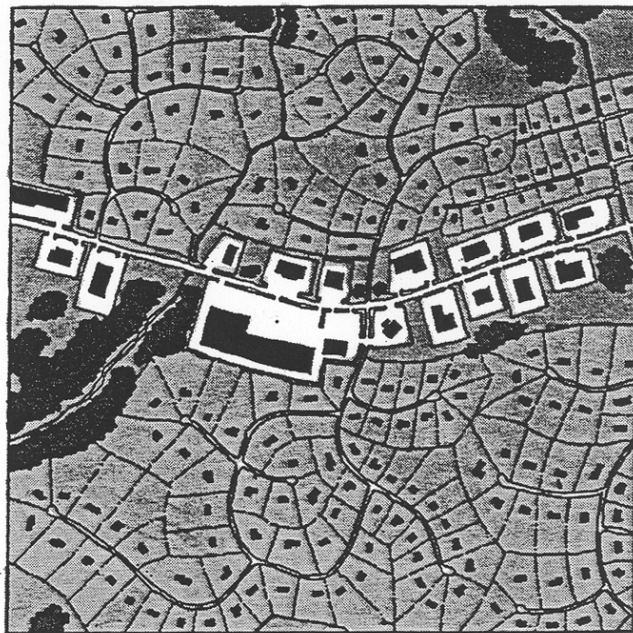
- * Revise Zoning and land use ordinances to include appropriate Zoning designations, viewshed protection, landscaping and setback regulations.

Scenic Corridor: Existing Conditions



This drawing depicts a portion of a typical Township road with views across farm fields and wooded areas. The scale and density of existing buildings adds to the scenic view. The many stream valleys and rolling hills create a large number of these scenic vistas throughout the Township.

Scenic Corridor: Conventional Development Under Existing Policy



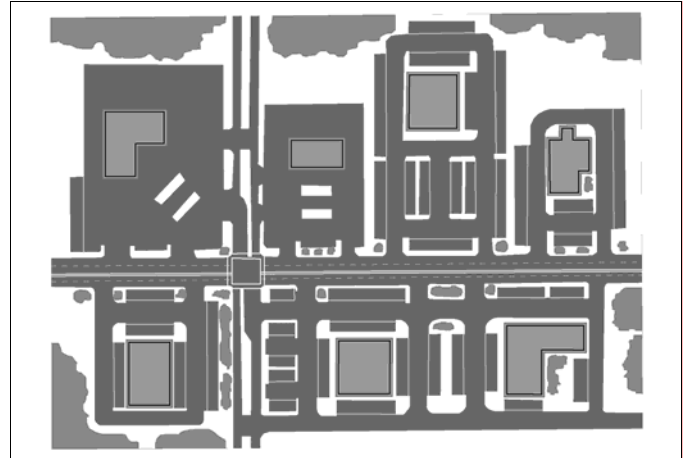
Under conventional development practices scenic corridors are often destroyed by insensitive residential subdivisions and "strip" commercial development.

Proposed Scenic Corridor Model



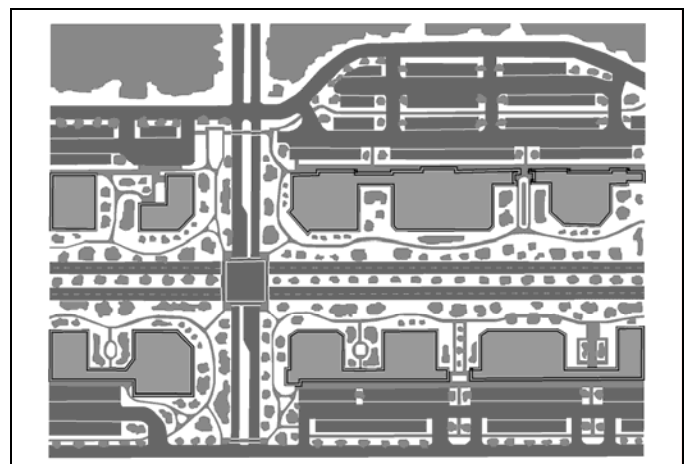
The Scenic Corridor Model establishes setbacks, and landscaping guidelines designed to shield roadside development from view - or to make the view from the road attractive (free from clutter, large signs, and parking lots). The Model also maps particularly scenic views and attempts to ensure that these views are not blocked by development.

Commercial: Conventional Strip Development



The drawing above depicts a typical “strip-commercial” development like those found on high volume transportation corridors or tracts in the Township. This form of development requires each parcel to provide its own entrances and exits and private parking facilities designed to accommodate the theoretical maximum number of customers. These policies promote a wasteful development pattern in which businesses are spread out over large distances along a busy road. Customers are forced to use their cars as no pedestrian connections are provided. Unattractive “cookie-cutter” buildings, oversized signs, and lack of pedestrian amenities all contributed to creating an unpleasant generic atmosphere.

Proposed Commercial Development Model



The Commercial Model is designed to deal with many of the problems associated with strip-commercial development. Curb-cuts are minimized by requiring that access be from shared driveways or, in this case, a feeder or parallel access road. Shared parking lots are required (where possible, located behind the buildings so as to make the view from the road more attractive). Sign and building design regulations are established to

E. Commercial Model

This Model is proposed as an alternative to the typical “strip-commercial” development pattern. The Penn Township public planning process revealed that there is a desire to include some commercial development in the Township but there is also a desire to keep the roadways uncongested and attractive. The Commercial Model is designed to satisfy both of these goals. The idea is to create commercial areas which look and function more like a Main Street than a strip mall. Careful attention is paid to pedestrian amenities such as landscaping, street furniture and lighting, and to minimizing the distances between buildings, and connecting them by sidewalks. Where possible, parking is to be shared, and placed behind or to the sides of buildings. The areas in Penn Township where this Model is most appropriate are located in close proximity to intersecting collector roadways, where public utilities have been established and steady residential growth has occurred.

Goals:

- * Architectural themes.
- * Convenient - for pedestrians and cars (and, where possible, bicycles).
- * Designed to minimize traffic congestion on existing arterial roads (Impact Fee Program).
- * Mixed-use (where appropriate).

Policies:

- * Require shared parking areas (preferably in the rear or to the side of buildings).
- * Require shared driveways or parallel access roads (curb cut regulations)
- * Establish guidelines to ensure high quality design of the following elements: setbacks, parking lots, landscaping and architectural design guidelines.
- * Amend Zoning ordinance to allow mixed use development (including commercial office, retail, light industrial, and showrooms.)

ensure that the shopping area is convenient to reach by automobile, and pleasant and convenient for pedestrians.

F. Rural Commercial/Industrial Park Model

This Model is intended to provide an alternative to typical office and industrial park developments. The Model sets out design standards which require buildings to be grouped around a square or center. Design Review guidelines are also established in order to create a rural building vocabulary - that is, standards based on rural building types such as barns, silos, greenhouses, and sheds.

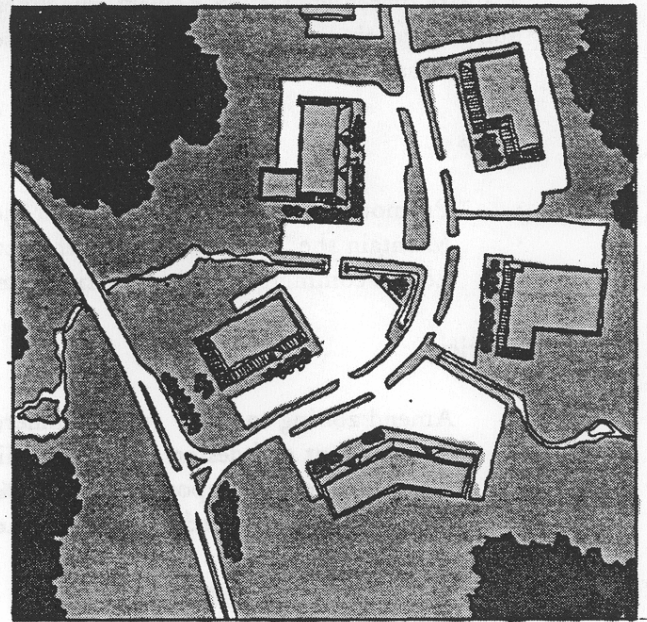
Goals:

- * Promote economic development in appropriate areas of Penn Township.
- * Maintain the Township's rural character.
- * Locate commercial and industrial development close to major transportation corridors.

Policies:

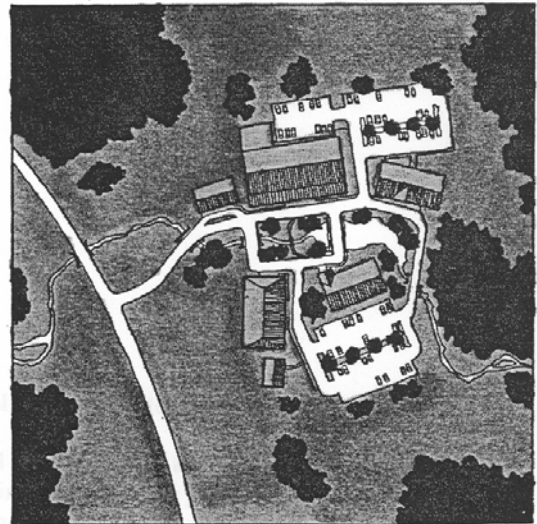
- * Amend Zoning regulations to allow rural commercial/industrial parks. Zoning should include site development and design review guidelines.
- * Maximum retail component set at 30% or 40%.
- * Access is to be by feeder or parallel access road only (i.e. no individual driveways onto major roads or arterials).
- * Buildings should be grouped around a central square or plaza (where appropriate).
- * Parking should be shared to save space.

Rural Commercial/Industrial Park: Conventional Development Practice



Typical office/industrial parks arrange large warehouse buildings randomly along a wide feeder road. Each building is required to have its own parking lot based on theoretical maximum capacities. The absence of pedestrian amenities force employees to drive out of the park for lunch, and the lack of landscaping leaves the complex within full view of passing motorists.

Proposed Rural Commercial/Industrial Park Model



This Model allows the office/industrial park to take on a more rural image that fits the character of the Township. Rural buildings such as barns, greenhouses,

feedmills, etc. are used as models for the new commercial/industrial buildings, which are grouped around a square, or pond, or other landscaped area. This acts as a gathering space for workers at lunch and break times. Parking is shared for maximum efficiency.

Institutional Model

This model is designed for areas where school district facilities and other institutional uses have been developed. The idea is to use civic buildings to help create a place that is closely connected and related to the rest of the neighborhoods in the area. Where a group of institutional buildings already exist, the emphasis would be on infill construction and improving circulation patterns. Where a new group of institutional buildings is proposed (schools, government buildings, post office, utilities, etc.) the emphasis would be on creating a new focus or center. This is in contrast to the current practice of locating civic buildings in isolated areas accessible only by car.

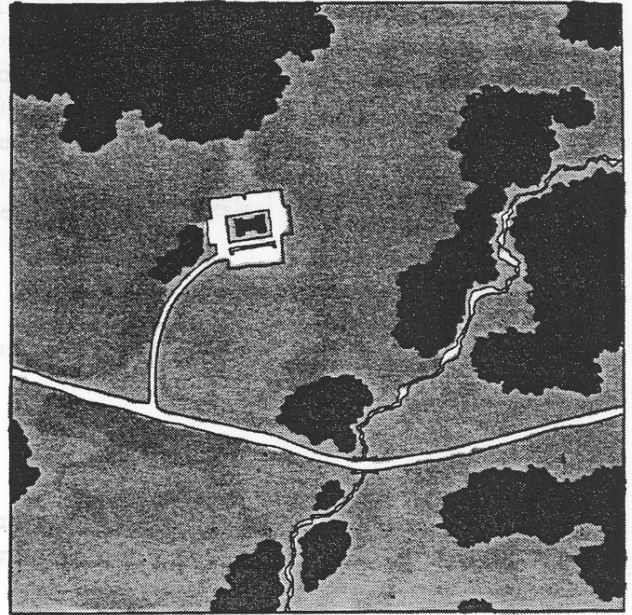
Goals:

- * Make civic and institutional buildings a vital and central part of the local neighborhood.

Policies:

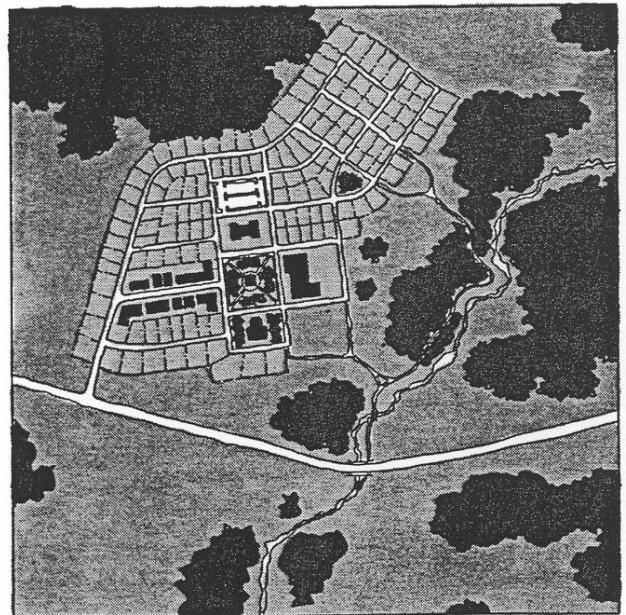
- * Zone for a mixture of land uses.
- * Link the civic buildings to the community using a network road system as well as through a system of open spaces/linear greenways or trails designed for pedestrians and cyclists.
- * Enhance the role of civic buildings and grounds as multi-purpose community centers. Schools and school grounds can be used for community events and classes depending on the existing policy of the School Board.

Institutional: Development Under Existing Policy



In this drawing a library building is located on remote isolated site accessible only by car. The building is open only during regular business hours.

Proposed Institutional Model



This Model is based on the premise that Civic buildings can be used to create a true community center if they are grouped together with other uses and connected to residential neighborhoods.

This group of buildings, consisting of a municipal building, a library, a school, and some small commercial buildings; is linked to nearby residential neighborhoods and the rest of the settled areas in the Township through a network of streets and linear greenway-pedestrian and bicycle-paths. The buildings and grounds are used day and evening, seven days a week.

H. Low Density/Large Lot

This Model is designed to permit large-lot residential development in a way that preserves the rural character of the area. Large-lot Zoning is often promoted as the key to preserving rural character; however, this pattern, when spread across the landscape, can quickly wipe out all traces of former farms and woods. In order for large lot development to succeed, it must be restricted to certain areas, and combined with open space requirements.

Goals:

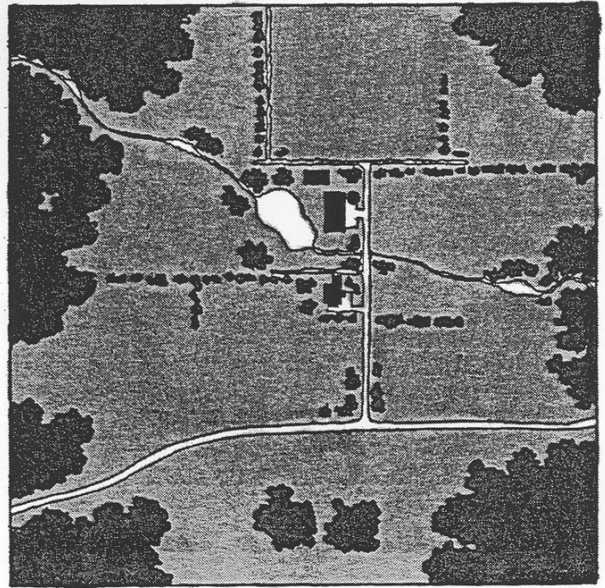
- * Provide a variety of housing types and densities (here large houses, large lots).
- * Preserve the rural character of the Township.
- * Meet market demands for housing (large lots are popular in rural locations).

Policies:

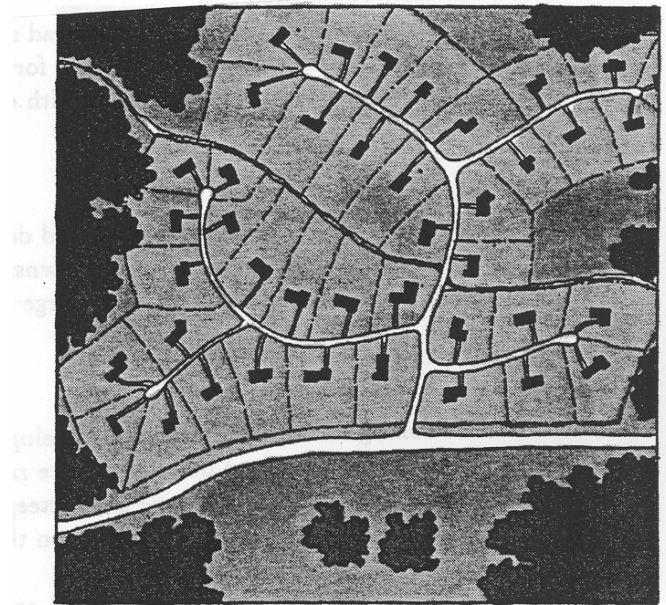
- * Use Zoning to establish minimum development property size (e.g. 50 acres).
- * Establish open space to developed space ratios (e.g. 60% open, 40% developed)
- * Map environmentally sensitive areas (steep slopes, wetlands, mature wooded areas) and do not allow development to take place on them (they can be included as part of the open space).
- * Establish minimum lot size (e.g. 2 to 5 acres or larger)
- * Establish setback, landscaping and site-line rules.
- * Require (where possible) through connections to neighboring developments to encourage interior circulation networks.
- * Encourage preservation of farm structures and natural features such as streams, ponds, hedgerows and stands of mature trees.

- * Open space is registered against the property title and maintained by a homeowners or residents association.

Low Density/Large Lot: Existing Conditions

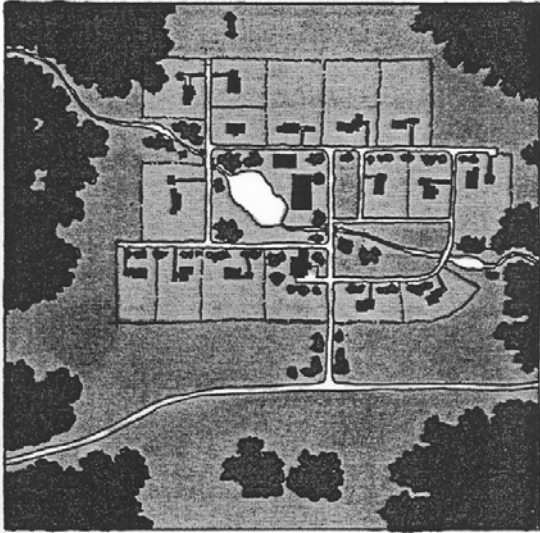


Development Under Existing Policy



Under current regulations large lot residential development is allowed to spread across the entire property - wiping out all traces of original rural/farm character.

Proposed Low Density/Large Lot Model Development



Using the Large Lot Model, development is limited to a given percentage of the total property. The remainder of the property must be preserved as open space. Here the original farm buildings are preserved and integrated into the new development. The open space, maintained by a homeowners association, is preserved permanently and can be used for active or passive recreation, gardens, horses, etc.

I. Farm/Forest

This Model is designed to illustrate the limited types of development permitted in agricultural areas.

Goals:

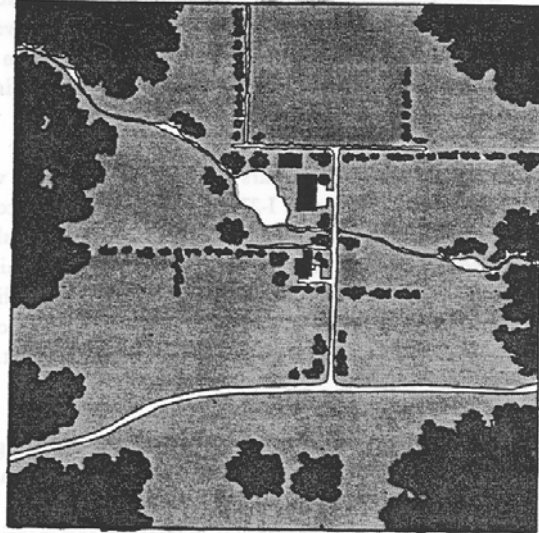
- * Allow some limited development in agricultural areas - e.g. farm related commercial (farm equipment and supplies) and single family low density residential subdivision.

Policies:

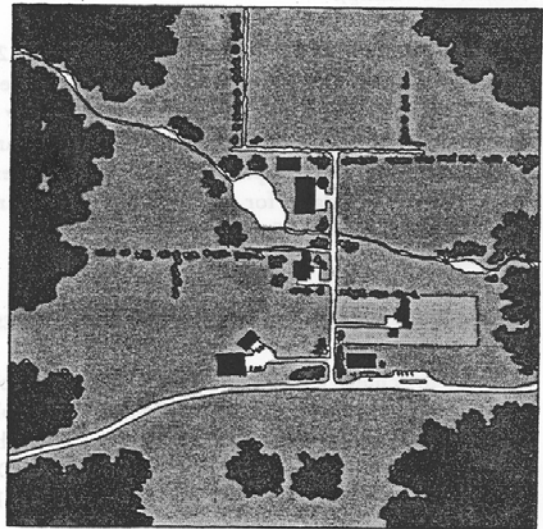
- * Establish minimum agricultural operation size (e.g. 50 acres)
- * Establish a list of permissible land uses including, farm related business such as farmers markets and stands, farm equipment sales, feed and grain stores, limited residential.

- * Require shared driveways and access roads to minimize number of entrances onto existing roads.

Farm/Forest: Existing Conditions



Proposed Farm/Forest Model



This drawing shows the same farm with a single lot subdivision. Access is via a shared driveway and the new house is set back 60 feet from the road to minimize visual impact. Farm related business uses, such as roadside produce stands and farm implement dealerships are permitted and encouraged.

MAPPING PRODUCTS

Map #1	Agricultural Security Area
Map #2	Business Transition or Mixed Use Overlay
Map #3	Community Facilities
Map #4	Development Constraints
Map #5	Gas & Oil Well Locations
Map #6	Parcel Map
Map #7	Potential Development Areas, Citizen Input
Map #8	Potential Development Areas, Steering Committee
Map #9	Regional Locator
Map #10	Sanitary Sewer Locator
Map #11	Subsheds of the Turtle Creek Watershed
Map #12	Surface Geology
Map #13	Water Line Locator
Map #14	Zoning Districts
Map #15	Final Transportation Impact Districts

EXPOSITION

Penn Township's current comprehensive planning project is an effort by elected officials, members of appointed Boards and Commissions, professional staff, and of course, all residents and property owners. These citizens and leaders took the time to respond to the community-wide survey, participated in work sessions of the Comprehensive Plan Steering Commission, and attended other scheduled monthly meetings, providing input on issues of concern. Communities in the path of growth must deal with a variety of issues relating to growth and land use. Problems which evolve from these development issues are varied and require a significant amount of research and discussion to resolve. The planning process was designed to provide a legitimate framework for the selection of realistic solutions to these problems.

Planning is also the business of identifying options and policies which can effect the achievement of goals and objectives. Building a consensus on the strategic components of a goal is the work of the Steering Committee and Planning Commission. It is sometimes difficult work and there are, at times, issues upon which a consensus is not reached. This is not surprising given the scope of this project and the issues to be addressed. Through more than two (2) years of work, the Steering Committee has produced a 313 page document, with 53 tables, 3 appendices, 43 color digital photographs, and 15 tabloid sized color digital maps. Included in the 313 page text, are 8 thematic or policy goals, supported by a series of 33 specific actions, six strategic goals which are segregated into 24 specific actions, and recommendations for the adoption of 9 development models, which are based on 5 underlying principles for growth management consistent with the stated policy goals.

The narrative text of the section outlining the development models (pages 13 through 24 of Part 11 of the plan document), contain 28 land use goals accompanied by 40 intrinsic policy statements directly related to the use of the development models. It has been said by several reviewing agencies that the use of these models is the key to achieving the broader goals and objectives identified. While the observation is not inaccurate, the use of the models should be recognized within the context presented. A land development model can, by itself, represent the confluence of a variety of goals and policy objectives. With each type of model, there are specific, intrinsic goals identified which relate to policy statements about the use of each of the models. This is an effort to demonstrate the utility of using a development form which may be new to the community, but which has the potential to address many of the most basic concerns, such as preserving of the rural character of the Township.

It should be understood that there will probably never be a land development application submitted to Penn Township which meshes exactly with the design criteria and development standards referenced in each model. Submittals will consist of "versions" of the models recommended. The importance of the process is that the layout and design submitted meets the conceptual land use goals and established policies for the utilization of these development models. The next task is to select specific zones within which each development model is deemed appropriate. This is an important aspect of implementation,

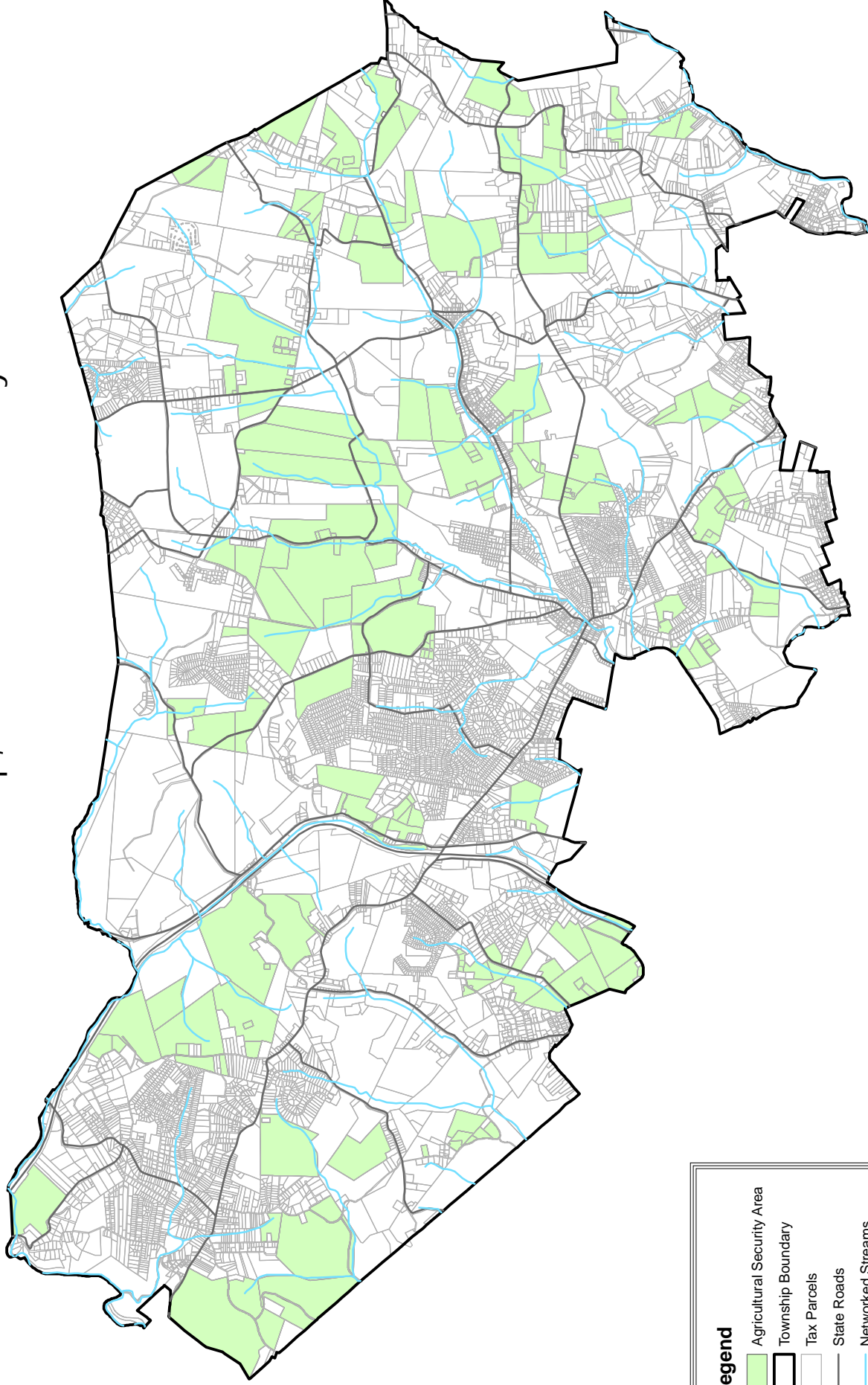
that persons using the comprehensive plan document recognize how best to use the tools available to them.

Another implementation tool recommended for use in the plan document is the preparation of development of Corridor Design Guidelines which can be administered as a series of overlay zoning districts. These guidelines can be effective with the introduction of infrastructure, the mitigation of development impacts on currently developed properties and the management of growth at the neighborhood or corridor level. Design components such as underground utilities, landscaping and parking between the face of the principal building and the right-of-way line, screening, structure orientation, and combined points of access or multiple-use access roadways in growth corridors, can be administered so as to produce sustainable development which gains value over time. In preservation corridors, lower percentages of lot coverage, smaller signs, increased buffer areas and attention to viewsheds are design components established to achieve another set of recognized goals. When used in conjunction with one or more of the growth management tools recommended in the Implementation plan (Part 11), their effectiveness is compounded.

This Executive Summary represents the culmination of two and a half years of research, analysis, discussion, and consideration. Every participant has gained insight into the forces that shape a growing community. Because the members of the Steering Committee came from a broad range of backgrounds, so too have their perceptions about which choices, goals and strategies will result in a Penn Township they value as a place to live in and to raise a family. Each of the work element summaries have been reviewed in terms of public policy implementation, and the Implementation Plan includes four (4) pages which were inadvertently omitted in the process of duplication and distribution (pages 27 through 30). The use of the recommended Development Models (see also Pages 22 through 49 of Part 9 of the plan document) and preparation of a set of corridor design guidelines have been discussed in more detail so that users of this companion document have examples of practical applications of both regulatory tools. Now it is time to craft the legal documents, regulatory standards and design criteria which will implement the recommendations made in the plan document. There will be new issues to negotiate and consensus building to be done on the crafting of development criteria. The members of the Comprehensive Plan Steering Committee have provided their community and its elected and appointed officials with the research and analysis needed for informed decision-making well into the next decade.

Agricultural Security Area

Penn Township, Westmoreland County



Legend

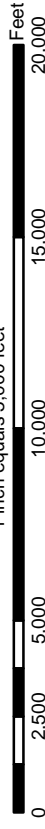
-  Agricultural Security Area
-  Township Boundary
-  Tax Parcels
-  State Roads
-  Networked Streams



OLSEN & ASSOCIATES, LLC

ENGINEERS • COMMUNITY PLANNERS • SURVEYORS • LANDSCAPE ARCHITECTS • GRANTS WRITERS / ADMINISTRATORS
120 S. MAIN STREET BUTLER PENNSYLVANIA 16001 (724) 282-7919 www.olsenandassociates.us
ARCH # 200160A AG SECURITY O&A PROJECT # 200160A

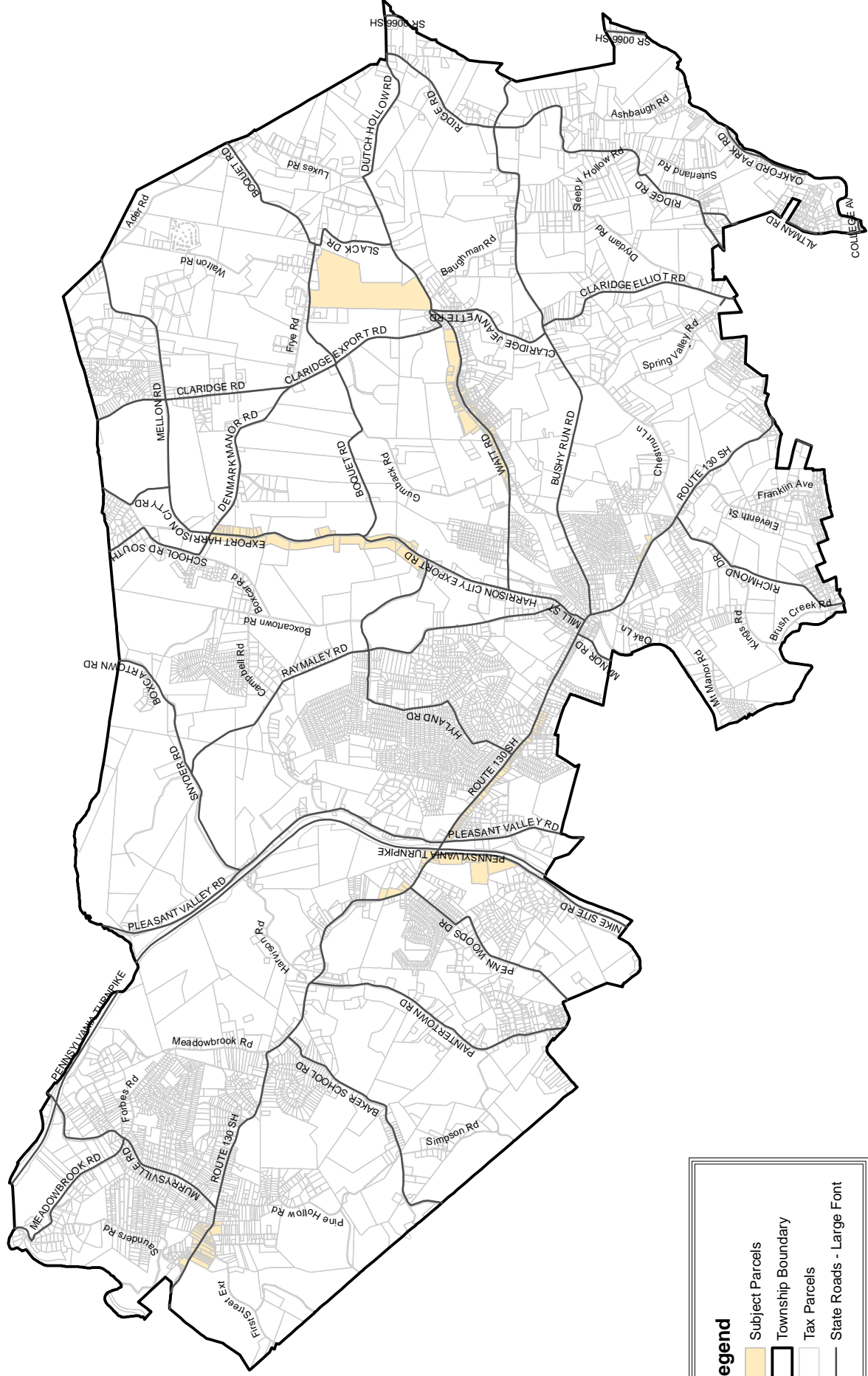
1 inch equals 5,000 feet



Feet

Business Transition or Mixed Use Overlay

Penn Township, Westmoreland County



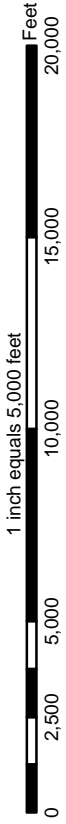
Legend

Subject Parcels

Township Boundary

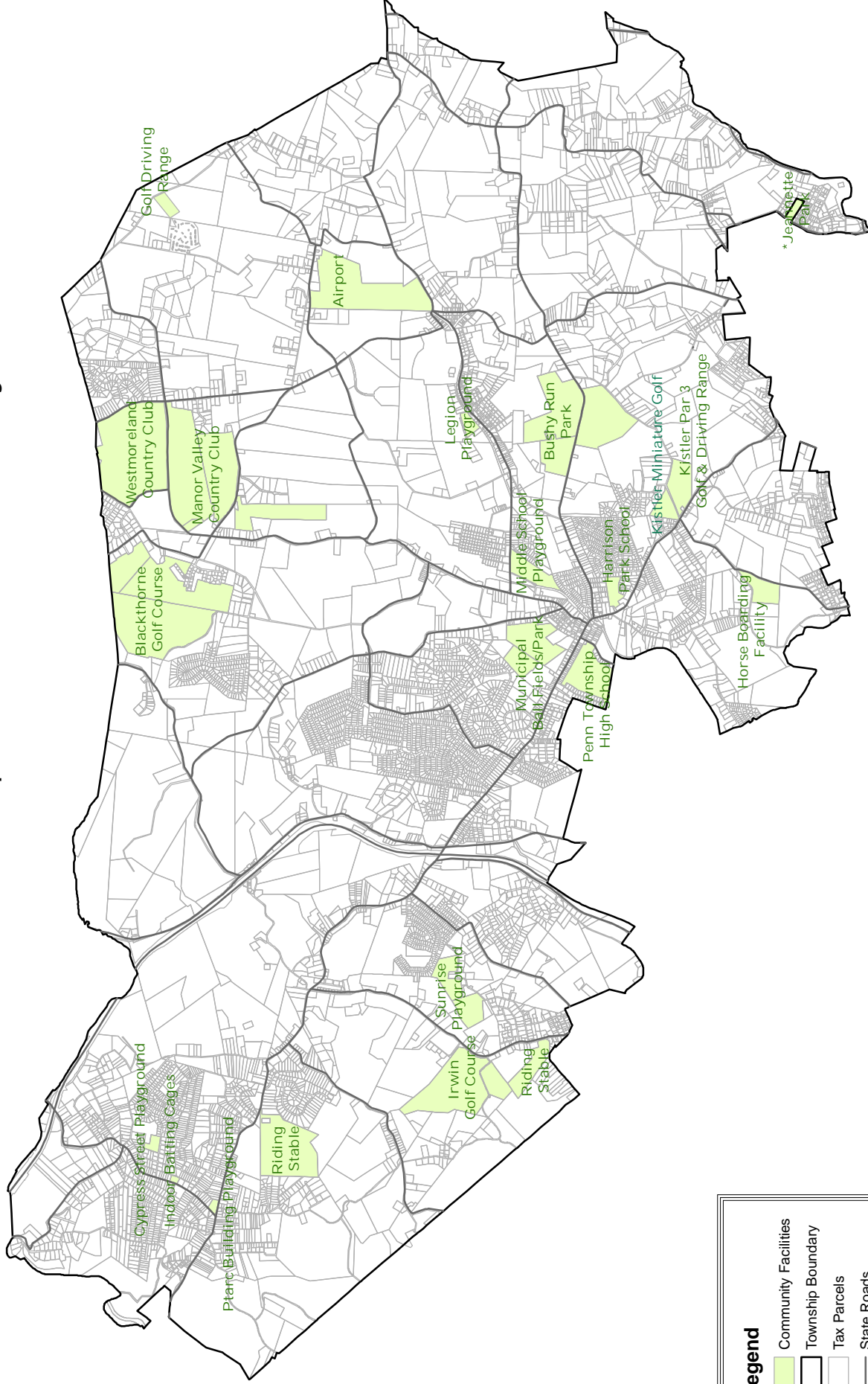
Tax Parcels

State Roads - Large Font



Community Facilities

Penn Township, Westmoreland County



Legend

- Community Facilities
- Township Boundary
- Tax Parcels
- State Roads

* Jeannette Park is in Penn Township