

PETERS TOWNSHIP, PA

**PLAN
PETERS
2022**



COMPREHENSIVE PLAN
Adopted December 9, 2013

ADOPTION PAGE

PETERS TOWNSHIP
WASHINGTON COUNTY, PENNSYLVANIA
RESOLUTION NO. 12-01-13

WHEREAS, THE Pennsylvania Municipalities Planning Code provides for municipalities to adopt a Comprehensive Plan to accomplish the coordinated development and growth of a municipality and to guide the use of land and structures; and

WHEREAS, pursuant to the authority of the Pennsylvania Municipalities Code, Peters Township adopted a Comprehensive Plan in November, 1968 with major revisions in September, 1978, May, 1990, and March, 2001; and

WHEREAS, the Council of Peters Township has deemed it necessary and advisable to develop a new Comprehensive Plan; and

WHEREAS, the Planning Commission of Peters Township has been given an opportunity to review the revised Plan Peters 2022 Comprehensive Plan; and

WHEREAS, following the Planning Commission of Peters Township's recommendations, the Council of Peters Township has given public notice of the proposed revisions of the Comprehensive Plan and conducted a public meeting for the participation by residents and officials of the Township; and

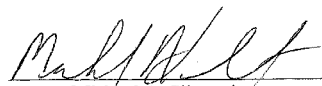
WHEREAS, the Council of Peters Township now wishes to formally adopt the Plan Peters 2022 Comprehensive Plan as prepared in accordance with the procedures outlined herein.

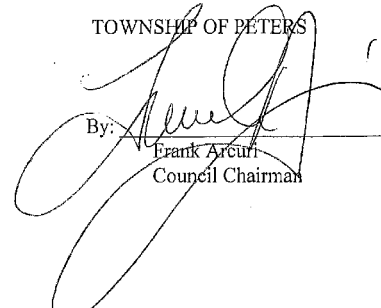
NOW THEREFORE, be it resolved that the Council of Peters Township hereby adopts the revised Plan Peters 2022 Comprehensive Plan consisting of various maps, charts, and textual matter dated August, 2013, attached and labeled Exhibit "A".

BE IT FURTHER RESOLVED, that this Plan Peters 2022 Comprehensive Plan shall amend, replace and supersede the prior Land Use Plan, which formed a portion of the Peters Township Comprehensive Plan, dated March 26, 2001. Furthermore, any other component plans that have been adopted by Council are amended insofar as they are inconsistent with this Comprehensive Plan.

ADOPTED BY THE Peters Township Council this 9th day of December, 2013.

ATTEST:


Michael A. Silvestri
Township Manager

TOWNSHIP OF PETERS
By: 
Frank Arcuri
Council Chairman

ACKNOWLEDGMENTS

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PROJECT CONSULTANTS

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Seven Hills Planning - Scenario Planning

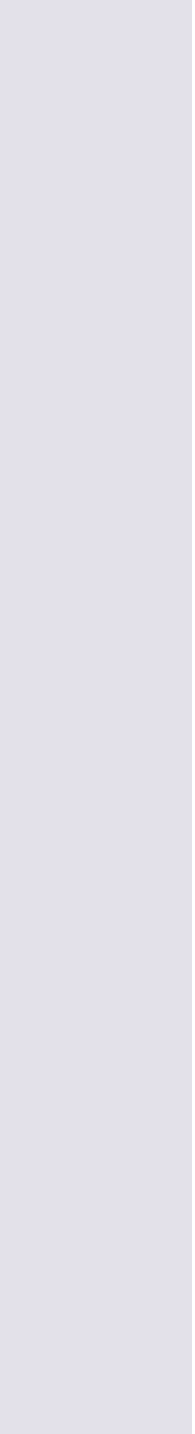
The Chesapeake Group - Market Analysis

MKSK - Character Areas

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INTRODUCTION

Overview and Process



A. INTRODUCTION

WHAT IS A COMPREHENSIVE PLAN?

This is a blueprint for the future. It is a policy guide for land use and related community development decisions, based on a shared vision and common goals specific to Peters Township. The Comprehensive Plan is the product of a Township-wide effort to examine the community that exists and define the community that is desired. In addition to setting a course for the future, the Plan also defines the necessary steps along the way to achieve that future through an action plan.

While the Plan is long-range in scope, it should be consulted routinely with respect to development decisions. It should also be reviewed periodically to ensure its continued relevance. Conditions change; new opportunities may arise; goals will be achieved; and local philosophies may change. Therefore, it is important that the Plan be reviewed annually to assess the

need for mid course corrections; to evaluate progress toward achieving Plan goals; and/or to reaffirm the overall direction.

THE DIFFERENCES BETWEEN A COMPREHENSIVE PLAN AND A ZONING ORDINANCE

Confusion often exists regarding the relationship of the Comprehensive Plan to the Zoning Ordinance. The Plan is the vision for the desired future, while Zoning is the primary tool used to achieve that vision. While the two are closely linked, they are different with regard to their legal standing, their time horizons and their level of specificity. The table below compares the key differences.

USING THE COMPREHENSIVE PLAN

- Evaluate development proposals against the goals and actions of the Comprehensive Plan.
- Review zoning changes for consistency with the plan’s future land use map and goals.
- Reference as a basis for zoning ordinance amendments to support Plan goals.
- Determine how land is to be developed or redeveloped in the future.
- Identify physical improvements -- streets, streetscape and entryways, sidewalks, parks, and public facilities -- proposed to achieve the vision and goals.
- Consider specific design standards for development and redevelopment throughout the Township.

COMPREHENSIVE PLAN	ZONING ORDINANCE
Provides general policies, a guide	Provides specific regulations, the law
Describes what should happen in the future – recommended land use for the next 20 years, not necessarily the recommended use for today	Defines how land can be used today
Includes recommendations that involve other agencies and groups	Deals only with development-related issues under Township control
Flexible to respond to changing conditions	Fairly rigid, requires formal amendment to change

ABOUT PLACEMAKING

A current initiative in community planning is the concept of “placemaking.” The goals of placemaking are to create vibrant public places that people want to gather, live, work, and play. Ensuring that existing high quality character translates from Peters Township’s residences to its public and commercial areas is a goal of this plan. At the beginning of each chapter, a “Key Placemaking Principles” text box identifies concepts that contribute toward enhancing Peters’s quality of life and sense of place.

B. TOWNSHIP OVERVIEW

REGIONAL CONTEXT

A self-described bedroom community in the southern reaches of metropolitan Pittsburgh, Peters Township sits amidst a diverse landscape of rugged hills, active farms and twisting roads gradually being overtaken by islands of residential, commercial and recreational development.

HISTORICAL PERSPECTIVE

Peters Township was incorporated in 1781 as one of the 13 original townships of Washington County when it became part of Pennsylvania. Prior to that time, the Peters Township area was part of Virginia. Over the years, portions of the Township were split off to form other municipalities, resulting in the current configuration of 19.5 square miles.

In 1950 the Township was a sparsely populated rural community, with a total population of 3,004, but more than doubled in size from 1950 to 1960 to a population of 7,126 (137.2%). Since then the population has continued its steady climb to the current (2010) population of 21,213, exceeding regional planning projections which only forecasted a population of 18,775 by 2015.

PETERS TOWNSHIP TODAY

While sizable areas of the Township remain undeveloped or sparsely developed, the majority of the land area is occupied by various forms of development, mostly single family homes. The largest area of non-residential development is found lining both sides of the Route 19 corridor that runs north/south near the western edge of the community.

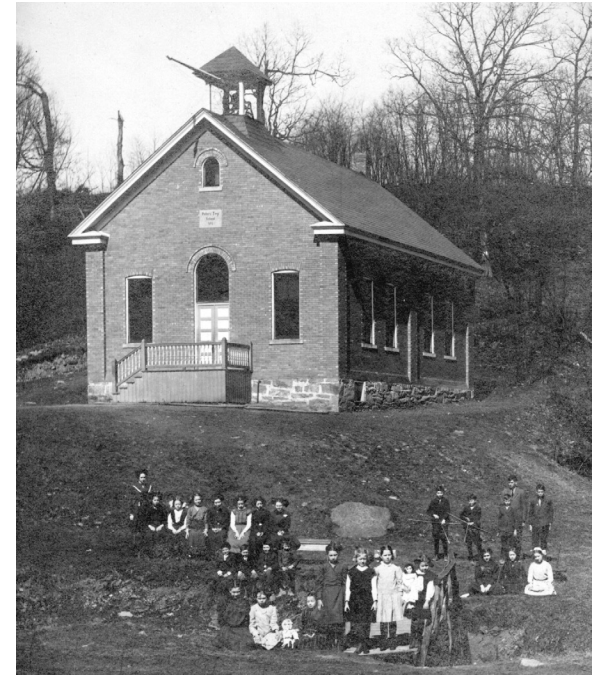
It is mainly the remaining tracts of undeveloped land, some scattered infill parcels and select areas that lend themselves to redevelopment where future opportunities will be focused.

FUTURE PROSPECTS

Despite the recommendations for more housing options and some mixed use nodes, the Township will remain primarily, as it is today, a residential community. However, the goals envisioned in this plan -- add housing variety, expand retail and service locations/options, improve aesthetics, retain open space, and attract new employment opportunities, among others -- will ensure that the township is financially stable, affords greater balance in land uses and enhances the overall quality of life in the community.



*McMurray intersection with covered bridge
Image Credit: McMurray family collection*



*Thompsonville School, 1907
Image Credit: Roach family collection*

C. PLANNING PROCESS

KICK-OFF

Early in the process, the Township formed a Steering Committee, representing a cross-section of township interests. The consultant team met with the newly formed Steering Committee and began to know and understand the community.

EXISTING CONDITIONS

During this phase, existing conditions were evaluated, interviews and surveys conducted, and a community open house held. A benchmark report, “Community Snapshot,” identified local issues and assessed progress and commitment toward achieving the goals of the 2001 Comprehensive Plan. A separate Market Analysis was published to provide a realistic foundation for land use recommendations.

SCENARIO PROCESS

A Scenario Planning process was used to evaluate future land use patterns and weigh their financial implications and relevance to guiding principles. This included a multi-day workshop described in more detail in the Future Land Use chapter.

DRAFT PLAN

The draft plan synthesized information from the Community Snapshot, Market Analysis, and Scenario Planning process. The Steering Committee refined the Guiding Principles, upon which this plan is based. Goals and Actions support each Guiding Principle giving further detail on how to accomplish them.

PUBLIC INVOLVEMENT

Engaging the community in the planning process was a goal from the outset. Efforts ranged from individual interviews, to meetings with stakeholder groups, to community surveys, and public workshops. Beyond such “traditional” efforts, the process also invoked social media outreach, including Facebook and a project website. A summary of the public involvement process follows, and a summary of the results is found in the Appendix.

Stakeholder Interviews. Township Staff and the consultant team met with a variety of stakeholder groups at the beginning of the process. Township department heads, school district officials, representatives from adjoining communities, sanitary authorities, State and regional planning agencies and business leaders were among those individuals interviewed. In addition, small group meetings were conducted with area developers, engineering firms and residents.

Steering Committee. A Steering Committee of ten local residents was appointed by the Township Council to serve as the sounding board throughout the planning process. This diverse group reviewed materials, provided invaluable input and guidance and, in many respects, led the process on behalf of the community-at-large.

Community Open House. A community meeting was held during the process to gain input on key elements of the plan. The meeting was in the form of an open house, which allowed people to come and go throughout the evening. A brief presentation provided an overview of the process; then participants visited stations, where attendees could share their ideas verbally, in writing, or via interactive exercises. .

Internet. The Township utilized its “Plan Peters” website to inform people about the process and receive comment. In addition to the website, Peters used the Township’s Facebook page to advertise meetings. A running dialogue on both sites also offered a means of input and conversation about the issues. The township also solicited



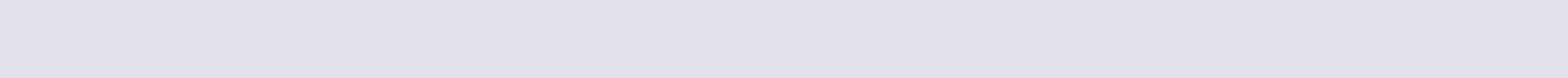
assistance from the Peters Township Library, Peters Township Chamber of Commerce, the Peters Township School District and the Parks and Recreation Department. Each group sent periodic update emails via their extensive notification lists. The groups played a critical role in publicizing the plan and process and helped keep the community aware and up-to-speed.

Scenario Workshop. A key event in the process was a three-day workshop that conveyed information about trends, best practices, and fiscal impacts; engaged participants in preparing land use scenarios; and evaluated each of the 11 small-group scenarios in relation to fiscal sustainability and consistency with draft goals and principles.

Media. Local news forums also played a critical role by providing updates and information regarding the plan and process. IN Peters Magazine, The Observer Reporter, The Almanac, Peters Patch and various other news forums publicized meeting dates, public workshops, and information about the plan's findings and recommendations. The comment sections on many of the company's websites were a source of community input and discussion consistently consulted during the process.

Public Hearing. Once a draft of the plan was completed and reviewed by outside agencies and the public, public hearings were held to allow additional opportunity for public comment at a Planning Commission meeting August 27, 2013 and a Township Council meeting September 16, 2013.





VISION

Guiding Principles, and Goals



The Comprehensive Plan is a policy guide. It is intended to create a framework for land use and capital investment decisions over a long-range time period (10 to 20 years). All too often, the Comprehensive Plan is thought of in terms of the future land use map depicting where development should go and what type of development that should be. While an important component of the plan, the future land use map is essentially just a graphic representation of the vision and goals. The core elements of the Plan are the Vision, Goals and Guiding Principles. These are the statements that give the Plan direction and upon which all recommendations for land use, development and action are based. Future decisions should be guided by these statements.



GUIDING PRINCIPLES

During the course of a three-day scenario planning workshop, participants identified those features that were most prized and/or most desired in Peters Township. The lists that emerged from each of the eleven groups who participated were strikingly similar and also mirrored much of the input received earlier in the planning process. From this input, several Guiding Principles were identified as the cornerstone of the township's Plan.

PROMOTE UNIQUE ACTIVITY CENTERS

Encourage the development of unique activity centers that include a mix of uses and activities located close together, providing people with new options for places to live, work, shop, and participate in civic life. Centers should vary in scale, use, and intensity depending on location and context. Activity centers are represented by a hierarchy of walkable neighborhoods with complementary commercial uses, mixed-use activity centers, and an identifiable town center, all of which reflect the unique character of Peters Township. The presence of activity centers should further the economic vitality and sustainability of the township, while also promoting social interaction and community building.

EMPHASIZE HOUSING CHOICE & DIVERSITY

Provide a greater range of housing choices to enable a diversity of people at all stages of life to enjoy Peters Township, including young adults, families, empty nesters, retirees, seniors, and people of different income levels. Housing opportunities should include small homes on small lots, multi-family housing, and live-work units, in addition to large, single family homes prevalent in the area. A more diversified housing strategy will promote housing choice and a more livable community.

STAY FOREVER GREEN

Promote and preserve natural areas of Peters Township, including ponds, woods, trails, working farms, and parks. Strive to create an interconnected network of green space that conserves critical natural areas, supports working farms, provides recreational linkages, protects water quality and quantity, and contributes to the identity and sense of place within the community. If properties develop, create usable open spaces that contribute to the overall character and experience of the community.

BUILD TOWNSHIP CHARACTER & IDENTITY

Coordinate building architecture, site design, and streetscape improvements in the planning area to reinforce a distinct brand or image unique to Peters Township. First priority should be to connect, re-purpose, or re-use existing retail and employment centers that promote economic development and increase the quantity and quality of public spaces and community gathering areas throughout the township.

INCREASE TRANSPORTATION CHOICE & WALKABILITY

Provide a safe, reliable transportation system that balances all modes of transportation, including walking, biking, transit, and cars. Consider land use and infrastructure together, promoting street connectivity and

complete streets that emphasize the quality and character of both the thoroughfare and adjoining development. Concentrate on both destination-based as well as recreational trips, promoting active living for all ages, with special attention given to the mobility of children and seniors.

ENHANCE THE MUNICIPAL ADVANTAGE

Promote a healthy and sustainable business environment by building a community that is attractive to employers and their workers. Continue to promote Peters Township and build a competitive advantage to attract knowledge-based businesses to the area. Investment and recruitment initiatives should realize “triple bottom-line” benefits for Township residents by seeking to improve the tax base, promote economic vitality for local shops and businesses, and increase access to employment opportunities in the area.

EXCEL IN EDUCATION & TOWNSHIP SERVICES

Continue to advance quality-of-life for all residents of Peters Township by maintaining and expanding education and township services, while ensuring that elected officials are good stewards of Township assets. This includes a strong partnership with the Peters Township School District to support their high quality programming and academic achievement, while continuing to earn strong community support.





VISION

Using the Guiding Principles as a springboard and blending them with the other input received throughout the process from surveys, interviews, small group discussions and township official comments, the Steering Committee crafted a Vision. It embodies the desires articulated throughout the planning process. The Vision is a broad statement of the desired character of the community. In many ways, it represents the ideal and may not be fully attainable, but is the prize to be sought and directly influences the community goals.

Peters Township will continue to do what it does best – provide an enviable living environment with great schools, efficient services, proactive government and significant open spaces – while enhancing its competitive position in the region as a fiscally and environmentally sustainable community through increased housing choices for all stages of life, expanded employment opportunities, vibrant activity nodes, walkable neighborhoods and improved connectivity.

GOALS

While the vision is intended to be broad and overarching, goals are fairly specific and, if possible, quantifiable. The goals established for this Plan are intended to be achievable and measurable. They are not the “motherhood and apple pie” goals commonly found in other plans that sound lofty, but aren’t measurable and don’t provide a guidepost to evaluate progress.

The following chapters of this plan expand upon each Guiding Principle in more detail, providing Goals and Actions to help achieve them

PROMOTE UNIQUE ACTIVITY CENTERS



A. EXISTING CONDITIONS

The Township contains one primary location that offers a variety of goods and services – Rte. 19. The town center at East McMurray and Valley Brook is, at best, a secondary location with limited choices and poor walkability. Likewise, commercial offerings available on the east end of the township are limited to a few convenience items.

There is little, if any, neighborhood convenience commercial available throughout the township where residents could walk or bike, take care of daily needs and socialize. Large “gaps” exist among the retail and service offerings, forcing residents to seek many goods and services elsewhere.

OPPORTUNITIES AND CHALLENGES

- The town center could make a significant contribution toward creating an activity node in the midst of the community, but its lack of identity, poor physical layout and random business mix inhibit the realization of that potential.
- An area in or near the Village of Hackett offers some potential to become a node serving current and future residents in the eastern half of the Township who currently seek opportunities outside the Township in order to avoid the cross-town journey to Rte. 19.
- While the center of activity in the Township, Rte. 19 is not what would typically be considered a “node.” In fact, its



clutter, sprawl and congestion illustrate why smaller, dispersed nodes are desirable. They can be walkable, serve as social gathering places and offer convenience items close to neighborhoods.

- Dissatisfaction with the commercial offerings in the Township, the image of Rte 19 and the traffic congestion along this commercial strip were frequently cited comments from all sectors of the public.
- The lack of entertainment options is another frequently cited short-coming. Residents must drive to venues outside the community for family and social activities. A true activity center with public spaces, theater, restaurants and similar offerings would help fill that void.

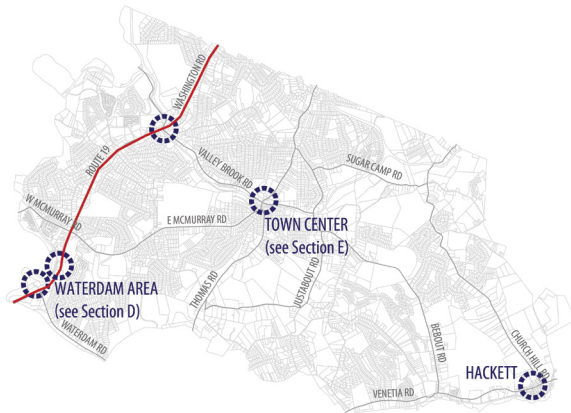
KEY PLACEMAKING PRINCIPLES

This entire chapter focuses on “making places” out of Peters’s existing activity areas.

PROMOTE UNIQUE ACTIVITY CENTERS

Encourage the development of unique activity centers that include a mix of uses and activities located close together, providing people with new options for places to live, work, shop, and participate in civic life. Centers should vary in scale, use, and intensity depending on location and context. Activity centers are represented by a hierarchy of walkable neighborhoods with complementary commercial uses, mixed-residential, and identifiable public spaces, all of which reflect the unique character of Peters Township. The presence of activity centers should further the economic vitality and sustainability of the township, while also promoting social interaction and community building.

EXISTING AND PROPOSED ACTIVITY CENTERS



B. GOALS AND ACTIONS

GOAL	ACTION
<p>A. REDEVELOP THE MCMURRAY TOWN CENTER AS A VIBRANT FOCAL POINT OF COMMUNITY CIVIC, SOCIAL AND BUSINESS ACTIVITY</p>	<ul style="list-style-type: none"> A.1 Revise the current design standards or create a form-based code A.2 Revise zoning regulations to address appropriate uses, dimensional requirements and connectivity between properties A.3 Create linkages from McMurray Town Center properties to the Arrowhead Trail A.4 Recruit complementary uses to locate adjacent to the Trail (bike shops, cafes, antique shops, etc.) A.5 Promote activities/festivals to bring people to McMurray Town Center A.6 Expand the boundaries of the McMurray Town Center northward on East McMurray Road with the intent of permitting a mixed density residential district to act as a transition between the town center uses and nearby low density neighborhoods as well as create a “built-in” customer base A.7 Permit parking garages and structures (above and below grade) within McMurray Town Center, provided they are buffered from view behind buildings, landscaped, or have an architectural character that is complementary to the area A.8 Acquire lands for redevelopment in conformance with the McMurray Town Center Character Area Plan A.9 Redevelop the municipal complex using the key design themes showcased in the McMurray Town Center Character Area Plan A.10 Explore alternative improvements for the E. McMurray/Valley Brook intersection that will not only ease traffic congestion but provide a defined gateway image A.11 Work with PennDOT to improve streetscape with crosswalks, enlarged sidewalks, street trees, planting medians and other design elements that improve function and aesthetics A.12 Construct public spaces (plazas, squares, greens, etc.) that compliment and accentuate the existing civic uses and private buildings and foster social interaction and community pride

Some actions are repeated in multiple chapters as they apply to multiple Guiding Principles. The Actions are then collated in the Implementation Chapter where they are organized by implementation method and priority.

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next page*

B. CREATE MIXED USE NODES THAT ARE WALKABLE AND INTEGRATE RESIDENTIAL AND NON-RESIDENTIAL USES AT MODERATE DENSITIES IN DEFINED LOCATIONS

- B.1 Revise the zoning ordinance to create a mixed use activity center district and a mixed use neighborhood district
- B.2 Work with property owners to generate interest in mixed use concept
- B.3 Recruit developers with mixed use experience
- B.4 Permit retail in the existing and future mixed use zoning districts
- B.5 Rezone properties near residential neighborhoods for small scale, contextually sensitive mixed use neighborhoods that complement the surrounding residential character and epitomize small town charm. Potential locations include the intersections of Venetia Road and Bebout Road, Bebout Road and E. McMurray Road, and the Hackett area
- B.6 Rezone properties in the McMurray Town Center, along Route 19, and Venetia Road for medium to large scale mixed use activity centers that are dense, walkable and service a larger area than the immediate vicinity
- B.7 Create on-street and shared parking regulations in mixed-use activity centers and mixed-use neighborhoods

C. DEVELOP A MULTI-PURPOSE RECREATIONAL AND ENTERTAINMENT CENTER THAT PROVIDES ACTIVITIES FOR ALL AGE GROUPS

- C.1 Coordinate with the schools and parks department to install sport courts
- C.2 Engage in public/private partnerships to secure funding and provide recreational opportunities
- C.3 Improve the flexibility for users, schedules, programs and facilities at the Community Recreation Center and library
- C.4 Maximize underutilized facilities in the parks, at the Community Recreation Center and at the schools
- C.5 Install a short rowing course at Peters Lake Park

D. CREATE AN ENTERTAINMENT DISTRICT ALONG ROUTE 19

- D.1 Recruit a user/developer to redevelop a Rte 19 site for restaurants and other entertainment offerings
- D.2 Rezone the Waterdam and Donaldson's Crossroads areas to create mixed-use, walkable activity centers that reflect the Waterdam Character Area Plan
- D.3 Increase floor area ratios in the activity centers to allow greater development intensity
- D.4 Create form-based codes for activity centers to ensure a high quality public and private realm
- D.5 Work with PennDOT to make both aesthetic and functional traffic improvements along Route 19
- D.6 Permit parking structures that do not count toward the total floor area ratios in order to reduce the amount of surface parking and provide more opportunities to create an improved public realm through visually appealing streetscapes, continuous storefronts and inviting public spaces such as plazas, greens, and courtyards

C. BEST PRACTICES

BUILDING IDENTITY + SENSE OF PLACE



MIXED-USE DEVELOPMENT

Mixed-use development blends a combination of residential uses or integrates residential and non-residential uses into a cohesive, planned setting that promotes social interaction, adds character to the community, fosters relationships among uses and lessens the need for vehicular trips.

- **Mixed Residential.** Mixed-use residential provides an array of housing types in one neighborhood or development, so there is not an over-supply of any one type. Such developments result in moderate residential densities, and fewer public safety demands. Such mixed-use development is not appropriate in every location. But where site conditions, accessibility and proximity to services are favorable, it can be a highly desirable option.
- **Mixed-Use.** Varied uses within a defined area or even a single building offers flexibility and synergy not currently available in the township. A mixed use development may be a cohesive project with shared parking, common internal circulation, complementary uses and unifying design. While a mixed use building may contain varied uses within one structure. Live/work units are a common example in which a commercial use occupies the street level space and a residence is located on the upper level.

Historically, mixed-use environments were the norm. People lived, worked and shopped within a fairly confined geographic area. As

travel options increased and post-World War II suburbanization began, the new mobility offered freedom to live in one place and work, shop and recreate elsewhere. Traffic congestion, social isolation and sterile development followed.

A desire to reverse this trend and create more opportunity within vibrant communities and neighborhoods has caused many communities to embrace the concept of integrating varied uses, rather than segregating them as has been the practice with traditional zoning. Among the benefits are:

- Greater housing choice
- Reduced travel time and improved convenience
- More efficient use of public services, utilities and infrastructure
- Increased social interaction
- Walkable, bikeable neighborhoods
- Improved community health



PUBLIC SPACES



Promote public gathering and informal events



Provide lawn space for multitude of activities



Promote activities for all age groups



Multi purpose activity areas to generate economic development



Promote outdoor seating



Provide amenities such as resting areas with views along trails/pedestrian paths

AREA PLANS

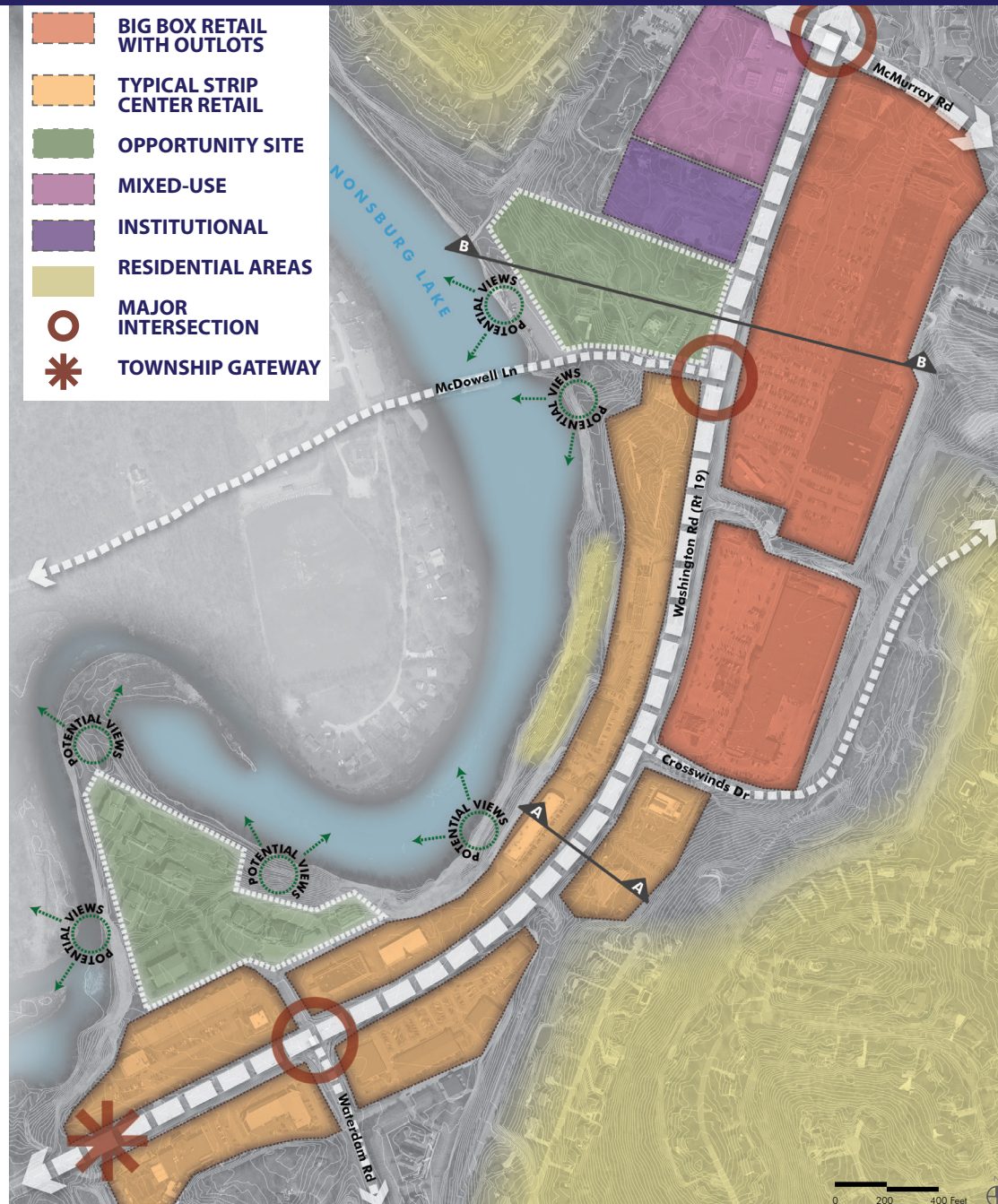
A picture is worth a thousand words. While the Comprehensive Plan looks at the community as a whole, the varying conditions in Peters Township warrant some detailed planning to illustrate potential solutions to significant challenges. Four locations were selected for such close-in inspection. These character areas represent a range of existing conditions from a rugged, undeveloped farm; to a town center that has yet to achieve its potential; to two locations along Rte 19 that could be prototypes for redevelopment and serve as models for other locations along the township's commercial strip.

An analysis has been prepared for each of these areas, along with conceptual plans to show what might be, if the Guiding Principles were employed. These sketches are not intended to serve as site-specific recommendation, but only concepts of alternative ways of developing. Ideally, the illustrations will stimulate creative thought and open the possibilities for new ways to develop within the township.

In some cases, current zoning may not even permit these things to happen. A later section of this Plan addresses such issues and recommends significant changes to the current zoning regulations to promote creativity, offer incentives, remove encumbrances and stimulate developer interest.

The character area plans are meant to inspire future change and should excite and generate interest in the possibilities of doing things differently.

D. ROUTE 19 WATERDAM CHARACTER AREA



CHALLENGES

- **Strip Center Dominated** - Much of the corridor is lined with strip centers and parking lots, accentuating the linear pattern.
- **100% Auto Oriented** - The nature of the businesses and their orientation to the street are solely for the purpose of accommodating customers in vehicles. This is further complicated by the lack of connectivity (joint parking, access roads, shared driveways) between businesses on adjoining parcels, forcing vehicles back onto the street to go to the neighboring business. Frequent traffic signals and multiple driveways further complicate attempts to maneuver.
- **Walkability – Safety** - A few limited segments of sidewalk are found along the street. However, high traffic volumes, frequent driveways, noise and lack of suitable pedestrian destinations make walking uncomfortable and even perilous.
- **Visually Unattractive** - Newer development offers some architectural interest and landscape relief. For the most part, however, the street's image is one of commercial chaos, unsightly signs and haphazard access.
- **Signage Clutter** - Because of topographic conditions and the lack of visibility for many businesses, signs along the street are cluttered with multiple names in small lettering and are generally unreadable to passing traffic. This clutters the corridor and potentially distracts motorists.
- **Poorly Articulated Public Realm** - That space along the roadway, between the street edge and the front property line, provides no real definition to the corridor. It is characterized by intermittent landscaping, poorly spaced driveways and signs screaming for attention. Much could be done to better utilize this edge to soften the image, make it less intimidating and define access points.

D. ROUTE 19 | AREA 1

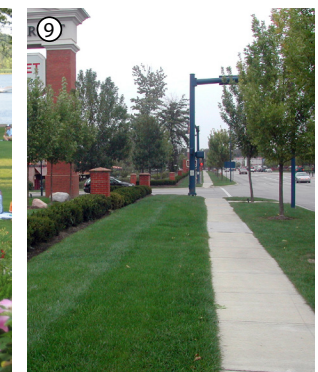


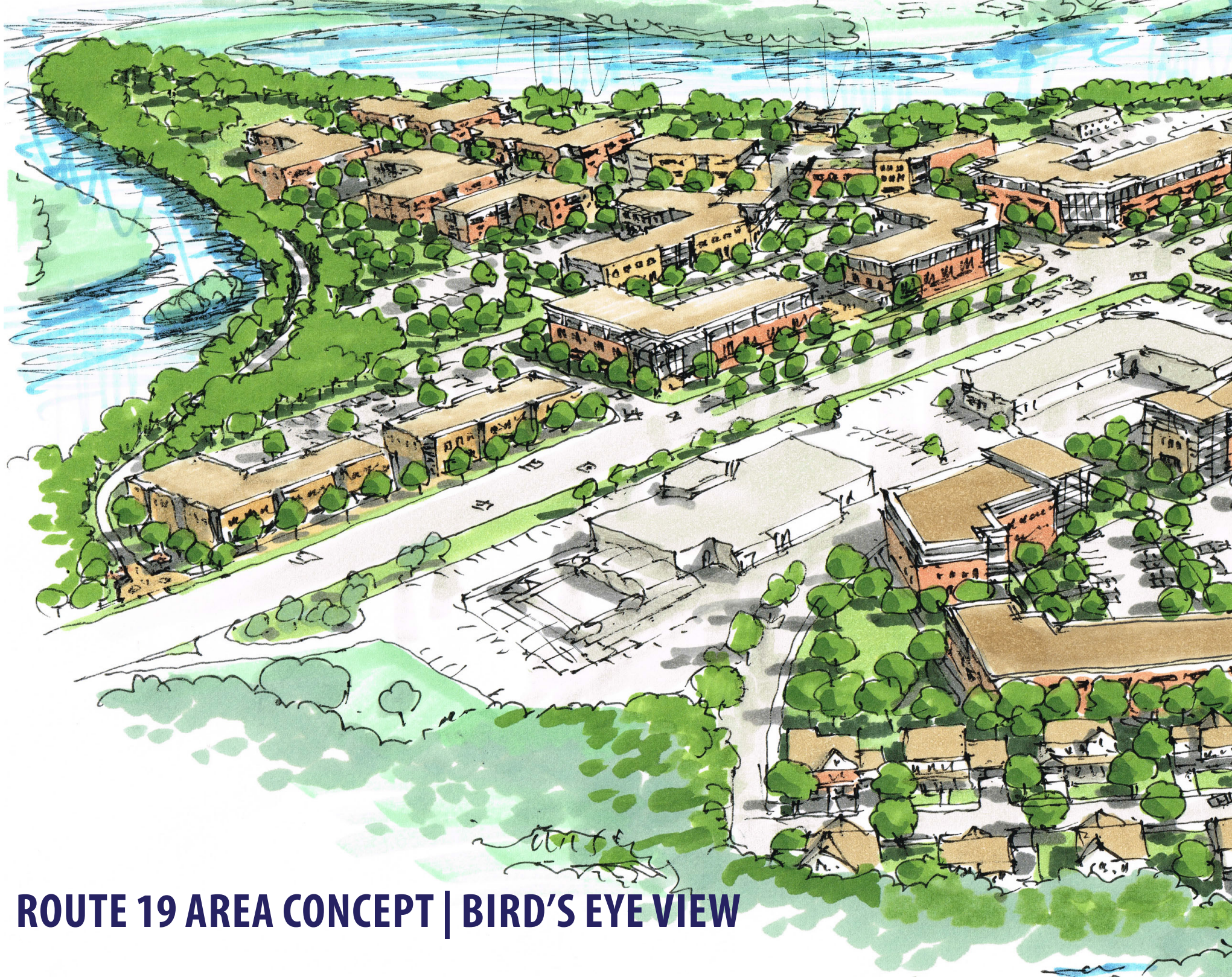
CONCEPT

- Promote gateway development to Peters Township
- Create Unique Activity Areas (on deeper properties)
- Enhanced Public Realm Improvements
 - Gateways
 - Green Buffer
 - Signing / Wayfinding
 - Roadway / Streetscape
- Taking Advantage of View Corridors
- Creative Connections & Walkability
- Compact Development
- Clustering of Uses
- Green Breaks in the Environment
- Promote Diversity of Uses - Commercial, Office, Various Types of Residential, Mixed-Use
- Take advantage of underutilized amenity in Canonsburg Lake

This area plan is for illustrative purposes only. It is intended to convey an alternative development concept that would be more consistent with the goals and principles of the Comprehensive Plan.

- ① Compact development allowing to use land efficiently and to preserve environmentally sensitive areas. Promote diversity of uses by offering various types of residential, office spaces, and commercial uses closer to Washington Rd.
- ② Existing renovated restaurant with views towards Lake
- ③ Strengthen Washington Rd and Waterdam Rd intersection with cluster of mixed-uses.
- ④ Medium density single-family residential area connected to proposed commercial uses.
- ⑤ Promote gateway development to Peters Township.
- ⑥ Creative connections and walkability through green trail and bike lane, connecting destinations, for recreational use and to promote health living.
- ⑦ Take advantage of scenic views of Canonsburg Lake.
- ⑧ Green breaks in the environment to promote preservation of natural and sensitive areas. Introduce passive recreational opportunities and amenities.
- ⑨ Enhance public realm. Improvements include: green buffer, signing/wayfinding, and roadway/streetscape.

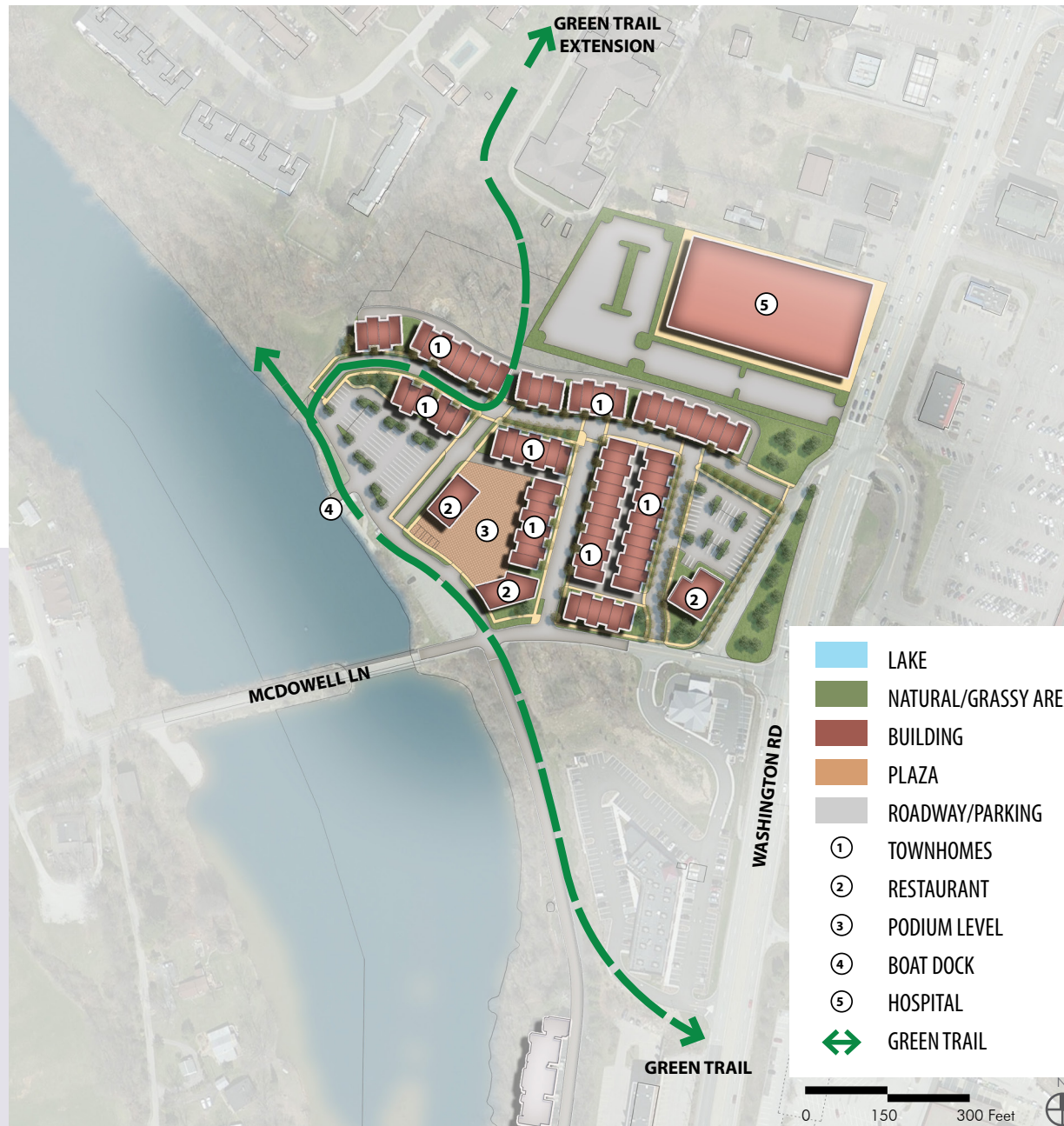




ROUTE 19 AREA CONCEPT | BIRD'S EYE VIEW



D. ROUTE 19 | AREA 2



CONCEPT

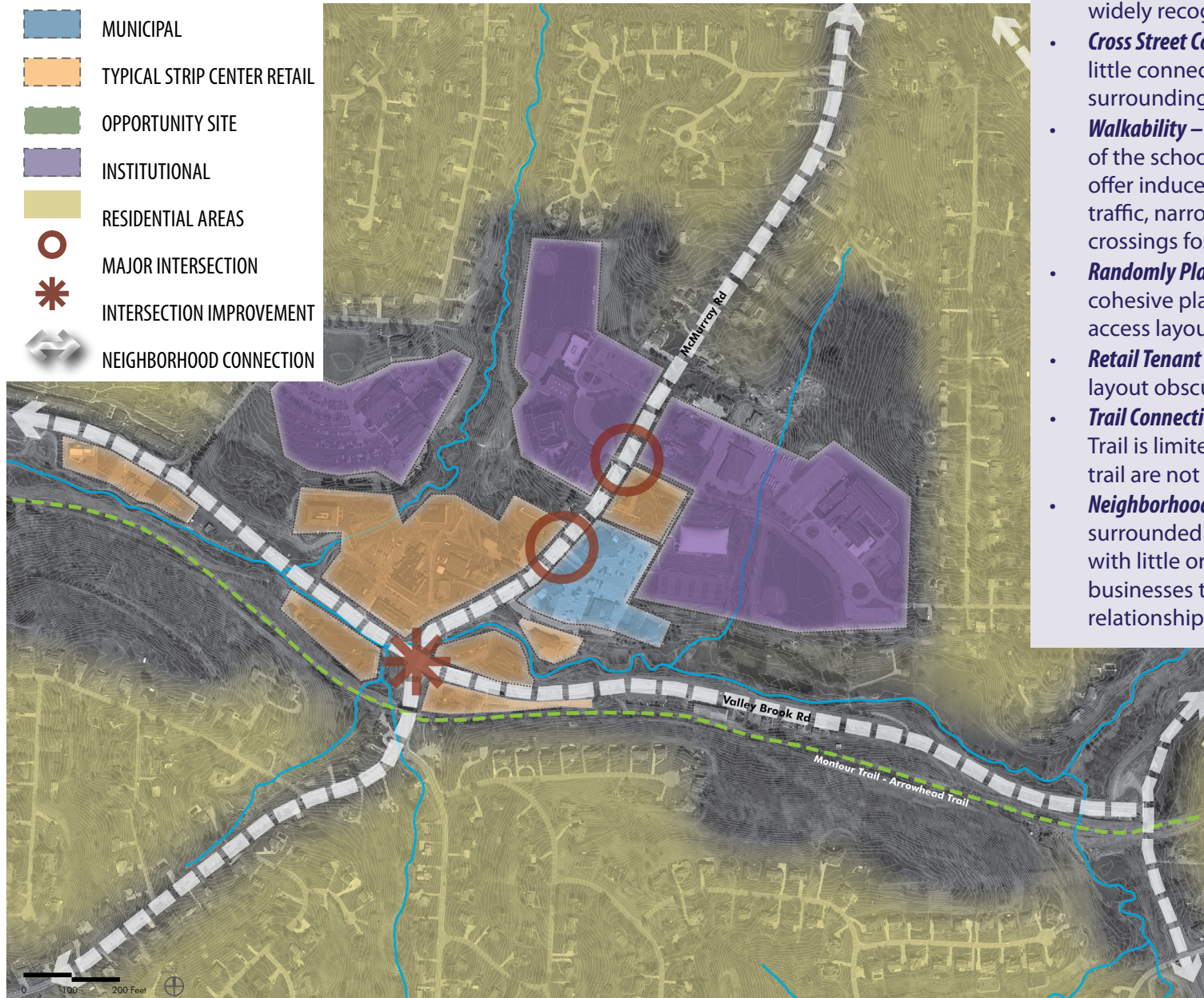
- Create Unique Activity Areas (on deeper properties)
- Enhanced Public Realm Improvements
 - Green Buffer
 - Signing / Wayfinding
 - Roadway / Streetscape
- Higher Quality Site Design
- Taking Advantage of View Corridors
- Creative Connections & Walkability between Activity areas and Residential Neighborhoods
- Compact Development
- Clustering of Uses
- Green Breaks in the Environment
- Promote Diversity of Housing Choices with Multi-Family

This area plan is for illustrative purposes only. It is intended to convey an alternative development concept that would be more consistent with the goals and principles of the Comprehensive Plan.

- ① Compact development allowing to use land efficiently and to preserve environmentally sensitive areas. Cluster of moderate density multi-family housing, promoting diversity of housing choices.
- ② Restaurant taking advantage of the scenic views
- ③ Podium level with parking underneath that functions as a piazza space.
- ④ Existing boat dock is incorporated and enhanced with complimentary activities.



E. TOWN CENTER CHARACTER AREA

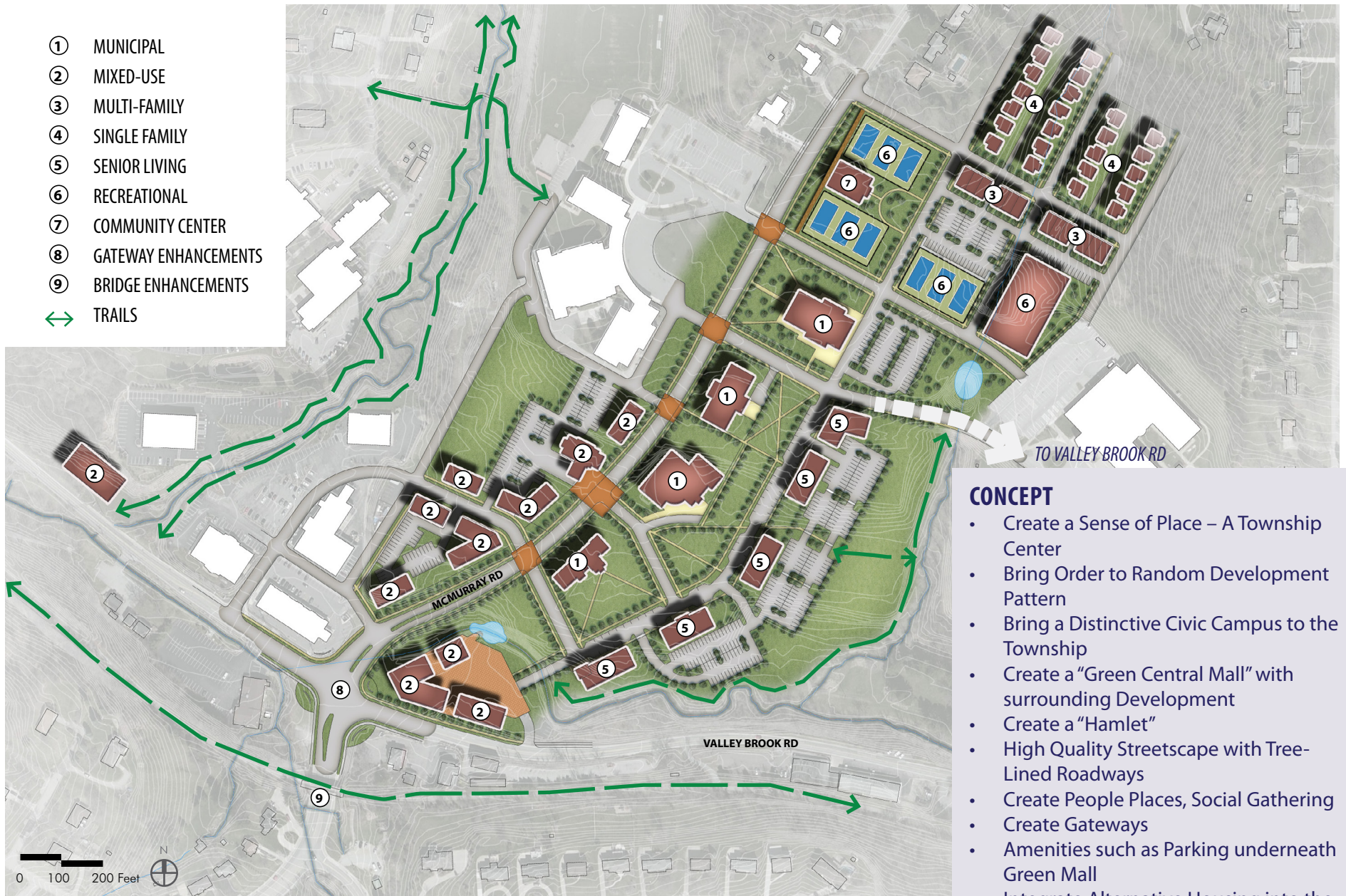


CHALLENGES

- **Lack of Sense of Place** - Despite its “civic” focus, the McMurray Town Center is not widely recognized as the “Town Center”
- **Cross Street Connections** - There is very little connectivity between uses and the surrounding neighborhood
- **Walkability – Safety** - Even the presence of the schools, library and trail do not offer inducements to walk. Vehicular traffic, narrow sidewalks and lack of safe crossings foster reliance on vehicles
- **Randomly Placed Buildings** - There is no cohesive plan for building, parking and access layout
- **Retail Tenant Visibility** - Building design and layout obscure visual connections
- **Trail Connections** - Access to the Arrowhead Trail is limited and properties along the trail are not capitalizing on the proximity
- **Neighborhoods** - The “town center” is surrounded by residential neighborhoods with little or no connectivity and few businesses that take advantage of the relationship

TOWN CENTER CONCEPT | ALTERNATIVE 1

- ① MUNICIPAL
- ② MIXED-USE
- ③ MULTI-FAMILY
- ④ SINGLE FAMILY
- ⑤ SENIOR LIVING
- ⑥ RECREATIONAL
- ⑦ COMMUNITY CENTER
- ⑧ GATEWAY ENHANCEMENTS
- ⑨ BRIDGE ENHANCEMENTS
- ↔ TRAILS



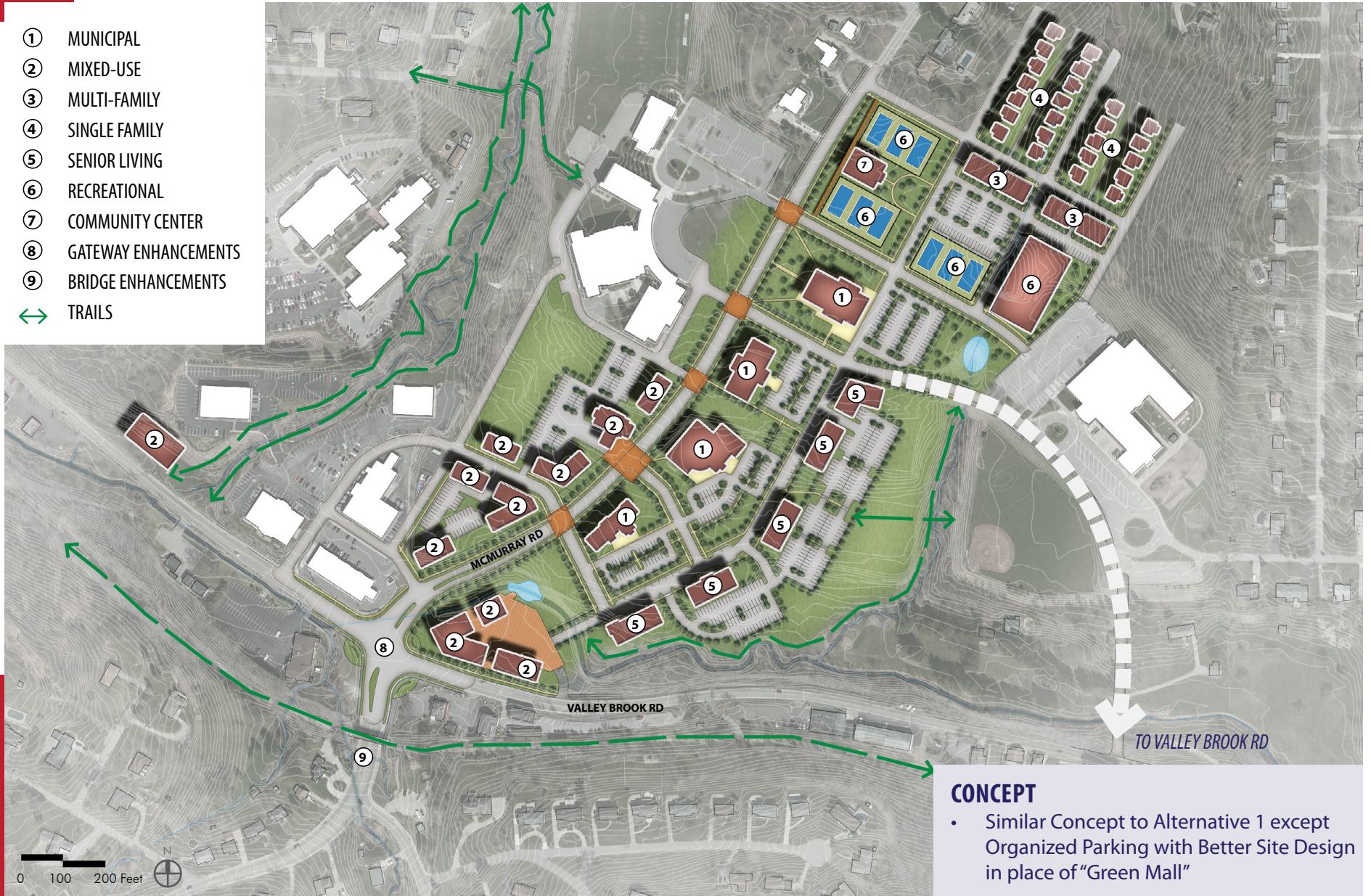
CONCEPT

- Create a Sense of Place – A Township Center
- Bring Order to Random Development Pattern
- Bring a Distinctive Civic Campus to the Township
- Create a “Green Central Mall” with surrounding Development
- Create a “Hamlet”
- High Quality Streetscape with Tree-Lined Roadways
- Create People Places, Social Gathering
- Create Gateways
- Amenities such as Parking underneath Green Mall
- Integrate Alternative Housing into the Center
- Introduce Traffic Calming Techniques

This area plan is for illustrative purposes only. It is intended to convey an alternative development concept that would be more consistent with the goals and principles of the Comprehensive Plan.

TOWN CENTER CONCEPT | ALTERNATIVE 2

- ① MUNICIPAL
- ② MIXED-USE
- ③ MULTI-FAMILY
- ④ SINGLE FAMILY
- ⑤ SENIOR LIVING
- ⑥ RECREATIONAL
- ⑦ COMMUNITY CENTER
- ⑧ GATEWAY ENHANCEMENTS
- ⑨ BRIDGE ENHANCEMENTS
- ↔ TRAILS



CONCEPT

- Similar Concept to Alternative 1 except Organized Parking with Better Site Design in place of "Green Mall"

This area plan is for illustrative purposes only. It is intended to convey an alternative development concept that would be more consistent with the goals and principles of the Comprehensive Plan.

- ① Consolidate municipal uses by bringing order to random development pattern. Create a sense of place by establishing a Township Center.
- ② Strengthen Valley Brook Rd and McMurray Rd intersection with a cluster of mixed-uses development.
 - Diversify housing products by integrated alternative housing into the center such as
- ③ Moderate density multi-family
- ④ Small lots single-family
- ⑤ Senior living
- ⑥ Consolidate and rearrange existing recreational facilities
- ⑦ Introduce a community center
- ⑧ Create gateways
- ⑨ Bridge enhancements



MCMURRAY TOWN CENTER | AFTER



MCMURRAY TOWN CENTER | BEFORE



TOWN CENTER | POTENTIAL INCREMENTAL CHANGE



Bike lane

Enhanced crossings and sidewalks



Street trees

To achieve the vision for the activity centers set forth in this chapter, it is unlikely that the transformation will happen all at once. There is great potential to achieve the placemaking goals, such as adding landscaping, pedestrian amenities, bicycle facilities, wayfinding, and mixed-use buildings, over time. These phased changes could happen in a sequence similar to what is depicted here.



Mixed-use buildings with residential or office above retail



Wayfinding signage to promote the Township's brand and identity

TOWN CENTER CONCEPT | BIRD'S EYE VIEW





EMPHASIZE HOUSING CHOICE AND DIVERSITY

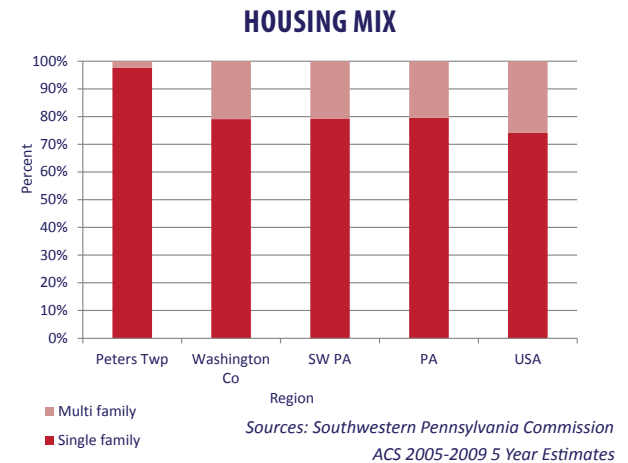


A. EXISTING CONDITIONS

Peters Township is predominantly a bedroom community, largely comprised of single family detached homes. The predominance of single family dwellings is clearly evident in comparison with county, regional, state and national figures. Multi-family dwellings comprise at least 20% of the housing stock in each of the comparison regions, but just over 2% of the housing in Peters Township.

According to the 2010 Census, approximately 98% of the housing in Peters Township is single family detached, built for families with children. During the period 2001 to 2011, 95.7 percent of all new dwellings constructed in the Township were single family homes. Conversely, of the 1,398 new dwellings built during that period only 60 units were multiple family (4.3%).

This lack of variety in the housing stock continues to pose limitations for several age groups. As young adults leave their parents' homes, they have few, if any, options that fit their income, needs and lifestyle choices in their own hometown. Likewise, as seniors and empty-nesters choose to downsize, their housing choices, regardless of financial ability, are extremely limited.



OPPORTUNITIES + CHALLENGES

- Single family homes dominate the housing stock, accounting for over 95 percent of all new units constructed since 2001.
- Peters Township has a reputation as a very desirable place to live
- Home values are high
- Empty-nesters who want to downsize are compelled to leave the Township; young families seeking good schools can't afford the high cost; students who leave the community for higher education are unable to return.
- Continued emphasis on single family housing will place undue burdens on the school system and other services

EMPHASIZE HOUSING CHOICE + DIVERSITY

Provide a greater range of housing choices to enable people at all stages of life to enjoy Peters Township, including young adults, families, empty nesters, retirees and seniors. Housing opportunities should include small homes on small lots, multi-family housing, and live-work units, in addition to the large, single family homes prevalent in the area. A more diversified housing strategy will promote choice and a more livable community.

KEY PLACEMAKING PRINCIPLES

- Neighborhood character
- Housing choices
- Aging in place
- Diversity

For more information on existing housing trends and characteristics, see the separately published Community Snapshot.

B. GOALS AND ACTIONS

Some actions are repeated in multiple chapters as they apply to multiple Guiding Principles. The Actions are then collated in the Implementation Chapter where they are organized by implementation method and priority.

GOAL	ACTION
<p>E. EXPAND HOUSING CHOICES TO MAKE PETERS TOWNSHIP A DESIRABLE PLACE OF RESIDENCE FOR A WIDER RANGE OF AGE GROUPS</p>	<ul style="list-style-type: none"> E.1 Revise zoning regulations to provide incentives for alternative housing choices such as townhomes, condos, duplexes and apartments, in addition to the large-lot single family units E.2 Promote life-cycle housing development, such as aging-in-place and continuum of care, in conjunction with mixed-use projects in Mixed-Use Neighborhood, Mixed-Use Activity Centers, and Mixed Residential districts E.3 Permit mixed density, compact, walkable residential neighborhoods close to activity centers and mixed use neighborhoods E.4 Permit a mix of housing types within neighborhoods, provided high standards of architectural and site design are maintained throughout, including four-sided architecture, stone and brick facades, usable open spaces, distinctive entry features, decorative landscaping, landscaped medians and sidewalks E.5 Prohibit “cookie-cutter” multifamily development by requiring ample variations in building architecture and materials
<p>F. ALLOW HIGHER DENSITIES IN SELECT LOCATIONS</p>	<ul style="list-style-type: none"> F.1 Permit density higher than 1.2 dwelling units per acre single family and 7 units per acre multifamily within mixed density residential, mixed use neighborhood, conservation residential, activity centers, and town center zoning districts and permit multi-family and other forms of housing in these districts (two-family and townhomes) by right F.2 Provide density bonus incentives in return for public benefits such as walkways, connectivity, bikeways, open space, and/or rural amenities such as vegetated buffers along major roadways and conservation easements F.3 Permit greater intensity of development within designated in mixed density residential, mixed use neighborhood, activity centers, and town center locations F.4 Reduce minimum lot size requirements in residential districts while increasing the maximum lot coverage amount so that large homes can still be built on smaller lots
<p>G. ACCOMMODATE SENIOR RESIDENTS DESIRING TO TRANSITION FROM CONVENTIONAL SINGLE FAMILY HOMES TO AGING IN PLACE OR OTHER HOUSING OPPORTUNITIES</p>	<ul style="list-style-type: none"> G.1 Provide incentives for incorporating “silver living” options (barrier-free, independent living, cottage clusters, etc.), in new developments and the construction of housing units that implement universal housing design making the house safe and accessible for everyone, regardless of age, physical ability, or stature G.2 Identify sites near commercial and recreational amenities for senior housing that would support active lifestyles and walkability G.3 Allow reduced lot sizes and higher densities to accommodate more housing opportunities for individuals looking to downsize and stay within the community G.4 Provide incentives for constructing small to moderate size units, such as townhomes, patio homes, and condos that attract empty nesters, young professionals, singles, and other groups/individuals looking to downsize, right-size, or start out in an appropriately sized home G.5 Revise the zoning ordinance to permit accessory dwelling units such as granny flats or mother-in-law apartments in some single family districts

C. BEST PRACTICES

TRADITIONAL NEIGHBORHOOD DESIGN

Also called neo-traditional development, traditional neighborhood design (TND) refers to a development pattern that emulates the characteristics of small, older communities of the 18th through the early 20th centuries. A central feature of TND is a focus on how private development can shape a sense of place and improve quality of life. Often TNDs focus more on pedestrian interaction than vehicular access and convenience. For this reason, TNDs often include narrower streets, shorter

front yard setbacks, and key architectural elements.

The following characteristics can serve as suggested guidelines, or be incorporated into the zoning and subdivision ordinances:

Street Design

The design of streets can impact how far residents have to walk to local parks, neighbors or other destinations. The idea is to provide a critical mass of residents, in close proximity to jobs, shopping, and transit, reducing reliance on the automobile for transportation. TND streets often include:

- Grid pattern
- Narrower widths
- Curbing

Neighborhood Elements

TNDs reflect how public places can shape residents' enjoyment of their neighborhood. They include elements that encourage gathering, interaction and activity, such as:

- Community open spaces (active parks, passive pathways or open space, playgrounds, pocket parks, civic squares)
- Safe sidewalks with convenient routes and access
- Pedestrian-scale lighting

Site and Home Design

While the public realm (streets and public property) create a framework for development, they are only a small part of the overall character that is created when a neighborhood is fully developed. TNDs strive to provide a human scale to development, so individual home sites typically include:

- Smaller front yards
- Prominent front porches that extend close to sidewalks
- Rear yard garages and/or access



DENSITY

Increasing density and population in select areas is essential to offering living choices for current and prospective residents. It also provides the population concentration needed to support neighborhood stores and businesses. Density is frequently perceived negatively because it connotes a wide array of ill-conceived, cheaply built and poorly designed buildings and developments. Such impressions arise from failed public housing, sterile and out-of-scale apartment complexes, or the conversion of single-family homes into multi-unit boarding houses.

Higher density does not necessarily translate to apartments or rental units. Smaller single family homes, such as cottage style or patio homes, afford an option while retaining single family appeal. Other alternatives include mixed use developments or aging-in-place communities that offer a variety of residential choices.

DIVERSE HOUSING OPTIONS

Peters Township is not immune to the changing demographics occurring nationwide. Family size continues to shrink as a result of couples having fewer children, women waiting later in life to have children, single parent households and a decline in marriage rates. Nuclear families are no longer the norm and, therefore, housing opportunities are needed for a variety of family types and lifestyle preferences. The housing needs of special groups, like the elderly, must be considered. Viable senior housing options may range from remaining at home as long as possible to smaller single level homes to congregate living. Long-time residents should not be forced out of the community when they decide a large multi-storied home is no longer consistent with their lifestyle but wish to stay in the community they like near family and friends.

Options for the younger sector of the population are just as important. Smaller families and couples may desire alternatives to single-family detached, owner-occupied housing, such as townhomes, flats, and apartments above storefronts.



Duplexes can provide an alternate housing type while still matching the character of single-family homes

DIVERSE HOUSING TYPES



STAY FOREVER GREEN



A. EXISTING CONDITIONS

STAY FOREVER GREEN

Promote and preserve natural areas of Peters Township, including ponds, woods, trails, working farms, and parks. Strive to create an interconnected network of green space that conserves critical natural areas, supports working farms, provides recreational linkages, protects water quality and quantity, and contributes to the identity and sense of place within the community. If properties develop, create usable open spaces that contribute to the overall character and experience of the community.

KEY PLACEMAKING PRINCIPLES

- Beautification
- Greenways
- Recreation opportunities
- Green public gathering spaces

For more information on existing natural features see the separately published Community Snapshot.

Peters Township has over 470 acres of parks and 112 acres of trails, not including Township-owned open space acreage and Peters Township School District owned properties (180 acres) both of which are components in the standard advocated by the National Recreation and Park Association. This comprises a ratio of 23.9 acres of parkland per 1,000 Township residents. The NRPA guidelines recommend 23.5 acres of parkland per 1,000 residents. While the Township's ratio is slightly over the national standard, it has been declining as the population has increased. However, this shift has been eased by the Township's open space requirement for new residential developments. As a result of this requirement, approximately 570 acres have been preserved -- 223 acres are private and 347 are open to the public.

Among the Township's distinctive recreational attributes are its bike paths. Both the Arrowhead and Montour trails are heavily used and prized by local residents. Ironically, among the "complaints" expressed both in resident surveys, as well as in small group discussions providing input to the comprehensive plan, the community is not viewed as walkable or bikable due to the general absence of sidewalks and lack of connectivity between neighborhoods and major attractors such as schools, parks, shopping areas, Town Center, etc.

OPPORTUNITIES + CHALLENGES

- While the Township boasts a high quality trail, connectivity and walkability remain concerns among residents. More needs to be done to accommodate bicycle and pedestrian movement throughout the Township.
- Open space preservation required with new residential subdivisions is generally considered positive, but in many cases the open space is not functional or of sufficient size to have a meaningful visual impact. Unusable, odd-shaped remnants of land are often set aside as open space.
- Greenspaces dot many areas of the Township but are not interconnected to make them part of a "system" of open space.



B. GOALS AND ACTIONS

GOAL	ACTION
<p>H. PRESERVE 15 PERCENT OF THE TOWNSHIP'S LAND AREA AS PERMANENT OPEN SPACE</p>	<ul style="list-style-type: none"> H.1 Revise zoning regulations to provide a flexible, incentive-based planned development district that rewards preservation of open space H.2 Promote the financial benefits (charitable tax deductions, reduced property taxes and increased property values) of permanent conservation easements on private property H.3 Identify and prioritize key properties that should be protected based on character, location, environmental sensitivity and similar factors identified by the Township H.4 Explore the feasibility of/support for a dedicated tax millage for open space acquisition H.5 Incorporate "smart growth" principles into the Township zoning regulations H.6 Rezone properties to incentivize conservation based design by providing a sliding scale – higher density and more unit mix for more open space H.7 As part of the "official map", create a comprehensive open space map showing future trail, sidewalk, and bikeway connections to key locations within the community like parks, schools, and businesses. Also, show proposed open space and park locations H.8 Regulate development on steep slopes H.9 Explore the potential for purchase or donation of property along the south side of Valley Brook Road (between East McMurray Road and Route 19) to establish a conservation corridor/park parallel to the Arrowhead Trail
<p>I. ENSURE THAT PRESERVED OPEN SPACE SERVES A PUBLIC PURPOSE, I.E., PRESERVING RURAL AND SCENIC VIEWS, FARMLAND CONSERVATION, ENVIRONMENTAL PROTECTION, PROTECTING WILDLIFE HABITATS, PROVIDING COMMUNITY GARDENS, SUPPORTING ACTIVE RECREATION, AND SIMILAR FUNCTIONS</p>	<ul style="list-style-type: none"> I.1 Review and, if necessary, revise the Township open space requirements to ensure that identifiable benefits are provided to the neighbors and/or the community, such as: open space of sufficient size, provides visual relief, preserves sensitive natural features, adjacent to a significant number of dwellings or can be used for a variety of outdoor activities I.2 Remove vegetative preserve credits that permit the total number of required perimeter buffer trees to be reduced based on trees preserved outside of the buffer areas. Credits shall only be given for trees preserved within the buffer area

Some actions are repeated in multiple chapters as they apply to multiple Guiding Principles. The Actions are then collated in the Implementation Chapter where they are organized by implementation method and priority.

C. BEST PRACTICES

LOW IMPACT DEVELOPMENT

Low Impact Development (LID) is a sustainable development approach aimed at conserving natural resources and protecting the environment by strategically managing rainfall close to its source, minimizing impervious coverage, using native plant species, and conserving and restoring natural areas during site development or redevelopment. Design techniques are modeled after nature, rather than costly infrastructure and water quality restoration systems. For example, where a proposed building expansion may require additional detention that cannot be accommodated on the site, LID techniques may accomplish the same function through use of rain gardens, porous surfaces or similar alternative methods.

The site plan review process should provide a mechanism for a stormwater management plan review when significant site modifications are proposed. Incorporating green infrastructure into private site design and public road projects can provide numerous benefits to property owners, regulatory agencies and the general public:

- Reduces municipal infrastructure and utility maintenance costs (e.g., streets, curbs, gutters, storm sewers)
- Reduces stormwater runoff volume and improves stormwater quality
- Increases energy and cost savings for

heating, cooling, irrigation

- Protects community character/aesthetics.
- Reduces salt usage and snow removal on paved surfaces
- Protects/restores the water quality of rivers and lakes
- Improves air quality
- Improves urban wildlife and habitat opportunities
- Provides additional stormwater capacity for nonconforming sites without modern detention facilities

While low impact design is encouraged wherever it can be applied, it is especially warranted in areas where vegetation may be installed in lieu of paved surfaces. It can be applied to open spaces, rooftops, streetscapes, parking lots, sidewalks, and medians. In many cases, these beneficial design alternatives offer a significant long-term cost savings, even when factoring in some additional maintenance costs. Potential design options include rain gardens, native plant species, street trees (i.e. planter boxes, tree pits), bioswales and porous pavement, as described below:

Water Quality Enhancement Features such as Rain gardens, Bioswales, Flow Thru' Planters etc.

- Enhance water quality as pollutants are filtered by vegetation/plants
- Help in water quantity standards as they reduce flow of water and flooding



Porous pavement and a rain garden in Columbus, OH



Bioswales treat runoff in Indianapolis

- Recharge groundwater and helps in habitat protection
- Minimize the cost of stormwater piping
- Bioswales can be integrated into a large scale site development or even along the major roads for water quality and quantity standards; rain gardens, flow thru' planters are more suited for urban locations (town center, commercial areas on Rte 19 etc.) that also helps in enhancing the visual quality

Permeable/Porous Paving

- Allows water/stormwater to gradually infiltrate into ground
- Reduces urban heat island effect and stormwater runoff
- Recharges groundwater and enhances water quality by filtering sediments

TREE PLANTING

- Incorporation of street trees along sidewalks will help to provide shade as well as reduce heat island effect
- Native tree plantings are encouraged

RENEWABLE ENERGY GENERATION

- Wind, solar, biomass, geothermal etc.
- Exploration of renewable energy generation should be performed that will substantially reduce the need for fossil fuel generated energy thus reducing carbon footprint
- Can be utilized without the concern of depletion
- Cost savings in the applications and maintenance in the long run
- Pavement should not be installed in areas where there is a potential for soil contamination.

WHAT IS GREEN INFRASTRUCTURE?

Connecting natural resources and linking them to human activity zones, which increases property values, recreation opportunities, and improves air and water quality

GREEN INFRASTRUCTURE

Parks and natural systems, such as stream corridors, forests, and wetlands, play a vital role in defining the township's quality of life. Public parks and other open spaces provide access to the outdoors for passive or active recreation. These recreational amenities encourage healthy lifestyles and help retain and attract residents. High quality and healthy natural systems also help protect public health with clean water, uncontaminated soils, and diverse wildlife and plant communities.

Developing the township's green infrastructure is a way to have interconnected green space throughout the community. Current open space requirements within some forms of residential development is an excellent technique. However, the size, location and character of such preserved open space should be regulated, as well. Ensuring the preserved lands afford visual relief, add to the township's natural character and provide opportunities for linear connectivity between developments should be considered with each project.



CONSERVATION DESIGN - EXAMPLE SLIDING SCALE

Design Options	Standard	Option A	Option B	Option C	Option D	Option E
Density	1.2 DU/AC	20% Increase	30% Increase	40% Increase	50% Increase	60% Increase
Open Space (Acres)	.07 Acres/Lot	20%	30%	40%	50%	60%
Multifamily bonus (% of DU)	0%	5%	10%	20%	30%	40%
Min Lot Size (SF)	21,780	15,000	12,000	10,000	8,000	7,000

Disclaimer: All figures in the chart above are conceptual in nature and used to illustrate the general vision and intent of a sliding scale. The amounts should be finalized during the zoning code update process.



CONVENTIONAL SUBDIVISION

Conventional subdivisions divide the land area into building lots based upon the regulatory framework of minimum lot sizes and widths. Environmentally sensitive areas -- steep slopes, wetlands, woodlots, etc. -- are not set aside and are generally encompassed within individual lots. Services and utilities are extended along the street network to all areas of the site to reach subdivided building sites.



CONSERVATION SUBDIVISION

Conservation subdivisions begin by defining sensitive areas of the property -- ponds, steep slopes, wetlands, wooded areas, etc. -- that should be preserved, then clustering building sites on the remaining, more suitable, land. While lot sizes are reduced, the overall permitted density is not increased but the environmentally sensitive areas are protected and preserved. This reduces development costs in two ways. It avoids expensive mitigation and grading of the more challenging features on the site and reduces the length of streets and utilities needed to serve the individual lots. The resulting open space not only adds to the character and livability of the development, but actually increases property values.

to see how a conservation subdivision could be designed for Simmons Farm, please see Section D.

SUSTAINABILITY

To ensure that Peters Township remains a vibrant community for current and future generations, it must work to promote the tenets of sustainability, including environmental health, economic vitality, and social equity. These principles are interrelated, with the success of one hinging on the success of the others. Individual sustainability initiatives help improve the environment locally and globally, provide expanded opportunities for community stewardship and collaboration, and make the economy more resilient and self-sufficient.

By encouraging efficient development patterns, endorsing environmentally conscientious policies to guide municipal behavior, and encouraging development that respects the natural environment, the township's valued resources can be better protected, while public infrastructure and maintenance costs can be reduced.

Promote Green Development Practices

Green development practices contribute to sustainability by ensuring that site and building projects minimize environmental impacts, resource consumption, and energy

use, while simultaneously providing healthier living and working environments. Healthier environments not only attract residents and businesses, but have been shown to increase worker productivity, encourage healthy lifestyles that reduce medical costs, and build community stewardship. Peters Township can promote a green philosophy through education and incentive programs to encourage their use across the township.

Minimize Energy Consumption

Energy is used in a number of ways, including electricity for powering homes, businesses, and street lighting; electricity, gas, or steam for heating; fuel for vehicles and other equipment; and power for municipal services. Increasingly, communities are becoming aware of the global and local environmental impacts of using energy derived from fossil fuels. In response, many are pursuing ways to better utilize alternative energy technologies and greener fuel sources. Measures to improve energy efficiency and reduce consumption can benefit the economy by reducing energy expenses and shifting reliance on resources in other countries to renewable resources closer to home.

GREEN BEST PRACTICES



Bioswales for improved stormwater quality



Wind energy



Green roof with solar panels



Bioswales and retention area



Raingardens along roadways

GREEN BEST PRACTICES



Stormwater detention



Raingardens and sustainable stormwater management system dividing roadways and trail system



Native species bioswale



D. SIMMONS FARM CHARACTER AREA

ALTERNATIVE 1

- ① MEDIUM DENSITY SINGLE-FAMILY RESIDENTIAL
LOT SIZES= 0.3 ACRES (APPROX)
NUMBER OF LOTS= 49
- ② HIGH DENSITY SINGLE-FAMILY RESIDENTIAL
LOT SIZES= 0.15-0.2ACRES (APPROX)
NUMBER OF LOTS= 22
- ③ HIGH DENSITY MULTI-FAMILY RESIDENTIAL
NUMBER OF UNITS= 40
- ④ COMMUNITY CENTER
- ⑤ MEDIUM DENSITY SINGLE-FAMILY RESIDENTIAL
NUMBER OF UNITS= 6
- ⑥ HIGH DENSITY ATTACHED UNITS
NUMBER OF UNITS= 32

↔ TRAIL



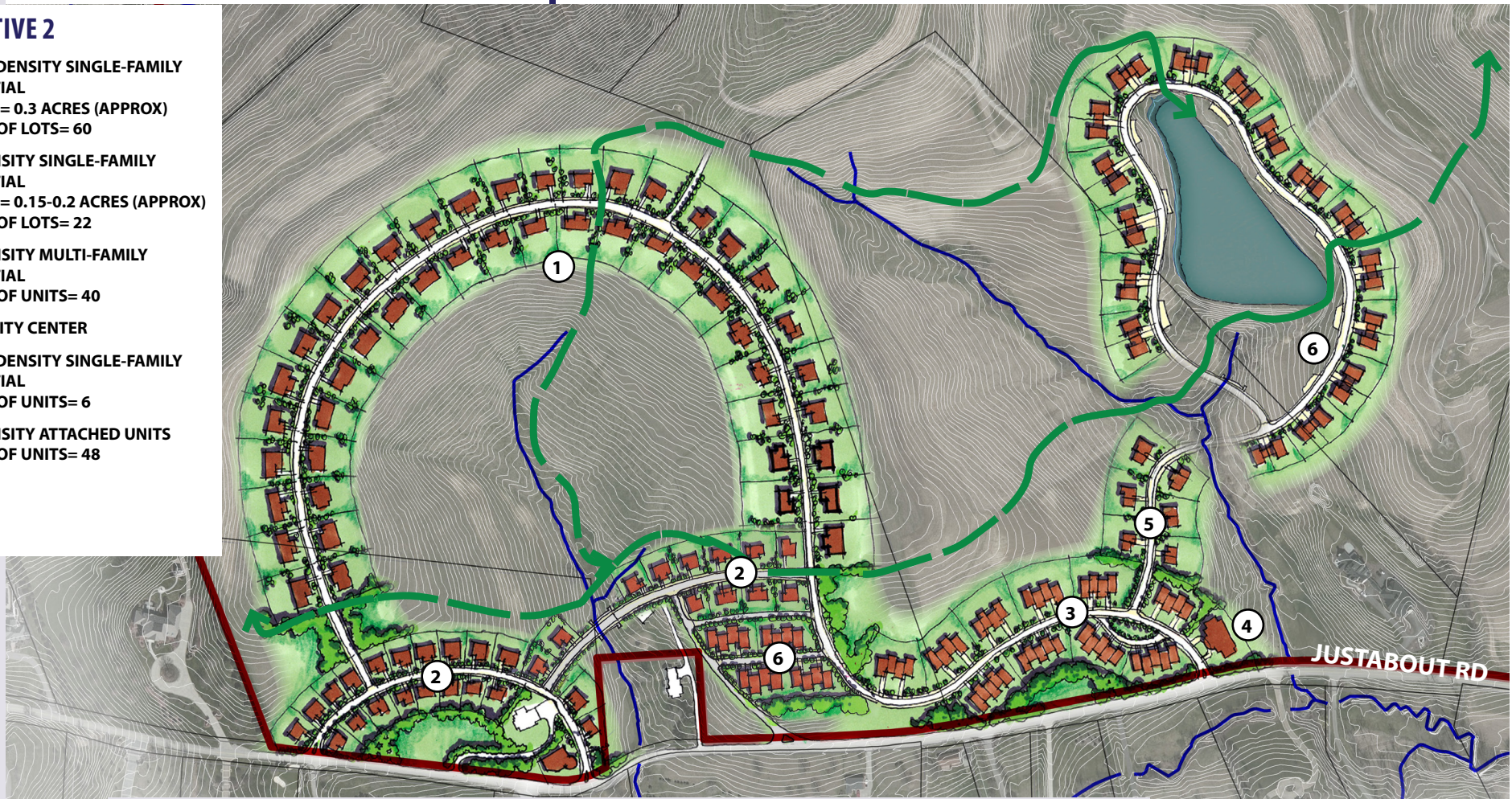
This example is provided to illustrate a remaining undeveloped area in Peters Township that could be developed and still exhibit the rural character and conservation design principles

SIMMONS FARM AREA | CONCEPTUAL LAYOUT

ALTERNATIVE 2

- ① MEDIUM DENSITY SINGLE-FAMILY RESIDENTIAL
LOT SIZES= 0.3 ACRES (APPROX)
NUMBER OF LOTS= 60
- ② HIGH DENSITY SINGLE-FAMILY RESIDENTIAL
LOT SIZES= 0.15-0.2 ACRES (APPROX)
NUMBER OF LOTS= 22
- ③ HIGH DENSITY MULTI-FAMILY RESIDENTIAL
NUMBER OF UNITS= 40
- ④ COMMUNITY CENTER
- ⑤ MEDIUM DENSITY SINGLE-FAMILY RESIDENTIAL
NUMBER OF UNITS= 6
- ⑥ HIGH DENSITY ATTACHED UNITS
NUMBER OF UNITS= 48

↔ TRAIL



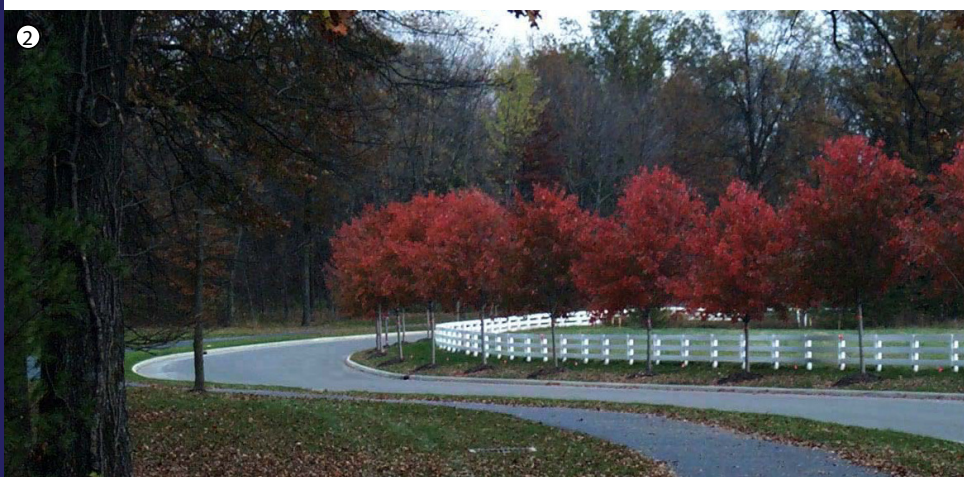
OPPORTUNITIES

- Conservation Design & Clustering
- Compact Development = Compact Infrastructure
- "Village" Within the Township
- Sense of Place
- Housing Diversity – size, price, form
- Cultural Preservation
- Adjacent Neighborhood Linkages
- Trail Network

CHALLENGES

- Optional Land-Use Densities
- Topography
- Infrastructure Routing
- Walkability
- Connections to Adjacent Neighborhoods

- ① *Low and moderate density housing, along with unit mix, are permitted within a single development so that design/layouts function as one cohesive neighborhood rather than competing pods of development.*
- ② *Passive open space incorporated to protect views, enable farming, reduce grading, etc. Open space provided in return for development incentives such as housing density or unit mix.*
- ③ *Existing natural features are incorporated as amenities.*
- ④ *Open space along roadways preserves rural character and creates buffered views of new developments.*



BUILD TOWNSHIP CHARACTER AND IDENTITY



A. EXISTING CONDITIONS

BUILD TOWNSHIP CHARACTER + IDENTITY

Coordinate building architecture, site design, and streetscape improvements in the planning area to reinforce a distinct brand or image unique to Peters Township. First priority should be to connect, re-purpose, or re-use existing retail and employment centers that promote economic development and increase the quantity and quality of public spaces and community gathering areas throughout the township.

KEY PLACEMAKING PRINCIPLES

- Strong township character
- Streetscape beautification
- Site design improvements
- Offering rural and suburban lifestyle options

For more information on existing character and identity, see the separately published Community Snapshot.

Peters Township exhibits a diverse character and many contrasts. While primarily an affluent, residential suburb of large single family homes, the township boasts active farms, remnants of a working class village (Hackett), and a commercial strip not unlike hundreds of such corridors nationwide.

Overall, the township enjoys an enviable reputation as a desirable place to live, but yet lacks a strong identity and does not offer the amenities -- entertainment, high-end shopping, or community gatherings -- that might be expected of such a community.

Neighborhoods tend to be isolated from one another. Schools are accessible primarily by motor vehicle rather than bicycle or walking. The “town center” is not recognized as such by many residents. One of the most significant “disconnects” between the desired image of the township is the Rte. 19 corridor.

While a busy commercial corridor, Rte. 19 is essentially indistinguishable from other commercial strips found everywhere. It is lined with parking lots crowding the edge of the street, multiple and closely spaced curb cuts, intermittent landscaping, signs competing for attention and a mix of newer and aging buildings.

Many improvements are evident as properties have been redeveloped, new architecture is



the high quality character of Peters's residences could better translate to the commercial areas



introduced and landscaping is added. However, both the commercial offerings and the image of the parking lot-lined corridor fall short of being either a “premier” destination or a representative example of Peters Township.

OPPORTUNITIES AND CHALLENGES

- Existing strip development makes redevelopment challenging
- Views to Canonsburg Lake from Route 19 retail
- Need for consistent signage
- Shallow depth of parcels lining the street
- Lack of gathering spaces
- Poor connectivity between properties
- No walkability

B. GOALS AND ACTIONS

GOAL	ACTION
J. ESTABLISH A “BRAND” THEME FOR THE TOWNSHIP	<ul style="list-style-type: none"> J.1 Develop a uniform signage system for township buildings, equipment and parks J.2 Develop way finding signage for roadways, especially in the areas identified as distinct activity centers such as McMurray Town Center and Waterdam J.3 Promote the installation of public art in visible locations by working with the school district, local artists, organizations, and property owners J.4 Sponsor a competition to freshen the Township logo to present a more up-to-date image while retaining the fundamental design concept J.5 Work with the US Postal Service to consolidate zip codes into a single Peters Township zip code
K. ENHANCE THE MAJOR GATEWAYS AT THE NORTH AND SOUTH ENDS OF ROUTE 19	<ul style="list-style-type: none"> K.1 Install more distinct and prominent gateway signs at all entries to the township with landscaping K.2 Work with PennDOT to implement a street beautification program in which neglected roadways and intersection corners are improved through landscaping
L. RETAIN A BALANCE BETWEEN RURAL AND SUBURBAN LIFE STYLES IN THE TOWNSHIP	<ul style="list-style-type: none"> L.1 Revise the zoning ordinance to permit varied housing options at reasonable densities L.2 Promote conservation based design L.3 Provide incentives to developers for the preservation of open space and maintaining rural view corridors along key township roads L.4 Identify locations and features that typify the township’s rural character and should be preserved L.5 Explore the feasibility of/appetite for a dedicated tax millage for open space acquisition
M. ACTIVELY ENGAGE IN HISTORIC PRESERVATION ACTIVITIES	<ul style="list-style-type: none"> M.1 Identify and map historic structures/sites within Peters Township with the intent of creating regulations that require viable historic structures to be protected and incorporated into new development M.2 Restore and reuse historic structures, such as old barns, as functional uses like corner stores or community centers M.3 Acquire and preserve the Bowers Hill School building

Some actions are repeated in multiple chapters as they apply to multiple Guiding Principles. The Actions are then collated in the Implementation Chapter where they are organized by implementation method and priority.

B. BEST PRACTICES

STREETScape



GATEWAYS + BRANDING



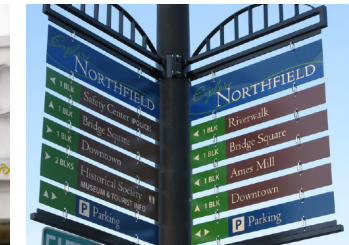
Park-like setting for gateway



Sculpture



Gateway arch



Banners and wayfinding signage



Signage family

PUBLIC SPACES



Walking, running, and biking trail with amenities



Multi-purpose public space to create framework for diversity of land uses and economic development



Improved streetscape and public space promotes enhanced pedestrian activity



Walking paths, plazas, patio



Public gathering event

SITE DESIGN GUIDELINES



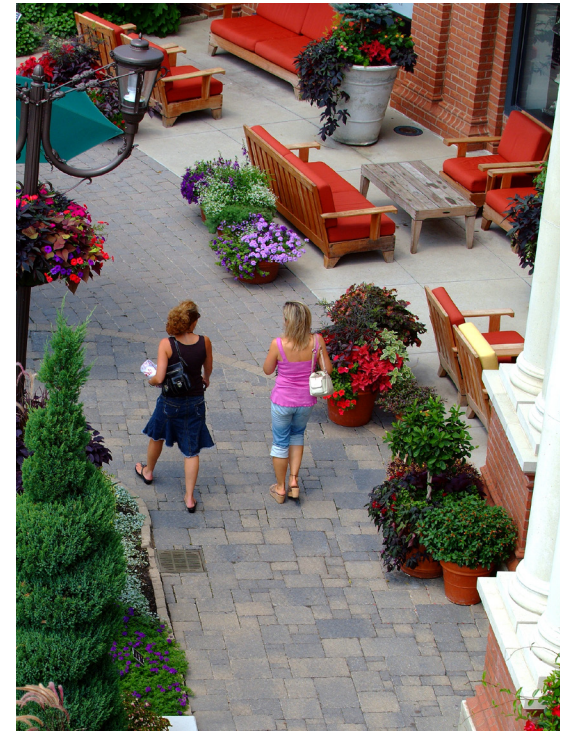
Higher quality public plazas and manicured lawns



Landscaped walk between parking aisles



Shade trees and brick pavers



Landscaping and site furniture



Higher quality streetscape along medium density residential

COMMERCIAL SITE DESIGN

Depending on the context, the form and character of buildings can have a significant impact on the function and activity within an area. Furthermore, the quality of buildings impacts the local economy, as declining commercial districts with dilapidated buildings can have a compounding negative effect on the perceptions of safety and property value.

New and rehabilitated commercial development sites should possess the following qualities:

Streetscape & Site Design

- Streetscape treatment should be used to signify an entrance and contribute to a sense of place.
- Community amenities such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.
- Include amenities for bicyclists, pedestrians and transit riders, including wider sidewalks, bike storage facilities, bus shelters, lighting and landscaping in the standards for site plan review.

Parking and Access

- Off-street parking should typically be located in the side and rear yards with an additional entrance oriented to the parking lot.

- Parking lots adjacent to the roadway should provide a setback and landscape greenbelt. In the town center area, a knee-wall or hedge may also be appropriate.
- Driveways should be designed and located according to the Access Management standards in the Transportation Chapter.
- Parking lot landscaping is especially important in minimizing the visual impact of large parking lots. Parking lot islands that incorporate pedestrian access to storefronts, may be appropriate for larger lots or high traffic sites.
- Internal pedestrian walkways should be included for persons who need access to the building(s) from internal parking areas. Walkways should be designed to separate people from moving vehicles as much as possible, vehicle drive aisles or parking spaces may not be used for this purpose.
- Crosswalks should be distinguished from the parking and driving areas by use of: special pavers, bricks, raised elevation or scored concrete.

Landscaping, Buffers & Screening

- Development abutting residential should be screened with a mixture of treatment such as landscaping, walls, and fences.
- Loading and unloading areas should be located where they can be effectively screened from view and where they will create the least impact on residential neighbors. Where necessary, limited hours for trash pick up may be considered to further protect neighbors.
- Where required, detention areas should

be designed to mimic natural environments, and steep basins requiring safety fencing should be discouraged.

Lighting

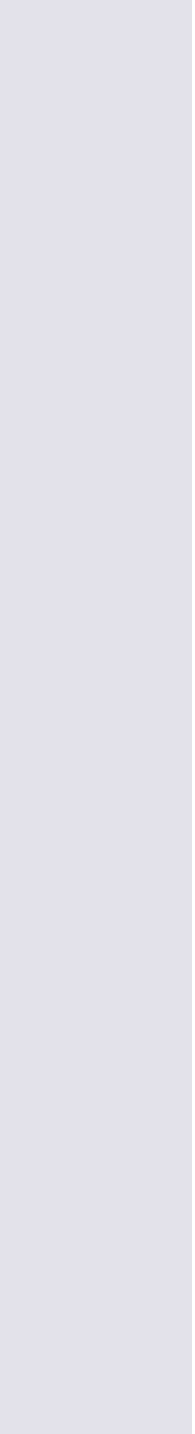
- Site lighting should be regulated so it does not spill into non-commercial areas or the public road, except where needed to illuminate driveways. Generally, levels between 0.5 and 1.0 footcandles at the property line are appropriate.

Signs

- Lower-level ground signs are preferred over taller pole signs.
- Signs should include a durable base constructed of materials compatible with the architecture of the building.
- Sign locations should respect clear-vision areas and traffic safety.
- Business center signs listing multiple businesses should be avoided. They're generally unreadable and cause undue distraction and potential hazard.

gateways + branding

- Adopt higher quality placemaking and branding
- Create inviting gateways
- Establish unifying themes of branding, wayfinding, and signage
- Consolidate business and directional signage
- Create hierarchy of signage elements - eg. primary/secondary/tertiary, road names, business names



INCREASE TRANSPORTATION CHOICE AND WALKABILITY



A. EXISTING CONDITIONS

Commuting

Peters Township is a bedroom community with relatively little employment within the Township. Therefore, most residents commute to work outside the community. Average commuting time (28 minutes) is slightly higher than that of adjoining communities and Washington County. Not surprisingly, most (87%) of Township commuters drive alone.

Transit

There is a limited public transit service area within Peters Township, primarily along US 19. In addition, the Washington County Transportation Authority (WCTA) provides human service transportation to individuals eligible for its programs. WCTA's primary services are shared-ride and door-to-door, requiring reservations the business day before. Services provided by WCTA are intended for specific populations, such as seniors and those with disabilities, although anyone may ride for the full fare. The type of services provided by WCTA, such as advance reservation, demand-responsive, and door-to-door are sometimes referred to as Para-transit.

OPPORTUNITIES + CHALLENGES

- The rolling topography and narrow right-of-way make it difficult to improve some intersections and roads that need more capacity.

- At present, the Township is mainly reliant upon automobiles as the travel mode of choice.
- One of the most frequent issues cited in surveys, interviews and small group discussions involves traffic congestion. Much of this relates to peak hour commuting and is focused on specific street segments and intersections. The most frequently cited congestion locations were most of the Route 19 corridor, but particularly the southern segment, the Valley Brook/US-19 intersection that is being reconstructed, and East McMurray intersection at US-19 (narrow right-of-way)
- Commercial use driveways are commonly located in close proximity to signalized intersections. Movements to and from those access points contribute to congestion.
- The presence of the highly used Arrowhead and Montour Trails through the community provide a tremendous recreational asset. The trails are not easily accessed from some subdivisions. Since most subdivisions and commercial areas lack sidewalks, walking can be difficult.
- Connections between subdivisions can help manage traffic-flow. Many of the township's subdivisions do not connect with neighboring properties, so travelers are forced to drive between subdivisions.

INCREASE TRANSPORTATION CHOICE & WALKABILITY

Provide a safe, reliable transportation system that balances all modes of transportation, including walking, biking, transit, and cars. Consider land use and infrastructure together, promoting street connectivity and complete streets that emphasize the quality and character of both the thoroughfare and adjoining development. Concentrate on both destination-based as well as recreational trips, promoting active living for all ages, with special attention given to the mobility of children and seniors.

KEY PLACEMAKING PRINCIPLES

- Walkability
- Transportation choices
- Streetscape beautification
- Gateways

For more information on existing transportation conditions, see the separately published Community Snapshot.

B. GOALS AND ACTIONS

GOAL	ACTION
<p>N. CONNECT SCHOOLS, PARKS AND OTHER PUBLIC FACILITIES WITH A SYSTEM OF PATHWAYS, BIKEWAYS AND TRAILS</p>	<p>N.1 Identify activity centers, develop a plan for connecting those centers with sidewalks, pathways or trails and establish priorities</p> <p>N.2 Seek grants to support connectivity</p> <p>N.3 Provide connections between the Arrowhead Trail and businesses along the creek and trail corridor, including improving visibility, foot bridges across the creek, convenient access points to and from the trail and bike parking</p>
<p>O. IMPROVE TRAFFIC EFFICIENCY AND SAFETY ALONG ROUTE 19 AND AT MAJOR INTERSECTIONS THROUGHOUT THE TOWNSHIP</p>	<p>O.1 Adopt access management requirements to be applied to all new development and major changes of use along the corridor</p> <p>O.2 Review signal timing with PennDOT and advocate adjustments to accommodate improved peak hour flow</p> <p>O.3 Continue to implement identified intersection improvements from the Transportation Impact Fee Study</p> <p>O.4 Consistently require road interconnectivity between both residential and non-residential developments to disperse traffic, provide route options, reduce conflict points along major roads, and improve access for emergency service</p>
<p>P. EXPANDED TRANSIT SERVICE TO KEY LOCATIONS IN THE TOWNSHIP.</p>	<p>P.1 Permit higher densities in activity centers, mixed use neighborhoods and the town center to create “hubs” that will support transit by concentrating potential riders</p> <p>P.2 Promote transit service to proposed higher density mixed use areas in the township</p> <p>P.3 Explore the feasibility of trolley service to township attractions</p> <p>P.4 Coordinate with Washington County Transit to improve service and implement transit-related actions of the Comprehensive Plan</p>
<p>Q. PROMOTE A COMPLETE STREETS POLICY IN CONJUNCTION WITH NEW AND EXPANDED ROADWAYS</p>	<p>Q.1 Identify potential routes where shared bike lanes would be feasible</p> <p>Q.2 Integrate access and circulation (connectivity) standards into land use and zoning decisions as part of the plan review process, subdivision requirements and conditional or special exception uses.</p> <p>Q.3 Draft and implement complete street design standards for every classification of new and existing roadways. (Sidewalks, bike lanes, street trees, medians, storm water management, street furniture, etc.)</p> <p>Q.4 Prepare a sidewalk plan to identify segments where walkways or paths should be constructed</p>

C. BEST PRACTICES

COMPLETE STREETS

Improvements to the transportation system should not only provide safe and smooth auto travel, but also ensure the roads complement the desired character of the surroundings. In addition, the transportation system should also meet the needs of an aging population and encourage more walking and biking.

Nationally, this approach is often referred to as a “complete streets”, harmonizing streets with their surroundings while interlacing transportation networks to meet the mobility needs of all users — motorists, goods movement, pedestrians, bicyclists, transit users and emergency service vehicles.

Non-Motorized Transportation

Expanding non-motorized connections is one goal of residents and township leaders. Their goal is a safe and attractive non-motorized network for walking and bicycling for people of all ages and physical abilities. While the hilly terrain and narrow rights-of-way make having bicycle and pedestrian facilities on many streets challenging, Peters Township can accommodate non-motorized users where practical. The township’s current network of non-motorized facilities includes the streets, pathways, sidewalks, and other facilities for pedestrian, bicycle, and other non-motorized travel.

Serving different user needs makes implementation complicated. Generally in-road bike lanes or designated bike paths are safer than separate pathways because motorists are more aware of riders at intersections. But the more casual user usually prefers riding on local

neighborhood streets with low traffic volumes.

Since having special bike facilities on every street is not practical, one focus is to provide connections between key destinations like the town center, schools, parks, cultural institutions, and existing non-motorized facilities inside the township to trails and linkages outside the township. In addition, more pedestrian-oriented design of commercial districts can allow people to “park once” and then walk to multiple destinations.

Construction of non-motorized facilities should be coordinated with other projects to save time and resources whenever possible. Areas for bike parking should be provided in parking lots. Bike racks could have a distinct, Peters-related design.

Sidewalks should be considered along Waterdam Road east of US 19 to make it easier for employees at the offices to walk to the restaurants and stores.

BENEFITS OF A NON-MOTORIZED SYSTEM

- Provides connections between homes, schools, parks, public transportation, offices, and retail destinations.
- Improves pedestrian and cyclist safety by reducing potential crashes between motorized and non-motorized users.
- Encourages walking and bicycling that improves health and fitness
- Provides options to make fewer driving trips, saving money
- Research demonstrates pedestrian and bike-friendly cities have more economic vitality.

TYPES OF BICYCLE FACILITIES



bike lane: a separate lane for bicyclists



sharrow: remind motorists bikes are permitted to “share the road”



bike trail: pathways that are “off-road”



Safe Routes to School

SRTS programs are typically recommended for schools where improvements are likely to increase walking and biking. However, the principles of safe routes can be applied on a broader basis, and should generally be considered where the community wishes to encourage walking and biking activity, or where it could occur, but usually doesn't because of physical factors. While the township schools have not encouraged students to walk or bike to school, such activity can promote a healthier community and reduce congestion during the morning peak hour.

CONTEXT-SENSITIVE DESIGN

Street design should consider the compatibility with the surrounding area using an approach called "Context Sensitive Design". This means streets that serve the same traffic function (i.e. state route, arterial, collector, or local street) may have a different design depending upon where they are located. Factors that should be considered as part of the design or even repaving of a street could include:

- Lane widths - 11 foot wide lanes can be used instead of a wider dimension where there is a goal to reduce traffic speeds or make a district more walkable. Given the

limited ROW, the extra room may allow space for some pedestrian amenities.

- Curb bumpouts, mid-block crossings, or wider, specially marked crosswalks should be considered where there is a goal to make it easier to cross the street.
- Streetscape elements like street trees and similar amenities should be included as part of a project design, especially in business districts.
- Improvements like median islands for pedestrian refuge, high visibility crosswalks and pavement markings can all improve the environment for non-motorized users.

One example is Froebe Road that cuts through a wooded area. Roads through sensitive areas like that could have narrower lanes to reduce the impact of the construction and help preserve the natural beauty of the area. Another example is Venetia Road, where the winding narrow road adds charm to the scattered commercial uses and neighborhood.

INTERSECTION IMPROVEMENTS

When intersection improvements are made, the focus should be on improving the level of service and safety for all users. The following are key considerations in designing a new or reconfigured intersection:

- Improved community health results from increased physical activity, which will lessen the likelihood of child and adult obesity, reduce the number of coronary heart disease deaths, lower blood pressure, reduce occurrence of diabetes and cancer, and lower health care costs.
- Reduced greenhouse gas emissions results

TOOLS TO IMPROVE WALKING/BIKING

- Traffic Calming including speed bumps/humps/tables, traffic diverters, medians, islands, and other barriers
- Marked crossings at main intersections and mid-block locations where crossing activity is noted.
- Pedestrian signals can facilitate safer road crossings.
- Sidewalks that are connected and separated from traffic are the most welcoming.
- Bicycles can be accommodated through installation of bike lanes, multiple-use pathways, in the township's rural areas, paved and/or wider road shoulders, and shared lane markings.

WHY IS SRTS IMPORTANT?

Safe Routes to School seeks to improve the environment for students walking and biking to school in hopes they will choose these options. If successful, SRTS programs can provide many community benefits, including but not limited to:

- from fewer and shorter car trips. Each mile of vehicle travel emits roughly one pound of carbon dioxide into the atmosphere.
- Improved social justice results from higher quality non-motorized networks created through the SRTS process. At least one-third of American's don't drive, and about half wish they could walk more.

CONNECTIVITY

Conventional (Disconnected Streets, Separate Uses)

- Overall less capacity
- Higher number of crashes
- Not ped/bike/transit friendly
- Slower emergency response



Traditional (Connected Streets, Mixed Uses)

- Overall more capacity
- Fewer, less severe crashes
- Multiple direct travel options
- Ped/bike/transit friendly
- Fewer/shorter auto trips
- Faster emergency response



- Need for additional vehicle lanes
- Sight distance limitations
- Provision for pedestrians and bicyclists
- Signal coordination and spacing
- Pedestrian crossings and related curb radii

In some cases, there may be a desire for a pedestrian crossing but at an unsignalized intersection. Where pedestrian activity meets certain thresholds, pedestrian-activated traffic signals may be considered to allow a pedestrian to activate a traffic signal in mid-block locations. Where those thresholds are not met, a mid-block crossing can still be designed with “Yield To Pedestrian” signs.

One place where pedestrian crossings may be considered is at the streets approaching the intersection of McMurray and Valley Brook Roads. It is difficult for pedestrians to cross at this heavily used intersection. Even though there are signs to alert motorists about pedestrians, a pedestrian can feel unsafe crossing. So moving the pedestrian crossings back away from the intersection and installing some traffic calming elements such as a median and/or colored pavement crossings, might be more effective.

Roundabouts

One potential approach to some problem signalized or three or four-way stop intersections is a modern roundabout. Roundabouts have been shown to reduce delay and the number and severity of crashes by replacing traffic signals and turn lanes with a constant-flow circular intersection. Incoming traffic yields to pedestrians and bicyclists crossing the street and to vehicles already in the roundabout before proceeding around to the desired street.

Because of the many benefits, hundreds of modern roundabouts have been constructed in just the last few years. One potential location in Peters Township is the three-way stop at Valley Brook and Bebout. Another intersection that has been considered for a modern roundabout in the township’s transportation capital improvement plan is at Oakwood and McMurray.

ACCESS MANAGEMENT

Numerous studies in Pennsylvania and nationwide have shown that a proliferation of driveways or an uncontrolled driveway environment can increase the number or severity of crashes, reduce capacity of the street, and may create a need for costly improvements in the future. Access management involves techniques to reduce the number of crashes and improve flow for vehicles, pedestrians and bicyclists. This is accomplished through control over the number and placement of access points, particularly commercial driveways along major streets.

Driveway spacing influences the amount of information a driver must process and improves driver reactions. For example, fewer driveways along US 19 would reduce

confusion resulting from the drivers' need to watch for ingress and egress traffic at several points simultaneously while controlling their vehicle and monitoring other traffic ahead and behind them.

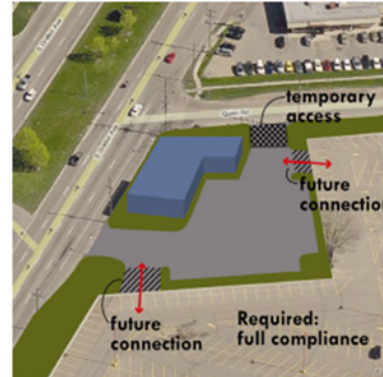
Access management can be implemented by working with the Pennsylvania DOT in a variety of ways:

- A median that restricts left turns, such as exits along part of Rte 19, can improve flow and reduce crash potential. But the median can be designed to be more attractive.
- Locate driveways as far from intersections as practical, especially signalized intersections.
- Consolidate and eliminate driveways or provide service drives to adjacent uses

- A shared access system along Rte 19 could be supported by allowing future buildings to be located closer to the street with access connections in the rear. One candidate location is the commercial above the bluff near the Waterdam intersection.
- Relocate or eliminate driveways with poor offset spacing from driveways on the opposite side of the street.
- Design driveways to meet the needs of vehicles, pedestrians, and bicyclists.

Access management improvements can be implemented in two ways: as part of street reconstruction and improvement projects or as sites are developed and redeveloped. Most often, access management is implemented as private development applications are submitted for review. Because not all sites will develop or redevelop immediately, gradual compliance with the access standards is more likely to occur over time as sites change use, businesses expand or significant site improvements are made.

APPLYING ACCESS MANAGEMENT TO DEVELOPED SITES MAY BE DONE IN STAGES



Required access changes should be relative to the extent of the proposed private application or investment. Examples of the type of changes that could be required for various applications are shown at left.

CHANGE OF USE:

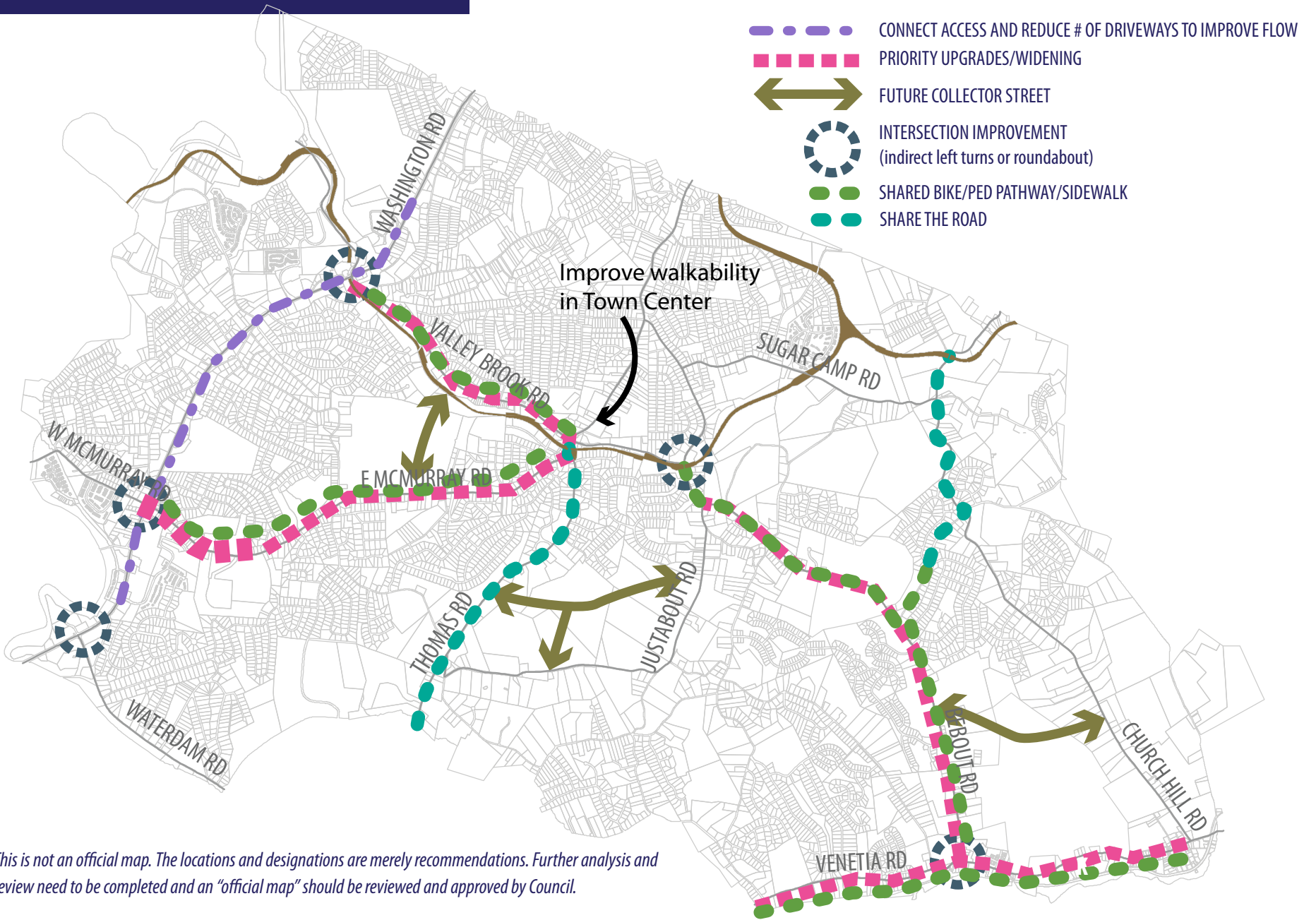
- No major increase in traffic
- Require cross-access easement
- Close unsafe driveways

BUILDING EXPANSION:

- Require cross-access
- Close most problematic driveways
- Redesign driveway(s)

FULL REDEVELOPMENT:

- Comply with DOT standards
- Provide cross-access



This is not an official map. The locations and designations are merely recommendations. Further analysis and review need to be completed and an "official map" should be reviewed and approved by Council.

MAP 1: TRANSPORTATION CONCEPTS



Sources : Peters Township Planning Department, Pennsylvania DOT

MAINTAIN THE MUNICIPAL ADVANTAGE



A. EXISTING CONDITIONS

ENHANCE THE MUNICIPAL ADVANTAGE

Promote a healthy and sustainable business environment by building a community that is attractive to employers and their workers. Continue to promote Peters Township and build a competitive advantage to attract knowledge-based businesses to the area. Investment and recruitment initiatives should realize “triple bottom-line” benefits for Township residents by seeking to improve the tax base, promote economic vitality for local shops and businesses, and increase access to employment opportunities in the area.

KEY PLACEMAKING PRINCIPLES

- Creating local employment opportunities
- Defining expectations for higher quality development

MARKET STRENGTHS

Peters Township enjoys a number of enviable advantages that can contribute to a more balanced community and local economy. Among these are:

- Location near Allegheny County, but not in that county.
- Relatively high income level of residents. Coupled with current age composition, this yields significant discretionary income.
- Historic and continued future growth in “rooftops”, creates demand for goods and services, related space and employment.
- The Township’s reputation for relatively low taxes, excellent school system and other high quality community facilities will continue to attract new residents.
- The recognized high quality of life bolsters the image of the community and sustains its desirability as a place to live, raise families, and work.
- The proximity to new significant employment areas and related development, such as Southpointe, and growing industries, such as natural gas exploration allows the township to capture potential “spin-off” but remain far enough removed to avoid the negative impacts of traffic and overdevelopment.
- Route 19 presents an opportunity for business transformation, as development and redevelopment occur. Higher quality,

better designed and varied uses can replace the current uninspiring strip commercial.

MARKET WEAKNESSES

While the township can boast many advantages, there are challenges, as well:

- Access to the interstate system is circuitous. While I-79 and I-70 are not far removed from the township, getting to either of these highways requires driving narrow, twisting roads not capable of accommodating high volumes of traffic. Significant concentration of employment (office or industry) rely on visibility and convenient access which are not available in Peters Township.
- Business along Rte. 19 must draw from a wider area than the township to prosper. The 7,300 households in Peters Township cannot support the many businesses that line the busy corridor. Therefore, in order to cater to a much broader and more diverse market, the businesses tend not to be high-end retailers commensurate with the income levels in the township.

EMPLOYMENT

Despite the high educational and income levels of its residents, Peters Township is not a significant center for high paying jobs. Most people who live in the community work elsewhere. Within the township, the major employment sectors are retail, hospitality and healthcare.

- The “town center” has not achieved its potential as a focal point and activity center for the community.
- Changes in technology and increased sales via the internet will continue to present growing challenges to the commercial sector. These could impact the viability of and demand for commercial space in the future.
- School enrollment has remained relatively constant in recent years. Student yields may decline, however, as family sizes and household composition change.
- The township’s perceived one-dimensional (large-lot, single family) character, lack of walkability and congested commercial district run counter to national trends and could result in a diminished attractiveness and lower housing values.

For more information on market realities, see the separately published Market Analysis report.

COMMERCIAL BUSINESSES

Peters Township is a single family residential community whose commercial opportunities are not in balance with the needs of its 20,000 plus residents. Large “gaps” exist among the retail and service offerings, forcing residents to seek many goods and services elsewhere.



B. GOALS AND ACTIONS

Some actions are repeated in multiple chapters as they apply to multiple Guiding Principles. The Actions are then collated in the Implementation Chapter where they are organized by implementation method and priority.

GOAL	ACTION
<p>R. ATTRACT HIGH WAGE EMPLOYMENT OPPORTUNITIES FOR CURRENT AND FUTURE RESIDENTS OF THE TOWNSHIP</p>	<ul style="list-style-type: none"> R.1 Identify development and redevelopment sites suited to office, research and light industrial uses R.2 Actively recruit prospective developers and businesses to locate within the township R.3 Permit research and development uses in the Waterdam activity center R.4 Expand upon the health care facilities already located in the Township by providing for additional medical offices and support services in close proximity. R.5 Provide tax relief incentives for designated employers willing to assist in the redevelopment of areas like Waterdam that have been identified as potential sites for research and office uses R.6 Explore opportunities for public/private partnerships that advance efforts to redevelop high priority sites along Route 19 or recruit high wage employers
<p>S. PROMOTE THE TOWNSHIP’S REPUTATION WITHIN THE REGION FOR ITS SCHOOLS, QUALITY OF LIFE, PROGRESSIVE GOVERNMENT AND OTHER ATTRIBUTES</p>	<ul style="list-style-type: none"> S.1 Market the township to prospective employers based on its livability, schools, open spaces and housing opportunities. S.2 Produce marketing videos and brochures for distribution and advertise in various new forums and magazines S.3 Work cooperatively with the school district to coordinate needed improvements, update infrastructure, and share facilities and programs S.4 Advertise the Montour and Arrowhead Trails and promote events to attract users and benefit businesses along the route S.5 Actively work with the Chamber of Commerce to sponsor events and activities and present a unified image of Peters Township S.6 Revise current zoning regulations to establish higher standards of quality in architecture, site design, and building materials
<p>T. CONTINUE THE TOWNSHIP’S PROACTIVE EFFORTS TO MAINTAIN ROADS, IMPROVE PARKS, UPGRADE FACILITIES, AND ENHANCE THE QUALITY OF LIFE IN THE COMMUNITY AND REGION</p>	<ul style="list-style-type: none"> T.1 Identify trail links and park locations to be incorporated into future development projects T.2 Prepare an “official map” to establish the future location of new roads, public facilities, pathways, bikeways, sidewalks and open spaces T.3 Improve the appearance and maintenance of township-owned and other public property T.4 Establish more cooperative relations with PennDOT to facilitate road improvements consistent with the recommendations of this Plan and other Township transportation studies T.5 Identify potential funding sources to implement improvements T.6 Work with Washington County and the surrounding municipalities to create a land bank to facilitate the reclamation, rehabilitation and reutilization of vacant, abandoned, tax-foreclosed or other real property as well purchase land for conservation and agricultural use T.7 Update the Traffic Impact Analysis 2008 Traffic Impact Fee Land Use Assumptions and Roadway Sufficiency report to address necessary roadway improvements based on revisions to future land use density allotments T.8 Continue to communicate and coordinate with the sanitary authorities and other utility providers to ensure that facilities and infrastructure are able to accommodate existing and projected development T.9 Continue to address regional issues/proposals, such as infrastructure, energy exploration/production, employment, and new developments, but communicating and coordinating efforts with neighboring municipalities and the county

C. BEST PRACTICES

NON-RETAIL EMPLOYMENT

More balance is needed in order to provide meaningful employment opportunities for township residents. Office, light industrial, health care, research and education are potential sectors suited to Peters Township. Current retail and service-sector jobs tend to be low wage and do not afford an opportunity for residents of the community to work in the community.

MIXED-USE NODES

Dispersing small, convenience commercial and office uses at select locations in the township offers several advantages -- employment, convenience, walkability, reduced vehicular traffic. When coupled with mixed residential, these areas become activity centers and neighborhoods that offer lifestyle options and add interest to the community. (see Activity

Centers chapter).

CONNECTIVITY

Making the township accessible, walkable and safe are essential to maintaining the municipal advantage. This should be accomplished by interconnecting local streets between residential subdivisions, requiring sidewalks or pathways as part of all new development and seeking opportunities to link preserved open space areas throughout the township. (see Transportation chapter).

HOUSING OPTIONS

Vital communities offer choice. A range of housing styles, types and densities is needed to make Peters Township a sustainable community that can accommodate the desires of current residents, as well as ensuring that the township remains attractive to prospective residents and businesses. (see housing chapter).



EXCEL IN EDUCATION AND MUNICIPAL SERVICES



EXCEL IN EDUCATION AND MUNICIPAL SERVICES

Continue to advance quality-of-life for all residents of Peters Township by maintaining and expanding education and township services, while ensuring that elected officials are good stewards of Township assets. This includes a strong partnership with the Peters Township School District to support their high quality programming and academic achievement, while continuing to earn strong community support.

KEY PLACEMAKING PRINCIPLES

- Well-maintained public spaces
- High quality of life
- Art and cultural opportunities

A. EXISTING CONDITIONS

PARKS AND RECREATION

Peters Township has over 470 acres of outdoor recreational land, including some enviable facilities. The Township operates 7 parks and the Arrowhead Trail. A wide array of active and passive recreational opportunities is provided including: picnic areas and shelters; playgrounds; facilities for basketball, baseball, soccer, football and tennis; walking tracks; special event areas; hiking and horse trails. All parks have restrooms at or near the shelters.

Programs

The Parks and Recreation Department provides programming for residents of all ages, from preschool through seniors. Preschool programs include art, dance and athletic activities. Youth and teen programs include art, dance, theater and athletic activities, as well as other health related classes. Adult programs include dance, fitness, health and landscaping and gardening classes. There are also family activities where persons of varying ages can take classes together.

Township Facilities

The Community Recreation Center is a source of pride for the community and offers a double gymnasium, a multi-purpose room, fitness studio, classroom, concession stand, parks and recreation offices and track. Outside facilities include a ball field and skate park.

Arrowhead Trail and Montour Trail comprise a

*Peterswood Park : 90+ acre park
Peters Lake Park: 189 acre site
Elm Grove Park: 14 acre neighborhood park
Old Trail Park :7 acre neighborhood park
Rees Park: 15 acre park
Skate Park
Venetia Park: 7 acre park*

total 7.8 miles of paved and unpaved paths for walking, biking and running. The Township purchased 100 acres of railroad right-of-way in 1985. With the help of state funds, the first phase was developed as a recreational multi-use trail, as well as to preserve and reinstate the natural surroundings with native trees and wildflowers. With the aid of a DCNR grant the original section of Arrowhead Trail was resurfaced in 2002. Arrowhead Trail is 3.5 miles in length. The trail runs from Route 19 to Brush Run Road.

The much anticipated opening of another section of hiking trail in Peters Township occurred in 2009. The Montour Trail follows the former railroad right-of-way used to transport coal from the Montour 4 Mine on the eastern end of Peters Township. This section of trail crosses a scenic high level bridge and through the “double tunnel” area near Valley Brook Country Club. Unlike the original asphalt Arrowhead Trail, the Montour trail surface is a tightly compacted stone.

Peters Township Tennis Center offers professional instruction, clinics, leagues and tournaments daily. The Tennis Center consists of 4 clay tennis courts, 5 hard courts and a pro shop, all located in the Peters Township Municipal Complex. In the winter, the Peters Township Tennis Association erects a bubble and operates the facility by lease agreement.

UTILITIES

Peters Township is committed to updating and maintaining its infrastructure. Both road and sewer maintenance and improvements are township priorities. The Township maintains 106.5 miles of roads. Its goal is to resurface every road every 15 years. This requires that approximately seven miles of roads be improved every year. However, as maintenance costs rise and more roads are added, meeting this goal within budget constraints becomes increasingly challenging.

A similar and equally ambitious program is in place for storm sewers. The 70 miles of township-owned storm sewers are the responsibility of the Township's Public Works Department. A major concern is the approximately ten miles of corrugated metal pipe that is deteriorating and needs to be replaced. In the past ten years, the Township has installed or replaced over two miles of storm sewers throughout the community. Annually, over \$200,000 is

spent to repair and maintain storm sewers. In addition, developers are responsible for other installation and improvements which total several hundreds of thousands of dollars each year in private investment.

Public water service throughout the Township is provided by Pennsylvania American Water and sanitary sewers are the responsibility of the Peters Township Sanitary Authority and the Peters Creek Sanitary Authority.



SCHOOLS

Peters Township is known for the quality of its schools, and this was frequently listed as a prime reason why families moved to Peters during the public participation process. The Township and school district have a good working relationship, and future growth will have an impact on enrollment, requiring a continued open line of communication between the two entities.

For more information on existing Township Services, see the separately published Community Snapshot.

OPPORTUNITIES + CHALLENGES

- Fiscal sustainability is a concern in Peters Township, as it is in many communities. Single family residential development generally imposes a greater demand on services than it pays in taxes.
- Maintaining the high level of services to which the community has become accustomed is becoming increasingly challenging.

B. GOALS AND ACTIONS

GOAL	ACTION
<p>U. MAINTAIN CONTINUED HIGH STANDARDS AND QUALIFICATIONS FOR TOWNSHIP EMPLOYEES AND ELECTED/APPOINTED OFFICIALS</p>	<p>U.1 Create an educational series for elected and appointed officials that take place at regularly scheduled meetings so that they may be more informed and knowledgeable in land use, zoning and development. Cover topics like smart growth, architectural and site design techniques, development incentives, environmentally friendly design, state and local regulations, etc.</p> <p>U.2 Promote the continued education of township employees by sending employees to classes, conferences, workshops and seminars that focus on their respective field of expertise or related areas</p>
<p>V. CONTINUE PROMOTING A STRONG WORKING PARTNERSHIP WITH THE SCHOOL DISTRICT TO COORDINATE FACILITY NEEDS AND INFRASTRUCTURE IMPROVEMENTS</p>	<p>V.1 Maintain regular communication with the school district</p> <p>V.2 Cooperate regarding joint use of parks and recreation facilities</p> <p>V.3 Coordinate in the development of new municipal and school facilities</p> <p>V.4 Permit parking garages and structures on school property making more room available for new buildings, recreation facilities and greens</p>
<p>W. PROVIDE USER-FRIENDLY, ACCURATE, AND EASILY ACCESSIBLE INFORMATION ON NEW DEVELOPMENT PROPOSALS WITHIN THE TOWNSHIP</p>	<p>W.1 Scan new site plans and subdivisions and upload to the Planning Department’s webpage</p> <p>W.2 Scan staff reports and decision letters for new applications and upload to the Planning Department’s webpage</p> <p>W.3 Continue to notify property owners adjacent to proposed developments</p>

Some actions are repeated in multiple chapters as they apply to multiple Guiding Principles. The Actions are then collated in the Implementation Chapter where they are organized by implementation method and priority.

C. BEST PRACTICES

CAPITAL IMPROVEMENTS PROGRAMMING

A formal process of identifying capital needs (facilities, roads, parks, equipment), prioritizing them and establishing a schedule for their acquisition or construction is being adopted by many communities as an integral part of the management and budgeting process. Typically, the Capital Improvements Program (CIP) is reviewed and updated annually and extends out for a period of six years.

PUBLIC ART

Many communities throughout the country have adopted public arts programs recognizing the need for public support and contribution to the arts. Public art programs promote life-long participation and learning in the arts and integrate art into the urban environment. They provide opportunities for local and national, established and emerging artists in the area to celebrate the city's diversity.

Communities nationwide have held design competitions for unique streetscape features, public works projects, and other “functional art,” including custom bike racks, tree grates, storm drains, benches, garbage bins, light posts, and newspaper stands. Some of these elements could be unique by neighborhood to help establish each neighborhood’s “brand.”

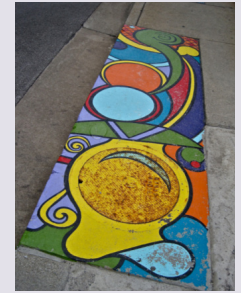
COMBINED/SHARED SERVICES

In an era of dwindling public resources and voter resistance to added taxes, efficiency is the watchword. Neighboring communities are seeking ways to share, coordinate and consolidate services to not only save money, but to improve services. Common examples include: library services, fire and police protection, staffing, and purchasing. The ability to save money without reducing the quality of service is gaining momentum.

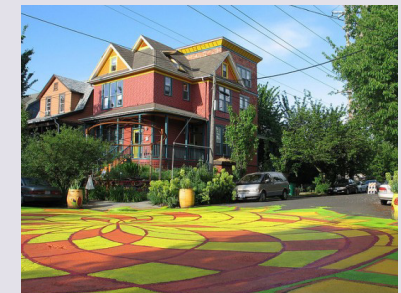
INNOVATIVE PUBLIC ART EXAMPLES



an Evansville, IN bike rack is whimsical and functional



local artists painted Lexington, KY storm drains



some Portland, OR neighborhoods painted their main intersections for traffic calming



local businesses in St. Louis sponsored custom bike racks for outside their business

**"K THROUGH GREY"
LIFELONG LEARNING**

PRE-SCHOOL

K-8

HIGH SCHOOL

HIGHER EDUCATION

ADULT ED

SENIOR PROGRAMS

EDUCATION

Quality of education has a strong bearing on a community’s quality of life. A respected school system is a significant consideration when attracting new residents and businesses. A well-educated populace helps grow the economy by starting new businesses and entrepreneurial efforts. Similarly, being home to academic institutions can provide a stable source of jobs, help attract research and technology businesses, increase cultural events, welcome visitors, and attract students to the township who may stay after graduation.

Beyond the Traditional Classroom

Strong educational programs go beyond classroom learning to creatively impact the community. Programs that increase graduation rates and academic performance, provide apprenticeship opportunities with local businesses, and improve vocational and life-long learning opportunities should be supported and expanded. In addition, opportunities to enhance school building and property use outside of school hours for events or as public open space may be explored.

PETERS TOWNSHIP STUDENT YIELDS BY ZONING TYPE (2005)

	K-3 Yield	4-6 Yield	7-8 Yield	9-12 Yield	Student Yield/Acre
R-1A	0.21	0.18	0.11	0.29	0.79
R-1B	0.42	0.35	0.14	0.18	1.09
R-1C	0.27	0.38	0.3	0.38	1.33
R-2	0.07	0.12	0.1	0.2	0.49
Mixed Use	0	0.29	0.14	0.29	0.72
Single Family PRD	0.21	0.18	0.11	0.29	0.79
Multi Family PRD	0.07	0.12	0.1	0.2	0.49
R3 - Village	0.07	0.12	0.1	0.2	0.49

Source: DeJONG, Inc.

Average Yield 0.82

Balancing Growth and Enrollment

All housing is not equal in terms of the resident population. Varying types of housing will attract different residents and will impact the school population to widely different degrees. Traditional single family homes, not surprisingly, generate the highest number of school-age children. Multiple family dwellings contribute far fewer students on a per unit and per acre basis. Therefore, higher density development does not necessarily result in more students, even though there are more units per acre than conventional single family subdivisions. This is important to understand as the township and school district work together to minimize undue impact on the school infrastructure.

**2000 STUDENT GENERATION RATE STUDY:
ALL PETERS TOWNSHIP MULTI-FAMILY DEVELOPMENTS**

Development Name	Units	Students	Students/Unit
Quail Run**	330	121	0.37
Williamsburgh Commons	37	4	0.11
Waters Edge	22	6	0.27
Cranmoor	121	1	0.01
Heritage Meadows	36	5	0.14
Carriage Hill	40	7	0.18
Village of Prestonwood*	37	2	0.05
The Crossings	12	1	0.08
Totals	635	147	0.23
Total Minus Quail Run**	305	26	0.09
Peters Township	6,221	3,588	0.58

Source: Peters Township Planning Department

*Not built out. 68 Units proposed

**Quail Run was a unique multi-family development marketed to families with children. Typical multifamily developments are marketed to young professionals, empty nesters, singles, couples and others without children. Even with Quail Run factored into the equation, multi-family developments, overall, still generated less students per unit than the total (all unit types) average student generation rate for the township, which in 2000 was 0.58 students/unit; 150% greater than the student generation rate for solely multifamily units. Without Quail Run - 576% higher.

FUTURE LAND USE



A. SUMMARY OF SCENARIO PROCESS

Planning is an art, as much as a science, presenting choices and options. Every community is different with respect to character, philosophies and resources. Therefore, it is essential that any plan respect the conditions in the community, the character of the land and the interests and desires of the people.

Throughout the Plan Peters process, residents, business owners, school district representatives, township staff, property owners, service providers, and elected and appointed officials were engaged to identify issues, share ideas and craft a common vision. Interviews, small group discussions, opinion surveys and public meetings were employed to elicit input from all sectors of the community.

As a means of demonstrating the variety of options available for the continued growth and development of the township, a multi-day scenario workshop was conducted. This event provided an opportunity for the public to first learn about current trends in Peters Township and later about best practices and trends nationwide. Next the public was invited to participate in a planning exercise in which small groups formulated guiding principles and desired land use scenarios. During the final day of the workshop, the 11 different scenarios were evaluated

for common themes and weighed against the agreed upon guiding principles. Four varied scenarios emerged and were tested. The results of each, along with their pros, cons and trade-offs were presented in a public forum.

Following this process and further discussion with the Steering Committee, a “hybrid” scenario was selected as providing the land use pattern that most closely honored the guiding principles of the plan and remained fiscally sustainable.

Selected Scenario: Hybrid Development

The community planning event on the second day accomplished two major tasks. First, participants identified those qualities most important to keeping Peters Township a highly-desirable community in the future. A long list of thoughts and ideas was generated and consensus was noted for several items despite the diversity of participants. Second, the list of words and phrases voiced by workshop participants was summarized into seven Guiding Principles, which influenced the type, location, pattern, and intensity of development depicted on alternative growth scenarios tested for the planning area. In effect, the guiding principles defined the residents’ concept for a high-quality, sustainable community and the

Existing
Land Use

Growth
Scenarios

Future Land
Use Plan

*How do we grow? Where do we grow?
What are we proud of where we live, and what would we
change?
Can we pay for our growth?
What happens to all the undeveloped, underdeveloped,
or farmland in the future?*



growth scenarios applied those principles in varying combinations to test their impacts.

The guiding principles also provided criteria for summarizing key characteristics of each alternative scenario, and the metrics for evaluating the trade-offs among them in a Development Scenario Report Card. The side-by-side comparison of alternative development scenarios showed how each measured up against the Guiding Principles. And while each scenario represented key concepts important to interests in the community, the report card revealed the overall strengths and weaknesses of each.

Interestingly, the Trend Development Scenario was found to be least consistent with the Guiding Principles, even though it represented the current development pattern. Each of the other three scenarios (Citizen Scenario, Forever Green, and Hybrid) showed greater balance for achieving one or more of the Guiding Principles. Additional information on each of the scenarios, and the trade-offs between them, can be found in the Peters Township *Scenario Planning Initiative Summary*.

Township officials were very interested in the “Excel in Education and Township Services” Guiding Principle which included a measurement of fiscal sustainability to predict the Township’s net annual operating revenue under each of the scenarios. The assessment included all major annual revenue and expense line items from the Township Budget and used this information (assuming constant tax rates, tax structure, outside funding, etc.) to forecast conditions at build-out under each of the scenarios. Only two scenarios, Trend Development and Hybrid Development, satisfied the Township’s test of fiscal

SCENARIO REPORT CARD



Trend



Citizens
Scenario



Forever
Green



Hybrid

PROMOTE UNIQUE ACTIVITY CENTERS

Number of Place-Based Centers in the Township



Hierarchy of Activity Centers in the Township



EMPHASIZE HOUSING CHOICE & DIVERSITY

General Housing Mix



Housing Choices



STAY FOREVER GREEN

Demand for Parkland



Land Preserved as Open Space



Working Farms Lost to New Development



Maintain Rural Character



BUILD TOWNSHIP CHARACTER & IDENTITY

Number of Place-Based Centers in the Township



Emphasis on Redevelopment



INCREASE TRANSPORTATION CHOICE & WALKABILITY

Travel Mode Choice



Transit Concentration



ENHANCE THE MUNICIPAL ADVANTAGE

Jobs-Housing Balance



Nearby Walking / Shopping Options



Number of Place-Based Centers in the Township



EXCEL IN EDUCATION & TOWNSHIP SERVICES

Demand for Police Protection



Demand for Sewer Service



New Student Demand



Net Annual Operating Revenue



● = Most satisfies the performance measure

◐ = Somewhat satisfies the performance measure

◑ = Generally satisfies the performance measure

○ = Least satisfies the performance measure

	<i>Trend Scenario</i>	<i>Hybrid Scenario</i>
REVENUE CATEGORIES		
Real Estate Tax	\$9,129,704	\$9,570,400
Earned Income Tax	\$8,297,479	\$8,804,172
Transfer Tax	\$2,551,150	\$2,673,426
Other Taxes	\$384,382	\$458,033
Fines	\$175,132	\$186,516
Grants	\$2,289,344	\$2,438,156
Fees	\$3,734,719	\$4,001,689
Licenses / Permits	\$739,336	\$792,186
<i>Subtotals</i>	<i>\$27,397,502</i>	<i>\$29,020,834</i>
OPERATING EXPENDITURE CATEGORIES		
General Government	\$1,948,570	\$2,075,231
Public Works	\$6,471,820	\$7,079,889
Public Safety	\$6,565,739	\$7,182,652
Planning	\$688,480	\$753,167
Library	\$1,784,546	\$1,900,534
Cable Television	\$221,320	\$235,706
Recreation	\$2,108,040	\$2,245,067
Insurance	\$3,186,428	\$3,393,552
<i>Subtotals</i>	<i>\$23,044,933</i>	<i>\$24,935,778</i>
ANNUAL CAPITAL EXPENSE CATEGORIES		
Computer	\$170,267	\$181,335
Storm Water Maintenance	\$370,263	\$405,052
Road Maintenance	\$2,314,145	\$2,531,574
Cable Television	\$40,540	\$43,175
Fire Vehicle Maintenance	\$231,415	\$253,157
Police Vehicle Maintenance	\$61,711	\$67,509
Public Works Vehicle Maintenance	\$231,415	\$253,157
Parks & Recreation Vehicle Maintenance	\$40,540	\$43,175
<i>Subtotals</i>	<i>\$3,460,296</i>	<i>\$3,778,134</i>
NET ANNUAL REVENUE	\$892,273	\$306,922
REPORTING CHARACTERISTICS		
Buildout Population (cur. Pop. – 21,213)	34,399	36,655
Buildout Employees (cur. Emp. – 7,695)	10,199	12,154
Revenue per Capita (cur. Rev. per Cap. – \$535)	\$614	\$595
Expenditures per Capita (cur. Exp. per Cap. – \$584)	\$594	\$589

sustainability for creating a viable development pattern.

Trend Scenario

The trend development scenario considered how the Township might build-out if the current decentralized pattern of growth continued. The model assumed all undeveloped and under-developed land would build-out according to current zoning regulations. Place types and locations assigned in the scenario followed the existing zoning closely. Committed development projects in the Township were also assumed to build-out.

As currently zoned, most land would develop as large-lot, single-family detached neighborhoods. Strip commercial would remain concentrated along the Washington Road/Valley Brook Road Corridors. Route 19 and McMurray Town Center would remain of a similar character as exists today. Nearly all residents would continue to commute to employment. Existing farms would be developed as low-density residential neighborhoods.

Common features of the scenario included: single-use, low-density development patterns; significant loss of woodlands or other natural areas to development; nearly uniform housing choice for new residents; low-scale, auto-oriented buildings and parking lots; outward expansion of public utilities; and transportation investments that favor automobile travel.

Hybrid Scenario

The hybrid scenario was created by Township staff and the consultant team to consider how the planning area might build-out using key features and themes from each of the other three alternative scenarios. Place types and locations closely followed the General Development Framework Map presented on day three of the event. Committed development projects were assumed to build-out under the scenario.

Denser development was concentrated in five activity centers: the town center; mixed-use activity centers near Washington Road and Valley Brook Road, Washington Road and McMurray Road, and Bebout Road and Venetia Road; or a new employment center envisioned near the intersection of Washington Road and Waterdam Road. Growth areas would

support several new mixed-use neighborhoods or mixed-density residential neighborhoods (i.e., single-family and multifamily homes in the same development). All other new development would support conservation-based neighborhoods (requiring at least 40% to be preserved open space) to maintain a green element in the landscape.

Common features of the scenario included: concentrated, mixed-use activity centers; preserved woodlands or other natural areas as part of new conservation-based neighborhoods; loss of working farms to development; housing choices for new/existing residents; walkable neighborhoods and commercial centers; public space for community events; outward expansion of utilities; and transportation investments that support varying travel modes.

Selected a Preferred Development Scenario

Selecting a preferred scenario to frame the Comprehensive Plan was an iterative process, whereby stakeholders evaluated trade-offs using criteria summarized under the seven Guiding Principles to support a high-quality, sustainable community. The accompanying matrix summarizes those trade-offs between the two fiscally sustainable scenarios.

Based on the summary matrix, the Hybrid Development Scenario fulfilled, to a much greater extent, nearly all of the indicators. The Hybrid Scenario also protected existing residential neighborhoods as an important component to a balanced growth strategy.

The Hybrid Scenario met the Township's test of long-term fiscal-sustainability. However, officials may be able to further 'close the gap' in terms of net operating revenue between the

two viable alternative scenarios by focusing more on the design and density qualities of future development (i.e., building architecture and site design). Improving the quality of development could increase property values and therefore increase ad valorem tax revenues as a result. Higher price-point homes in mixed-use activity centers (justified by unit size, building architecture, and overall sense of place in the development) could also increase property values for ad valorem taxes and household income for earned income taxes.

Ideas for increasing property values and attracting higher household incomes to Peters Township as part of the Hybrid Scenario could reduce the revenue gap between the two alternatives, while still advancing the principles voiced by residents' for a high-quality, sustainable community.

	Place-Based Centers in the Township	Activity Centers in the Township	General Housing Mix	Housing Choices	Demand for Parkland	Land Preserved as Open Space	Working Farms Lost to New Development	Maintain Rural Character	Emphasis on Redevelopment	Travel Mode Choice	Transit Concentration	Jobs-Housing Balance	Nearby Work / Shopping Options	Demand for Police Protection	Demand for Sewer Service	New Student Demand	Net Annual Operating Revenue
Current Conditions	Town Center	Town Center	92% SF / 8% MF	Large-Lot, Single-Family Detached	337 Acres	9% of Total Land Area	830 Acres	Woodlands & Natural Areas	Little Redev. in the Township	Favors Decentralization	Low Potential	0.77 Jobs / Person in the Labor Force	9% of Total Land Area	26 Employees	9.20 MGD	4,400 Students	Deficit (\$2,142,966)
Trend	Town Center	Town Center	94% SF / 6% MF	Large-Lot, Single-Family Detached	547 Acres	13% of Total Land Area	100% Lost	Minimal Protection	Favors Greenfield Development	Favors Decentralization	Low Potential	0.63 Jobs / Person in the Labor Force	30% Increase	42 Employees	11.15 MGD	6,972 Students	Annual Surplus - \$900,000
Hybrid	Town Center + Six Activity Centers	Town Center / Research Campus / Activity Centers / Mixed-Use Neighborhoods	90% SF / 10% MF	Several SF / MF Housing Choices	582 Acres	12% of Total Land Area	100% Lost	Favors Conservation	Redevelop Town Center & Rt. 19 Corridor	Walkable Activity Centers	Greater Potential with 6 Activity Centers	0.71 Jobs / Person in the Labor Force	54% Increase	46 Employees	11.56 MGD	7,442 Students	Annual Surplus ~ \$300,000

B. FUTURE LAND USE AND CHARACTER PLAN

LAND USE PLANNING

Communities employ land use planning as the primary tool to define sustainable and supportive land use arrangements and avoid or correct conflicts. By clearly articulating distinct character differences and communicating them in advance, property owners, developers, and investors will have a much better understanding about the kind of community Peters Township wants to be. This will facilitate the review and approval of future redevelopment projects, removing much of the guess work. In addition, a character-based approach to planning begins to establish a foundation to review and potentially modify development regulations so they better reflect the desired character of a particular neighborhood, business area, or district.

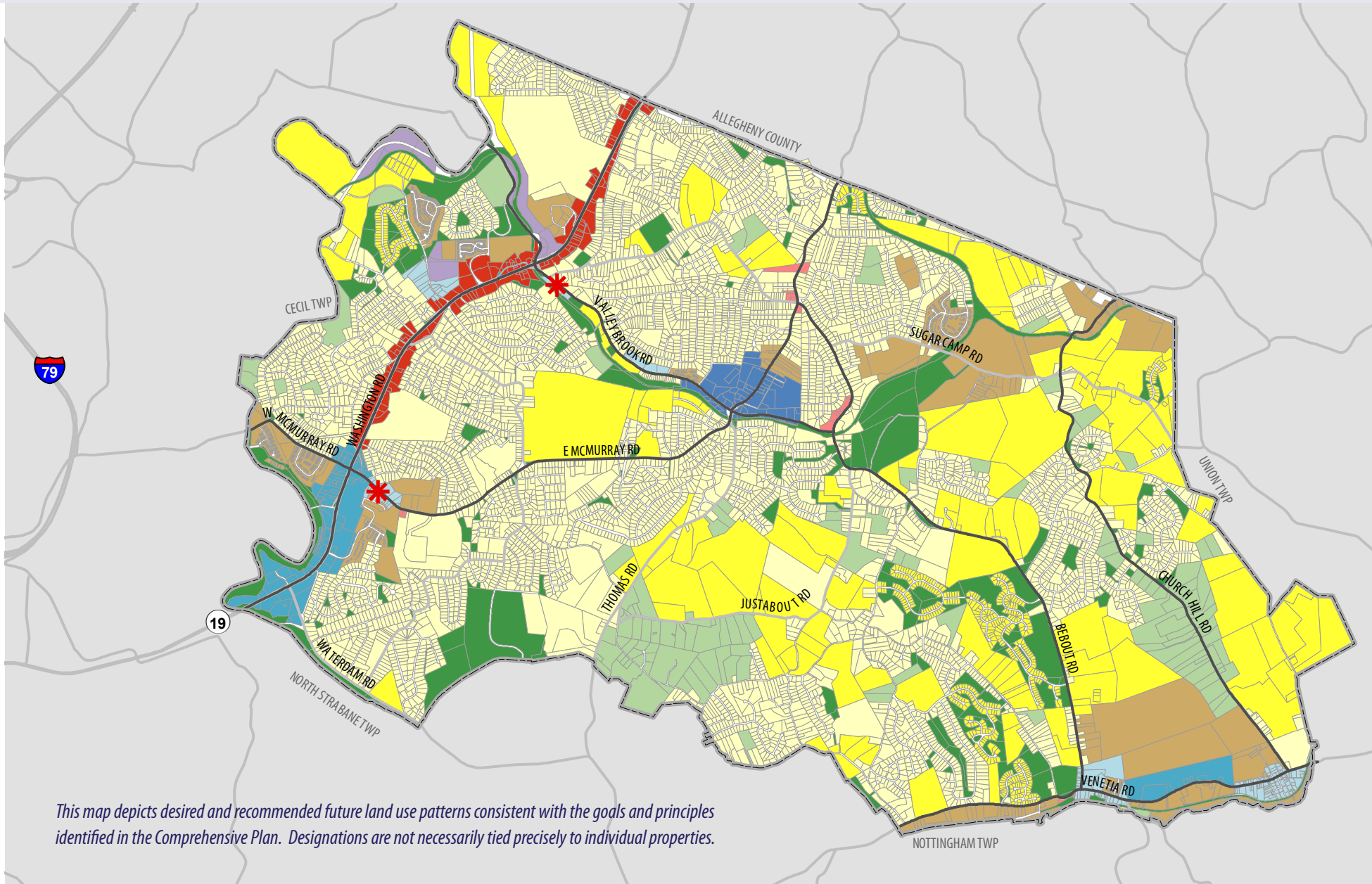
The future land use map on the following page represents the desired land use pattern for the Township to achieve the community vision, goals and guiding principles articulated in this Plan. Subsequent pages in this chapter describe the individual land use categories.

FROM SCENARIO TO FUTURE LAND USE

The Township's scenario planning exercise illustrated that land use planning involves choices and options. Clearly, there is no one "right" way to develop a community. By considering the many options and evaluating the implications of each, based on the long-range vision, goals and guiding principles of this Plan, a desired (and desirable) course was defined that not only achieves the functional, environmental and quality of life goals of the Plan, but is fiscally responsible, as well.

Several factors, in combination, make the Hybrid scenario fiscally sound. For one thing, the scenario proposes a more dense development pattern in specific locations through establishment of five mixed use activity centers. This creates higher property values, more population in a confined area and relatively less demand for services. While development is more concentrated in these activity centers, other areas of the Township are proposed to retain a low density, single family pattern, including some conservation development. In addition, mixed residential and multi-family development are proposed which also generate less demand for services but yield relatively high property values overall.

The attractiveness of the Hybrid scenario is found in its balance. It supports the Plan's vision, goals and guiding principles without sacrificing the established character of the community. Yet, it introduces important desired elements – activity centers, housing variety and employment – not currently found in the established land use pattern. And all of this is achieved in a fiscally responsible manner.



This map depicts desired and recommended future land use patterns consistent with the goals and principles identified in the Comprehensive Plan. Designations are not necessarily tied precisely to individual properties.

MAP 2: FUTURE LAND USE

- Parks and Open Space
- Conservation Residential
- Mixed-Use Activity Center
- General Commercial
- Rural Density Residential
- Mixed Residential
- Town Center
- Light Industrial
- Low Density Residential
- Mixed-Use Neighborhood
- Neighborhood Commercial
- Commercial Focus



Sources: Peters Township Planning Department





PARKS AND OPEN SPACE

Parks and open spaces include land expressly dedicated for active/passive recreation and/or conservation. In Peters Township, the majority of this land is owned and maintained by the municipality or other entity, such as a Home Owners Association. Parks and open spaces do not include farms or other privately owned land with the ability (based on current zoning) to develop.

LOCATION

There are locations throughout Peters Township identified as parks and open space. These areas protect the region's natural terrain and water features, can serve as buffers between incompatible land uses, and provide areas for active and passive recreation. Peterswood Park and the Arrowhead Trail are open spaces with programmed activities. Subdivisions such as Great Meadows, Willamar and The Woodlands are good examples of residential neighborhoods with passive open space.

STRATEGIES

- Connect active and passive greenspace with trails and greenways
- Preserve unbuildable areas...opportunities

KEY BEST PRACTICE TOOLS

- Non-motorized transportation
- Conservation Subdivisions
- Low-Impact Design/Stormwater Management
- Parks and Recreation

PRIMARY LAND USES

- natural area
- wildlife corridor
- greenway
- stormwater retention / detention area
- community park
- athletic fields

SECONDARY LAND USES

- cemetery
- water dependent, recreation activities



RURAL DENSITY RESIDENTIAL

Rural density residential areas represent a large home on a large lot setback far from the street or adjacent development. Homes are oriented interior to the site and typically buffered from surrounding development as a result of the large lot size.

Many home sites create their own open space due to the typical large lot size. However, homes sites may also 'borrow' open space from natural or rural areas as well as adjacent undeveloped property.

LOCATION

Rural Density Residential are present throughout the township. Many people choose to live in these places as a result of their connection to agriculture, proximity to natural areas or scenic views, or the enjoyment of living in a natural setting.

RESIDENTIAL DENSITY

1.00 d.u. / 5 acres minimum

STRATEGIES

- Enhance connectivity to nearby amenities
- Maintain housing quality

KEY BEST PRACTICE TOOLS

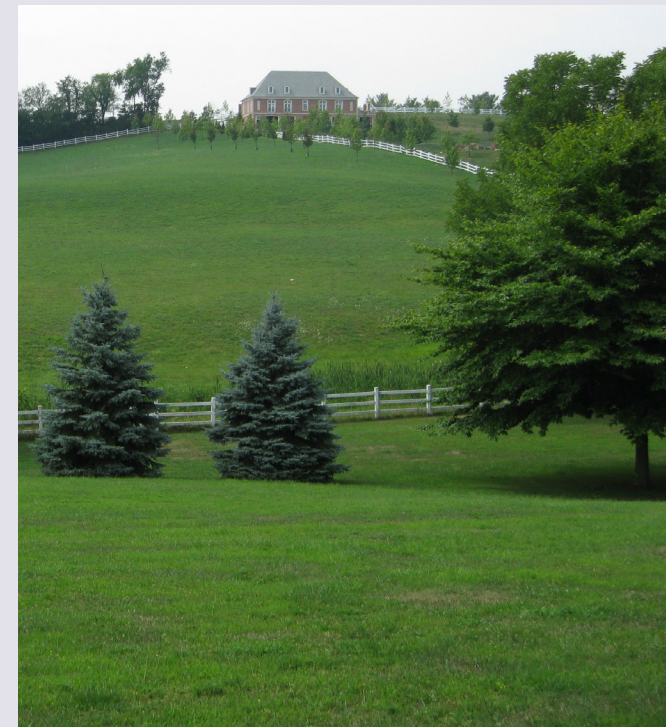
- Open space preservation
- Minimal land disturbance

PRIMARY LAND USES

- single-family detached home
- hobby farm

SECONDARY LAND USES

- natural areas



LOW DENSITY RESIDENTIAL

Low density residential neighborhoods are formed as subdivisions and consist entirely of single-family detached homes. Buildings are oriented interior to the site and are typically buffered from surrounding development by transitional uses, topography, or vegetative areas. Many neighborhoods 'borrow' open space from adjacent rural or natural areas, as well as adjacent undeveloped land.

Blocks are typically large and include one or more cul-de-sacs. Curvilinear streets are suburban in character and promote automobile travel.

LOCATION

Low density residential neighborhoods are found throughout Peters Township and are the predominant neighborhood type. Some low density residential homes exist as standalone home sites. They are traditionally auto-dependent, with low street connectivity and an abundance of cul-de-sacs. Low density residential neighborhoods are distinctly separate from commercial and office districts. Local examples for low density residential neighborhoods include Old Trail and Hamlet of Springdale.

RESIDENTIAL DENSITY

.5 acre lots minimum

1.2 d.u./acre

STRATEGIES

- Enhance connectivity to nearby amenities
- Maintain housing quality

KEY BEST PRACTICE TOOLS

- Connectivity
- Minimal land disturbance

PRIMARY LAND USES

- single-family detached home

SECONDARY LAND USES

- pool and amenities
- natural areas
- horse stable



■ CONSERVATION RESIDENTIAL

Conservation residential allow for the development of smaller lots, clustered in nodes with more land preserved as open space. Density reallocated to specific development areas helps minimize infrastructure costs and safeguards natural conditions (i.e., reduced impervious surface, run-off and distributed land area) for the remaining areas in the neighborhood. Curvilinear streets and varying block lengths help to preserve pristine areas of the site for permanent open space.

LOCATION

Conservation residential areas are located throughout Peters Township, especially in areas with natural features such as steep terrain, water features, or open space to preserve.

Local examples for conservation residential neighborhoods Willamar, The Woodlands, Lake Colony and Timber Lake.

RESIDENTIAL DENSITY

flexible, <.5 acre lots permitted

STRATEGIES

- Enhance connectivity to nearby amenities
- Maintain housing quality
- Encourage new subdivisions to utilize this design to preserve open space

KEY BEST PRACTICE TOOLS

- Conservation subdivisions
- Connectivity
- Clustering
- Open space and natural area protection

PRIMARY LAND USES

- single-family detached home
- townhome
- duplex
- condominium

SECONDARY LAND USES

- church
- school
- community center
- pool and amenities
- natural areas





MIXED RESIDENTIAL

Mixed residential neighborhoods are characterized by a variety of housing types and residential densities organized in a cohesive, well-connected community. Neighborhoods are generally designed to promote a wide range of housing choices: condominiums, townhouses, small lot single-family, duplexes, senior living, or apartments. Homes are oriented interior to the site and are typically buffered from surrounding development by transition uses or landscaped areas.

LOCATION

Mixed residential neighborhoods are often found near various commercial and office centers, often near major commuter corridors, serving as a transition between lower intensity single-family neighborhoods and higher intensity commercial or mixed-use areas. Examples are Hidden Valley Manor and Village of Prestonwood.

RESIDENTIAL DENSITY

6 d.u. / acre



STRATEGIES

- Provide a mix of housing types to accommodate a wider range of household types and people in different stages of life
- Promote high quality, more dense housing types that respect the character of existing neighborhoods

KEY BEST PRACTICE TOOLS

- Traditional Neighborhood Design
- Aging-in-Place
- Townhouses/Attached Housing

PRIMARY LAND USES

- apartment
- townhome
- condominium
- senior housing
- single-family
- duplex
- triplex
- quadraplex

SECONDARY LAND USES

- church
- school
- community center
- pool and amenities
- natural areas

MIXED-USE NEIGHBORHOOD

A mixed-use neighborhood offers residents the ability to live, shop, work, and play in one community. These neighborhoods include a mixture of housing types and residential densities integrated with goods and services in a walkable community that residents visit on a daily basis. The design and scale of the development encourages active living through a comprehensive and interconnected network of walkable streets. Mixed-use neighborhoods support multiple modes of transportation.

LOCATION

Mixed-use neighborhoods can be found near suburban and suburban office centers. They often locate near schools or parks and tend to have reasonable access to major commuter corridors. Ideally these neighborhoods are marketed as having multiple transportation choices. The uses within the development's center are accessible to local populations by car, walking, and bicycling.

RESIDENTIAL DENSITY

8 d.u. / acre

NON-RESIDENTIAL INTENSITY

1 FAR

STRATEGIES

- Locate mixed-use neighborhoods near intersections of arterial streets to provide a neighborhood shopping node

KEY BEST PRACTICE TOOLS

- Aging-in-Place
- Townhouses/Attached Housing
- Streetscape
- Placemaking
- Mixed-Use Nodes
- Connectivity
- Walkability

PRIMARY LAND USES

- single-family detached home
- condominium
- apartment
- townhome
- sit down restaurant
- neighborhood-serving commercial
- professional office
- government building

SECONDARY LAND USES

- church
- school
- pocket park
- community park
- natural areas



MIXED-USE ACTIVITY CENTER



Mixed-use activity centers serve broader economic, entertainment, and community activities compared to mixed-use neighborhoods. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activities. Buildings typically stand two to three stories in height with residential units or offices above storefronts. Parking is satisfied using on-street parking, structured parking, and shared rear-lot parking strategies.

A large-scale mixed-use center may be surrounded by one or more neighborhoods that encourage active living, with a comprehensive and interconnected network of walkable streets.

LOCATION

Mixed-use activity centers are planned along Route 19 from Waterdam Road to McMurray Road and at the southern part of the undeveloped land north of Venetia Road between Bebout and Churchill roads.

RESIDENTIAL DENSITY

12 d.u. / acre

NON-RESIDENTIAL INTENSITY

2 FAR

STRATEGIES

- Revise zoning ordinance to promote walkable, mixed-use redevelopment along the southern portion of Route 19
- Work with the land owner and future

developers of the vacant property along Venetia to include a walkable mixed-use destination for the southeast part of the township

KEY BEST PRACTICE TOOLS

- Aging-in-Place
- Townhouses/Attached Housing
- Streetscape
- Placemaking
- Mixed-Use Nodes
- Connectivity
- Walkability

PRIMARY LAND USES

- sit down restaurant
- community-serving retail
- professional office
- live/work/shop units
- townhome
- condominium
- apartment
- public plaza
- movie theater

SECONDARY LAND USES

- farmers market
- pocket park
- day care
- dry cleaners

TOWN CENTER

Similar to the mixed-use activity centers, the Town Center is envisioned to be a key destination in Peters Township. The existing civic center will provide an anchor for future redevelopment into a walkable Town Center node. A mixture of retail, restaurants, housing, and civic buildings contribute to a dynamic center for the township. Buildings typically stand two to three stories in height with residential units or offices above storefronts. Parking is satisfied using on-street parking, structured parking, and shared rear-lot parking strategies.

LOCATION

The Town Center is planned near the intersection of Valley Brook and McMurray roads.

RESIDENTIAL DENSITY

8 d.u. / acre

NON-RESIDENTIAL INTENSITY

1 FAR

PARKING

rear, on-street, structure

STRATEGIES

- Build upon existing civic uses by strengthening adjacent commercial areas
- Look for opportunities for plazas, town square, or green spaces

KEY BEST PRACTICE TOOLS

- Streetscape
- Placemaking
- Mixed-Use Nodes



- Connectivity
- Walkability

PRIMARY USES

- sit down restaurant
- community-serving retail
- professional office
- live/work/shop units
- townhome
- condominium
- apartment
- civic buildings: town hall, library, school

SECONDARY USES

- farmers market
- church
- public plaza



NEIGHBORHOOD COMMERCIAL

Small scale, neighborhood commercial centers provide goods and services to surrounding neighborhoods. Their proximity to neighborhoods requires that operations be low-intensity, unobtrusive, and at a scale and design compatible with nearby residential development. The design of neighborhood commercial centers transitions effectively between residential and non-residential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents. While this is primarily a commercial category, some neighborhood commercial centers may include upper story residential. Sites also effectively minimize the impact of cut through traffic on nearby neighborhood streets by orienting vehicle access, circulation, etc. away from the neighborhood.

LOCATION

Neighborhood commercial centers are generally located adjacent to residential neighborhoods near major street intersections.

DENSITY

8 d.u. / acre

NON-RESIDENTIAL INTENSITY

.3 FAR

STRATEGIES

- Locate clusters of neighborhood-oriented business near existing small-scale commercial businesses

- Residential character

KEY BEST PRACTICE TOOLS

- Streetscape
- Placemaking
- Connectivity
- Walkability

PRIMARY USES

- sit down restaurant
- community-serving retail
- small supermarket
- convenience store
- dry cleaner
- bank
- barber shop

SECONDARY LAND USES

- farmers market
- pocket park



GENERAL COMMERCIAL

General commercial areas serve the daily needs of surrounding residential neighborhoods. They typically locate near high-volume roads and key intersections, and are designed to be accessible primarily by automobile. Buildings are set back from the road behind large surface parking lots, with little or no connectivity between adjacent businesses. Common types of suburban strip centers in Peters Township include multi-tenant strip centers, big box stores, and standalone businesses.

LOCATION

General commercial is designated along Route 19 north of McMurray Road

NON-RESIDENTIAL INTENSITY

.5 FAR

STRATEGIES

- Access management to improve connectivity
- Improved parking/site design
- Better signage

KEY BEST PRACTICE TOOLS

- Streetscape
- Placemaking
- Connectivity
- Walkability

PRIMARY USES

- general commercial services
- sit down or fast food restaurant
- multi-tenant commercial
- big box commercial
- bank
- hotel
- professional office

SECONDARY LAND USES

- church
- fire station
- police station



LIGHT INDUSTRIAL

Light industrial centers provide opportunities to concentrate employment on normal workdays. Each center generally supports manufacturing and production uses, including warehousing, light manufacturing, and assembly operations. These areas are found in close proximity to major transportation corridors and are generally buffered from surrounding development by transitional uses or landscaped areas that shield the view of structures, loading docks, or outdoor storage from adjacent properties. Clusters of uses that support or serve one another are often encouraged to locate in the same light industrial center.

LOCATION

NON-RESIDENTIAL INTENSITY

.2 FAR

STRATEGIES

- planned campuses
- minimize impacts on neighbors

KEY BEST PRACTICE TOOLS

- Streetscape
- Connectivity
- Employment Centers/Campuses
- Site design
-

PRIMARY LAND USES

- light manufacturing and assembly
- processing facilities
- laboratory
- warehouse
- distribution

SECONDARY LAND USES

- small scale commercial uses
- natural areas



IMPLEMENTATION



A. SUCCESSFUL IMPLEMENTATION

Peters Township's Comprehensive Plan was developed through a highly interactive process that engaged the community in defining a preferred future. Through this collaborative effort, the Township, community leaders, and the public have contributed both resources and personal time to formulate a useful, exciting, and visionary blueprint for the coming decades. This level of participation signals Peters Township's commitment as a community to seek creative solutions to its challenges. The plan will position Peters Township to manage future development, redevelopment, capital improvements, collaborative partnerships, and programs on a solid foundation of fiscal, social, and environmental sustainability.

This plan is intended to be a policy guide for moving Peters Township forward, guiding decisions about physical and economic development. But the plan is more than just a policy guide for Township officials and staff. With the commitment of resources to this planning effort comes the high expectation that the recommendations will be implemented, some soon, others over a longer period.

Transforming the plan's lofty goals into reality will require a long-term commitment and political consensus. The

plan is designed to be a road map for action, incorporating strategies, specific projects, and programs that will achieve the desired results. This chapter synthesizes the many plan recommendations and identifies the actions and timing needed to transform the plan's vision into reality.

COMMITMENT

While the input received through the Comprehensive Plan process provided a foundation to help achieve the township's vision, community support and involvement must continue. Successful plan implementation will be directly related to a committed township leadership. While elected and appointed officials (Township Manager, Township Council, and Planning Commission) will have a strong leadership role, many others (township department directors, staff, and leaders from the community's institutions and organizations) will also be instrumental in supporting the plan.

However, commitment reaches beyond just these individuals and includes the array of individuals with an interest and stake in the future. Citizens, landowners, developers, and business owners who will impact how Peters Township changes must unite toward the plan's common vision. Momentum and enthusiasm from the constituency engaged

in the planning process must be sustained to guarantee the plan will remain the important action-oriented document it is intended to be.

INTEGRATE WITH CAPITAL IMPROVEMENTS

Township officials and departments must embrace the plan, applying its recommendations to help shape annual budgets, work programs, and the design of capital improvements. For example, the Township's engineering division can support implementation through infrastructure improvements, streets, and storm systems designed consistent with plan policies and recommendations. The planning and building department will have a direct connection through site plan review and other zoning decisions. Each department, staff person, and elected official should find it a benefit, if not an obligation, to reference the plan when making decisions and setting priorities.

CONTINUED COMMUNITY INVOLVEMENT

Citizen involvement was the cornerstone of this planning process, and continued involvement by the public is even more essential to ensure the plan's success. Adoption of the plan marks the end of the initial phase of the process, but only the beginning of the evolutionary process of



implementing the plan. A continued effort to focus attention on the plan's vision and recommendations and to further promote community participation in making the plan a reality will be essential activities.

One tactic for sustained public involvement is continued extensive use of electronic media. Successful use of the web page, social networks, and e-mail blasts can be continued to regularly distribute information on hot topics, publicity for upcoming events, identify where input is desired and where volunteers are needed. Regular progress reports on comprehensive plan implementation could be featured, and online surveys could help confirm or adjust priorities.

GUIDANCE FOR DEVELOPMENT DECISIONS

This plan is designed for routine use and should be consistently employed during any process affecting Peters Township's future. Private investment decisions by developers, corporations, and land owners should consider the plan's direction. Other planning efforts for neighborhoods, corridors, and community facilities should be in harmony with the comprehensive plan. Finally, the plan should be used as a key criterion when reviewing development proposals and be referenced in related reports and studies.

PARTNERSHIPS

While the Township is in a position to

coordinate many of the plan's implementation tasks, responsibility should not solely rest on the government. Instead, the vast array of stakeholders having key roles in either the township or region must all participate. Ideally, this plan will be endorsed by the many organizations in the township as a "shared vision," the foundation of future efforts.

Entities such as the Chamber of Commerce, subdivision associations, Washington County, Peters Township Schools, Penn-DOT, and many others should have something to contribute relative to their role in Peters Township's future. Partnerships may range from sharing information to funding and shared promotions or services. Township government cannot and should not do it all. Only through public/private collaboration can the plan's vision be realized. What can these partnerships do that the Township cannot do alone?

- **Solve Larger Issues.** Many issues are beyond the control of individual jurisdictions and require cooperation, including major infrastructure improvements, non-motorized and other transit options, and economic development.
- **Improve the Vitality of Each Entity** Working together, community leaders can become more acquainted with Peters Township's vision and the role each has to offer, working toward more cooperative, rather

than competitive, relationships. A vibrant urban core and unified, attractive corridors will benefit not only Peters Township, but its suburbs and the region as a whole.

- **Meeting Expectations for Public Services.** Economic conditions make it more difficult for individual communities to meet residents' needs and expectations. More sharing of resources and eliminating duplicative efforts may result in more cost effective ways of providing essential community services.
- **Maximize Investments.** Township government and many organizations and institutions have all made significant investments in the community. Ongoing relationships can help ensure those contributions continue to attain a high rate of return in terms of financial and social capital.

EVALUATION AND MONITORING

This plan has been developed with a degree of flexibility, allowing nimble responses to emerging conditions, challenges, and opportunities. To help ensure the plan stays fresh and useful, periodic reviews are essential and amendments should be made when needed. This will ensure plan goals, objectives, and recommendations reflect changing community conditions, needs, expectations, and financial realities.

As time goes on, more detailed subarea plans should be adopted as comprehensive plan amendments. The plan should be reviewed annually, ideally in a special joint meeting of the Planning Commission and Township Council, to keep it fresh and remind those involved of the importance of the document. Updates should reflect changing conditions, unanticipated opportunities, and acknowledge the implementation to date. Yearly workplans should be prepared to assess what has been accomplished in the action plan and what should be achieved in the coming year. The Steering Committee should stay in tact as the Comprehensive Plan Implementation Committee and meet yearly to review the status of the plan's implementation, discuss funding opportunities, refine priorities, involve new implementors and participants to ensure all organizations and key players remain committed.

ROLES OF THE TOWNSHIP COUNCIL

The Township Council must be solidly engaged in the process to implement the plan. Their responsibilities will be to prioritize various action items and establish timeframes by which each action must be initiated and completed. They must also consider and weigh the funding commitments necessary to realize the

township's vision, whether involving capital improvements, facility design, municipal services, targeted studies, or changes to development regulations, such as municipal codes, the zoning ordinance and procedures.

PLANNING COMMISSION AS FACILITATORS

The Planning Commission is charged with overseeing plan implementation and is empowered to make ongoing land use decisions. As such, it has a great influence on how sustainable Peters Township will be. Therefore, several tasks in the Action Plan are the responsibility of the Planning Commission and its staff.

As an example, the Planning Commission is charged with preparing studies, ordinances, and certain programmatic initiatives before they are submitted to the Township Council. In other instances, the Planning Commission plays a strong role as a "Plan Facilitator" overseeing the process and monitoring its progress and results. Together, Township staff and the Planning Commission must be held accountable, ensuring the township's Comprehensive Plan impacts daily decisions and actions by its many stakeholders.

B. ZONING RECOMMENDATIONS

Zoning is a key mechanism for achieving the desired land use pattern and quality of development advocated in the plan. This section provides a useful guide relative to the inconsistencies between current zoning patterns and proposed future land use designations.

Because the Future Land Use Plan is a long range vision of how land uses should evolve over time, it should not be confused with the Township's zoning map, which is a current (short-term) mechanism for regulating development. Therefore not all properties should be immediately rezoned to correspond with the plan. The Future Land Use Plan is intended to serve as a guide for land use decisions over a longer period of time (5 to 20 years).

Review of the Existing Land Use map in comparison to the Future Land Use and Character maps reveals an evolutionary transition to the planned land use pattern. Realization of the desired future land use pattern will be gradual, particularly where established businesses and homes are located in areas intended for other types of uses in the long term.

In addition, the Future Land Use map (Map x) is generalized. More detailed evaluation would be required as part of any rezoning consideration.

Zoning changes in accordance with the plan should be made gradually so that change can be managed. The Future Land Use map as well as the plan's goals and recommendations

should be consulted to judge the merits of a rezoning request. In review of rezoning and development proposals, the Township should consider the following sequencing standards:

- Any rezoning or development proposal must be compatible with the Comprehensive Plan as a whole and be able to stand and function on its own without harm to the quality of surrounding land uses.
- There must be sufficient public infrastructure to accommodate any proposed development or the types of uses that would be allowed under the requested zoning change. This must include sufficient sewer and water capacity, a transportation system to support impacts, and a stormwater system designed to limit impacts.
- For sites near water and steep slopes, the environmental conditions of the site should be capable of accommodating the types of development or potential uses allowed with a zoning change. The impact to natural features should be minimized to the greatest extent practical.

DEVELOP FORM-BASED REGULATIONS

Unlike traditional zoning, Form-based codes place less emphasis on segregating land uses into discrete districts than on scale, massing, building type, character and context. In addition, form-based zoning addresses the streetscape, or public realm, and the creation of public spaces and pedestrian amenities. Minimum building heights, build-to lines and other requirements are common in these types

of regulations in order to achieve a desired character within a district, neighborhood or block. Form-based codes are appropriate where the purpose is to preserve or create a specific character, or where the use of land is more flexible than the desired building form and development context.

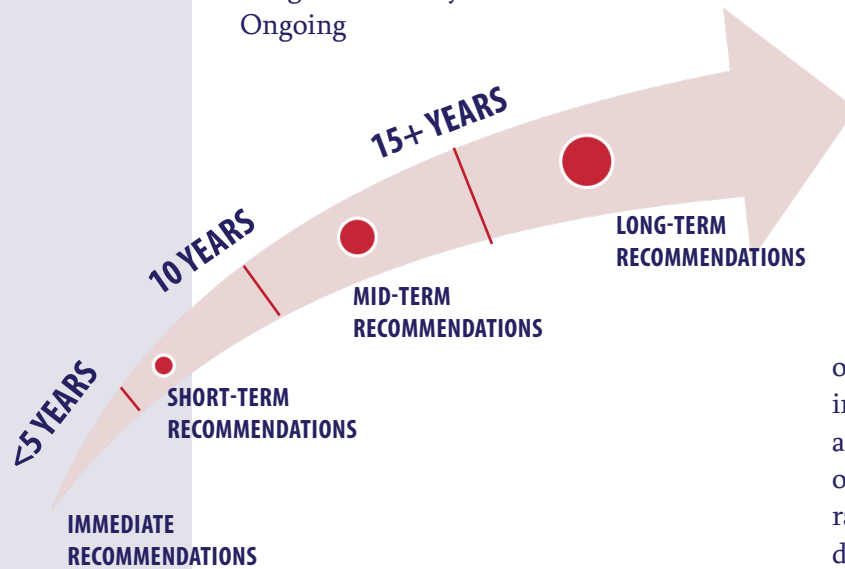
Many communities have embraced form-based codes for specific districts, such as downtown or mixed use redevelopment locations, while retaining traditional zoning elements for the balance of the community. Such an approach would serve Peters Township well. Areas like the Town Center, Waterdam character area and proposed mixed use activity centers would be well served to be treated with form-based regulations where integrated, mixed-use, walkable environments are advocated. While some restrictions on use can still be included, a form-based approach focuses first on the atmosphere created by development rather than the uses it might contain.

C. ACTION PLAN

The Action Plan table summarizes the recommendations from throughout the plan into specific categories, outlining individual tasks to be accomplished within the 20-year planning period. This format serves as a useful checklist to track accomplishments and reassign priorities. It also serves as a checklist to facilitate annual reviews of the plan. The Long-term/Ongoing recommendations should be evaluated annually for progress with the actions set to “expire” that year.

Priorities are established based on the following timeframes:

Immediate	1-2 years
Short-term	by 2018
Mid-term	by 2025
Long-term/ Ongoing	by 2033



REGULATORY

Recommendations are provided for amending township ordinances to better support plan proposals. Most of these actions could be implemented as part of an update to the zoning ordinance and other township regulations related to land use, streets, and infrastructure and the Township is the primary responsible party.

CAPITAL IMPROVEMENTS

Streets, trails, utilities, parks, and municipal buildings are the integral framework that supports quality development. Two key objectives are that 1) design must complement the context of the surrounding area and 2) sustainable materials and practices should be employed to the degree practical.

PARTNERSHIPS

Intergovernmental cooperation has become more important as each jurisdiction struggles with increased service demands and limited resources. Shared concerns cut across jurisdictional boundaries and affect many communities and the metro area overall. Frequently, the actions, or inactions, of one jurisdiction can have a tremendous impact on others. Increasingly, the public and local officials are becoming more aware of the widespread, rather than localized, ramifications of individual community decisions on finances, service delivery,

and quality of life. Watersheds and ecosystems, economic development efforts, housing, infrastructure, and transportation improvements all cross community borders, impacting not only Peters Township, but the county and surrounding region.

PROMOTION/PROGRAMMATIC:

- **Economic Incentives.** Economic development initiatives can be created or refined to achieve specific implementation goals. For example, incentives could encourage employers or businesses to locate on targeted redevelopment sites. Preferred infill and redevelopment sites should include areas that can be most efficiently served by existing infrastructure and have the greatest potential to stimulate investment on nearby properties.
- **Funding.** Plan implementation will require adequate funding from current revenue sources, a new dedicated funding source, state and federal grants, or public/private sector partnerships. Annual appropriations and capital improvement funds should rely on the plan recommendations as a guide in setting priorities.

	ACTION	INVOLVED PARTIES	PRIORITY	TIMING	GOAL ID #
ZONING	<ul style="list-style-type: none"> Revise the current design standards or create a form-based code 	S, PC, TC	1	Immed.	A.1
	<ul style="list-style-type: none"> Revise zoning regulations to address appropriate uses, dimensional requirements and connectivity between properties 	S, PC, TC	1	Immed.	A.2
	<ul style="list-style-type: none"> Expand the boundaries of the McMurray Town Center northward on East McMurray Road with the intent of permitting a mixed density residential district to act as a transition between the town center uses and nearby low density neighborhoods as well as create a “built-in” customer base 	S, PC, TC, O	1	Immed.	A.6
	<ul style="list-style-type: none"> Permit parking garages and structures (above and below grade) within McMurray Town Center, provided they are buffered from view behind buildings, landscaped, or have an architectural character that is complementary to the area 	S, PC, TC	1	Immed.	A.7
	<ul style="list-style-type: none"> Revise the zoning ordinance to create a mixed use activity center district and a mixed use neighborhood district 	S, PC, TC	1	Immed.	B.1
	<ul style="list-style-type: none"> Permit retail in the existing and future mixed use zoning districts 	S, PC, TC	1	Immed.	B.4
	<ul style="list-style-type: none"> Rezone properties near residential neighborhoods for small scale, contextually sensitive mixed use neighborhoods that complement the surrounding residential character and epitomize small town charm. Potential locations include the intersections of Venetia Road and Bebout Road, Bebout Road and E. McMurray Road, and the Hacket area 	S, PC, TC	1	Immed.	B.5
	<ul style="list-style-type: none"> Rezone properties in the McMurray Town Center, along Route 19, and Venetia Road for medium to large scale mixed use activity centers that are dense, walkable and service a larger area than the immediate vicinity 	S, PC, TC	1	Immed.	B.6
	<ul style="list-style-type: none"> Rezone the Waterdam and Donaldson’s Crossroads areas to create mixed-use, walkable activity centers that reflect the Waterdam Character Area Plan 	S, PC, TC, D	1	Immed.	D.2
	<ul style="list-style-type: none"> Increase floor area ratios in the activity centers to allow greater development intensity 	S, PC, TC	1	Immed.	D.3
	<ul style="list-style-type: none"> Create form-based codes for activity centers to ensure a high quality public and private realm 	S, PC, TC, D	1	Immed.	D.4
	<ul style="list-style-type: none"> Permit parking structures that do not count toward the total floor area ratios in order to reduce the amount of surface parking and provide more opportunities to create an improved public realm through visually appealing streetscapes, continuous storefronts and inviting public spaces such as plazas, greens, and courtyards 	S, PC, TC, D	1	Immed.	D.6
	<ul style="list-style-type: none"> Revise zoning regulations to provide incentives for alternative housing choices such as townhomes, condos, duplexes and apartments, in addition to the large-lot single family units 	S, PC, TC, D	1	Immed.	E.1
	<ul style="list-style-type: none"> Permit mixed density, compact, walkable residential neighborhoods close to activity centers and mixed use neighborhoods 	S, PC, TC	1	Immed.	E.3
	<ul style="list-style-type: none"> Permit a mix of housing types within neighborhoods, provided high standards of architectural and site design are maintained throughout, including four-sided architecture, stone and brick facades, usable open spaces, distinctive entry features, decorative landscaping, landscaped medians and sidewalks 	S, PC, TC	1	Immed.	E.4

KEY

S - Staff
PC - Planning Commission
TC - Township Council
D - Developer

WC - Washington County
PD - PennDOT
SD - School District
SI - Special Interest
O - Others

1 - High
2 - Medium
3 - Low

Immed. - 1 to 2 years
Short - within 5 years
Mid. - 6 to 12 years
Long - more than 12 years
Ongoing - continual

ACTION		INVOLVED PARTIES	PRIORITY	TIMING	GOAL ID #
ZONING	<ul style="list-style-type: none"> Prohibit “cookie-cutter” multifamily development by requiring ample variations in building architecture and materials 	S, PC, TC	1	Immed.	E.5
	<ul style="list-style-type: none"> Permit density higher than 1.2 dwelling units per acre single family and 7 units per acre multifamily within mixed density residential, mixed use neighborhood, conservation residential, activity centers, and town center zoning districts and permit multi-family and other forms of housing in these districts (two-family and townhomes) by right 	S, PC, TC	1	Immed.	F.1
	<ul style="list-style-type: none"> Provide density bonus incentives in return for public benefits such as walkways, connectivity, bikeways, open space, and/or rural amenities such as vegetated buffers along major roadways and conservation easements 	S, PC, TC	1	Immed.	F.2
	<ul style="list-style-type: none"> Permit greater intensity of development within designated in mixed density residential, mixed use neighborhood, activity centers, and town center locations 	S, PC, TC	1	Immed.	F.3
	<ul style="list-style-type: none"> Reduce minimum lot size requirements in residential districts while increasing the maximum lot coverage amount so that large homes can still be built on smaller lots 	S, PC, TC	1	Immed.	F.4
	<ul style="list-style-type: none"> Provide incentives for incorporating “silver living” options (barrier-free, independent living, cottage clusters, etc.), in new developments 	S, PC, TC, D	1	Immed.	G.1
	<ul style="list-style-type: none"> Identify sites near commercial and recreational amenities for senior housing that would support active lifestyles and walkability 	S, PC	1	Immed.	G.2
	<ul style="list-style-type: none"> Allow reduced lot sizes and higher densities to accommodate more housing opportunities for individuals looking to downsize and stay within the community 	S, PC, TC	1	Immed.	G.3
	<ul style="list-style-type: none"> Revise the zoning ordinance to permit accessory dwelling units such as granny flats or mother-in-law apartments in some single family districts 	S, PC, TC	1	Immed.	G.5
	<ul style="list-style-type: none"> Revise zoning regulations to provide a flexible, incentive-based planned development district that rewards preservation of open space 	S, PC, TC, SD	1	Immed.	H.1
	<ul style="list-style-type: none"> Incorporate “smart growth” principles into the Township zoning regulations 	S, PC, TC	1	Immed.	H.5
	<ul style="list-style-type: none"> Rezone properties to incentivize conservation based design by providing a sliding scale – higher density and more unit mix for more open space 	S, PC, TC, D	1	Immed.	H.6
	<ul style="list-style-type: none"> Regulate development on steep slopes 	S, PC, TC	1	Immed.	H.8
	<ul style="list-style-type: none"> Review and, if necessary, revise the Township open space requirements to ensure that identifiable benefits are provided to the neighbors and/or the community, such as: open space of sufficient size, provides visual relief, preserves sensitive natural features, adjacent to a significant number of dwellings or can be used for a variety of outdoor activities 	S, PC, TC	1	Immed.	I.1
	<ul style="list-style-type: none"> Revise the zoning ordinance to permit varied housing options at reasonable densities 	S, PC, TC	1	Immed.	L.1
	<ul style="list-style-type: none"> Promote conservation based design 	S, PC, TC	1	Immed.	L.2

ZONING	ACTION	INVOLVED PARTIES	PRIORITY	TIMING	GOAL ID #
	<ul style="list-style-type: none"> Provide incentives to developers for the preservation of open space and maintaining rural view corridors along key township roads 	S, PC, TC, D	1	Immed.	L.3
	<ul style="list-style-type: none"> Identify locations and features that typify the township’s rural character and should be preserved Permit higher densities in activity centers, mixed use neighborhoods and the town center to create “hubs” that will support transit by concentrating potential riders 	S, PC, TC, PD	1	Immed.	L.4
	<ul style="list-style-type: none"> Integrate access and circulation (connectivity) standards into land use and zoning decisions as part of the plan review process, subdivision requirements and conditional or special exception uses. 	S, PC, TC, PD	1	Immed.	Q.2
	<ul style="list-style-type: none"> Draft and implement complete street design standards for every classification of new and existing roadways. (Sidewalks, bike lanes, street trees, medians, storm water management, street furniture, etc.) 	S, PC, TC, PD	1	Immed.	Q.3
	<ul style="list-style-type: none"> Adopt access management requirements to be applied to all new development and major changes of use along the corridor 	S, PC, TC, D	1	Immed.	0.1
	<ul style="list-style-type: none"> Revise current zoning regulations to establish higher standards of quality in architecture, site design, and building materials 	S, PC, TC	1	Immed.	S.6
	<ul style="list-style-type: none"> Permit parking garages and structures on school property making more room available for new buildings, recreation facilities and greens 	S, PC, TC, PD	1	Immed.	V.4
	<ul style="list-style-type: none"> Create on-street and shared parking regulations in mixed-use activity centers and mixed use neighborhoods 	S, PC, TC	1	Immed.	B.7
	<ul style="list-style-type: none"> Provide incentives for constructing small to moderate size units, such as townhomes, patio homes, and condos that attract empty nesters, young professionals, singles and other groups/individuals looking to downsize, right-size, or start out in an appropriately sized home 	S, PC, TC	1	Immed.	G.4
<ul style="list-style-type: none"> Remove vegetative preserve credits that permit the total number of required perimeter buffer trees to be reduced based on trees preserved outside of the buffer areas. Credits shall only be given for trees preserved within the buffer area 	S, PC, TC	1	Immed.	I.2	
<ul style="list-style-type: none"> Update the Traffic Impact Analysis 2008 Traffic Impact Fee Land Use Assumptions and Roadway Sufficiency report to address necessary roadway improvements based on revisions to future land use density allotments 	S, PC, TC, PD	1	Immed.	T.7	
<ul style="list-style-type: none"> Consistently require road interconnectivity between both residential and non-residential developments to disperse traffic, provide route options, reduce conflict points along major roads, and improve access for emergency service 	S, PC, TC, D	1	Immed.	0.4	

CONSTRUCTION & IMPROVEMENTS

ACTION	INVOLVED PARTIES	PRIORITY	TIMING	GOAL ID #
<ul style="list-style-type: none"> ▪ Create linkages from McMurray Town Center properties to the Arrowhead Trail 	S, TC, O	1	Short	A.3
<ul style="list-style-type: none"> ▪ Redevelop the municipal complex using the key design themes showcased in the McMurray Town Center Character Area Plan 	TC, D, SD	3	Long	A.9
<ul style="list-style-type: none"> ▪ Explore alternative improvements for the E. McMurray/Valley Brook intersection that will not only ease traffic congestion but provide a defined gateway image 	S, TC, PD, O	1	Mid.	A.10
<ul style="list-style-type: none"> ▪ Improve the flexibility for users, schedules, programs and facilities at the Community Recreation Center and library 	S, TC, O	2	Short	C.3
<ul style="list-style-type: none"> ▪ Maximize underutilized facilities in the parks, at the Community Recreation Center and at the schools 	S, TC, SI, O	2	Short	C.4
<ul style="list-style-type: none"> ▪ Install a short rowing course at Peters Lake Park 	S, TC, SI, O	3	Mid.	C.5
<ul style="list-style-type: none"> ▪ Install more distinct and prominent gateway signs at all entries to the township with landscaping 	S, TC, PD, O	2	Short	K.1
<ul style="list-style-type: none"> ▪ Work with PennDOT to implement a street beautification program in which neglected roadways and intersection corners are improved through landscaping 	S, PC, PD	2	Mid.	K.2
<ul style="list-style-type: none"> ▪ Identify activity centers, develop a plan for connecting those centers with sidewalks, pathways or trails and establish priorities 	S, PC, SD, O	2	Short	N.1
<ul style="list-style-type: none"> ▪ Seek grants to support connectivity 	S, TC	1	Short	N.2
<ul style="list-style-type: none"> ▪ Provide connections between the Arrowhead Trail and businesses along the creek and trail corridor, including improving visibility, foot bridges across the creek, convenient access points to and from the trail and bike parking 	S, D, SI, O	2	Ongoing	N.3
<ul style="list-style-type: none"> ▪ Continue to implement identified intersection improvements from the Transportation Impact Fee Study 	S, TC, PD, O	1	Ongoing	O.3
<ul style="list-style-type: none"> ▪ Explore the feasibility of trolley service to township attractions 	S, TC, SC, O	3	Short	P.3
<ul style="list-style-type: none"> ▪ Identify potential routes where shared bike lanes would be feasible 	S, PD, O	2	Short	Q.1
<ul style="list-style-type: none"> ▪ Prepare a sidewalk plan to identify segments where walkways or paths should be constructed 	S, PC, TC, PD, SD	2	Immed.	Q.4
<ul style="list-style-type: none"> ▪ Identify development and redevelopment sites suited to office, research and light industrial uses 	S, D, O	2	Short	R.1
<ul style="list-style-type: none"> ▪ Expand upon the health care facilities already located in the Township by providing for additional medical offices and support services in close proximity 	S, D, O	2	Ongoing	R.4
<ul style="list-style-type: none"> ▪ Identify trail links and park locations to be incorporated into future development projects 	S, PC, O	1	Short	T.1
<ul style="list-style-type: none"> ▪ Prepare an “official map” to establish the future location of new roads, public facilities, pathways, bikeways, sidewalks and open spaces 	S, PC, TC	1	Short	T.2
<ul style="list-style-type: none"> ▪ Improve the appearance and maintenance of township-owned and other public property 	S, TC	2	Immed.	T.3
<ul style="list-style-type: none"> ▪ Identify potential funding sources to implement improvements 	S	1	Immed.	T.5
<ul style="list-style-type: none"> ▪ Construct public spaces (plazas, squares, greens, etc.) that complement and accentuate the existing civic uses and private buildings and foster social interaction and community pride 	D, SI, TC	1	Ongoing	A.12

	ACTION	INVOLVED PARTIES	PRIORITY	TIMING	GOAL ID #
PROMOTION & COORDINATION	▪ Promote activities/festivals to bring people to McMurray Town Center	S, TC, SD, O	1	Immed.	A.5
	▪ Coordinate with the schools and parks department to install sport courts	S, TC, SD	3	Short	C.1
	▪ Engage in public/private partnerships to secure funding and provide recreational opportunities	S, TC, SD, O	2	Short	C.2
	▪ Promote life-cycle housing development, such as aging-in-place and continuum of care, in conjunction with mixed-use projects in Mixed-Use Neighborhood, Mixed-Use Activity Centers, and Mixed Residential districts	S, TC, D, SI	2	Mid.	E.2
	▪ Promote construction of housing units that implement universal housing design making the house safe and accessible for everyone, regardless of age, physical ability, or stature	S, TC, D, SI	2	Mid.	G.4
	▪ Work with PennDOT to make both aesthetic and functional traffic improvements along Route 19	S, TC, PD	1	Ongoing	
	▪ Promote the financial benefits (charitable tax deductions, reduced property taxes and increased property values) of permanent conservation easements on private property	S, D, O	2	Short	H.2
	▪ Review signal timing with PennDOT and advocate adjustments to accommodate improved peak hour flow	S, TC, PD	1	Short	O.2
	▪ Develop a uniform signage system for township buildings, equipment and parks	S, TC	3	Short	J.1
	▪ Develop way finding signage for roadways, especially in the areas identified as distinct activity centers such as McMurray Town Center and Waterdam	S, TC, O	2	Mid.	J.2
	▪ Sponsor a competition to freshen the Township logo to present a more up-to-date image while retaining the fundamental design concept	TC, O	2	Immed.	J.4
	▪ Work with the US Postal Service to consolidate zip codes into a single Peters Township zip code	S, TC, O	2	Short	J.5
	▪ Promote transit service to proposed higher density mixed use areas in the township	S, TC, WC, O	3	Mid.	P.2
	▪ Coordinate with Washington County Transit to improve service and implement transit-related actions of the Comprehensive Plan	S, TC, WC	2	Mid.	P.4
	▪ Explore opportunities for public/private partnerships that advance efforts to redevelop high priority sites along Route 19 or recruit high wage employers	S, SI, D, O	2	Mid.	R.6
	▪ Market the township to prospective employers based on its livability, schools, open spaces and housing opportunities.	S, SI, TC, O	2	Short	S.1
	▪ Produce marketing videos and brochures for distribution and advertise in various new forums and magazines	TC, D, SI, O	3	Short	S.2
	▪ Work cooperatively with the school district to coordinate needed improvements, update infrastructure, and share facilities and programs	S, TC, SD	1	Ongoing	S.3
	▪ Advertise the Montour and Arrowhead Trails and promote events to attract users and benefit businesses along the route	S, TC, SI, O	2	Short	S.4
	▪ Actively work with the Chamber of Commerce to sponsor events and activities and present a unified image of Peters Township	S, TC, SI, O	2	Ongoing	S.5

PROMOTION & COORDINATION

ACTION	INVOLVED PARTIES	PRIORITY	TIMING	GOAL ID #
<ul style="list-style-type: none"> Establish more cooperative relations with PennDOT to facilitate road improvements consistent with the recommendations of this Plan and other Township transportation studies 	S, TC, PD	1	Ongoing	T.4
<ul style="list-style-type: none"> Work with Washington County and the surrounding municipalities to create a land bank to facilitate the reclamation, rehabilitation and reutilization of vacant, abandoned, tax-foreclosed or other real property as well purchase land for conservation and agricultural use 	S, TC, WC, O	3	Ongoing	T.6
<ul style="list-style-type: none"> Create an educational series for elected and appointed officials that take place at regularly scheduled meetings so that they may be more informed and knowledgeable in land use, zoning and development. Cover topics like smart growth, architectural and site design techniques, development incentives, environmentally friendly design, state and local regulations, etc. 	S, PC, TC	1	Ongoing	U.1
<ul style="list-style-type: none"> Promote the continued education of township employees by sending employees to classes, conferences, workshops and seminars that focus on their respective field of expertise or related areas 	S, TC	1	Ongoing	U.2
<ul style="list-style-type: none"> Maintain regular communication with the school district 	TC, SD	1	Ongoing	V.1
<ul style="list-style-type: none"> Cooperate regarding joint use of parks and recreation facilities 	S, TC, SD, O	1	Ongoing	V.2
<ul style="list-style-type: none"> Coordinate in the development of new municipal and school facilities 	S, TC, SD	2	Long	V.3
<ul style="list-style-type: none"> Continue to communicate and coordinate with the sanitary authorities and other utility providers to ensure that facilities and infrastructure are able to accommodate existing and projected development 	S, TC, O	1	Ongoing	T.8
<ul style="list-style-type: none"> Continue to address regional issues/proposals, such as infrastructure, energy exploration/production, employment, and new developments, but communicating and coordinating efforts with neighboring municipalities and the county 	S, TC, WC, O	1	Ongoing	T.9
<ul style="list-style-type: none"> Promote the installation of public art in visible locations by working with the school district, local artists, organizations, and property owners 	S, TC, SI, O	1	Ongoing	J.3
<ul style="list-style-type: none"> Identify and map historic structures/sites within Peters Township with the intent of creating regulations that require viable historic structures to be protected and incorporated into new development 	S, PC, TC, SI	2	Short	M.1
<ul style="list-style-type: none"> Restore and reuse historic structures, such as old barns, as functional uses like corner stores or community centers 	S, PC, D, SI	2	Short	M.2
<ul style="list-style-type: none"> Scan new site plans and subdivisions and upload to the Planning Department's webpage 	S	1	Ongoing	W.1
<ul style="list-style-type: none"> Scan staff reports and decision letters for new applications and upload to the Planning Department's webpage 	S	1	Ongoing	W.2
<ul style="list-style-type: none"> Continue to notify property owners adjacent to proposed developments 	S	1	Ongoing	W.3

LAND ACQUISITION	▪ Acquire lands for redevelopment in conformance with the McMurray Town Center Character Area Plan	S, TC, D, O	2	Long	A.8
	▪ Identify and prioritize key properties that should be protected based on character, location, environmental sensitivity and similar factors identified by the Township	S, PC, TC, O	1	Short	H.3
	▪ Explore the feasibility of/appetite for a dedicated tax millage for open space acquisition	S, TC, O	2	Short	H.4/ L.5
	▪ As part of the “official map”, create a comprehensive open space map showing future trail, sidewalk, and bikeway connections to key locations within the community like parks, schools, and businesses. Also, show proposed open space and park locations	S, PC, TC,	1	Short	H.7
	▪ Explore the potential for purchase or donation of property along the south side of Valley Brook Road (between East McMurray Road and Route 19) to establish a conservation corridor/park parallel to the the Arrowhead Trail	SD, OS, PC, TC, SI, O	1	Immed.	H.9
	▪ Acquire and preserve the Bowers Hill School building	S, TC, D, O	2	Mid.	M.3
RECRUITMENT	▪ Recruit complementary uses to locate adjacent to the Trail (bike shops, cafes, antique shops, etc.)	S, TC, SI, D, O	1	Short	A.4
	▪ Work with property owners to generate interest in mixed use concept	S, D, O	2	Ongoing	B.2
	▪ Recruit developers with mixed use experience	S, TC, D, O	2	Short	B.3
	▪ Recruit a user/developer to redevelop a Rte 19 site for restaurants and other entertainment offerings	S, TC, D, O	3	Mid.	D.1
	▪ Actively recruit prospective developers and businesses to locate within the township	S, TC, D, O	3	Ongoing	R.2
	▪ Permit research and development uses in the Waterdam activity center	S, TC, SI, SD, O, D	3	Mid.	R.3
	▪ Provide tax relief incentives for designated employers willing to assist in the redevelopment of areas like Waterdam that have been identified as potential sites for research and office uses	S, TC, O	3	Ongoing	R.5

APPENDIX

This plan is the culmination of an extensive process of community input, analysis, and discussion.

While the Comprehensive Plan document is the end product, other elements provided a foundation for the plan's direction and recommendations. Three other documents were prepared as part of the comprehensive planning process and include:

- *SNAPSHOT REPORT*: an overview of the Township's physical character, demographics and progress toward achieving it prior plan's vision.
- *MARKET ANALYSIS*: an assessment of current market conditions, needs, and potential.
- *SCENARIO SUMMARY*: an explanation of the scenario planning process and rationale for the final outcome.

Each report is available from the Peters Township website.

