

JACKSON TOWNSHIP, BUTLER COUNTY  
COMPREHENSIVE PLAN  
ADOPTED JUNE 15, 2017



JACKSON TOWNSHIP  
BUTLER COUNTY, PA  
140 MAGILL ROAD  
ZELIENOPLE, PA 16063



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## INTRODUCTION

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Jackson Township's Comprehensive Plan is intended to provide a vision for the future of Jackson Township for the benefit of its current and expected residents and stakeholders. The Plan's vision is based on a comprehensive examination of the various qualities and functions that comprise the quality of life within the Township. The Plan is rooted in the requirements of the Pennsylvania Municipalities Planning Code that prescribes areas which this plan must examine and ensure including but not limited to housing for existing and expected residents, land use and compatibility of uses, transportation, recreation, environmental and agricultural preservation, and public services and facilities. The plan must function within the legal framework of federal and state constitutions and statutes. The plan is designed to act as policy and business plan for the Township over the next five years. While the Commonwealth prescribes updates at least every ten years, this plan suggests formulation of objectives and policies over a five year horizon, given the nascent trend of intensifying development that has recently and continues to occur within the Township. The Jackson Township Comprehensive Plan, therefore, is designed to provide short and long term guidance while requiring continual evaluation of its recommendations in light of continued change.

Each chapter of the plan provides an examination of a particular topic and links it to finding and conclusions illustrated through an examination of strengths, weaknesses, opportunities, and threats in that particular area. Resulting goals are linked to objectives, strategies, and action items and ongoing policies (short and long term).

## Chapter 1: Demographics and Population

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An understanding of the Township's existing population and forecasting of future population and household characteristics are necessary prerequisites to the planning, financing, and maintenance of Township infrastructure and services. The following chapter summarizes the Township's recent population characteristics and provides reasonable projections of population growth expected within the Township.

### 2010-2014 American Community Survey 5-Year Estimates

The preceding table provides a recent snapshot of projected population through 2014 from the American Community Survey (ACS). The margins of error indicate a 90% likelihood that each estimate is within plus or minus the stated margin. The ACS data provides a helpful supplement to the 2010 decennial census numbers. The data indicated in the survey reflect both stagnant development activity as well as a stable population. The preceding table benchmarks Jackson Township against its neighbors that have experienced ongoing development over the past few decades. The Township's population is older, overall, with smaller proportions of children. The Township population appears on par with Adams and Cranberry with respect to proportions of young adults which may be explained by a dearth of young adults in the neighboring communities due to relatively higher housing costs. The estimated population precedes the recent and intensifying development trends within the Township which began in mid-2014 and continue. Absent such development, ACS trends indicate a decrease in a population which is effectively aging in place.

Subject	Adams township, Butler County, Pennsylvania				Cranberry township, Butler County, Pennsylvania				Jackson township, Butler County,			
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate	Margin of Error	Percent	Percent Margin of Error
<b>SEX AND AGE</b>												
Total population	12,335	+/-40	12,335	(X)	29,023	+/-41	29,023	(X)	3,637	+/-16	3,637	(X)
Male	6,016	+/-287	48.80%	+/-2.3	14,388	+/-378	49.60%	+/-1.3	1,809	+/-173	49.70%	+/-4.7
Female	6,319	+/-286	51.20%	+/-2.3	14,635	+/-383	50.40%	+/-1.3	1,828	+/-171	50.30%	+/-4.7
Under 5 years	670	+/-177	5.40%	+/-1.4	1,928	+/-213	6.60%	+/-0.7	90	+/-67	2.50%	+/-1.8
5 to 9 years	871	+/-173	7.10%	+/-1.4	2,184	+/-226	7.50%	+/-0.8	166	+/-80	4.60%	+/-2.2
10 to 14 years	981	+/-231	8.00%	+/-1.9	2,807	+/-254	9.70%	+/-0.9	236	+/-95	6.50%	+/-2.6
15 to 19 years	753	+/-191	6.10%	+/-1.5	1,912	+/-228	6.60%	+/-0.8	204	+/-97	5.60%	+/-2.7
20 to 24 years	364	+/-144	3.00%	+/-1.2	943	+/-160	3.20%	+/-0.6	126	+/-83	3.50%	+/-2.3
25 to 34 years	1,400	+/-255	11.30%	+/-2.1	3,103	+/-320	10.70%	+/-1.1	422	+/-154	11.60%	+/-4.2
35 to 44 years	1,862	+/-223	15.10%	+/-1.8	4,902	+/-313	16.90%	+/-1.1	421	+/-110	11.60%	+/-3.0
45 to 54 years	2,080	+/-224	16.90%	+/-1.8	5,080	+/-295	17.50%	+/-1.0	477	+/-110	13.10%	+/-3.0
55 to 59 years	903	+/-209	7.30%	+/-1.7	2,153	+/-235	7.40%	+/-0.8	503	+/-129	13.80%	+/-3.5
60 to 64 years	839	+/-211	6.80%	+/-1.7	1,281	+/-179	4.40%	+/-0.6	203	+/-141	5.60%	+/-3.9
65 to 74 years	1,016	+/-178	8.20%	+/-1.4	1,557	+/-156	5.40%	+/-0.5	316	+/-128	8.70%	+/-3.5
75 to 84 years	378	+/-130	3.10%	+/-1.1	746	+/-174	2.60%	+/-0.6	360	+/-162	9.90%	+/-4.5
85 years and over	218	+/-114	1.80%	+/-0.9	427	+/-138	1.50%	+/-0.5	113	+/-82	3.10%	+/-2.3
Median age (years)	40.6	+/-1.1	(X)	(X)	38.8	+/-0.8	(X)	(X)	48.4	+/-4.2	(X)	(X)
18 years and over	9,202	+/-151	74.60%	+/-1.2	20,783	+/-248	71.60%	+/-0.9	2,956	+/-127	81.30%	+/-3.5
21 years and over	9,014	+/-157	73.10%	+/-1.3	20,043	+/-288	69.10%	+/-1.0	2,907	+/-131	79.90%	+/-3.6
62 years and over	2,003	+/-250	16.20%	+/-2.0	3,402	+/-255	11.70%	+/-0.9	940	+/-163	25.80%	+/-4.5
65 years and over	1,612	+/-211	13.10%	+/-1.7	2,730	+/-206	9.40%	+/-0.7	789	+/-143	21.70%	+/-3.9
Race alone or in combination with one or more other races												
Total population	12,335	+/-40	12,335	(X)	29,023	+/-41	29,023	(X)	3,637	+/-16	3,637	(X)
White	11,715	+/-260	95.00%	+/-2.1	27,937	+/-249	96.30%	+/-0.9	3,612	+/-35	99.30%	+/-0.9
Black or African American	101	+/-60	0.80%	+/-0.5	571	+/-206	2.00%	+/-0.7	16	+/-26	0.40%	+/-0.7
American Indian and Alaska Native	17	+/-27	0.10%	+/-0.2	105	+/-84	0.40%	+/-0.3	0	+/-10	0.00%	+/-0.7
Asian	591	+/-239	4.80%	+/-1.9	798	+/-221	2.70%	+/-0.8	9	+/-16	0.20%	+/-0.4
Native Hawaiian and Other Pacific Islander	0	+/-16	0.00%	+/-0.2	63	+/-68	0.20%	+/-0.2	0	+/-10	0.00%	+/-0.7
Some other race	32	+/-48	0.30%	+/-0.4	68	+/-66	0.20%	+/-0.2	0	+/-10	0.00%	+/-0.7
Total housing units	5,131	+/-190	(X)	(X)	11,099	+/-257	(X)	(X)	1,634	+/-127	(X)	(X)

Population projections are challenging given nascent development trends in the Township. Residential development and plans continue as utilities expand and property becomes available. Approximately 300 lots are now approved on Tollgate School Road, with an estimated 150 additional housing units throughout

Jackson Township Comprehensive Plan: Demographics and Population



the Township constructed since 2010 and the 2010 Decennial Census. The Township has witnessed housing starts in the range of 60 to 65 units per year which may intensify as additional plans are approved, constructed, and marketed at various price points. Recent construction, discussed and reviewed in greater detail in Chapter 2, Housing, has been predominately single family detached. Developers and builders have observed that predominately young families have moved into the units. Sales activity and prices of existing homes within the Township has also increased recently, indicating a probable transition of existing units to new residents who may reflect the demographic found within newer plans. At the same time, the need for housing accommodating the needs and demands of older adults who wish to remain within the community and others who desire similar types of housing signals the need, market, and likely growth of housing alternatives to single family detached units. These factors weigh into the formulation of reasonable population projections. However, until the absorption rates of plans and long term growth trends can be established in the Township, projections must rely on the benchmarking against neighboring municipalities that have experienced growth and are best limited to short-term projections. Long terms projections, at the current juncture of the Township's growth, are unlikely to provide an accurate or practical resource for planning purposes. Therefore, the projections in this Chapter are limited to a five year horizon.

The Township may examine standard age-cohort projections over a long term period after population trends emerge. Given nascent growth and stagnant population, a projection of population in 2020 has been prepared based on the following assumptions:

- Adams Township and Cranberry Township respectively possessed average family sizes of 3.10 and 3.19 in the 2010 Census. Based on observations by builders and developers and discussions with residents, the majority of new residents appear to be families, most with young children. It is therefore reasonable to assume that new housing units will result in an average population increase akin to a family. An increase of 3.1 is assumed per new housing unit.
- The current age distribution within Jackson Township is skewed to an older population. It is assumed that the proportions of each age cohort will be

similar to that of nearby Adams Township which experienced a demographic shift between 2000 and 2010 which is similar to that expected in Jackson Township. The projections therefore apply the 2010 proportions of Adams Township to the age cohorts within the projected 2020

Age Cohort	% of Total Population: 2020	% of Total Population: 2025	2020	2025
Under 5 years	6.5%	5.5%	297	428
5 to 9 years	8.5%	6.8%	367	561
10 to 14 years	8.5%	7.3%	391	561
15 to 19 years	6.2%	6.2%	335	409
20 to 24 years	3.1%	3.5%	187	204
25 to 29 years	4.0%	4.1%	220	264
30 to 34 years	5.5%	4.6%	246	363
35 to 39 years	7.5%	6.2%	332	495
40 to 44 years	9.2%	8.2%	442	607
45 to 49 years	9.4%	8.6%	463	620
50 to 54 years	8.1%	9.0%	485	534
55 to 59 years	6.6%	7.7%	412	435
60 to 64 years	5.6%	6.5%	348	369
65 to 69 years	3.8%	4.3%	233	251
70 to 74 years	2.8%	3.9%	209	185
75 to 79 years	2.0%	2.8%	153	132
80 to 84 years	1.4%	2.1%	115	92
85 years and over	1.4%	2.3%	126	92
<b>TOTAL</b>			<b>5,362</b>	<b>6,602</b>

population by averaging each age cohort between Jackson and Adams to adjust for a five year versus a ten year shift. The shift is assumed to occur through sales of existing housing and construction of new housing.

- An average of 80 units of construction are assumed to occur in 2016 through 2020 with approximately 150 units constructed between 2000 and 2015, resulting in 550 housing units constructed and occupied since 2010.

The Township can reasonably expect to grow to nearly 5,400 residents by 2020. 2025 numbers have been included assuming the same rate of growth. However, the rate of growth and a long-term trend will likely depend on a host of economic factors. Given the likelihood that growth will continue in the Township, the 2025 numbers provide a conservative estimate of population. An understanding of both resident and working daytime populations will help the Township to plan for and provide adequate public services as long term population trends begin to emerge.

## Chapter 2: Housing

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### Introduction and Purpose

The character, form, function, and availability of housing in Jackson Township in turn form much of the basic character of the Township as a community. The protection of housing has also formed the historic legal basis for zoning in the United States. Local governments are also subject to the provisions of the Federal Fair Housing Act which prohibit unequal treatment of existing and potential residents based on race, color, religion, gender, handicap, familial status, or national origin. Case law also mandates that the Township provide its “fair share” of housing of all types when in the path of growth. The preceding considerations are spelled out as follows in Section 301 of the Pennsylvania Municipalities Planning Code (MPC) which requires that the comprehensive plan include:

A plan to meet the housing needs of present residents and of those individuals and families anticipated to reside in the municipality, which

may include conservation of presently sound housing, rehabilitation of housing in declining neighborhoods, and

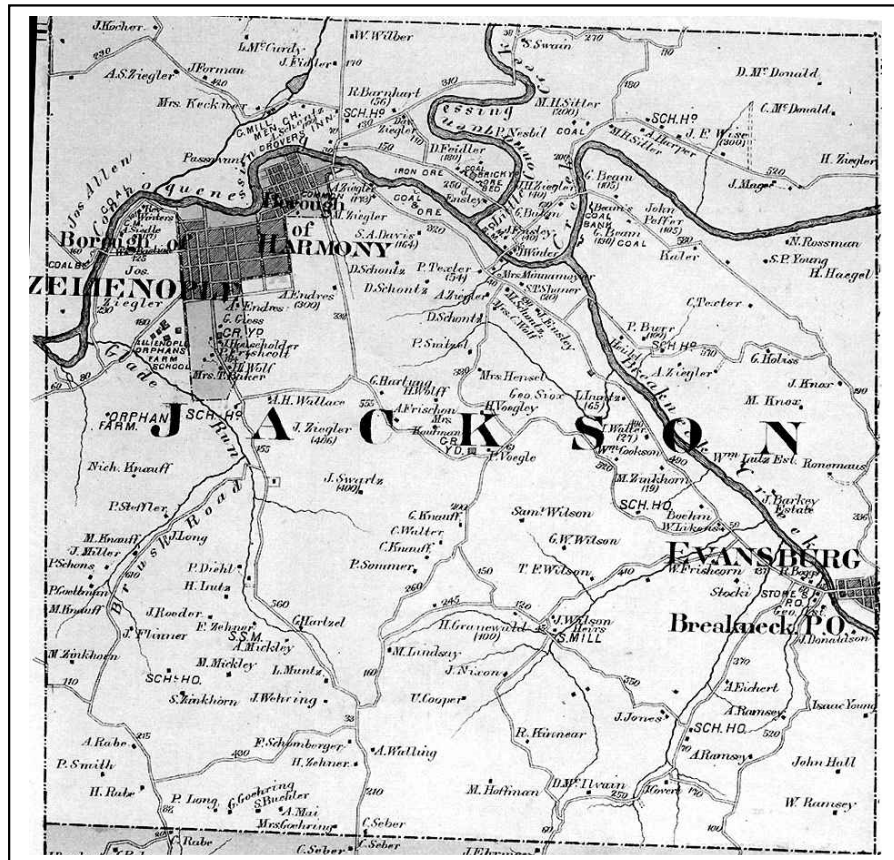
and the accommodation of expected new housing in different dwelling types and at appropriate densities for households of all income levels

This Chapter, therefore, will examine historic, current, and emerging housing trends to better ensure soundness of existing housing stock while planning for anticipated growth and residents.



## Background and Analysis

### Historic Trends



Given that Jackson Township was historically an agricultural community which benefited from oil extraction, namely in the latter half of the 19<sup>th</sup> century and beginning and the 20<sup>th</sup> century, housing centers remained in the adjoining boroughs of Zelienople, Harmony, and Evans City. As residential neighborhoods expanded outside of the borough borders into Jackson

Township, they were often annexed into the adjoining boroughs. Post World War II development included building on agricultural property subdivided along existing township local collector roads, such as Jo Deener Road and Evans Roads. The Harmony Highlands Plan in the vicinity of Little Creek Road represents a conventional suburban plan developed in the 1970's.



## Recent and Emerging Trends

Within the 1990's, the Township experienced development of relatively high-end housing which extended through the early part of the 2000's. Such development occurred within plans near the Cranberry Township border. These plans developed with private or community based sewer and water systems including Briar Hill and Abbey Woods in the southwestern portion of the Township and Gristmill and Timberview Estates in the southeastern portion of the Township. The Rock Lake community, a community of nearly 240 modular single family homes on small lots, primarily oriented to senior citizens, was also developed during this period. Development for the remainder of the last decade slowed with limited development in the Harmony Junction Plan, a plan of townhouses which has continued construction with 40 units recently permitted and constructed over the past two years. Therefore, housing construction between 2008 and 2013 remained virtually stagnant.

A nascent trend of single family housing development has begun and has consistently intensified within the Township. Construction has namely occurred on the Tollgate School Road corridor, beginning in 2014. Extension of water to

Jackson Township Comprehensive Plan: Housing

The Number of Single Family Homes Built*			
	Adams Twp.	Cranberry Twp.	Jackson Twp.
	Units	Units	Units
2014	144	110	55
2013	186	123	7
2012	141	114	1
2011	144	127	9
2010	153	116	0
2009	121	91	0
2008	121	109	0
2007	232	96	8
2006	200	87	10
2005	240	201	12
2004	101	177	12
2003	101	243	13
2002	108	245	8
2001	96	268	69
2000	104	266	23
TOTALS	2192	2373	227

\*American FactFinder



Jackson's Pointe made further extensions feasible and economical. The construction of a sewer pump station along with a waterline extension to Rock Lake has resulted in the development of single family housing, developed using the planned residential development and cluster options of the ordinance. The plans approved since 2013 include four plans fronting on Tollgate School Road, with nearly 100 units within those plans permitted by the beginning of 2016.

#### Old Hickory Highlands and Dutch Creek Estates



#### Jackson's Crossings

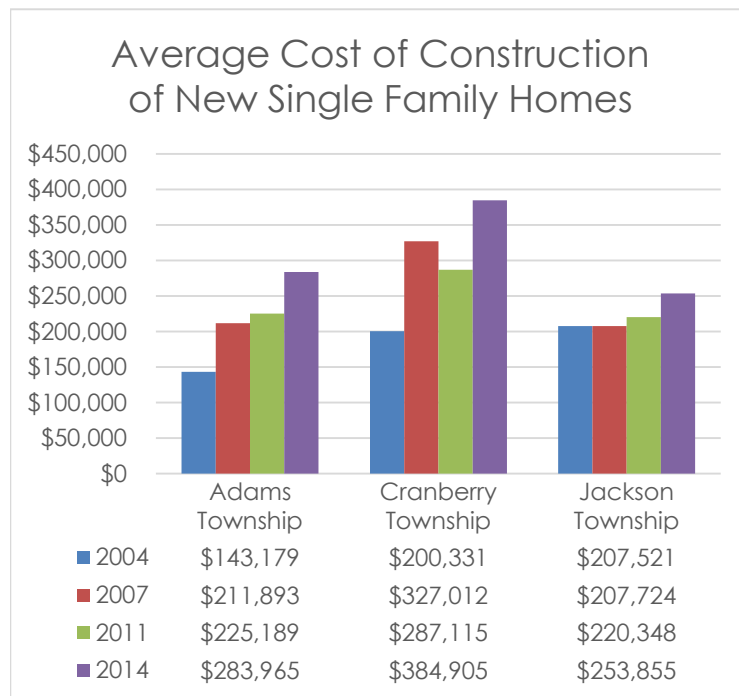


## Harmony Junction



Given recent absorption rates of the plans, construction of 60 to 80 units per year upon installation of infrastructure appears conservative given the pent up demand for such housing demonstrated by the recent and ongoing construction activity. Sales prices within all plans range from nearly \$300,000 to \$500,000. Demand for housing in general has risen along with demand in nearby Adams Township and adjoining Cranberry Township. In particular, the following tables indicate the number of days on market have drastically fallen. It is also notable that the average income in Jackson Township rose at a greater rate than that of Cranberry Township and Adams Township, indicating movement of higher income residents into the Township into both new and existing housing units. Neighboring Cranberry Township has experienced considerable growth of young adults and young families. The pricing of new construction housing in Cranberry and Adams Townships continue to rise above the point at

Jackson Township Comprehensive Plan: Housing



which many younger families can afford. This is partly demonstrated as a trend between 2000 and 2010 in Adams Township, which gained a number of young adults from 25 to 44 year old while Cranberry lost despite respectable overall population gains. This trend may relate to the pricing of housing in Cranberry versus neighboring communities, although housing in Adams Township has recently exceeded Cranberry Township in average sales price of both new and existing construction, potentially shifting the market for housing for demographic of younger adults and families to Jackson Township.

Proportion of Total Population by Age Cohort (Percent)						
Age	Jackson Township		Adams Township		Cranberry Township	
	2000	2010	2000	2010	2000	2010
Under 5 years	5.6	4.6	8.7	6.5	9.2	7
6 to 9 years	6.3	5.2	8.8	8.5	9.1	8.7
11 to 14 years	6.5	6.1	8.1	8.5	8.2	8.2
16 to 19 years	6.8	6.3	6	6.2	5.9	6.2
21 to 24 years	4.4	3.9	3.1	3.1	3.6	3.5
26 to 34 years	10.7	7.9	13	9.5	14.5	12.2
36 to 44 years	17.9	12.2	20.9	16.7	20.8	16.8
46 to 54 years	15.4	17.9	14.7	17.4	14.4	17.0
56 to 59 years	5.1	8.8	4.9	6.6	3.7	6.7
61 to 64 years	4.9	7.4	3.5	5.6	2.5	4.9
66 to 74 years	9.1	9.9	4.8	6.5	3.6	4.5
76 to 84 years	5.2	6.5	2.6	3.3	3	2.6
86 years and older	2.2	3.3	0.9	1.4	1.4	1.7

Median age (years)	41	47.2	36.1	40.1	34.7	38
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A niche of relatively affordable new construction single family detached housing is therefore rapidly emerging within the Township. Based on discussions with developers and homeowners associations, many residents have chosen to locate in Jackson Township due to the perceived convenience and relatively less traffic found in nearby suburban areas.

**Residents by Age Cohort, 2000 and 2010**

Age Cohort	Adams Township		Cranberry Township		Jackson Township	
	2000	2010	2000	2010	2000	2010
Total Population	6,839	11,652	23,631	28,098	3,645	3,657
Under 5 years	581	759	2,196	1,973	198	170
5 to 9 years	599	994	2,180	2,436	220	191
10 to 14 years	591	991	1,856	2,302	240	224
15 to 19 years	371	725	1,434	1,743	286	230
20 to 24 years	230	356	783	997	119	143
25 to 34 years	814	1,105	3,472	3,421	387	288
35 to 44 years	1,486	1,947	4,915	4,720	656	446
45 to 54 years	1,019	2,033	3,350	4,773	531	654
55 to 59 years	270	770	855	1,881	263	322
60 to 64 years	283	652	667	1,371	142	269
65 to 74 years	348	763	878	1,266	323	362
75 to 84 years	218	390	693	734	207	239
85 and over	29	167	352	481	73	119

The Township has also experienced ongoing construction of homes on larger or “estate” lots throughout the Township. Such housing has been constructed on a modest, but routine basis over the past decade.

Between 2000-2010, those in the 46 to 54 year cohort grew substantially as a proportion of the total population while median

age increased as well in Cranberry, Adams, and Jackson Townships. While sheer numbers of younger adults increased, the increase in this age cohort may represent the population aging in place, in migration of families in the age range (a parallel trend may be the noticeable increase in children and young adults ages 11 to 19), and an overall aging population. All of these potential causes signal the need for housing suitable for these adults as they may eventually seek alternatives to single family detached homes.

The convenience and rural atmosphere has also attracted a wider spectrum of residents as evidenced by sales in the Harmony Junction Plan of townhouses. The successful expansion of senior housing by Lutheran SeniorLife in Zelienople and the region also indicates need for alternative housing types, namely for senior citizens. Patio-style houses and forms of low maintenance homes may serve the

	Adams Twp		Cranberry Twp		Forward Twp		Jackson Twp	
	2009	2014	2009	2014	2009	2014	2009	2014
Householder 25 to 44 years:	1,312	1,722	4,246	4,119	324	229	375	439
Less than \$10,000	27	-	23	12	6	-	-	58
\$10,000 to \$14,999	-	-	50	12	6	-	42	-
\$15,000 to \$19,999	-	-	36	32	-	-	-	-
\$20,000 to \$24,999	-	42	36	62	6	6	14	-
\$25,000 to \$29,999	8	64	65	52	27	4	18	41
\$30,000 to \$34,999	36	13	67	93	-	4	7	-
\$35,000 to \$39,999	18	-	130	153	18	18	-	-
\$40,000 to \$44,999	73	20	110	11	7	7	-	78
\$45,000 to \$49,999	89	16	104	138	25	12	77	18
\$50,000 to \$59,999	104	199	197	302	13	38	15	17
\$60,000 to \$74,999	97	175	650	467	103	55	37	28
\$75,000 to \$99,999	174	299	661	605	39	44	50	87
\$100,000 to \$124,999	188	257	795	495	25	8	60	15
\$125,000 to \$149,999	147	133	566	574	21	28	28	33
\$150,000 to \$199,999	149	222	434	806	28	5	14	33
\$200,000 or more	202	282	322	305	-	-	13	31
Householder 45 to 64 years:	1,432	2,206	4,019	4,730	469	482	629	700
Less than \$10,000	25	30	86	100	6	31	-	7
\$10,000 to \$14,999	28	-	63	32	-	-	-	-
\$15,000 to \$19,999	12	43	191	56	33	22	14	17
\$20,000 to \$24,999	-	90	34	36	20	9	21	14
\$25,000 to \$29,999	25	30	72	93	6	4	25	16
\$30,000 to \$34,999	25	83	90	80	5	9	12	54
\$35,000 to \$39,999	30	-	122	128	23	30	-	-
\$40,000 to \$44,999	65	114	109	46	20	22	13	-
\$45,000 to \$49,999	11	-	78	161	20	13	10	-
\$50,000 to \$59,999	153	222	286	169	49	16	30	68
\$60,000 to \$74,999	34	132	381	440	77	70	157	36
\$75,000 to \$99,999	198	295	614	619	88	85	198	105
\$100,000 to \$124,999	267	174	603	611	56	100	76	62
\$125,000 to \$149,999	116	112	428	679	24	28	62	103
\$150,000 to \$199,999	228	274	430	837	15	16	11	30
\$200,000 or more	215	607	432	643	27	27	-	188

needs of an increasing and stable population of seniors who wish to remain in the region and those finding the location convenient and affordable.

<b>New Construction Single Family Detached, Mid 2013 to Mid 2015</b>		
<b>Area</b>	<b>Average Sales Price</b>	<b>Number of Sales</b>
<b>Adams Township</b>	\$ 718,337	28
<b>Cranberry Township</b>	\$ 567,385	77
<b>Jackson Township</b>	\$ 370,436	7

Source: West Penn MultiList Service

In the meantime, new construction housing in the Township has consisted namely of single family detached housing at price points range from upper \$200's to nearly \$500,000. Townhouse or condominium construction continues in the Harmony Junction Plan with price points ranging from nearly \$200,000 to \$250,000 depending upon the number of bedrooms. Resale values remain steady within the plan.

The sales data relating to new construction in this chapter include only those sales listed in the West Penn Multi-List and only reflect those houses in new plans that were listed in the MLS. Sales of existing housing indicate increased demand for housing within Jackson Township. The average sales price and days on market are commensurate with Cranberry and Adams Township. In fact, the 2015 sales averaged \$317,000 and 67 days on market for 37 units sold.

<b>New Construction Townhouses Mid 2013 to Mid 2015</b>		
<b>Area</b>	<b>Average Sales Price</b>	<b>Number of Sales</b>
<b>Adams Township</b>	\$ 372,227	90
<b>Cranberry Township</b>	\$ 296,253	17
<b>Jackson Township</b>	\$ 188,708	13

Source: West Penn MultiList Service

<b>2015 Existing Housing Sales</b>			
<b>Township</b>	<b>Average Sales Price</b>	<b>Average Days on Market</b>	<b>Listings Sold</b>
<b>Adams</b>	\$ 393,135	59	199
<b>Cranberry</b>	\$ 291,576	52	425
<b>Jackson</b>	\$ 317,044	67	37

Source: West Penn MultiList Service

Over the past several years, the sales price of existing homes in Jackson Township and the days on market spent on each listing prior to contract, have remained stable or improved in a manner consistent with trends in Adams and Cranberry Townships.

<b>Sales of Existing Single Family Detached Housing, 2010-2014</b>				
<b>Area</b>	<b>Year</b>	<b>Days on Market</b>	<b>Average Sales Price</b>	<b>Number of Sales</b>
<b>Adams Township</b>	2010	107	\$410,619	76
	2011	89	\$424,246	95
	2012	74	\$453,151	134
	2013	56	\$469,057	96
	2014	65	\$493,616	103
<b>Cranberry Township</b>	2010	73	\$283,556	293
	2011	77	\$308,879	294
	2012	57	\$315,878	333
	2013	47	\$320,444	337
	2014	48	\$329,935	312
<b>Jackson Township</b>	2010	102	\$220,824	17
	2011	141	\$255,612	24
	2012	74	\$265,615	13
	2013	54	\$220,111	22
	2014	32	\$244,804	14

Source: West Penn MultiList Service

<b>Renter-Occupied Housing Units</b>		
<b>US Census 2000 &amp; 2010</b>		
	<b>2000</b>	<b>2010</b>
<b>Jackson Twp.</b>	221	204
<b>Adams Twp.</b>	266	637
<b>Cranberry Twp.</b>	1,349	1,687

Rental housing increased in terms of supply and rental rates within Adams and Cranberry Township. Given that most rentals lie within existing housing stock with little new construction, it is not surprising

that the portion of rentals actually declined within the Township. However, the housing needs of those employed in the Cranberry region combined with the presence of those employed within the extractive industries utilizing rental space in the area may signal the need for additional new construction rental housing in the area.



Median Contract Rent Estimates, American Community Survey								
Year	Adams Township		Cranberry Township		Jackson Township		Zelienople Borough	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
2009	\$ 1,335	+/-441	\$ 784	+/-69	\$ 532	+/-32	\$ 623	+/-102
2013	\$ 1,122	+/-386	\$ 910	+/-64	\$ 604	+/-126	\$ 628	+/-102

Median year structure built --	Adams	Cranberry	Jackson
<b>Total:</b>	2000	1991	1979
<b>Owner occupied</b>	2000	1992	1984
<b>Renter occupied</b>	2001	1987	1972

According to the US Census American Community Survey, rental costs within Jackson Township are similar to that of adjoining Zelienople Borough and substantially less than those of neighboring Cranberry and Adams Townships. The difference is, in part, due to the age of rental stock within existing housing or converted single family homes that are relatively older than rental units in Cranberry and Adams. The demand for additional rental housing will likely emerge in the future as demographic trends and demands within Cranberry extends into Jackson Township. The age of existing rental units may signal greater need for enforcement of property maintenance provisions given the age of the existing rental housing stock as relatively older than owner-occupied properties.

### Current Snapshot of Housing Trends

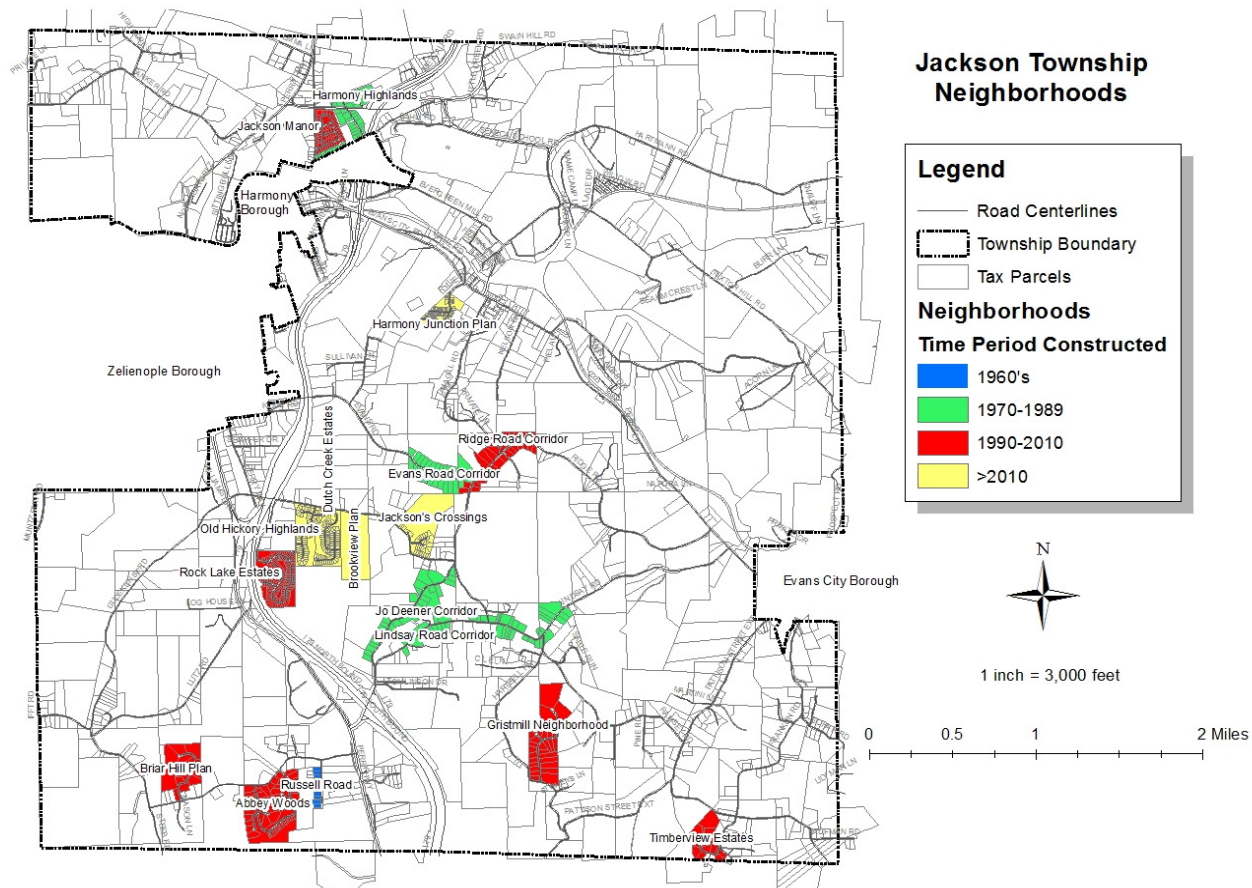
A snapshot of demographics existing immediately prior to recent development trends is provided in the 2010 Census. While three quarters of all household consisted of families, only one quarter had children under 18 years of age compared to just over forty percent in Cranberry Township. Conversely, nearly one third of households in Jackson included a resident aged 65 or older while such households accounted for only 17 percent in Cranberry Township.

Consequently, average family size was less than the average size of 3.19, but average household size of rental units was slightly higher than that of Cranberry, reflecting in part a greater number of single family housing units likely rented to families in Jackson. Rental rates and vacancy rates remained relatively similar to those in Cranberry and Butler County as a whole.

The preceding information and the following table excerpted from Table DP-1 of the 2010 US Census are not only instructive in understanding recent and ongoing characteristics, but also in understanding the likely scenarios related to emerging housing and population trends in the Township.

Subject	Number	Percent
<b>SEX AND AGE</b>		
<b>HOUSEHOLDS BY TYPE</b>		
Total households	1,423	100.0
Family households (families) [7]	1,057	74.3
With own children under 18 years	367	25.8
Husband-wife family	900	63.2
With own children under 18 years	308	21.6
Male householder, no wife present	58	4.1
With own children under 18 years	27	1.9
Female householder, no husband present	99	7.0
With own children under 18 years	32	2.2
Nonfamily households [7]	366	25.7
Householder living alone	321	22.6
Male	138	9.7
65 years and over	49	3.4
Female	183	12.9
65 years and over	103	7.2
Households with individuals under 18 years	408	28.7
Households with individuals 65 years and over	445	31.3
Average household size	2.50	( X )
Average family size [7]	2.92	( X )

Subject	Number	Percent
<b>HOUSING OCCUPANCY</b>		
Total housing units	1,518	100.0
Occupied housing units	1,423	93.7
Vacant housing units	95	6.3
For rent	16	1.1
Rented, not occupied	3	0.2
For sale only	29	1.9
Sold, not occupied	1	0.1
For seasonal, recreational, or occasional use	28	1.8
All other vacants	18	1.2
Homeowner vacancy rate (percent) [8]	2.3	( X )
Rental vacancy rate (percent) [9]	7.2	( X )
<b>HOUSING TENURE</b>		
Occupied housing units	1,423	100.0
Owner-occupied housing units	1,219	85.7
Population in owner-occupied housing units	3,119	( X )
Average household size of owner-occupied units	2.56	( X )
Renter-occupied housing units	204	14.3
Population in renter-occupied housing units	443	( X )
Average household size of renter-occupied units	2.17	( X )



## Neighborhoods

Existing plans, to an extent, reflect both the infrastructure and the township requirements under which each was constructed. The comparatively upscale plans of Abbey Woods, Briar Hill, and Timberview Estates were constructed without public sewer or water. (The Abbey Woods Homeowners and Condominium Associations recently sold their community water system to the Pennsylvania American Water Company, "PAWC".) Lots within these plans range from one to several acres.

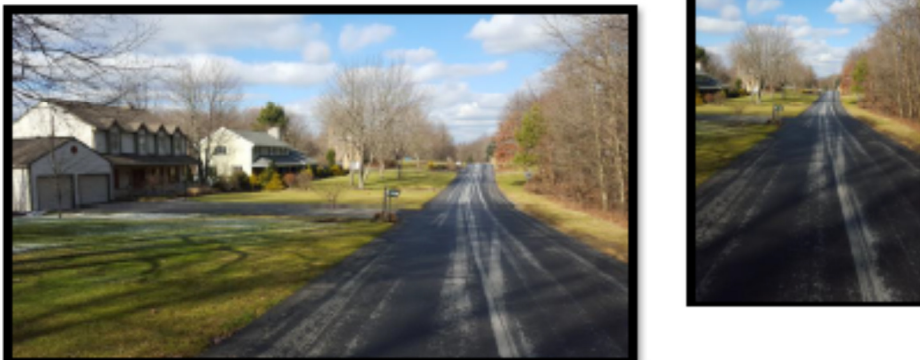


### **Timberview Estates**



The Gristmill neighborhood off of Hartzell Road bears a similar character and has experienced sporadic issues with water quantity over the years. The Township, in cooperation with the Jackson Township Community Development Corporation, has adopted a Neighborhood Improvement District (NID) within the area of Gristmill and nearby units on Hartzell Road. The NID will assess properties and will

### **Gristmill Neighborhood**



Jackson Township Comprehensive Plan: Housing



provide a conduit for the financing of waterlines extending from the FedEx Facility to Hartzell Road via PAWC.

### **Jackson Manor**



### **Rock Lake Estates**



Both Jackson Manor and Rock Lake Estates were constructed on relatively small lots and both are currently on or connected to public water and sewer systems. Each has limited common open space. The preceding plans do not include sidewalks or trail connections.

The Old Hickory Highlands, Dutch Creek Estates, and Jackson's Crossings plans on Tollgate School Road were developed with PRD's with common open space or as cluster option development with conservation easements and common open space. The plans include sidewalks as required by ordinance. They do not include street lighting. The Township has worked with the developers, in certain instances, to form trail connections between developments.

Jackson Township Comprehensive Plan: Housing



## Future Housing Trends

Increased and sustained demand for a variety of new construction housing-types is borne out in consideration of the recent increase in the number relatively high income households, namely within the aged 25 to 44 and 45 to 64 ages ranges. An examination of age cohorts in neighboring Cranberry and Adams Townships tends to indicate that residents tend to age in place or remain in the community. This trend of residential stability is likely to continue in Jackson Township as well as the region, creating the need for low maintenance housing as seniors age in place. Given the strong recent increase in the number of relatively higher income households, a demand for new construction housing of patio homes and low maintenance condominium style housing is likely to intensify over the next five years. The increase in income is notably more commensurate with that experienced by Cranberry and Adams Township versus neighboring Forward Township, representing a shift towards demographic trends more akin to those experienced by Jackson Township's more urbanized neighbors.

Cranberry Township continues to grow as a regional employment center with rising overall average wages in recent years. The need for a variety of housing types spanning the income spectrum will intensify and result in greater demand for housing within Jackson Township.



## County Zip Code Statistics

Year:	2009	2010	2011	2012	2013
<b>Number of establishments</b>	909	911	954	985	1,012
<b>Paid employees for pay period including March 12</b>	20,705	20,754	24,366	24,189	24,464
<b>First-quarter payroll in \$1,000:</b>	\$ 177,447	\$ 188,353	\$ 278,159	\$ 302,679	\$ 301,691
<b>Annual payroll in \$1,000:</b>	\$ 767,877	\$ 864,104	\$ 1,200,326	\$ 1,248,634	\$ 1,269,948
<b>Average Payroll per Employee</b>	\$ 37,087	\$ 41,636	\$ 49,262	\$ 51,620	\$ 51,911

Neighboring Cranberry Township recently completed a 2015 Market Analysis Update to its Market Profile. Cranberry's report reflects a continuation of the above noted trends, boasting nearly 5,500 employees working within the Professional, Scientific, and Technical Services sector, with considerable employment in health care and manufacturing as well as emerging employment in transportation. This analysis, along with an analysis of employment activity within Jackson Township, is elaborated within Chapter 3. The Sippel Development Park, housing the Fed Ex Distribution Center, and office and distribution within the Buncher Jackson's Pointe are likely to employ upwards of 1,000 individuals in 2016 with additional employment projected within this area. The Cranberry report also cites the potential impact of the proposed cracker plant in Beaver County by Shell Oil. Projected job growth will intensify the demand for housing within the region.

Since 2010, the construction of single family housing in Adams Township has hovered around 150 homes per year while such construction within Cranberry Jackson Township Comprehensive Plan: Housing



was just over 100 with substantial construction of multi-family housing in recent years comprising the majority of new construction units in recent years. An analysis of housing buildout in areas within 3,000 feet of existing public sewer and water (as discussed in Chapter 3, Landuse) indicates an ability to absorb a number of units akin to those constructed in Cranberry and Adams Townships over the next several decades.

The Township recognizes several trends in the recent and foreseeable future:

- Mid-priced single family detached housing is desired primarily by families with children under 18 who appreciate the accessibility and rural setting of the Township.
- Patio homes and styles of “maintenance free” living by seniors or empty-nesters as the regional population ages in place will emerge as a need.
- Estate lots or homes with acreage remain in demand.
- Rental housing for young adults and others who work in the area is lacking and may be of increasing need to allow such persons the ability to locate within the community and get a “foot in the door” as means to future homeownership.
- The residential growth and growth rates experienced by Adams Township from 2000-2010 and which the Township continues to experience will likely occur within Jackson Township as accessibility and access to I-79 become increasingly apparent, utilities extend to accommodate housing, and neighboring Cranberry Township sustains its ongoing employment growth.
- The Township generally expects construction of 60 to 80 single family detached units per year and 20 to 30 multi-family and/or single family attached units per year.
- Single family detached construction will continue along the Tollgate School Road corridor and may extend to the adjoining Gudekunst Road corridor with construction of townhouse and multi-family units emerging as a second tier of development along the I-79 corridor and major arterials within the Township.

The Township has completed detailed parcel based projections within its Land Use Assumptions Report, prepared in 2014. The basis of the assumptions and projections is consistent with trends noted above. However, detailed projections

prove difficult at this juncture of the Township's development, as the availability of land is crucial to further residential development. While nonetheless subject to market forces, the decision to sell land one's land for development is subject to a variety of personal and economic motives. The order at which land develops may also determine the timing and location of utility extensions and may influence further development. It is reasonable to speculate on the continuation of development emanating from or near existing developed corridors.

## Land Use Tools

As reviewed in Chapter 3, Land Use, the Township currently utilizes several "land use tools" through its zoning ordinance that address the character of new residential developments through density, design, and open space requirements. The Township Zoning Ordinance, most recently adopted in 2012, contains one residential district (the "R" District) and a transitional overlay district ("TO" District) that allows for greater density and additional residential options. The ordinance also contains "incentive zoning standards" that permit greater density when offsite road improvements are voluntarily made by the developer. Within the R District, density and housing types are determined by availability of public water and sewer, type of road (local, collector, or arterial), and environmental limitations. Land use tools available include:

- Cluster Development: Single family and duplex housing on clustered lots with open space through common open space, estate lots, and conservation easements.
- Planned Residential Development (PRD): Single Family or a development of mixed housing types with condensed lots and required open space.
- Traditional Neighborhood Development (TND): A development of a variety of housing types that reflects traditional modes of development, including street network, sidewalks, building setbacks near the street with porches and building features that convey the appearance of a traditional neighborhood scale.
- Conventional subdivisions which allow the development of comparatively larger lots with lot size and density depending on availability of public water and sewer.

Recent and ongoing single family residential development along Tollgate School Road has been approved as either cluster or PRD developments with open

space. The utilization of these tools helps to preserve steep slopes and wetland areas and creates a network of connected open space corridors which may include trail connections.

## Stakeholder Input

The Township conducted a series of workshops with residents throughout the spring of 2015. The workshops were focused on particular neighborhoods and population centers throughout the Township. Staff and Planning Commission members facilitated an informal SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis with methods and results set forth in Appendix. While discussions were open-ended, many of the concerns focused on the residential neighborhood and character of the Township. Public safety was rated as a strength as was the rural character of the Township while lack of sidewalks, trails, and recreational facilities coupled with perceived poor road conditions and traffic improvements were cited as weaknesses and threats. Trail connections and a perceived economic climate attracting service and retail businesses such as restaurants and grocery stores, specifically, were cited as opportunities. Similar themes emerged in a subsequent neighborhood based survey conducted in 2016. Lastly, a housing focus group was conducted in the fall of 2016. Summaries and conclusions are located in the Appendix.

## Housing SWOT Analysis

### STRENGTH

1. Township standards can and have leveraged offsite improvements of existing infrastructure through incentive zoning standards.
2. Cluster and PRD developments have provided for trail connections and preservation of open space and environmentally sensitive areas.
3. Existing Township zoning provisions provide for a variety of housing types to meet future needs.

## WEAKNESS

1. Pedestrian connectivity is lacking within certain residential plans, particularly those of relatively small lots and higher density.
2. Connectivity between residential plans and destinations such as commercial and recreational amenities is lacking.
3. Existing safety issues along residentially developing corridors are intensified by additional development.
4. Open space within PRD and cluster plans has not provided area for active recreational space.

## OPPORTUNITY

1. Jackson Township's location and accessibility along with economic expansion in the region has created a demand for new construction housing in the Township.
2. The regional economy and demand for housing has bolstered the values and marketability of existing housing in the Township.
3. The socio-economic dynamics of expected and existing residents support the market for a variety of housing types and price-points.

## THREATS

1. Housing demands may result in construction that outpaces the ability to improve surrounding infrastructure.
2. Nonresidential development may pose conflicts with existing and future residential development.

3. The Township's rental housing stock is comparatively older than that of its owner-occupied stock which brings greater risk of blight through lack of maintenance by absentee landlords.

## Chapter 3: Economy and Land Use

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An assessment of the Township's local economy and its place within the regional economy is a crucial ingredient of this plan. An understanding of the Township's economy provides:

- The basis for the forecasting of future infrastructure needs, including transportation, utilities, and recreation.
- A means of assessing Township services and future needs.
- An understanding of development pressures, challenges, and opportunities that further inform land use planning.
- An understanding of commercial and residential growth such that the Township provides its fair share of growth while managing growth.
- Chapter 2, Housing, examined certain inherent economic factors with respect to housing growth within the Township, namely the following:
  - Housing demand created by increases in incomes and higher income earners within the Township.
  - Relative affordability of housing for young families working in neighboring Cranberry, the North Hills, and in the City coupled with the accessibility of the Township.
  - The need and demand for varying housing types to serve the needs of older adults who wish to remain within the region as well as young workers beginning to live within the region as a means of "getting their foot in the door."
  - Demand evidenced by ongoing construction of homes at a rate of 60 to 80 units beginning in 2014 and by a healthy increase in the sales price and decrease of "days on market" of existing homes.

### Snapshot of the Current Economy

Housing and housing needs remain an integral part of the local and regional economy as a whole. The Township has recently undertaken the preparation and adoption of a Land Use Assumptions Report, essentially a market study that forms the basis for the forecast of associated traffic impacts and resulting improvements and impact fees in key areas of the Township. Neighboring Cranberry Township completed a Market Analysis Update in 2015, which offers a snapshot of recent

and ongoing market trends in Cranberry. This section will reference each document, offering some updates to the Land Use Assumptions Report, and recognizing that growth and market niches in Cranberry serve to define, in part, those within Jackson Township. Additionally, the Boroughs of Zelienople, Harmony, and Evans City remain important focuses of business activity, serving the Township's residents and those working within and traveling through Jackson Township.

While Jackson Township's present and recent population has remained relatively low in comparison with its suburban neighbors of Cranberry and Adams Townships, the number of individuals employed within the Township approaches that of the resident population in much the same fashion as Cranberry Township, albeit at a lesser scale with concentrations in different niche industries.

Tracking of economic trends within Jackson Township prove difficult due to the lack of local economic data and the relative stagnation of economic development within the Township prior to the current decade. The US Economic Census takes place every five years with the most recent data available in the 2012 Economic Census. Fortunately, due to recent growth, Jackson Township was included as an "economic place" in the 2012 US Economic Census. However, employment data in all preceding censuses were aggregated with the balance of Butler County. The 2012 data indicate a concentration of employment within the particular sectors attributed to key employers in the Township. For example, a concentration of employees within the "retail" sector can be attributed to employment in grocery and hardware stores. Employment within Health Care and Social Services is largely attributable to the Evergreen Nursing Center.

The Township has compiled employment data based on recent tax data. The Township collects \$52 per employee (with certain exceptions such as those making less than \$12,000 per year) and provides a useful barometer of employment activity in the Township. Pulling the snapshot of the fourth quarter of 2014 data gleaned from Berkheimer Tax Administrator, several assumptions can be made with respect to top employers and the number of employees working within the Township. The largest employer remains the Seneca Valley School District with its middle and high schools located on one campus within the Township. The remaining employers include relatively new employers such as UPS, located within the Jackson's Pointe Phase I Park, as well as long-time establishments such as Evergreen Nursing Home and Highway Equipment. MarkWest ranks relatively high in number of employees. However, based on knowledge of the industry, a substantial proportion of employment may be



attributable to temporary full time construction workers onsite. Finally, assuming \$52 is equivalent to a yearlong employment with total wages exceeding \$12,000, the LST for the fourth quarter reflects just under 3,000 individuals working within the Township. Upwards of 500 additional jobs are expected within the FedEx Distribution Facility expected opening in 2016 on Tomlinson Drive, as are additional jobs within Jackson's Pointe.

In the Land Use Assumptions Report and within updated numbers in this report, the Township analyzed employment data by zip code, using the Harmony and Zelienople zip codes which cover most business activity in the Township and thus include service and retail businesses in the respective Borough's business districts that serve Township residents and employers.

Using assumptions detailed in the Appendix of this plan, employment data gleaned from the annually published zip code statistics were used to calculate location quotients. Location quotients demonstrate the degree to which more or less of an industry is expected within an area as compared to the region of which it is a part. (The Pittsburgh Metropolitan Statistical Area was used as the region for purposes of this report.) A quotient under one indicates a lack of an industry in a particular area. It may indicate pent-up demand, but may also indicate that the industry lacks a competitive advantage in a particular area. A quotient over one often indicates that there is a concentration or competitive advantage for an industry within a local market. Such an industry is considered a "base" industry for the particular area.

A shift share analysis was completed, examining the change in industries between the years 2009 and 2013. A shift share analysis is designed to give an indication of industry trends over time. It similarly compares local data with the broader regional or national economy and calculates the number of jobs that are attributable to the following:

- The broader economy. (For purposes of this analysis, the Pittsburgh Metropolitan Statistical Area)
- The mix of industries in the local economy. (How the presence of one industry encourages or discourages employment in another)
- The local economy. (Specialization or concentration of an industry within a local economy)

The preceding numbers may be positive or negative, whereby the broader economy, mix of industries, or the local economy may be associated with an

increase or loss of jobs over time. The key to shift share analysis is the examination of job increase or decrease over a period of time. For example, an overall increase in jobs could be attributed to local economic factors despite job losses in the national or regional economy or vice versa.

In a manner similar to the concentrations of employment, the 2013 location quotients, to a degree, reflect the largest employers within the Township, but also help to indicate emerging sectors. Wholesale Trade has emerged as a strength sector with a substantial number of those employed attributed to the local and industry mix of the regional economy with twenty percent of those employed as a result of local and regional economic forces and conditions. The LQ of 4 makes Wholesale Trade the most concentrated and basic industry of the Township followed by manufacturing which, while concentrated in the area, simply reflects trends in the Pittsburgh Metropolitan Statistical Area. Transportation and Warehousing, while relatively low, may indicate a pent-up demand within the sector given that nearly half of employment in that sector can be attributed to local and regional factors. Similarly, the vast majority of such employment within Cranberry Township is assumed to result from local economic conditions.

NAICS Code	Industry	National Share	Local	Regional	Number Employed	Location Quotient
21-	Mining, Quarrying, and Oil and Gas Extraction	-	-	-	33	0.62
22-	Utilities	64	(7)	16	73	2.13
23-	Construction	252	(12)	74	314	0.98
31-	Manufacturing	982	1	(81)	902	1.77
42-	Wholesale Trade	807	50	199	1,056	4.00
44-	Retail Trade	586	17	96	699	0.96
48-	Transportation and Warehousing	52	6	34	92	0.48
51-	Information	42	(1)	39	81	0.59
52-	Finance and Insurance	94	4	1	98	0.31
53-	Real Estate and Rental and Leasing	62	5	(1)	66	0.82
54-	Professional, Scientific, and Technical Services	163	13	46	222	0.51
55-	Management of companies and enterprises	13	5	(17)	-	-
56-	Administrative and Support and Waste Management and Remediation Services	371	66	110	546	1.53
61-	Educational Services	37	3	(7)	33	0.09
62-	Health Care and Social Assistance	956	99	226	1,281	1.14
71-	Arts, Entertainment, and Recreation	52	4	(1)	55	0.53
72-	Accommodation and Food Services	413	29	(124)	318	0.60
81-	Other Services (except Public Administration)	197	8	11	215	0.77

Accommodation and Food Services, namely restaurants bear a location quotient of only .6 and indicate an overall competitive disadvantage in this industry. On the other hand, the growth of housing and the type of restaurant may come to bear upon the perceived pent-up demand which is illustrated by the .6 Location Quotient when cast in the light of the desire for additional restaurants voiced during the Township's neighborhood workshops. Accommodation and Food Services have become a base industry in neighboring Cranberry with an LQ of 1.5. As population grows and trends lean towards households with relatively more disposable income, the need for additional restaurants increases. It is notable

that the 2013 number of 27 Food Service and Accommodation (primarily restaurants) establishments, ten had one to four employees, five had five to nine employees, and eight employed ten to nineteen individuals. Such facilities are therefore relatively small establishments. Therefore, the location quotient for the restaurant and accommodation industries may be indicative of pent-up demand rather as opposed to an inhospitable local economic environment. Also, neighboring Adams Township (the Mars Zip Code) experienced an increase of 16 restaurant establishments between 2001 and 2011. Given employment and housing growth in Jackson Township, similar growth in this sector may likely occur.

Jackson Township performed a similar analysis when completing its Land Use Assumptions Report in 2014 ("Assumptions Report"), as a prerequisite of instituting traffic impact fees. The Municipalities Planning Code requires the Township to make assumptions concerning the intensity, type, timing, and location of development as an exercise that informs projected trips and impacts on the Township's traffic infrastructure and, in turn, the costs of improvements and resulting impact fees. The Township similarly evaluated regional trends and examined timing and intensity of development based on environmental constraints, utility availability, and zoning.

The following findings and conclusions are based on the Assumptions Report, Cranberry's 2015 Market Analysis Update, and updated data cited within this plan. An understanding of growth, both residential and commercial, is critical to informing future land use decisions, including transportation improvements and open space planning, and meeting the mandates of the MPC as well as zoning tests established by the courts.

1. Generally, the projections recognize a possible niche in the growth of the medical sector, as has occurred in Adams Township. The Location Quotient in Cranberry's Market Analysis Update remained at .8. However, the study did recognize significant growth within those sectors. The growth trend within the Health Care sector in Adams may be due to lower rental rates that are more affordable to comparatively smaller medial practices. For example, in 2011 (as noted in the Assumptions Report) nearly 40% of all establishments classed as Health Care and Social Assistance in Adams Township employed four or less workers and was double the number of such establishments in 2001. Smaller such establishments may find a niche in Jackson Township given its accessibility, lower rents, and growing population.

2. The preceding may be indicative of small office growth, in general, as demands for local services and retail increase with new residents, attracting small businesses to an area with relatively affordable rents.
3. Transportation related industries, namely wholesale trade, will continue to flourish in areas near or accessible to the Interstate. Thus far, such industries are well-suited to “flex space,” with varying proportions of each allocated to office, onsite sales, production, storage, and distribution, as evidenced within Jackson’s Pointe, Phases 1 and 2.
4. The area is generally underserved by restaurants in light of population and employment growth within the area and expected growth may occur in this sector.
5. The demand for new construction single family homes is expected to continue at the current or increased rate of 60 to 80 units per year as utilities are extended and land becomes available.
6. Given rising incomes and a stable resident population of residents who are aging in place, the emerging need for multi-family and forms of single family attached housing will likely intensify. Additionally, as housing prices rise, such units will effectively act as relatively affordable means of allowing younger families and persons to “get a foot in the door” as new residents of the community.

## Land Use

An understanding of the local and regional economy and related housing needs is critical to an informed land use plan. The land use plan advises the formulation of transportation plans and improvements within the Township, recreation planning, and provides the basis for the Township’s Zoning Ordinance and Map.

The Township’s existing land uses were evaluated using a field survey of the Township with primary reliance upon county assessment data. The Existing Land Use Map illustrates, on a parcel basis, the assumed primary activity occurring on the parcel. The map employs the Land Based Classification System by activity as developed by the American Planning Association.

Agriculture, forestry, and dedicated open space are shown as “Natural Resources-Related Activities.” School District, institutional, and municipally owned

properties have been indicated as “Social, Institutional, or Infrastructure Activities.” Along with unclassified or otherwise undeveloped land in the Township, the preceding comprise the majority of land within the Township.

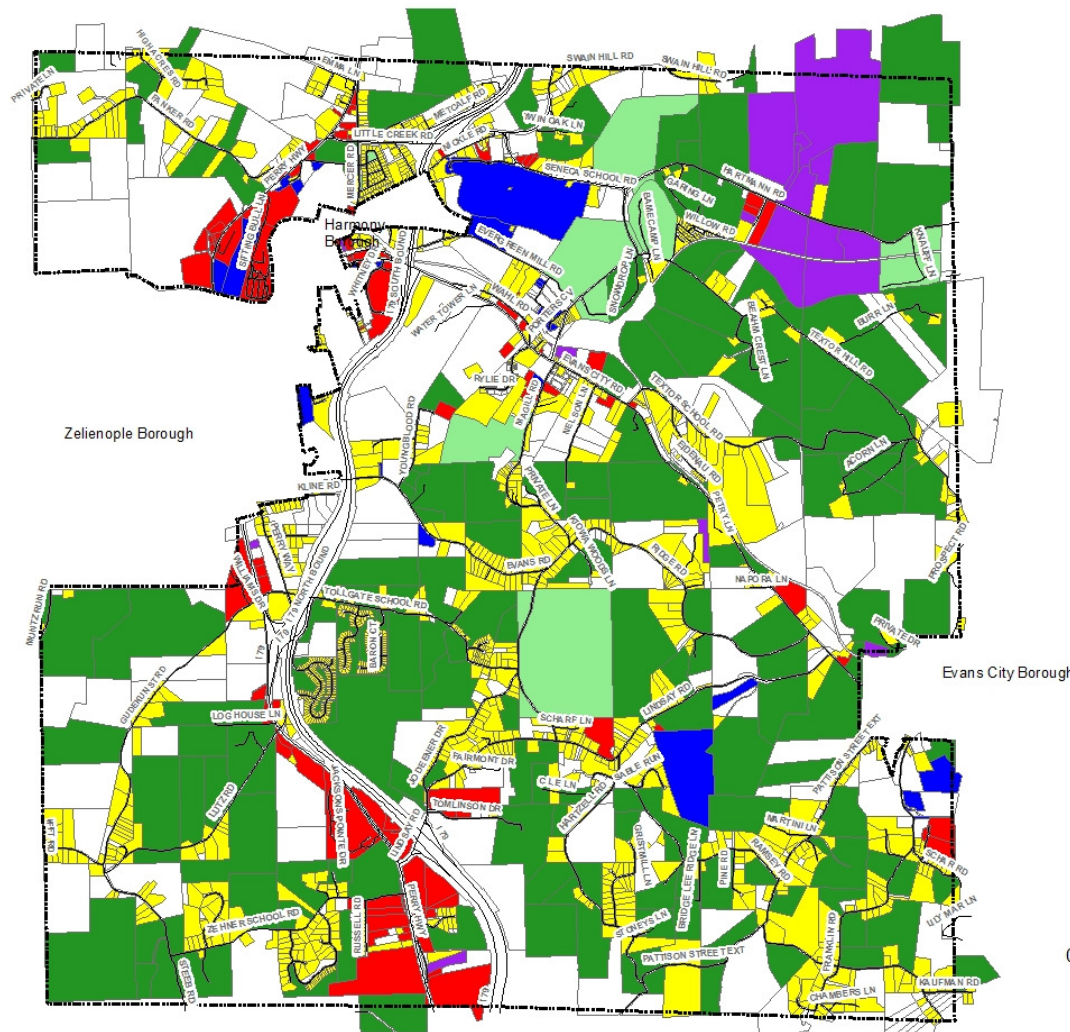
Housing and housing plans are primarily consist of single family detached housing and are outlined in greater detail in Chapter 2, Housing. Such neighborhoods have also developed along existing corridors, namely residential collector roads such as Jo Deener Drive and Evans Road.

Leisure-based activities are also prevalent throughout the Township and provide open space through sportsman’s clubs and the golf course on Hartmann Road.

Industrial, manufacturing, and waste related activities are concentrated in the northeastern portion of the Township on Hartmann Road with the Seneca Landfill and MarkWest’s gas processing facilities and railyard.

The SR 19 or Perry Highway corridor remains the Township’s concentrated commercial corridor. Nodes of development such as the Jackson’s Pointe Commerce Park and Fed Ex at the nearby Sippel Commerce Park represent recently developing “flex space” which is designed to function with a mixture of use types and accommodates shipping, warehousing, office, retail, and service oriented spaces. Flex Space is becoming increasingly useful and necessary given the nature and demands associated within the Wholesale and Transportation sectors. Commercial uses located between the Cranberry line and Zehner School Road were historically centered on quasi-industrial transportation related developments and equipment sales. Much of the land within the corridor that is most proximate to SR 19 is vacant with parking, storage, or equipment display and storage rather than commercial structures. SR 19 directly south of Zelenople and extending southward supports strip retail and local office based development, including automobile sales and service. Several curb cuts existing on this stretch of road. The area north of Jackson’s Pointe Commerce Park extending to Tollgate School and Gudekunst Roads is primarily undeveloped with certain parcels encumbered by slope, floodplain areas, or lack of utilities.





## Jackson Township Existing Land Use



### Legend

— Road Centerlines

□ Township Boundary

Tax Parcels

APA Land Use Code

1000 Residential

2000 Shopping Business Trade

3000 Industrial, Manufacturing, Waste Related

4000 Social, Institutional, Infrastructure

7000 Leisure Activities

8000 Natural Resources Related

9000 No Human Activity, Unclassified

1 inch = 3,000 feet

0 0.5 1 2 Miles

Jackson Township Comprehensive Plan: Economy and Land Use



## Future Land Use

Mapping of future land use in the Township is corridor based for purposes of this plan, as the current and foreseeable character of the Township and its infrastructure is concentrated around existing roadway corridors. The current zoning ordinance provides for density and intensity of development based on the classification of the road accessed as well as availability of utilities and environmental limitations such as slopes, wetlands, and flood-prone areas. The following vision statements describe the overall character of each corridor and adjoining lands. They are intended as an overall guide for future land use planning and are intended to be revisited over the next five years as both housing and commercial needs become more apparent. The corridor based limits indicated on the map do not constitute express boundaries for the particular land use, but rather a general parameter of land uses accessible to the corridor. Land use categories and accompanying vision statements are as follows:

### Residential Neighborhood Corridor

The residential neighborhood land uses are comprised of primarily single family detached neighborhoods punctuated with complementary forms of attached single family residential units. Denser neighborhoods are typically developed as cluster option or planned residential developments with interconnected open spaces and greenways that preserve key natural features including wooded slopes and wetland areas. Such spaces, where appropriate may provide both pedestrian and bicycle linkages between neighborhoods and recreational spaces and destinations throughout the Township. Relatively dense housing patterns may be constructed along arterials or major collectors such as Lindsay Road, pending supply of utilities and adjoining improvements such as turning lanes, where warranted. Curb cuts and driveways within neighborhoods are typically contained within an internal network of streets serving each plan.

### Mixed Use Residential

Mixed Use Residential land uses are represented in areas near arterials and major collectors that are suitable for and can support the associated trips and utilities. Residential uses include multi-family and attached uses such as townhouses (single family attached) with associated open space. Either as extensions of existing development or independent neighborhoods, residential mixed use development is often developed within the traditional

Jackson Township Comprehensive Plan: Economy and Land Use





neighborhood development framework with sidewalks and street trees. Lower impact forms of flex space, office, and ancillary retail may be located within the Mixed Use Residential areas with complementary open space and minimal curb cuts onto main arterials.

## Mixed Use Commercial

Nodes and corridors of activity in the Mixed Use Commercial area are focused on highway oriented uses and employment centers within parklike settings compatible with forms of primarily multi-family and attached single family developments. Highway oriented retail and service establishments and centers designed to serve the local economy and workforce are included as integrated developments with open space and proper pedestrian linkages to adjoining employment and residential centers.

## Commercial Corridor

The Township's primary commercial corridor lies just immediately south and north of Zelienople Borough on the SR 19 or Perry Highway corridor. The Township's retail and service based establishments are concentrated within this corridor. A distinct streetscape with limited highway access will flank the SR 19 corridor in this area fronting commercial centers and establishments tied together with parallel access roads channeled to centralized intersections. The Commercial Corridor will reserve land to accommodate for local retail, restaurant, and service uses.

## Industrial

The Industrial area of the Township, primarily the northeast corner of the Township, will remain its industrial hub. Buffering and other means of minimizing impacts on adjoining residentially zoned uses are utilized where required.

## Rural and Unclassified Areas

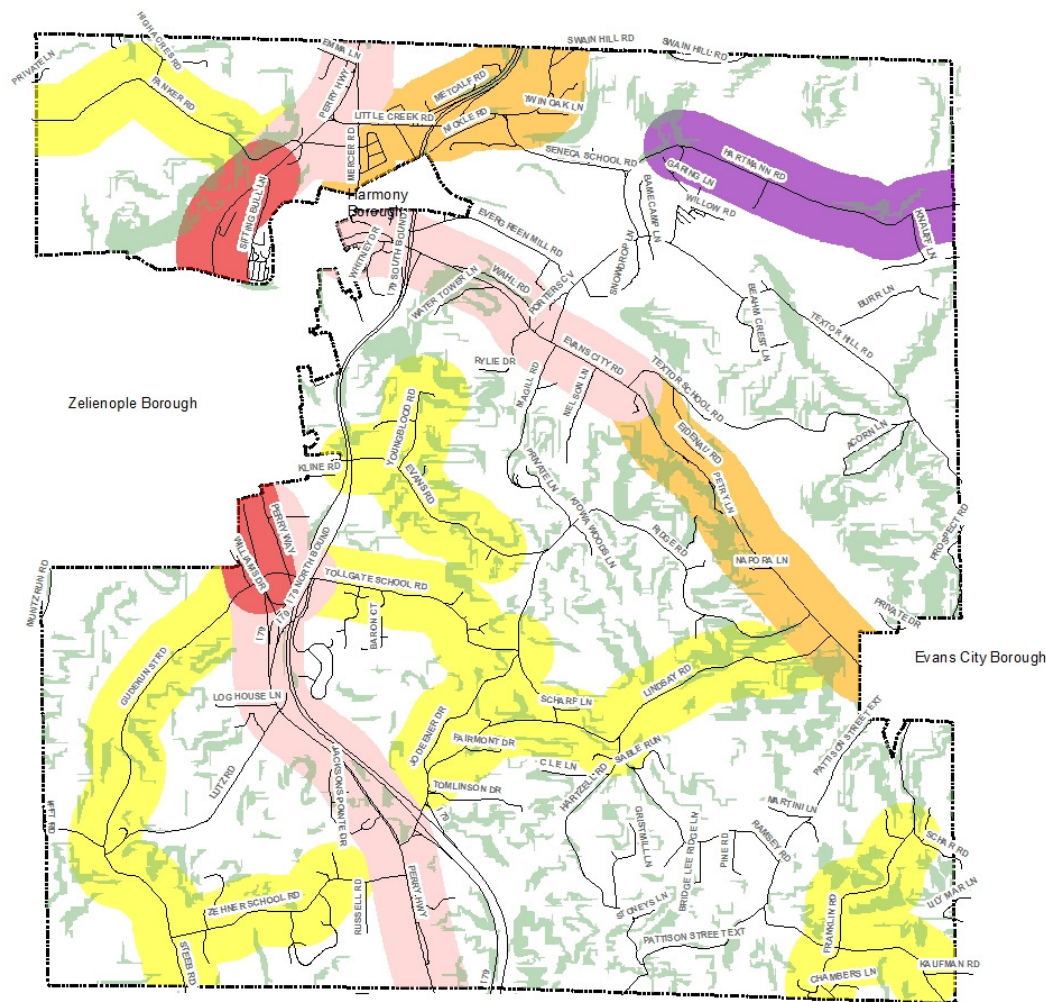
Those areas of the Township beyond those accessible to corridors classified above are envisioned as primarily rural residential areas with agricultural, complementary institutional and recreational, and natural resource-based establishments. The extension of and density of development within these areas is evaluated based on availability of utilities and condition and capacity of the road network.

## Recreational Lands and Open Space

The Community Development Objectives following in this Chapter envision interconnected green and open spaces between plans within the residential corridors. The majority of those lands are assumed to remain private and managed by respective homeowners associations. The Chapter on Recreation sets forth planned trail connections and corridors between commercial, residential, recreational, and institutional areas.

The Future Land Use Map also includes land designated as public recreational areas as follows with further details provided in the Township's Parks, Recreation, and Open Space Plan:

1. Former Zelenople Reservoir Property. Recreational fields, small playground, and fishing area and pond.
2. Harmony Trail to Wise Road. The area surrounding the Harmony Trail with possible extension of a boardwalk into preserved wetlands and extension of the Harmony Trail to the Zelenople Reservoir Property. The land extends to Wise Road where a small parklet may be accommodated.
3. Evergreen Mill Road Floodplain Area. With little use for development and structures, the area may serve as playing fields and may provide for a link to the Seneca Valley Campus over the Little Connoquenessing.
4. Porter's Cove. This area, mostly within the floodplain, may provide for passive recreational use, pavilions, and access to fishing and boating on the Connoquenessing, including property and launch owned by the Wild Waterways Conservancy.



## Jackson Township Future Land Use Corridor Map

### Legend

— Road Centerlines

steepslopes

### LUBuffer

#### LUType

Residential

Mixed Use Residential

Mixed Use Commercial

Commercial Corridor

Industrial

Township Boundary

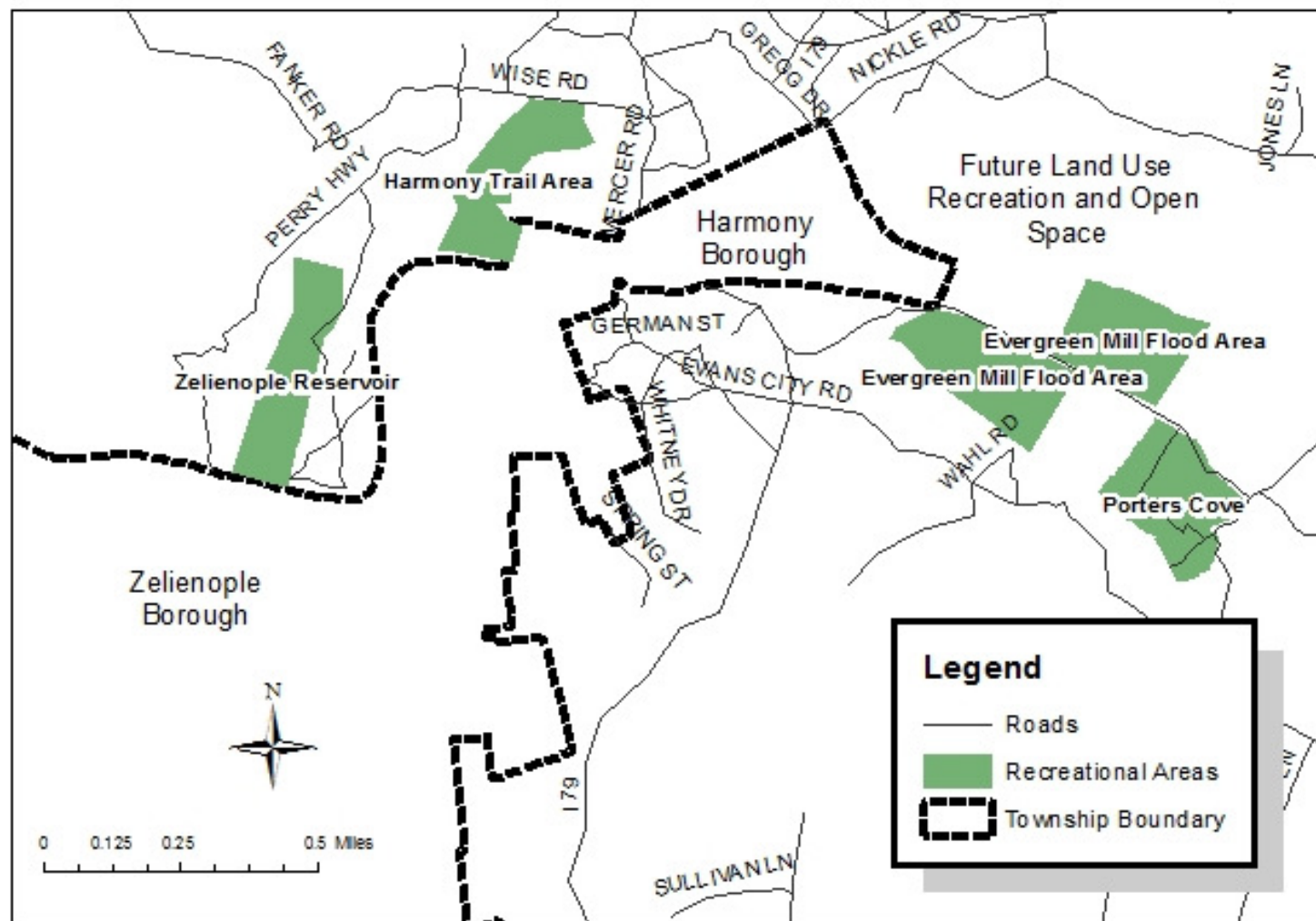


1 inch = 3,000 feet

0 0.5 1 2 Miles

Jackson Township Comprehensive Plan: Economy and Land Use





## Community Development Objectives

1. Implement access management through incentivizing shared drives, parking, reciprocal access easements, and parallel access roads.
2. Provide for market demands and job growth opportunities through the expansion of areas in which flex or “flexible use space” is authorized. Such areas must accommodate associated trips and can provide for such uses in a manner minimally impacting adjoining residential uses.
3. Ensure availability of land for local service related industries including but not limited to restaurants, small scale offices, small retail, and grocery stores through an overlay district or other necessary text or map amendments within the corridor designated as commercial on the future land use map.
4. Provide for multi-family and housing alternatives to single family detached housing within areas most suitable such as transitional areas between residential and commercial and areas with a road network capable of handling associated traffic, namely within the mixed use commercial and mixed use residential areas in consideration of the preceding.
5. Encourage pedestrian/bicycle integration between commercial and residential areas, including connections to the business districts of the adjoining boroughs, through zoning and SALDO standards.
6. High impact and high-intensity uses such as, but not limited to, large scale retail, industrial and dense residential developments, should be managed by performance-based standards that may serve to mitigate associated impacts.
7. Site amenities in commercial and residents developments should be managed through detailed lighting standards and landscape buffering standards that ensure minimal impact on surrounding properties in consideration of the intensity and density of a use to adjoining uses.
8. Utilize incentive zoning in residential areas that lie within designated growth areas, namely the residential corridors indicated on the Future

- Land Use Map, in a manner that leverages needed public improvements, but considers open space and community character.
9. Provide for a variety of housing types sufficient to meet the needs of existing and expected residents in areas with existing or planned infrastructure capable of accommodating them while considering impacts on adjoining residential uses.
  10. Encourage the development and maintenance of streetscapes with appropriate landscaping and pedestrian connections along key commercial and mixed use corridors.
  11. Within residential plans and other applicable developments, provide for and encourage the preservation of interconnected open space for purposes of conservation, active recreation, and trail connections.

## SWOT Analysis

### Strength

4. Jackson Township and the Jackson Township Community Development Corporation have demonstrated the ability to form neighborhood improvement districts, thereby possessing the ability to facilitate the extension of utilities and amenities to extend utilities.
5. The Township has updated its zoning ordinance to provide for buffering between uses and intensity and character of uses based on road type, utility availability, and environmental limitations.
6. The Township has developed incentive zoning concepts to facilitate the construction and operation of flex space near its primary commercial corridors.

### Weaknesses

5. While the Township has adopted building, fire and maintenance codes, it has not formalized enforcement policy or plans in certain key enforcement areas.

### Opportunities

4. The Township remains in the path of growth with opportunities for economic development and job growth in the areas of wholesale, distribution, health care, and secondary sectors with pent-up demand for restaurant and certain retail sectors.
5. The growing tax base in the Township helps the Township to expand services and provides a greater economy of scale to the maintenance of existing infrastructure.

#### Threats

4. Increased regional market demands result in a greater probability of conflicts between land uses in the Township.



## Chapter 4: Transportation

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The Township's comprehensive plan must provide for "movement of people and goods." The plan may include public transit, bikeway, and pedestrian systems along with traditional roads and highways. The Township has, given the nature and swiftness with which development has occurred in recent years, taken some detailed steps toward the study and planning of existing and planned road and general transportation improvements. Those steps include development of a Traffic Impact Fee Program with related studies and plans, a Township Roadway Assessment, and the planning and execution of multiple large scale capital improvement projects. This section of the comprehensive plan will provide a basic assessment of the preceding and will make further recommendations for future projects and improvements.

The Township maintains approximately 40 miles of local roadway. Though the past decade, the Township's main roadways, other than those within subdivision plans, were primarily comprised of roads paved via years of tar and chip applications and some treated with FB modified material, a cold paving application designed to be flexible with varying road bases. Most roads bore relatively little base. Over the past several years, the Township, with both local funding and repairs provided by the extractive industries using and bonding certain roads within the Township, has paved or reconstructed significant portions of the Township's roadway network.

Certain improvements have also occurred in conjunction with residential development in the Township. The Township Zoning Ordinance contains incentive zoning provisions that allow for greater density in return for incentivized roadway improvements.

The lack of a road base with increased traffic and higher expectations for routine maintenance has necessitated the need to find cost effective and creative means of providing a proper road base such that future maintenance may be limited to overlaying the road base. In addition to improving drainage, the Township has approached base repair in three ways. The Township has directed reconstruction or formation of a road base through a process called full depth reclamation or FDR, where existing material are ground and cement infused into the material to form a concrete base. A process of rubblize and roll, which



consists of breaking up existing rigid concrete pavement to provide a base material for the placement of new asphalt has been effectively employed as well. Lastly, targeted base repairs are used where the Township's Road Department excavates and backfills applicable portions of the road base. Each scenario serves to address the need to form a proper road base for the Township's roads.

The Township has also obtained funding for the application of driving surface aggregate (DSA) a mixture of gravels designed to act as a compacted surface and promote drainage. Funding was obtained for two phases of improvements to Textor School Road.

A list of recently repaired and reconstructed roads is as follows:

- Pattison Street Extension
- Ridge Road
- Jo Deener Road
- Fanker Road
- Zehner School Road
- Magill Road
- Evans Road
- Youngblood Road
- Steeb Road
- Gristmill Lane
- Tollgate School Road
- Rock Lake Drive and Circle

## Funding Tools and Methods

The preceding illustrates a challenge to the Township's to remedy existing deficiencies in road construction and safety while planning for and providing necessary improvements to meet expected growth within the Township. The Township conducted the 2012 Township Roadway Assessment and Capital Improvements Program ("Program"). The Program contains an assessment of key collector roads within the Township as follows:

- Gudekunst Road
- Tollgate School Road
- Lutz Road
- Evergreen Mill Road

- Fanker Road
- Ridge Road
- Magill Road
- Mercer Road
- Evans Road
- Zehner School Road

To date, substantial improvements have been made to the majority of the roads studied, namely in terms of paving and base repair. However, the study made recommendations regarding sight distance at intersections as well as signage needs and guiderail repair and additions. The Township has used incentive zoning concepts, where density is given as an incentive for the mitigation of concerns cited in the Program. To date, the concept has been used primarily on Tollgate School Road and primarily in regards to base reconstruction and paving. The primary intent of the Program was to provide a resource for the incentive zoning provisions in the Zoning Ordinance. However, the Program provides a valuable resource for prioritized capital improvements programming.

In 2013 through 2014, the Township began and completed the process of adopting (Transportation) Impact Fees, as authorized by Article V-A of the Municipalities Planning Code ("MPC"). The MPC permits the collection of impact fees solely for the financing of projects associated directly with improvements necessitated by development. Therefore, the Township must finance existing deficiencies through other means. The impact fee funding on projects on or assigned to state roads (SR 19, Little Creek, Hartmann Road, Seneca School Road, and SR 528) is limited to 50% of the project cost assigned to a state road. The Township must fund such projects through other sources, including local, state, and federal funding.

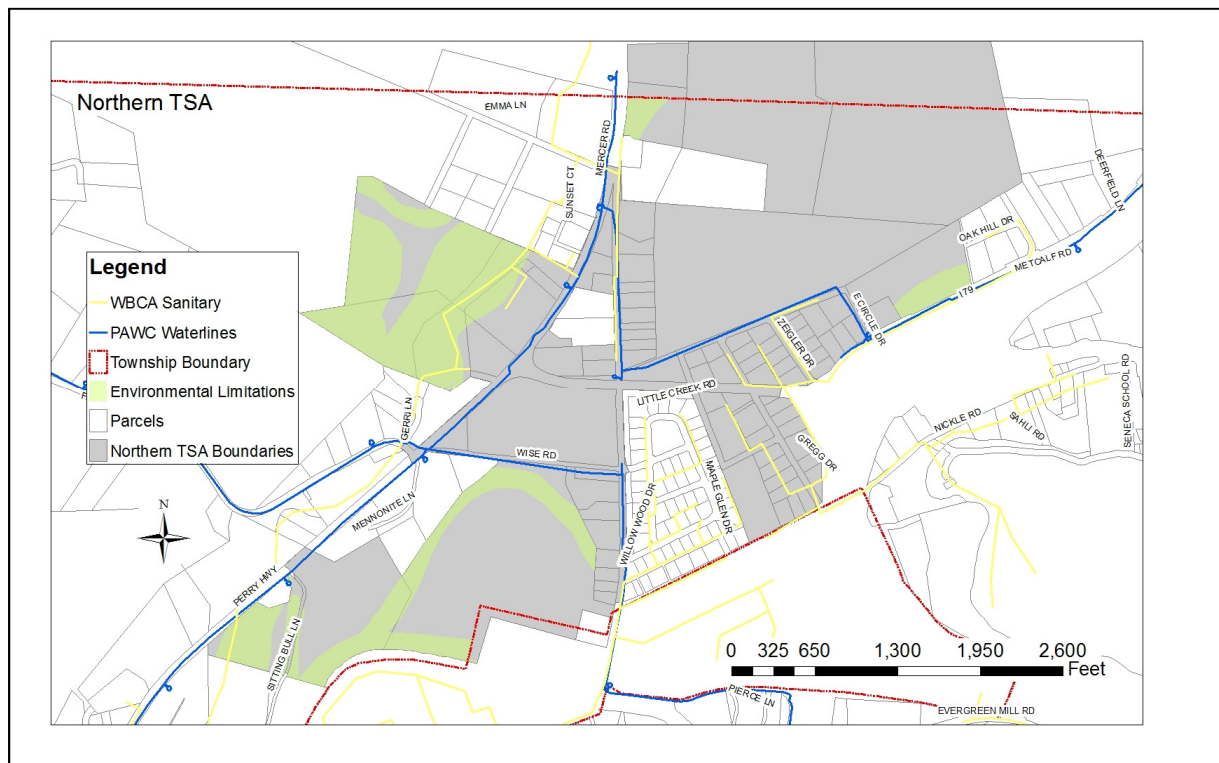
Traffic impact fees are the only express impact fee authorized by the MPC. They possess a few prerequisites. First, the Township was required to prepare a Land Use Assumptions Report ("Report"). The report is basically a market forecast of the intensity, character, and timing of development in particular transportation service areas of the Township, those districts where land uses and trips are assessed, assigned, and for which impact fees are calculated. Secondly, the Township was required to prepare a Roadway Sufficiency Analysis ("Analysis"). The Analysis evaluates key intersections to establish a level of service, based primarily on the average delay times at certain intersections and road capacities. Both existing and projected deficiencies are identified along with dates, based on the projections of the Report, which are based on the character and zoning

of particular parcels as well as projected market conditions. Lastly, the Township is required to adopt a Transportation Capital Improvements Plan or TCIP, which indicates the year, basic specifications, costs, and funding sources (including impact fee dollars) of those facilities identified in the Report. Each service area is funded and evaluated independently. The Township established the Northern and Southern Transportation Service Areas.

Near-term planned projects in the Northern Transportation Service Area have focused on:

- The realignment, signalization, and intersection improvements to Fanker, Wise, Mennonite Lane, and SR 19.
- The signalization and intersection improvements to Little Creek Road with both SR 19 and Mercer Road.

Further improvements to Fanker Road were projected in the future.



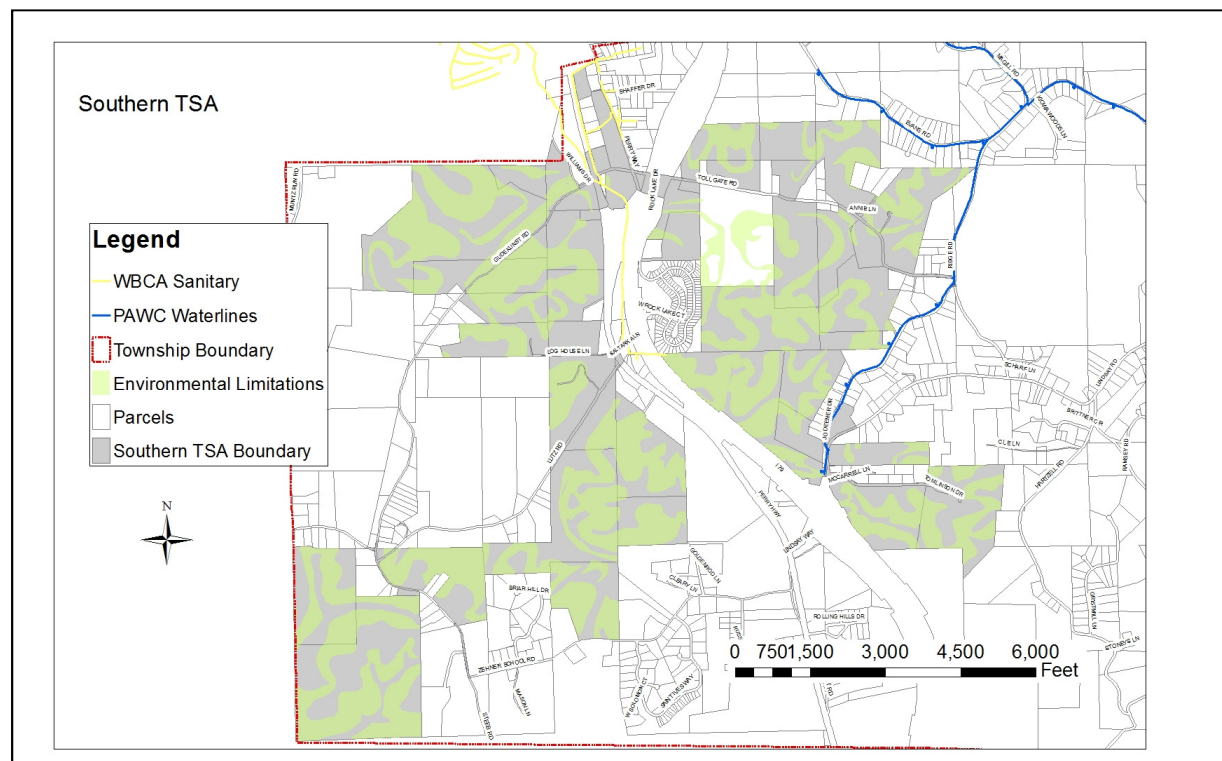
To date, Fanker Road has been realigned with Wise Road via replacement of a failing bridge structure over Scholar's Run. In 2015, \$3,000,000 of Commonwealth funds were awarded for the construction of intersection improvements and signalization of SR 19 with both the Fanker/Wise/Mennonite intersection and Little

Creek Road and SR 19. Funding also included installation of a roundabout at Mercer and Little Creek Roads. Lastly, the Southwestern Pennsylvania Commission's current Transportation Improvements Program or TIP (2015-2018) includes nearly \$4,000,000 in construction dollars programmed in 2017 for the Little Creek Road Safety Improvements which contemplates specifications largely coincident with those planned through the scope of the Commonwealth grant funding.

With the exception of lane widening projected for Fanker Road, the recent and imminently programmed projects cited above appear facilitate the completion of most projects programmed within the Northern Transportation Service Area.

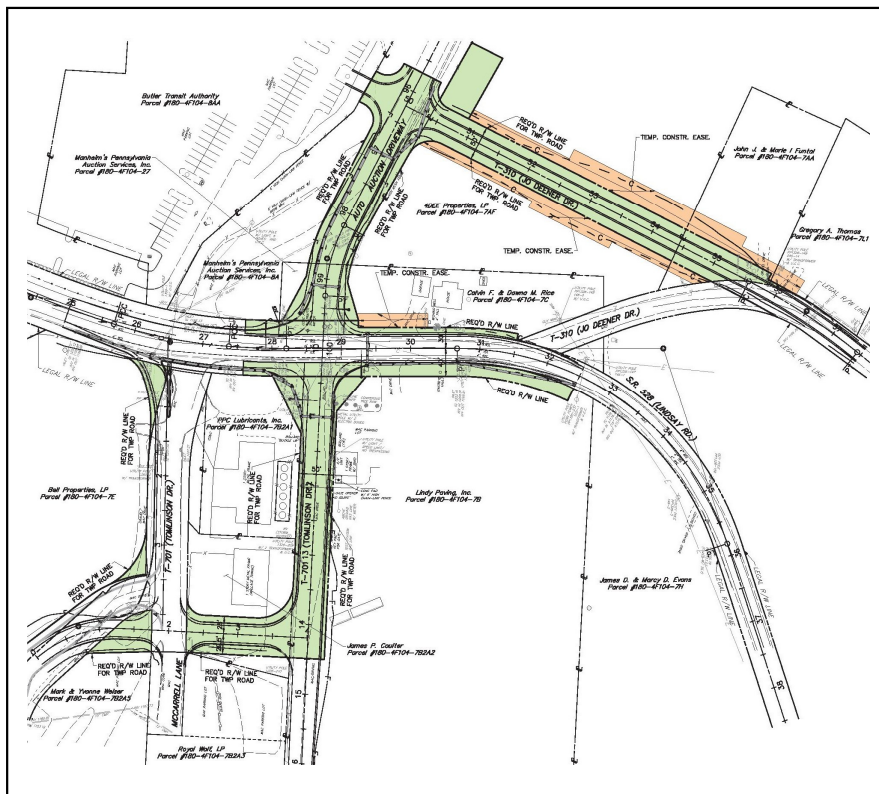
The Southern TSA is focused on following intersections:

- Tollgate School Road, Gudekunst Road, and SR 19. Projects include, most immediately, signalization and turn lanes programmed at future dates.
- The realignment of Jo Deener and Tomlinson Drives to form a signalized plus intersection with SR 528.



The Township received approximately 1.4 million dollars of multi-modal transportation funding through the Department of Community and Economic Development and the Commonwealth Financing Agency for the SR 528 project. The project, matched with impact fee funds was substantially complete as of May, 2016.

The Township continues to collect impact fees to fund the Tollgate School/Gudekunst light. Incentive zoning contributions from developments on Tollgate School Road are also programmed to fund part of the required 50% impact fee match for portions of the light and lanes.



Given that most of the short term projects have been or are expected to be completed in the near term, the Township may wish to reevaluate the scope of the districts along with land use assumptions and additional projects. The MPC permits an annual reevaluation of the program.

The Township has begun the process of future capital improvements

planning for its road network through the adoption of a basic Capital Improvements Plan in 2015, which included roadway maintenance projects. Act 89 of 2013 increased the allocation of funding to the Pennsylvania Dirt and Gravel Roads Program from \$5 million to \$35 million. A low volume roads program is also available for paved roads having under 500 trips per day. The Township has utilized Dirt and Gravel funds for Textor School Road and may benefit from the expansion of funding and scope to cover both gravel and low volume roads.



## Sidewalks and Pedestrian Connections

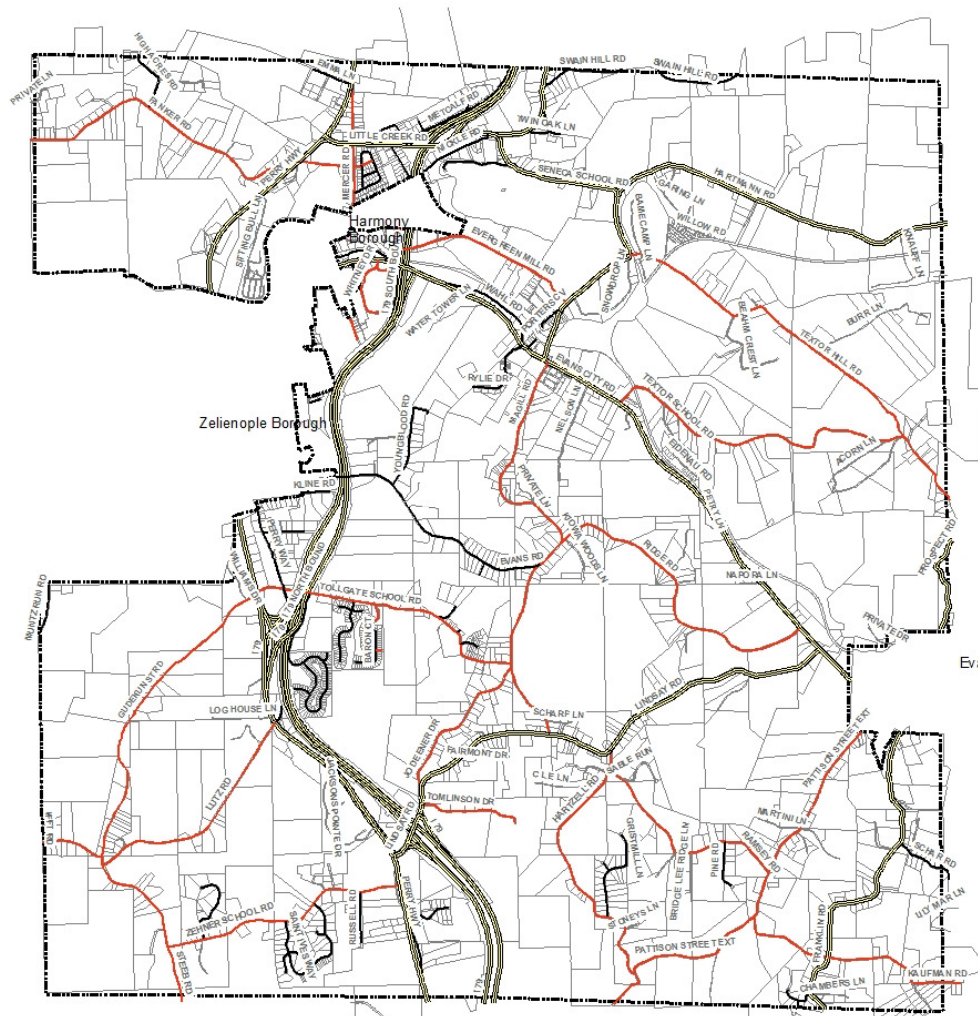
The Township has increasingly evaluated the need for trail and sidewalk connections to facilitate pedestrian and bicycle connectivity. Trails and pedestrian connections were raised at a series of neighborhood meetings held by the Township. A group of volunteers from the Township and Harmony and Zelienople Boroughs have plotted a trail network through all three communities with some focus on the stream network surrounding the communities. Construction of housing on the Tollgate School Road corridor has occurred primarily through the planned residential development and cluster options, where housing is clustered on smaller lot sizes in exchange for open space. The resulting interconnected network of open space provides an opportunity for trail connections. Opportunities and the need for connections from the Township's residential areas to adjoining communities have also emerged, particularly with respect to new residential corridors and commercial and recreational centers in Zelienople Borough as well as employment centers such as Jackson's Pointe and the Sippel Commerce Park in the vicinity of SR 528 and SR 19.

## Park and Ride Facility

In conjunction with the New Castle Transit Authority which also services the lot, the Butler Transit Authority operates a Park and Ride Facility at SR 528 near SR 19. In 2014, the lot expanded from approximately 90 spaces to over 300 spaces. Demand for the facility has increased substantially in recent years, as reflected by the decision to triple its capacity.

## Township Road Classifications

Jackson Township's Subdivision and Land Development Ordinance lists classifications for the township's road network as local, collector, and arterial roads. The classifications form the basis of roadway standards and are referenced within the zoning ordinance as a means of determining density or intensity of uses, namely within the Transitional Overlay District and planned residential developments.



## Jackson Township Road Network and Classifications

### Legend

#### Road Centerlines Class

- Arterial
- Collector
- Local
- Private
- Township Boundary
- Tax Parcels



1 inch = 3,000 feet



## SWOT Analysis

### Strength

7. The Township administers an impact fee program to assist in ensuring the improvement of roads to mitigate future deficiencies.
8. The Township has instituted funding of road improvements through its Capital Reserve and Highway Funds, appropriating funding through an annual capital improvements program through a variety of funding sources.

### Weaknesses

6. Township roads were constructed prior to the institution of modern standards, therefore presenting the need for safety, capacity, and intersection related upgrades.
7. Excessive curbcuts on busy commercial corridors may create safety issues and concerns in as traffic and development intensify.

### Opportunities

5. The growing tax base in the Township helps the Township to expand services and provides a greater economy of scale to the maintenance of existing infrastructure.
6. Emerging opportunities for regional transportation cooperation.
7. Grant opportunities for transportation improvements of federal and state funding are available through various agencies, resulting in improvements related to private and public developments.



## Threats

5. Commercial development and increased traffic and activity regionally will readily place additional demands for public safety and transportation related improvements and mitigation, often on state roads where limited funding is available for necessary improvements.
6. Excessive curb cuts on the SR 19 corridor may pose greater risks of crashes given increased traffic.

## Chapter 5: Public Facilities and Services

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Jackson Township's community facilities and utilities have grown and expanded in concert with growth of traffic along with residential and commercial growth. The Township is served by Harmony EMS as its ambulance service and the recently formed Harmony Fire District, a merger of the Zelienople and Harmony Fire Departments.

The Township employs a nine-officer police department and a four-man Road Department. The Township Administrative Offices, Police Department, and Road Department are housed at 140 Magill Road. The present facility was expanded and remodeled in 2014 at a total cost of nearly 2.3 million dollars, of which 1.3 million was borrowed over a ten-year general obligation note. The current building was constructed to accommodate future growth and expansion. However, paved parking may require expansion onsite. Also, the salt storage capacity onsite requires expansion to allow for adequate storage of additional salt required to treat added streets and to provide for a greater level of winter maintenance service. The Township may require rehabilitation or reconstruction of open pole structures on the property to house Road Department Equipment and activities.

The Township is primarily served by Pennsylvania American Water Company (PAWC), which has recently expanded service territory within the Township to the Tollgate School Road corridor, selling water to the Rock Lake neighborhood, serving Jackson's Pointe and Sippel Development Park, and extending to existing neighborhoods such as Abbey Woods and the Gristmill Neighborhood. The Township is also served by Harmony Water Authority, which primarily supplies water to the Jackson Manor Plan. The Western Butler County Authority (WBCA) is the Township's exclusive sanitary authority and similarly expanded its service in the Township. However, key developed commercial areas in the Township remain without water and sewer, particularly SR 19 from the Cranberry Township line to Jackson's Pointe and the industrial area of Hartmann Road. Residential corridors also remain without water and sewer and will rely on development-driven extensions for expansion and service within those areas. The WBCA, via member municipalities, imposes a mandatory tap-in for structures within 150 feet of a new

line. The Township does not impose a general mandatory tap for water service except for special service districts, most recently the Hartzell/Gristmill Neighborhood. PAWC therefore possesses no authority independent of the Township to impose mandatory taps as a means of financing a project. PAWC is permitted to and typically does offer the maximum contribution per dwelling unit or equivalent as authorized by the Pennsylvania Public Utility Commission for properties in a project committed to participating. The preceding assists in providing financing for a project, but a mandatory tap-in district is usually required to finance any gap in funding. Tools such as Neighborhood Improvement Districts that pay debt service on borrowed funds may help to close that gap.

Public safety and hazards center around two areas:

- Flooding, primarily along areas adjoining the Connoquenessing and Little Connoquenessing Creeks. In particular, Evergreen Mill Road routinely floods near the bridge over the Little Connoquenessing.
- Industrial and distribution and warehouse processes and related safety issues have become more prominent with existing, proposed, and expanding forms of such establishments in the Township.

The Federal Emergency Management Agency is in the process of finalizing updated floodmaps based on an updated study of Butler County. As of the writing of this plan, the Township is required to adopt an ordinance approved by FEMA, via the PA DCED, by March of 2018. DCED provides a model ordinance with several options.

The southern portion of Jackson Township is designated as an Urbanized Area and is classified as an MS4 or Municipal Separate Storm Sewer System. This designation requires the Township to receive an NPDES or National Pollution Discharge Elimination System Permit from the Pennsylvania DEP. The Township must meet the following six minimum control measures:

- Public education and outreach
- Public involvement and participation
- Illicit discharge detection and elimination
- Construction site runoff control

- Post-construction stormwater management in new development and redevelopment
- Pollution prevention and good housekeeping for municipal operations and maintenance

The program will require the Township to, in part, examine and eliminate the discharge of any unauthorized discharge, other than clean stormwater, into its system. It requires mapping of outfalls and stormwater facilities. The Township's stormwater facilities are minimal on many of the existing roads where additional driveways and streets necessitate catch basins and outfalls. The Township is working to secure easements on adjoining properties to accommodate storm water discharge points where it is to the mutual benefit and the Township and the property owner.



The following recommendations and others throughout this plan help to enhance and build upon public safety and public infrastructure.

1. Conducting fire inspections under the International Fire Code will help to ensure safety in and around commercial, industrial, and institutional buildings.
2. A local hazard mitigation plan will help to identify natural and infrastructural hazards as well as possible funding sources for mitigation.
3. Utilizing the DCED model, adopt an approved floodplain management ordinance that includes reasonably restrictive limitations for development

in the floodplain, including a cumulative limit of three inches' increase in flood level resulting from fill. (The DCED model allows for up to one foot.)

4. A detailed capital improvements plan should include mitigation of identified road safety issues, equipment replacement schedule, and identify funding sources for each.

## Chapter 6: Protection of Natural Resources

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Jackson Township's Subdivision and Land Development Ordinance recognizes the primary environmentally sensitive features of the Township as its steep slopes, wetlands, and flood prone areas. These preceding areas also form key environmental and scenic resources within the Township.

The Township has also participated in and received funding under the Dirt and Gravel Roads Program. The program provides funding for the improvement of drainage and road surfaces of dirt roads where nearby streams are directly impacted. The Township has received funds for improvements of two phases of Textor School Road.

The Township will encourage preservation of environmentally sensitive areas through:

- Incorporation into open space within PRD's, Cluster Developments, woodland and steep slope preservation easements, and Township parkland.
- Partnerships with conservation minded organizations such as the Wild Waterways Conservancy who owns property in Jackson Township.
- The subdivision and land development plan review process.
- Enforcement of the Township's grading and floodplain ordinances.

## Chapter 7: Statement of Interrelationships

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As a “comprehensive” plan, this document recognizes the relationships of various plan components. Transportation and corridor improvements, for example, drive commercial and residential development which, in turn, leverage road improvements through Subdivision and Zoning requirements and traffic impact fees. Cluster development helps to perpetually preserve open space which may aid in the provision of an interconnected trail network throughout the Township.

While development brings with it demand for additional services, including road maintenance, recreation, and police protection, the existing scale of Township services necessitated, in part, by the Township’s extensive rural road network and function as an employment center and transportation hub have introduced a respectable economy of scale to new development within the Township.

The value of a mill within the Township has grown by approximately \$10,000 since 2012, equaling an additional \$52,500 into the Township’s General Fund and proportional amounts to its dedicated millage funds of road equipment, debt service, and fire department funding.

The Township has experienced employment growth with the employment centers of Jackson’s Pointe and Sippel Commerce Park which will likely add an additional 800 or more jobs, resulting in more than \$40,000 increase in annual collection of Local Service Tax, at \$52 per employee.

Transfer tax has also increased substantially with increased real estate market activity in the Township.

Earned Income Tax, for which the Township receives one half percent of annual earned income has risen substantially with the construction of 60 or more single family residential units each of the past two years of 2014 and 2015.

Overall revenues are projected to increase with an average new home producing approximately \$700 in annual taxes. (\$500 in earned income assuming \$100,000 annual income and an average \$200 real estate tax into the General Fund) Assuming a rise to at least 80 units per year, the anticipated increase income of \$56,000 annually, will surpass projected cost increases and aid the Township in building a more robust capital improvements plan.

## Chapter 8: Recreation

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### Introduction

In light of recent forecasted growth trends within the Township, an emerging trend to begin to address the recreational opportunities for Township residents is forming. Through the development of this comprehensive plan, the public input gathered demonstrated a clear desire from residents for expanded park facilities, trails and recreational programming opportunities.

With forecasted growth trends, these recreational opportunities will continue to grow as new residents, young families and changing demographics begin to shift from a rural community to a mixture of residential types. As residents move from neighboring communities or other parts of the country, they will bring with them the desire to have recreational facilities and amenities that they have been exposed to in other areas. This advancement in recreation can also be seen as an important quality of life aspect, which ranks high among homebuyers looking to move into a community. As such, by providing quality recreational spaces, trails and programs the Township can build these elements that enhance the quality of life and make the community all that much more desirable for attracting new residents and serving existing residents.

One of the most important ways to begin to understand the foundation upon which to build a diverse recreational portfolio is to understand what is already in place within the community. A comprehensive planning process affords the opportunity to assess where we are, but also to develop a vision of where we hope to be able to advance our recreation opportunities.

### Public Needs Assessment

As the cornerstone of all planning processes, community input is vital to the long-term success and implementation of this plan. In the spring of 2015, the Township held a series of neighborhood-based workshops to receive insights and opinions from residents. The neighborhood workshops aimed to identify what is important to our residents as well as their concerns.



During the workshops those in attendance participated in an exercise where they wrote two positives and two negatives about the Township on a note card. They were then asked to identify strengths, weaknesses, opportunities and threats and priorities them with a series of colored dots.

What is most interesting from the data collected, is that, even though these meetings were general in nature, the desire for recreation facilities was among the most important items among Township residents. When asked what the top weaknesses of the Township are, 29% identified the lack of community facilities such as parks and trails. This is further supported by 14% of residents identify the development of trails as a top "Opportunity" for the Township.

Specific meeting responses also demonstrate the lack of park and recreation as a community weakness. Further, opportunities to collaborate with Zelenople and Harmony Boroughs are identified as opportunities for the Township. Although not identified as such, one must believe that collaboration between the communities in the area of recreation is a high opportunity. Building on multi-municipal collaboration, residents also identify the opportunity to build walking trails that will link the Boroughs with the Township.

The strong support for the development of recreation facilities, through parklands and a trail network, is a key finding of the public engagement process and a foundation upon which the Township can begin implementing recreation infrastructure.

## Spatial Analysis – Recreational Facilities

Currently, one undeveloped property is owned by the Township and is known as Porter's Cove. The Township has the intention of developing this property into a park which will provide a variety of recreational amenities as well as access to the Connoquenessing Creek for leisure, fishing and non-motorized craft.

Although this land is reserved for the development of a park, the Township currently does not operate a park. Therefore, this leads to question: what are the spatial deficiencies in park land/facilities within the Township?

Currently there are two methods offered by the National Park and Recreation Association that help provide some guidelines from which you can gauge community recreation standards. Dating back to the 1980's, the NRPA has

offered a number of methods of gauging recreation facilities and lands that communities should achieve in order to adequately meet the recreational needs of the community's residents.

Currently, the NRPA is using the Parks and Recreation Operating Ratio and GIS system (PRORAGIS). PRORAGIS is a method to assess community recreation needs and provide an evaluation of what a community, based on population, may need to best service its residents. The PRORAGIS system employs a comparative benchmarking approach to more accurately gauge the recreational needs between similar population bases.

The following table comparisons are with Park Scores (75 cities in U.S.) and the 2016 NRPA PRORAGIS Community Standards for communities with less than 500 population per square mile for park land, including Jackson Township information.

**Park Land Comparison Using PRORAGIS Standards**

<b>Park Land</b>	<b>Jackson Township Land</b>	<b>Jackson Township Rating</b>	<b>NRPA Lower Quartile</b>	<b>NRPA Medium Quartile</b>
<b>Park acres as % of Township land</b>	0	0.0%	2%	9.1%
<b>Park acres/1000 population</b>	0	0	4.5	10.6

**Population: 3,637**

Since Jackson Township currently does not have developed park land, the PRORAGIS method indicates a deficiency in park area per capita. The result of this evaluation indicate the current deficiency of recreation land within Jackson Township and support the need for the Township to acquire land for recreational purposes.

The following table illustrates the facilities recommendations for PRORAGIS Community Standards. Reflected are standards for communities with less than 500 population per square mile for recreation facilities.

### Recreation Facility Comparison Using PRORAGIS Standards

Facility	One Facility per	Existing	Rating	Surplus/(Deficiency) Rating
<b>Diamond Fields</b>	1 per 1,916	0	0	(1.9)
<b>Rectangular Fields</b>	1 per 2,205	0	0	(1.65)
<b>Basketball Courts</b>	1 per 4,583	0	0	(.79)
<b>Tennis Courts</b>	1 per 2,725	0	0	(1.34)
<b>Playgrounds</b>	1 per 2,211	0	0	(1.65)
<b>Tot Lots</b>	1 per 6,116	0	0	(.6)
<b>Swimming Pool Outdoor</b>	1 per 16,585	0	0	(.22)
<b>Dog Parks</b>	1 per 27,000	0	0	(.13)
<b>Community Center</b>	1 per 13,942	0	0	(.26)
<b>Ice Skating Rink Outdoor</b>	1 per 6,831	0	0	(.53)

**Population: 3,637**

The NRPA National Standards are based on the “average” community’s needs. The comparisons above should only be used as rough guidelines and not as absolutes to determine how Jackson Township compares to the “average” community. Recreation desires and demands vary across the country; therefore, the only accurate method available to gauge whether or not park and recreation facilities are adequate is to ask the residents.

### Recommendations

Through the planning process, the existing conditions of the Township have been studied and evaluated. Coupled with the direction received from Township staff,

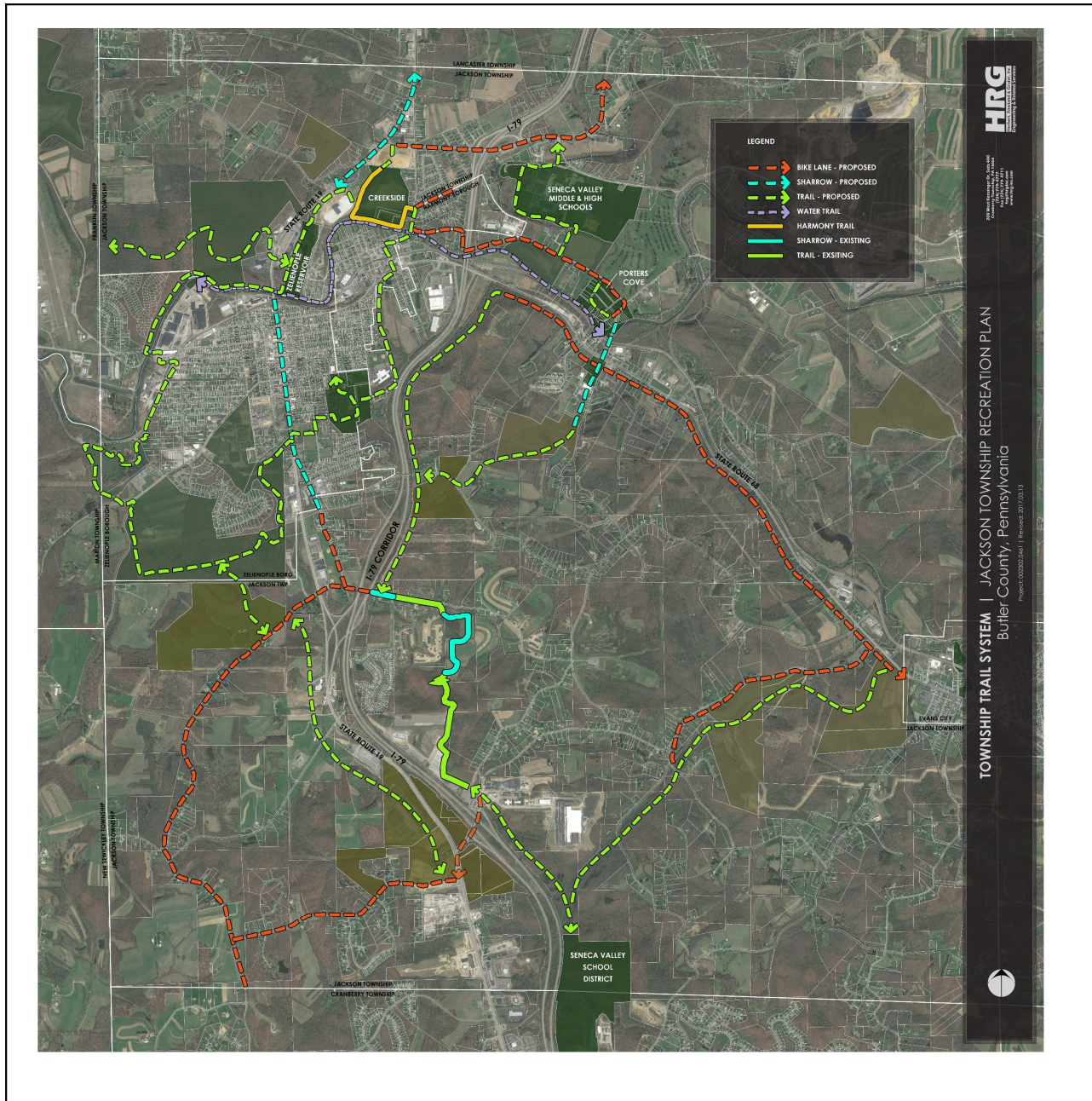
officials and the feedback from residents, collected as a part of the public input process, a number of recommendations have been identified and will serve as a guide for the Township in the next five to ten years.

The following list of high priority objectives which shall form the basis of more detailed action oriented recommendations to be contained within an updated Parks, Recreation, and Open Space Comprehensive Recreation Plan:

1. Work collaboratively with both the Borough of Zelienople and the Borough of Harmony to advance recreational opportunities, amenities and facilities when mutually beneficial for all residents.
2. Work closely with Seneca Valley School District to take advantage of shared resources.
3. Collaborate with the Zelienople Community Park Board to leverage opportunities, resources and potential funding sources.
4. Collaborate with the Zelienople Community Park Board to expand programming opportunities for area residents.
5. Evaluate the opportunity to develop a community wide and regionally connected trail network.
6. Plan for an interconnected trail network and adopt a formal plan as a part of the Township's Official Map.
7. Plan for the acquisition of land for the development of new Township park facilities.
8. Explore all potential funding sources for the development of recreational resources.
9. Explore the development of public access points to the Connoquenessing Creek.
10. Ensure all new recreation facilities/amenities are ADA compliant.

- 11.Ensure that all future recreation facilities, trails and open spaces are constructed with operations and maintenance in mind to ensure high quality facilities are provided to area residents.
- 12.Preserve environmentally sensitive and culturally important lands/features within the Township.
- 13.The following Trail Map should be considered in greater detail within the Township's updated recreation plan. Key connections should be considered on Official Map updates:





## SWOT Analysis

### Weaknesses

8. Lack of trails and recreational amenities.

### Opportunities

8. Shared recreational facilities and events with neighboring municipalities.
9. Trail developments through greenspace in developing subdivisions.



## Chapter 9: Summary of Findings and Implementation Strategies

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### Summary of SWOT Analysis

#### Strengths

1. Township standards can and have leveraged offsite improvements of existing infrastructure through incentive zoning standards.
2. Cluster and PRD developments have provided for trail connections and preservation of open space and environmentally sensitive areas.
3. Existing Township zoning provisions provide for a variety of housing types to meet future needs.
4. Jackson Township and the Jackson Township Community Development Corporation have demonstrated the ability to form neighborhood improvement districts, thereby possessing the ability to facilitate the extension of utilities and amenities to extend utilities.
5. The Township has updated its zoning ordinance to provide for buffering between uses and intensity and character of uses based on road type, utility availability, and environmental limitations.
6. The Township has developed incentive zoning concepts to facilitate the construction and operation of flex space near its primary commercial corridors
7. The Township administers an impact fee program to assist in ensuring the improvement of roads to mitigate future deficiencies.
8. The Township has instituted funding of road improvements through its Capital Reserve and Highway Funds, appropriating funding through an

annual capital improvements program through a variety of funding sources.

### Weaknesses

1. Pedestrian connectivity is lacking within certain residential plans, particularly those of relatively small lots and higher density.
2. Connectivity between residential plans and destinations such as commercial and recreational amenities is lacking.
3. Existing safety issues along residentially developing corridors are intensified by additional development.
4. Open space within PRD and cluster plans has not provided area for active recreational space.
5. While the Township has adopted building, fire and maintenance codes, it has not formalized enforcement policy or plans in certain key enforcement areas.
6. Township roads were constructed prior to the institution of modern standards, therefore presenting the need for safety, capacity, and intersection related upgrades.
7. Excessive curb cuts on busy commercial corridors may create safety issues and concerns as traffic and development intensify.
8. Lack of trails and recreational amenities.

### Opportunities

1. Jackson Township's location and accessibility along with economic expansion in the region has created a demand for new construction housing in the Township.
2. The regional economy and demand for housing has bolstered the values and marketability of existing housing in the Township.

3. The socio-economic dynamics of expected and existing residents support the market for a variety of housing types and price-points.
4. The Township remains in the path of growth with opportunities for economic development and job growth in the areas of wholesale, distribution, health care, and secondary sectors with pent-up demand for restaurant and certain retail sectors.
5. The growing tax base in the Township helps the Township to expand services and provides a greater economy of scale to the maintenance of existing infrastructure.
6. Emerging opportunities for regional cooperation.
7. Grant opportunities for transportation improvements of federal and state funding are available through various agencies, resulting in improvements related to private and public developments.
8. Shared recreational facilities and events with neighboring municipalities.
9. Trail developments through greenspace in developing subdivisions.

## Threats

1. Housing demands may result in construction that outpaces the ability to improve surrounding infrastructure.
2. Nonresidential development may pose conflicts with existing and future residential development.
3. The Township's rental housing stock is comparatively older than that of its owner-occupied stock which brings greater risk of blight through lack of maintenance by absentee landlords.

4. Increased regional market demands result in a greater probability of conflicts between land uses in the Township.
5. Commercial development and increased traffic and activity regionally will readily place additional demands for public safety and transportation related improvements and mitigation, often on state roads where limited funding is available for necessary improvements.
6. Excessive curb cuts on the SR 19 corridor may pose greater risks of crashes given increased traffic.

## Goal Summary

The following table lists goals derived from the overall SWOT Analysis, which is rooted in and essentially act as findings from the background research and analysis and public input received throughout the planning process.

Goal Number	Goal	SWOT Analysis Reference
1	Encourage and implement the Community Development Objectives of this plan.	S1-6, W1-4, O1-4, T1-5
2	Ensure long term and sustainable maintenance of the Township's transportation infrastructure in consideration of future development as well as existing deficiencies.	S4, S7-8, W3, 6-7, O5, O7, T1, T5
3	Sustain and enhance public safety by mitigating existing safety-related infrastructure issues and ensuring a level of police and public works staffing and equipment commensurate with the level of housing and business development in the Township.	S1, W3, W5-6, O5, O7, T5
4	Foster and sustain opportunities to broaden funding sources and for regional cooperation that, in turn, sustain the long-term fiscal viability of the Township to deliver services and maintain infrastructure.	S1, S4, O5, O6, O7
5	Provide for pedestrian and bicycle connectivity between residential plans, commercial centers, institutional centers, and open space.	S2, W1, W2, W4
6	Provide for both township-based and regional shared recreational facilities to meet the needs of existing and expected users.	W8, O5, O8-9
7	Encourage the creation of streetscapes on existing developed key corridors of the Township, namely the SR 19 commercial corridor as well as collector streets extending to and from the neighboring Boroughs, such as Mercer Road.	S4, W7, O4, T6

The column designated as “SWOT Analysis Reference” indicates the section by letter (“S” for strength and so on) and the number under each in which the goal is based.

The overall Goals, Objectives, and Strategies of this plan are planned within a five-year horizon with the remainder of ongoing items specified as policy statements. It is assumed and recommended that the Township conduct an update after that five-year horizon to modify policies and specific recommendations based on an assessment of ongoing development and completion of projects within the Township.

## Goals, Objectives, and Strategies

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
1	Encourage and implement the Community Development Objectives of this plan.	Make applicable amendments to Zoning and Subdivision Ordinances	2017-2018	Planning Director Planning Commission
2	Ensure long term and sustainable maintenance of the Township's transportation infrastructure in consideration of future development as well as existing deficiencies.			
Objective	Update the Township's Traffic Impact Fee Program Tri-annually			
		Monitor Development throughout the Township and present any needs to alter district boundaries as part of	Tri-annually	Planning Director Impact Fee Advisory Comm.



Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		Planning Commission's annual report.		
		Adopt interim fees in expanded districts, if necessary	Tri-annually	Planning Director Impact Fee Advisory Comm.
		Prepare and adopt necessary updates to the Impact Fee and its components.	Tri-annually	Planning Director Township Engineer Impact Fee Advisory Comm.
Objective	Explore opportunities for Transportation Partnership Districts or Neighborhood Improvement Districts to correct existing deficiencies.			

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		Establish policies for petitioning of Board.	2018	Board
		When interest level is achieved, generate cost estimates	Ongoing	Township Manager Township Engineer
		If a district is appropriate, proceed with adoption process	Ongoing	Township Manager Board
		Institute necessary borrowing.	Ongoing	Township Manager Board
		Administer and Implement District	Ongoing	Township Manager Jackson CDC
Objective	Create a formal Capital Improvements Plan that includes infrastructure.			
		Review and prioritize road maintenance and overlay projects	2017	Township Manager Township Engineer

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		Draft into a ten year CIP	2017	Township Manager Township Engineer
		Update Annually	Ongoing	Township Manager Township Engineer
Objective	Advocate for larger scale projects to be addressed on the SPC Transportation Capital Improvements Plan			
		Select projects and furnish to County at beginning of TIP Process	2018 and ongoing.	Township Manager Board
		Identify local sources of match or borrowing for match.	2018 and ongoing.	Township Manager Board
Objective	Ensure availability of necessary future rights of way			

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		Amend Official Map to include necessary right of way expansions recommended on the amended TCIP	2018	Planning Commission
3	Sustain and enhance public safety by mitigating existing safety-related infrastructure issues and ensuring a level of police and public works staffing and equipment commensurate with the level of housing and business development in the Township.			
Objective	Identify and complete minor safety improvements.			
		Identify Key Safety Improvements (Signage and guiderail) within the 2012 Roadway Assessment	2017	Roadmaster Township Manager

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		Include within the Township Capital Improvements Plan	2017	Roadmaster Township Manager
		Annually select and prioritize minor improvements not otherwise considered as capital improvements.	2018 and ongoing	Roadmaster Township Manager
Objective	Update the Township's 2012 Roadway Assessment			
		Identify of scope of work and study necessary to update the Roadway Assessment	2017	Township Manager Township Engineer
		Complete an update formatted in user-friendly manner that allows for use with incentive zoning provisions of the zoning ordinance and use within the Capital Improvements Plan	2018	Township Manager Township Engineer
		Update Incentive Zoning, in part, to incorporate the	2018	Township Manager

Jackson Township Comprehensive Plan: Findings and Implementation Strategies



Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		updated Roadway Assessment projects.		Township Engineer
Objective	Examine staffing levels of Public Works and Police			
		Add staffing within the Road Department when development and maintenance of parks and recreational areas and development level warrants.	TBD	Board
		Assess adequate level of police staffing when population growth and incident levels warrant.	TBD	Board
Objective	Utilize third party services the extent practical to ensure safety and minimize long term legacy costs			

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		Institute and continue the administration of fire inspections as required by the International Fire Code and as a means of monitoring land development and zoning compliance.	2017	Building Code Official Third Party Agency
		Consider residential rental inspections and occupancy inspections for multi-family structures.	2018-2019	Building Code Official Third Party Agency
		Continue use of Township Engineer to conduct plan and public improvements construction inspections.	Ongoing	Building Code Official Third Party Agency
Objective	Conduct equipment assessment and plan for replacement or purchase schedule.			
		Conduct an equipment assessment and adopt a replacement schedule within	2017	Township Manager



Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		the Capital Improvements Plan		
Objective	Utilizing the County Plan, update and adopt a Township Hazard Mitigation Plan			
		Identify key threats and mitigation projects.	2018	Planning Commission EMC
		Identify costs and resources.	2018	EMC Township Engineer
		Complete Township Hazard Mitigation Plan.	2018	Planning Commission Township Manager

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
4	Foster and sustain opportunities to broaden funding sources and for regional cooperation that, in turn, sustain the long-term fiscal viability of the Township to deliver services and maintain infrastructure.			
Objective	Identify and plan for regional recreational opportunities and projects within the PROS Plan.			
		Adopt PROS	2017	Board
		Include and Update Recreation CIP with overall Township CIP	2017 and ongoing	Planning Director Township Engineer
Objective	Evaluate opportunities for joint purchasing of materials with neighboring municipalities			

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		Select and bid applicable materials	Ongoing	Township Manager
Objective	Evaluate, plan, and implement opportunities for regional cooperation and delivery of services as such opportunities arise.			
		Ongoing Policy Statement	Ongoing	Board Township Manager
Objective	Encourage sponsorships and volunteerism, namely regarding recreational facilities, trails, and parkland.			
		Create policies and programs for sponsorship and fill a "friends of the park" role	Ongoing	Staff and Jackson CDC
5	Provide for pedestrian and bicycle connectivity between residential plans, commercial centers,			

Jackson Township Comprehensive Plan: Findings and Implementation Strategies



Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
	institutional centers, and open space.			
Objective	Identify Key Trail Connections within the Regional Trail concept and as conveyed in the PROS Plan and provide for the preservation and acquisition of them.			
		Amend Official Map to include key connection corridors.	2018	Township Manager Township Engineer
Objective	Encourage bicycle and pedestrian connections through land development standards.			
		Amend SALDO to reference adopted maps and plans as well as to require	2017-2018	Planning Director Planning Commission

Jackson Township Comprehensive Plan: Findings and Implementation Strategies



Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
		connections of trails and open space.		
Objective	Assess feasibility of connectivity along existing corridors within updated Roadway Assessment.			
		Include an a basic assessment of sidewalk or trail feasibility within corridors identified in the Township's Roadway Assessment	2018	Township Manager Township Engineer
Objective	Appropriate necessary funding to achieve trail connections.			
		Include trail connections unlikely to be leveraged through private development as recommended by the PROS Plan on a Recreation CIP within the Township CIP.	2017 and ongoing	Planning Director Township Engineer

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
6	Provide for both township-based and regional shared recreational facilities to meet the needs of existing and expected users.			
Objective	Adopt and implement the draft PROS Plan and provide for construction funding and long-term maintenance of recreational facilities.			
		Adopt PROS Plan	2017	Planning Director
Objective	Ensure availability of land for future recreational use.			
		Update Official Map to include areas for park purposes as cited in the PROP and the Future Land Use Map.	2018	Township Manager

Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
Objective	Promote efficient means of staffing and park event management through shared staffing and events.			
		Ongoing Policy	Ongoing	Township Manager Staff
7	Encourage the creation of streetscapes on existing developed key corridors of the Township, namely the SR 19 commercial corridor as well as collector streets extending to and from the neighboring Boroughs, such as Mercer Road.			



Goal Number	Goals and Objectives	Strategies and Actions	Year	Party Responsible
Objective	Collaborate with existing land owners and, where advantageous, the Jackson Township CDC to partner in the improvement of streetscapes on key corridors, particularly along the Township's gateways, through Neighborhood Improvement Districts and other arrangements.	Ongoing Policy	Ongoing	

## Appendix

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### Public Input Synopsis

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The Township employed varied methods of public engagement throughout the planning process. Each method yielded insights, recommendations, and ideas that helped to qualify background research conducted. The Township conducted a series of neighborhood based workshops, deployed and collected a neighborhood-based survey, and held three focus group sessions with constituents.

#### Comprehensive Plan Neighborhood Workshops

The Township held five neighborhood-based workshops in April and May of 2015 based on the following neighborhoods:

- Abbey Woods/Briar Hill Neighborhood
- Jackson Manor/Harmony Highlands
- Gristmill/Hartzell Area
- Rock Lake Estates
- Tollgate School Road Neighborhoods

Neighborhood meetings were instituted under the assumption that a neighborhood-based focus would foster greater attention and input as well as insights in the needs and opinions of a cross-section of the Township's residents and the needs and opinions of each neighborhood.

During the workshop the attendants participated in an exercise where they wrote two positives and two negatives about the Township on a note card. They were then broken into groups to sort through the cards by using the SWOT analysis method (identifying strengths, weaknesses, opportunities and threats) and asked

to place dots on the completed SWOT analysis' indicating whether they agreed or disagreed with the statements. The participants were instructed to place as many dots as they'd like to indicate the strength of their agreement or disagreement with a statement. Below are the results from their analysis.

## Summary of Results



## Abbey Woods/Briar Hill Neighborhood

		# Agree	# Disagree
<b>Strengths</b>			
	Rural Environment	2	
	Highway Access	1	
	Township Management		
<b>Weaknesses</b>			
	Lack of community facilities	3	
	Roadway outdated	1	
<b>Opportunities</b>			
	Township growth being planned	1	
	Revenues from gas wells		1
<b>Threats</b>			
	Over development with no infrastructure	1	
	Gas Drillings impact on water		2

## Jackson Manor/Harmony Highlands

		# Agree	# Disagree
<b>Strengths</b>			
	Access to Highways	3	
	Lack of Pollution	1	
	Good School District	2	
	Low Township taxes	7	
	Appropriate growth/cautious	2	2
	Lot size		
	Twp. Management		
	Safe/low crime	1	
	Rural outlying areas		

		# Agree	# Disagree
	Quiet		
	Commercial Development	2	1
	Gas well traffic		1
	Winter Maintenance	2	
	Community input meetings		
	Hometown feel		
	Great Neighborhoods	2	
<b>Weaknesses</b>			
	Commercial Development		2
	Gas well traffic	1	1
	Poor Road conditions	16	
	Lack of sidewalks	6	
	Lack of parks/recreation	2	1
	Lack of ordinance enforcement and informing the public of them		
	Lack of patio homes	3	
	Limited grocery store	3	
	Losing open space to development in residential area		
	Lack of collaboration w/ Zelenople & Harmony	5	1
<b>Opportunities</b>			
	Proximity to I-79, new exchange for better access	6	1
	Retail/Business Development	3	
	Gas well traffic, gas lines	1	1
	Seneca Landfill		
	Keep website updated, better communication through social media	3	

		# Agree	# Disagree
<b>Threats</b>			
	Close proximity to I-79		1
	Retail/Business development, too close to residential houses	3	1
	Gas well traffic		
	Possible development of flood area in Harmony/Jackson	6	1
	Road drainage not done well	5	
	Potential Housing on Wise Rd	12	
	Need road improvement, Millers Animal Hosp. horrible mess	4	
	Gregg, Zeigler, Metcalfe Rds. speeders danger to kids	3	
	Too many traffic lights on Rt. 19	3	

## Gristmill/Hartzell Area

		# Agree	# Disagree
<b>Strengths</b>			
	Small town feel	6	
	Close to amenities	5	
	Have more community events	1	4
	Sense of community	2	
	Enjoy wildlife	5	
	Larger lot sizes	4	
	Awareness of Township, necessity of residents input	3	
	Easy access to major highways	5	

		# Agree	# Disagree
<b>Weaknesses</b>			
	Lack water quality, Connoquenessing	1	1
	Lack of sidewalks	7	1
	Limited utility choices	2	
<b>Threats</b>			
	Marcellus Drilling	2	2
	Better Snow Removal	1	3

## Rock Lake

		# Agree	# Disagree
<b>Strengths</b>			
	Comprehensive Plan - Today & In the Future	1	
	Snow removal	11	
	Safety/low crime rate/police protection	2	
	Good Ambulance	7	
	Great access to I-79	5	
	Rural setting/nice environment	3	
	Public Meetings		
	Low Taxes		
	Public Utilities		
	Friendly & Helpful Police Dept.	6	
	Addressing Problems	1	
	School District	2	1
<b>Weaknesses</b>			
	Heavy traffic	1	3
	Potholes on many back roads	7	



		# Agree	# Disagree
	Emergency exit for Rock Lake Residence	3	
	Signage on Rt. 19 S of Zelenople, 2 lanes merge to 1	2	1
	Light needed at Tollgate & Rt. 19	4	
	Improvements slow	1	
	Timing of lights at Jackson Pointe	2	
	Infrastructure very slow		
	I-79 noise and dust	1	2
	No parking	1	1
	Traffic control/traffic light timing	5	
<b>Opportunities</b>			
	Grocery Store/Restaurants	17	
	New businesses/jobs	3	
	Walking trail to Zelenople	5	
	Bus service	2	1
	Jackson's Pointe	1	
<b>Threats</b>			
	Speeding	2	1
	Running stop sign at Tollgate & Rock Lake	8	
	Fracking	3	6
	Too many car dealerships	1	6
	Loss of farms	1	1
	Trucks & truck traffic	1	1
	Noise		
	Too much development	2	2
	Crime will come with development	2	3

## Tollgate School Neighborhoods

		# Agree	# Disagree
<b>Strengths</b>			
	CDC	3	
	Initiatives		
	Increasing Values	4	
	Easy Interstate Access	2	
	Minimal Traffic		
	Country feel	3	
	Opportunity for growth	5	
	Close proximity to everything	3	1
	Nice neighbors	3	
<b>Weaknesses</b>			
	Lack of Recreation	1	
	Lack of Restaurants/Grocery Stores	6	
	Condition of the Roads	3	
	Construction vehicles	1	
<b>Opportunities</b>			
	Attract new businesses	2	
	Community, housing, growth	1	
<b>Threats</b>			
	Government Regulations		
	Natural Disasters		

Residents cited specific concerns in each of the workshops, many of which related to one another. These concerns provide insights into the overall needs and opinions of the participating residents and, by extension, the Township at large and are summarized below.

Strengths and weaknesses were presented as attributes within the control of the Township while threats and opportunities were presented as external and regional phenomena to which the Township may act. However, the listing of items is often perceived under various categories with certain items, for example, noted as both strengths and weaknesses.

## Strengths

The Township's proximity to I-79 and accessibility were noted as key strengths as were rural atmosphere and an associated sense of community and "great neighborhoods." Positive comments regarding Township services, including police, winter maintenance, and administration were noted.

## Weaknesses

Infrastructural deficiencies were primarily noted as weaknesses, namely road conditions. However, a lack of sidewalks was also noted as was a lack of recreational opportunities. Winter road maintenance was referenced as a weakness in some instances.

## Opportunities

The most notable and frequent opportunity noted concerned growth in the Township as a means of attracting service sector businesses such as restaurants and grocery store. The Township's accessibility was also noted as a related opportunity.

## Threats

Most threats noted were associated with negative effects of development including loss of open space and farms, increased traffic and congestion, speeding, and traffic lights.

## Neighborhood Surveys

As a follow-up to the neighborhood-based workshops of 2015, the Township launched and promoted an online survey within the following neighborhoods:

- Jackson Manor
- Old Hickory Highlands
- Abbey Woods

With the help of the Rock Lake Homeowners' Association, the Township distributed a hardcopy survey bearing the same questions to the residents of Rock Lake,

which staff later entered into the online database.

The neighborhoods surveyed represent a cross section of age and income levels as well as new and longtime residents. Responses were collected in the fall of 2016 and offer insight into

perspectives of one's neighborhood, the Township overall, and needs and opinions related to age, familial status, length of residency, and area of the Township in which the respondent resided. The results of survey questions and demographics are illustrated below by neighborhood.

Question 1-Age?						
Neighborhood	18-25	26-35	36-45	46-55	56-65	65+
Rock Lake	0	0	0	2	10	92
Old Hickory Highlands		14	13	7	7	2
Abbey Woods			10	10	13	10
Jackson Manor		3	14	14	13	4

The Township received nearly 240 responses with 104 in Rock Lake, 43 responses each in Abbey Woods and Old Hickory Highlands, and 48 in Jackson Manor. As expected, nearly 90% of the respondents in Rock Lake were over 65 years of age. Ages of respondents within Jackson Manor and Abbey Woods were evenly distributed for residents 36 and over in Abbey Woods. Old Hickory Highlands represents the youngest demographic.

2-Children under the age of 18?		
Neighborhood	Yes	No
Rock Lake	3	97
Old Hickory Highlands	28	8
Abbey Woods	6	27
Jackson Manor	28	6

The greatest concentration of respondent households with children under the age of 18 were within Old Hickory Highlands and Jackson Manor.

### 3-How long have you lived in Jackson Township?

Neighborhood	0-5 Years	5-10 Years	10-20 Years	20+ Years
Rock Lake	22	21	45	12
Old Hickory Highlands	33	2		
Abbey Woods	2	6	22	2
Jackson Manor	8	11	13	2

Length of residency appears to be reflected, in part, on the age of the plan with Rock Lake showing a higher rate of transition in existing housing as may be expected in a senior living community. All but two of the respondents within Old Hickory Highlands have moved into this new plan from outside of Jackson Township.

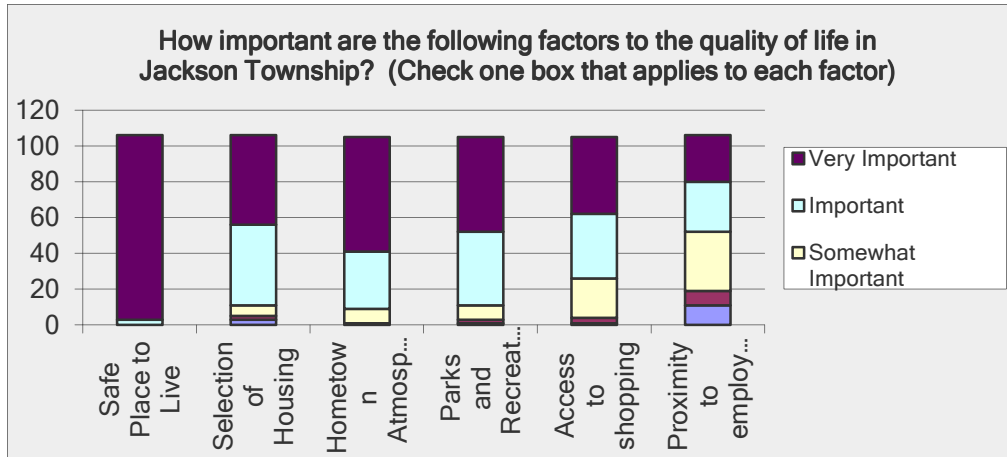
The overwhelming majority of respondents were very satisfied or satisfied with living in the Township.

Question 5 asked residents to rate criteria with respect to the importance of each in the overall quality of life in Jackson Township as follows:

- Safe Place to Live
- Selection of Housing
- Hometown Atmosphere
- Parks and Recreation
- Access to Shopping
- Proximity to Employment

### 4-How satisfied are you with living in JT?

Neighborhood	Very	Satisfied	Dissatisfied	Very Dissatisfied	No Opinion
Rock Lake	29	58		1	6
Old Hickory Highlands	14	21			1
Abbey Woods	9	24			
Jackson Manor	15	17		1	1



## 5-How Important are the following factors to the quality of life in JT?

Rating		Very Important	Important	Somewhat Important	Not important	No opinion
Service		Respondents				
Safe Place to Live						
Plan	Rock Lake	96	7			
	Old Hickory Highlands	37				
	Abbey Woods	31	2			
	Jackson Manor	33	1			
Selection of Housing						
Plan	Rock Lake	35	54	6	3	6
	Old Hickory Highlands	18	14	2	1	2
	Abbey Woods	17	12	2	1	1
	Jackson Manor	13	18	2	1	
Hometown Atmosphere						
Plan	Rock Lake	40	54	8		1
	Old Hickory Highlands	26	8	2	1	
	Abbey Woods	14	13	6		
	Jackson Manor	22	12			
Parks and Recreation						
Plan	Rock Lake	24	33	31	8	4
	Old Hickory Highlands	23	13	1		
	Abbey Woods	10	15	5	2	1
	Jackson Manor	17	15	2		
Access to Shopping						
Plan	Rock Lake	52	37	11	2	
	Old Hickory Highlands	20	11	6		
	Abbey Woods	12	13	5	3	
	Jackson Manor	11	12	10	1	
Proximity to Employment						
Plan	Rock Lake	12	15	15	26	27
	Old Hickory Highlands	12	12	11	2	1
	Abbey Woods	5	7	9	6	6
	Jackson Manor	7	11	12	3	1

Rock Lake residents, as may be expected, given the ages of respondents, did not rate parks and recreation highly and substantially rated proximity to employment as not important. Otherwise, responses remained consistent among all plans.

The bar chart above is based on the responses of the remaining plans. Public safety and hometown atmosphere ranked most highly. Selection of housing and parks and recreation were cited as moderately important with access to shopping and proximity to employment conveyed as having the least importance. The preceding two categories drew the greatest number of responses of "somewhat important."





## 6- How would you categorize the quality of life in JT?

Neighborhood	Best	One of the Best	Generally Good	Below Average	Poor	No Opinion
Rock Lake	15	30	46	3		
Old Hickory Highlands	3	18	15	1		
Abbey Woods	9	23	1			
Jackson Manor	3	18	10	3		

Quality of life within the Township was generally rated as good or one of the best with the most positive ratings submitted from Abbey Woods residents and

the remainder of plans submitting rankings of one of the best or generally good.

## 7-Over the past five years, do you believe JT's quality of life has improved, stayed about the same, or declined?

Neighborhood	Improved	Stayed the same	Declined	N/A
Rock Lake	34	46	7	14
Old Hickory Highlands	17	8		12
Abbey Woods	13	12	7	1
Jackson Manor	5	25	2	2

Residents' sense of quality of life trends were also gauged through the survey process. Residents living in the area less than five years had the option of selecting "not applicable." Nearly half of residents in Old Hickory Highlands, a new plan, noted that quality of life has improved while a solid majority in Jackson Manor and nearly half of respondents in Rock Lake believed it has remained the same. Interestingly,

while 39% of Abbey Woods respondents believed quality of life has improved, seven out 33 believed it has declined.

## 8-How would you rate the following municipal services?

Rating		Outstanding	Satisfactory	Unsatisfactory	No Opinion	Outstanding	Satisfactory	Unsatisfactory	No Opinion
Service		Respondents				Percentages			
Winter Maintenance									
Plan	Rock Lake	38	49	2	5	40%	52%	2%	5%
	Old Hickory Highlands	11	23	1	2	30%	62%	3%	5%
	Abbey Woods	5	26	1		16%	81%	3%	0%
	Jackson Manor	6	24	3	1	18%	71%	9%	3%
Public Safety									
Plan	Rock Lake	32	50	4	2	36%	57%	5%	2%
	Old Hickory Highlands	19	16	1	1	51%	43%	3%	3%
	Abbey Woods	10	20	1	1	31%	63%	3%	3%
	Jackson Manor	12	20	1	1	35%	59%	3%	3%
General Road Maintenance									
Plan	Rock Lake	16	67	12	1	17%	70%	12%	1%
	Old Hickory Highlands	5	28	4		14%	76%	11%	0%
	Abbey Woods	1	24	6	1	3%	75%	19%	3%
	Jackson Manor	1	24	9		3%	71%	26%	0%

Residents were asked to rate municipal services. Public safety was generally rated highest followed by winter maintenance which was ranked highest by Rock Lake residents and Old Hickory Highlands residents. General road maintenance ranked satisfactory overall.

However, a fifth to a quarter of Abbey Woods and Jackson Manor residents ranked it as unsatisfactory.

## 9-What would you like to see more of in the Township?

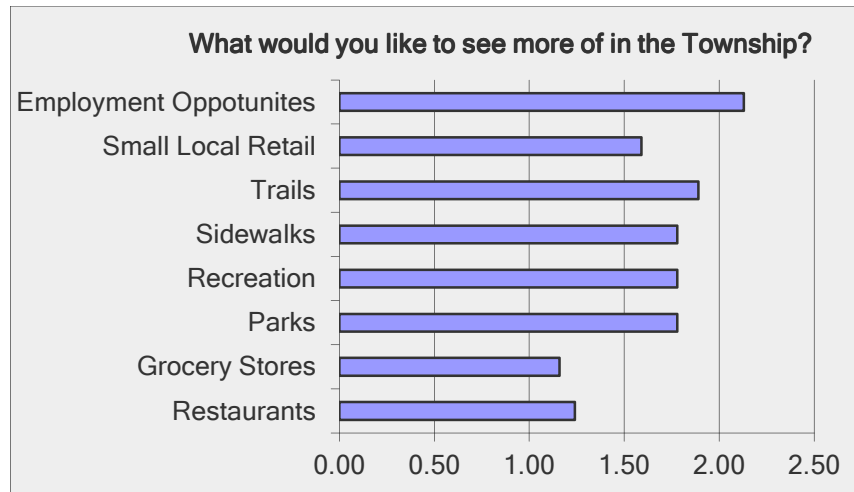
Rating		More Needed	Adequate	No Opinion	More Needed	Adequate	No Opinion
Service		Respondents			Percentages		
<b>Restaurants</b>							
<b>Plan</b>	Rock Lake	72	18	3	77%	19%	3%
	Old Hickory Highlands	30	6	1	81%	16%	3%
	Abbey Woods	25	8		76%	24%	0%
	Jackson Manor	24	9		73%	27%	0%
<b>Grocery Stores</b>							
<b>Plan</b>	Rock Lake	75	17		82%	18%	0%
	Old Hickory Highlands	35	2		95%	5%	0%
	Abbey Woods	23	10		70%	30%	0%
	Jackson Manor	29	4		88%	12%	0%
<b>Parks</b>							
<b>Plan</b>	Rock Lake	57	50	20	45%	39%	16%
	Old Hickory Highlands	21	16		57%	43%	0%
	Abbey Woods	16	15	1	50%	47%	3%
	Jackson Manor	15	16	2	45%	48%	6%
<b>Recreation</b>							
<b>Plan</b>	Rock Lake	15	35	23	21%	48%	32%
	Old Hickory Highlands	20	16	1	54%	43%	3%
	Abbey Woods	13	16	1	43%	53%	3%
	Jackson Manor	18	12	2	56%	38%	6%
<b>Sidewalks</b>							
<b>Plan</b>	Rock Lake	19	40	29	22%	45%	33%
	Old Hickory Highlands	28	8	1	76%	22%	3%

## 9-What would you like to see more of in the Township?

Rating		More Needed	Adequate	No Opinion	More Needed	Adequate	No Opinion
	Abbey Woods	15	10	6	48%	32%	19%
	Jackson Manor	19	12	2	58%	36%	6%
Trails							
Plan	Rock Lake	9	23	51	11%	28%	61%
	Old Hickory Highlands	29	5	3	78%	14%	8%
	Abbey Woods	23	6	4	70%	18%	12%
	Jackson Manor	18	14	2	53%	41%	6%
Small Local Retail							
Plan	Rock Lake	39	27	19	46%	32%	22%
	Old Hickory Highlands	20	14	3	54%	38%	8%
	Abbey Woods	21	12		64%	36%	0%
	Jackson Manor	11	22	1	32%	65%	3%
Employment Opportunities							
Plan	Rock Lake	19	13	52	23%	15%	62%
	Old Hickory Highlands	13	12	12	35%	32%	32%
	Abbey Woods	11	10	11	34%	31%	34%
	Jackson Manor	12	17	4	36%	52%	12%

The Township asked respondents to rate a series of amenities and services within the Township amongst choices of “adequate,” “more needed,” and “no opinion” as noted in the preceding chart.

- Restaurants
- Grocery Stores
- Parks
- Recreation
- Sidewalks
- Trails
- Small Local Retail
- Employment Opportunities



The preceding amenities and services were initially noted to varying degrees in the neighborhood-based workshops held by the Township in 2015. Restaurants and grocery stores, the need for which was repeatedly noted throughout the neighborhood workshops, were uniformly noted as least adequate. Those respondents expressing a need for parks comprised approximately half of respondents, but was most strongly expressed by residents of Old Hickory Highlands. Similarly, the need for more recreation versus those perceiving current recreational opportunities as adequate was split evenly amongst all neighborhoods, but Rock Lake, with a greater portion (nearly two thirds) of Jackson Manor residents citing a need for more recreational opportunities. Nearly three out of four residents of Old Hickory Highlands cited the need for more sidewalks and trails throughout the Township. A strong interest in trail development versus sidewalks was expressed by Abbey Woods residents. Nearly two thirds of Jackson Manor residents noted the need for more sidewalks while Rock Lake residents overwhelmingly expressed that sidewalks and trail networks were adequate or expressed no opinion on the matter. With respect to small local retail opportunities, Jackson Manor residents' responses notably varied from those where a majority or near majority noted the need for such establishments. Two thirds of Jackson Manor residents noted that they are presently adequate. This opinion may relate to the proximity and accessibility of the development to Zelienople and Harmony's business districts. Lastly, employment opportunities were generally considered adequate with approximately two thirds of residents indicating "adequate" or "no opinion."

10-In your neighborhood, please rate the following.									
Rating		Good	Average	Poor	No Opinion	Good	Average	Poor	No Opinion
Service		Respondents				Percentages			
Lot Size									
Plan	Rock Lake	45	45	6		47%	47%	6%	0%
	Old Hickory Highlands	9	19	8	1	24%	51%	21%	3%
	Abbey Woods	30	1	1	1	91%	3%	3%	3%
	Jackson Manor	15	16	3		44%	47%	9%	0%
Open Space									
Plan	Rock Lake	34	41	8	6	38%	46%	9%	7%
	Old Hickory Highlands	8	21	8		22%	57%	21%	0%
	Abbey Woods	29	3	1		88%	9%	3%	0%
	Jackson Manor	25	8	1		74%	24%	3%	0%
Adjoining Uses									
Plan	Rock Lake	245	29	9	20	81%	10%	3%	7%
	Old Hickory Highlands	7	16	9	5	19%	43%	24%	13%
	Abbey Woods	12	7	8	6	36%	21%	24%	18%
	Jackson Manor	7	16	3	8	21%	47%	9%	23%
Walkability									
Plan	Rock Lake	27	37	23	7	29%	39%	24%	7%
	Old Hickory Highlands	7	17	13		19%	46%	35%	0%
	Abbey Woods	20	8	5		61%	24%	15%	0%
	Jackson Manor	21	10	2	1	62%	29%	6%	3%

The final question asked residents to rate their satisfaction with the lot size, open space, adjoining uses, and walkability of their respective neighborhoods. The satisfaction with lot size was proportionally highest in Abbey Woods. Open space was rated most highly by three quarters of more Abbey Woods and Jackson Manor residents. Abbey Woods possesses little common open space, but does contain comparatively large lots while Jackson Manor lots are smaller while

possessing a central green area as common open space that is suitable as a play area for children. Similarly, the walkability of these two plans was rated highly by nearly two thirds of their residents while only one in five residents of Old Hickory Highlands rated walkability as “good” and nearly a third rating it as “poor.” Residents of each plan generally noted adjoining uses as “good” or “average.”

## Conclusions

Through the workshops and survey responses, residents provided substantive input regarding their priorities, opinions of township services, and assessments of their own neighborhoods within the context of the Township overall. Residents placed a high priority on public safety and slight majority, represented by a strong majority in newer plans with small lots, and placed an emphasis on the need for trails and sidewalk connections. The need for restaurants and a grocery store was strongly noted. Winter road maintenance was highly rated overall and appeared to increase in favorability between the workshops and survey. Police protection was highly rated. Overall road conditions, however, were rated primarily satisfactory, which nonetheless indicates an improvement over concerns voiced at the workshops. Residents' impressions of their own plans varied with Jackson Manor and Abbey Woods indicating satisfaction with the open space in their plans while Old Hickory Highlands residents rated the open space as average and an equal proportion rated it below average as did above average. Therefore, perceived usable open space versus the environmentally constrained open space more positively. Impressions of lot sizes varied with the highest proportion rating lot size as poor were within Old Hickory Highlands while the highest noting lot size as above average were within Abbey Woods. Interestingly, those neighborhoods with sidewalks did not necessarily garner a greater share of residents deeming them “walkable.” In fact, a third of Old Hickory Highlands respondents rated its walkability as “poor.” Opinions of walkability may also therefore include integration with open space and trail connections.

## Focus Group Session Summaries

### **Jackson Township Transportation Committee**

#### **Discussion Summary**

**September 20, 2016**

- Darren Myer, HRG
- Joe Belsterling, PMF Rentals
- Dave McGranahan, Jackson Manor
- Ed Komorosky, Rock Lake
- Terry Seilhamer, Jackson Township PD
- David Smith, Seneca Landfill
- Jim Pearson, Seneca Valley School District
- Don Rodgers, Cranberry
- Brian Goetz, The Buncher Company
- Doug Sippel, Sippel Development

### **Summary of Topics Covered**

#### **Transportation:**

- The group discussed and reviewed recent transportation improvements, including the reconstructed alignment of Jo Deener and Tomlinson Drives with SR 528.
- With respect to the planned improvements in the area of Little Creek Road, 19, and Mercer, concerns were voiced as to the overall feasibility and long term maintenance of a roundabout planned at Mercer and Little Creek in light of expected truck traffic through the intersection.
- The possible use of Hartmann from SR 68 to Seneca School Road as a truck route during the PennDot bridge replacement on Seneca School Road.
- Narrow shoulders on both Hartmann and Seneca School Roads (both State routes) were cited as a concern for student safety. The School District expressed that were not successful in convincing PennDot to widen the shoulders and that adjoining the steep drop-off poses issues.
- The need for secondary access to the school campus was also discussed. The group reviewed the idea (discussed at the Recreation Focus



Group meeting) of linking the back of campus over the Little Connoquenessing through a field owned by Evergreen Nursing Home. A bridge may be constructed for primarily pedestrian/bicycle purposes but in such a way that one-lane vehicular access is feasible in the event of an emergency.

- The intersection of Tollgate School/Gudekunst/and SR 19 was discussed. A light is planned at the intersection via the Township's traffic impact fee program and the Township is seeking grant monies to fund the light as well. Given the assumed traffic crossing from the northbound exit ramp of 1-79 and the speed of all traffic, a warning signal or a stopped approach from the northbound exit must be considered with the project.
- Additionally, the feasibility of a jug-handle or similar arrangement that would allow northbound traffic to turn southbound on SR 19 may be very beneficial for access to properties on the westerly side of 19 which are otherwise inaccessible to northbound traffic.

### **Jackson Township Land Use Focus Group**

#### **Discussion Summary**

**September 27, 2016**

- Bill White, Abbey Woods
- Lydia Dorko, Abbey Woods
- Don Rodgers, Creative Development, Cranberry
- Mike Newman, Abbey Woods
- Paul Pieffer, Property Development, Carnegie
- Eric Lamm, Developer, Mars
- Curtis Graf, Graf Construction, Lancaster Township
- Dave McGranahan, Jackson Manor
- Marianne Hall, Planning Commission, Old Hickory Highlands

## Summary of Topics Covered

### Land Use:

- Needs for commercial development, namely grocery stores and restaurants, necessary to complement and encourage residential development were discussed. Developers in attendance stated that such developments may be likely in the near future, but are based on “rooftops” and the ability to garner a respectable share of the market.
- Residents pointed out the likely outflow of consumer expenditures on groceries and food into Cranberry and Wexford areas, effectively pointing out that the existing number of businesses do not necessarily reflect total current demand.
- The possible redevelopment of the SR 19 corridor from Cranberry line to Buncher’s Jackson’s Pointe was also discussed. Past industrial use and related soil conditions were cited as a possible obstacle, but staff noted recent conversations indicating an interest in developing the front portions of traditionally industrial parcels along that corridor as well as some discussions regarding streetscape improvements.
- The need to manage development projects, particularly with respect to the management of traffic in concert with related roadway improvements was discussed.
- The need to replace the overpasses on SR 528 over I-79 was discussed, as the current three-lane overpasses represent an impediment to development of acreage immediately beyond the newly reconfigured intersection.
- The group reviewed expected growth in the northern part of the Township near the Little Creek interchange with I-79.
- The ability to integrate character of developments and pedestrian connections into adjoining Zelienople and Harmony was discussed, namely from the standpoint that the traditional downtowns are an amenity and attraction to potential residents and those seeking to downsize to patio homes and similar arrangements that are within a walkable distance of commercial amenities.

## Jackson Township Recreation Focus Group

### Discussion Summary

September 13, 2016

- Fred Lochner, Harmony, Wild Waterways Conservancy
- Jeff Barkley, Jackson Township, President of Zelienople Park Board
- Jim Waterpool, Recreation Consultant
- Mary Hess, Zelienople Borough Council
- Tom Franceshina, Mars, Wild Waterways Conservancy
- John Stephen, Rachel Carson Trail Conservancy
- Jim Feath, HRG
- Dr. Tracy Vitale, Superintendent, Seneca Valley School District
- Susie Altemus, Harmony Recreation Board
- Andrew Spencer, Assistant to the Manager, Zelienople Borough
- Mark Marquardt, Harmony,
- Chris Rearick, Township Manager

### Summary of Topics Covered

#### Trails:

- There is a large cycling community taking advantage of regional road system(Pittsburgh to Mercer) specifically:
  - Whitestown Road
  - Evergreen Mill Road
  - Little Creek Road
  - Yellow Creek Road
- Opportunity to capitalize on biking – dedicated trails, identified routes, promotional marketing of route and region (amenities, shopping, etc.) for economic development.
- This region is a major north-south route for bikers
- Strong interest to connect Harmony and Zelienople by a trail system
- Connections to ECOS trail system
- Interest in hiking trails
- Important to connect to North Country Trail

- North Country Trail is approximately 12 miles north of Zelienople and crosses through McConnell's Mills State Park.
- Potential trail connection from Zelienople, west to the Hereford Manor property – potential westward connection through Airport property
- Potential water trail opportunities with the Connoquenessing Creek
  - Kayaking on the Connoquenessing is popular
  - Zelienople and Harmony launch are used regularly
  - Wild Waterways is active in this area
  - Allegheny Aquatic Alliance cleans up the Connoquenessing regularly
  - Wild Waterways has multiple launches from Renfrew to Ellwood City
  - The Connoquenessing is not an official water trail
  - Word of mouth has been used to get the word out about the water resources in the kayak community
  - Wild Waterways has a website with launch locations promoted
  - The Connoquenessing has Class 3 whitewater sections near Ellwood City
- Potential cross country ski opportunities for winter time use of trails
- Potential link through the Indian Brave Campgrounds
- The School District is working to improve Little Creek Road in front of campus to widen and add bike lanes and encourage trail connections to Harmony and Zelienople to the main campus

### Recreation Facilities:

- There are no soccer and lacrosse fields in the community – potential for shared use of fields
  - Most people travel to Graham Park in Cranberry for these fields
- The fields at CVE are used by the Association
- Potential to light fields will allow extended play time and aid in field demand/usage
- Fields at EDCO Park are wet and flood – limit play time in early season
- The association maintain the fields they use – volunteers
- Regional baseball event occur annually – opportunity to capitalize on these in the future
- Parking at Zelienople Community Park is a big problem
- Possible need to add additional baseball fields within the near future to meet demand associated with recent growth and ease parking issues Zelienople Park

- Potential to identify property in the Township for future park acquisition(s)
  - One potential is land at the Evergreen Nursing Home to lease or purchase?
- The baseball association is a 501.C.3. and is set up for donations
- Girls softball is played at EDCO Park AND Zelienople Community Park
- A multi-use field is used at Zelienople Community Park
- The baseball association coordinates with Zelienople and Seneca Valley for use of the fields at the Park and at CVE
- The School District needs more facilities, specifically indoor facilities
  - Potential opportunity to partner with a municipality or private entity to develop an indoor recreation facility to meet these needs
  - The School District's Ehrman Road property may be a potential site for future recreation facilities
- Potential partnership opportunity with the Steamfitters for use of indoor community rooms/conference center
- The Zelienople Park Board expects to expand their programming opportunities
  - The new amphitheater offers movies and concerts
  - Program camps – day camps, sport camps are future wants
- The Township needs a playground – potential at the Wise Road property?

## Planning Commission Subcommittee Field Assessment

A subcommittee of the Planning Commission spent the afternoon of March 15, 2017 visiting various land development sites throughout the township. The members of the subcommittee reviewed the plans while on site to evaluate the required ordinance standards that were applied versus implementation of those standards in the field. The tour included visits to residential and commercial plans to assess site amenities and consistency with the intent of the ordinance. The objective was to look at the new residential and commercial developments to garner information about how the plans translated into the real world in order to determine if there are areas in the ordinance that need amended, added, or removed.

### **Residential**

While reviewing residential development sites, the members considered lot size, open space, buffering and lighting. In the evaluation it was clear to the members that lot size and open space are interrelated. The smaller lot size, which constitutes a smaller yard, would invariably necessitate a more usable open space for the residents. Onsite it was apparent that the existing open space was comprised of mostly unusable space, steep slopes and retention ponds. The subcommittee believed that while open space is intended to preserve natural characteristics of the site like steep slopes, it is also meant to be used by the residents of the development for their enjoyment. They determined that the intent of open space was not accurately applied in the sites visited. While the open space requirements were met, they did not translate into usable passive recreational space for use by the residents.

The subcommittee also noted that the entrances of the plans did not have lighting, which would make it difficult to see the entrances to the sites at night. Although lighting is not currently required at the entrance, it was apparent that it is necessary. In evaluating the buffer yard standards on site, it was the consensus that the mounding used with evergreen trees provided the best buffer between uses. The plans with mounding offered a more distinct delineation from the site to the surrounding residential homes along the corridor. However, this method was not used in most cases.

## **Commercial**

While visiting commercial developments the same observations were contemplated regarding buffering. Mounding and the use of evergreen trees provided the best visual distinction between uses. The use of sound walls and fencing were observed as not only effective but also aesthetically pleasing.

In regard to uses and locations, the subcommittee agreed that although distribution, the most prevalent new commercial use in the township at this time, was constructed well in regards to lot size, setbacks and overall performance standards utilized; the need to preserve locations for retail and restaurants was apparent.

The site amenities concerning signage, lighting standards, parking lot requirements and landscaping were also discussed. The signage appeared adequately sized for the structures and visible for the public. Although the visits occurred during daylight hours, the lighting seemed ample for safety purposes. It was also noted that the light poles were low enough when abutting residential as to not be a nuisance to the neighboring properties. In a few instances, fencing was utilized to buffer the lighting from the residential district that appeared to be very effective. The parking standards applied were sufficient to allow for easy access and maneuverability within the parking lots.

## **Recommendations**

Overall, the exercise was a helpful tool to see the plans fully developed from paper to fruition. The committee took the time to discussed the changes that need addressed in the ordinance and came up with a few recommendations.

The open space section of the zoning ordinance needs tightened up in way that would require the space to be usable for the residents in proportion to lot size and usable lot area. This could be done by adding language that specifies the percent of the space is usable for passive recreation, through either trails or fields, etc. The ordinance states in the Part 9, Cluster Option (both sites visited utilized the Cluster Option) that no more than 25% of the common open space may be graded or improved for purposes of playgrounds and noncommercial recreation facilities. A recommendation to revise that statement to say that a specified percentage shall be graded or improved for playgrounds, noncommercial recreation and trails could be added to mitigate the lack of usable open space.

To address the observed deficiencies in the buffer yard standards it was proposed that the amount of evergreen trees to be planted should be increased in all circumstances to obtain a year-round screening. Buffer yard standards contemplate using mounding as an option to be used in the Buffer Yard "A"; instead, the ordinance could read that mounding is used in addition to the required plantings. Buffer Yard "B" in §27-2101.F(3) requires 40% of the buffer yard to be screened to a height of six feet through a combination of mounding, decorative fencing as per the standards of Buffer Yard "A" and/or low level plantings. This standard would be better utilized as a screening if the mounding were a requirement where applicable.

The committee also offered the suggestion of requiring street lighting at the intersections of the development to offer the residents a safe entrance onto and within the sites. This recommendation could be added into the SALDO in Part 6, Design Standards §22-602.

Lastly, with close proximity to Interstate 79 with 3 exits in the township as well as regional market demands, new commercial development has been predominately distribution or flex space. While distribution is a welcome asset to the township, the residential growth demands necessary conveniences like retail and restaurants that have not been built. The committee agreed that is important to reserve area(s) that can accommodate these services. Furthermore, as an asset to the township and surrounding area, Zelenople and Harmony, it would best serve the community to have a designated area with design standards that could complement the adjoining more established municipalities. This would be a two-fold process that would create a commercial corridor that only permitted retail, small office space and restaurants. The ordinance would set perimeters of design standards in lighting, storefront and landscaping to encourage the small-town feel.

#### Subcommittee Members:

Ed Komoroski, Planning Commission Chairman

Marianne Hall, Planning Commission Vice-Chairman

Jeff Barkley, Planning Commission Member