

APPENDICES



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A. PUBLIC INPUT AND ENGAGEMENT RESULTS

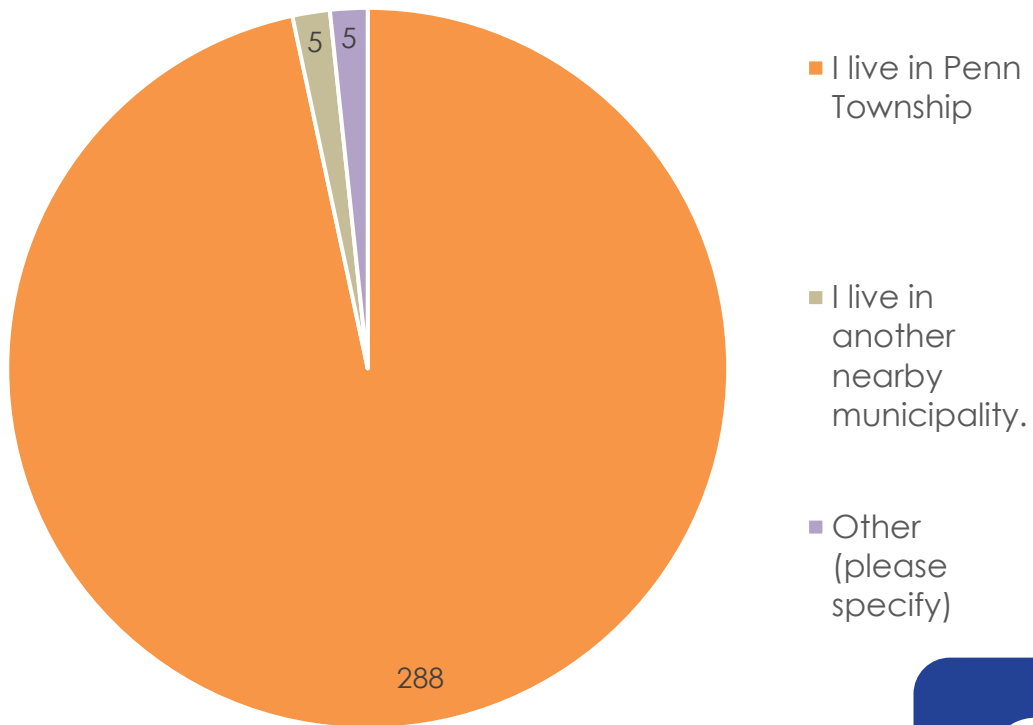
SURVEY RESULTS



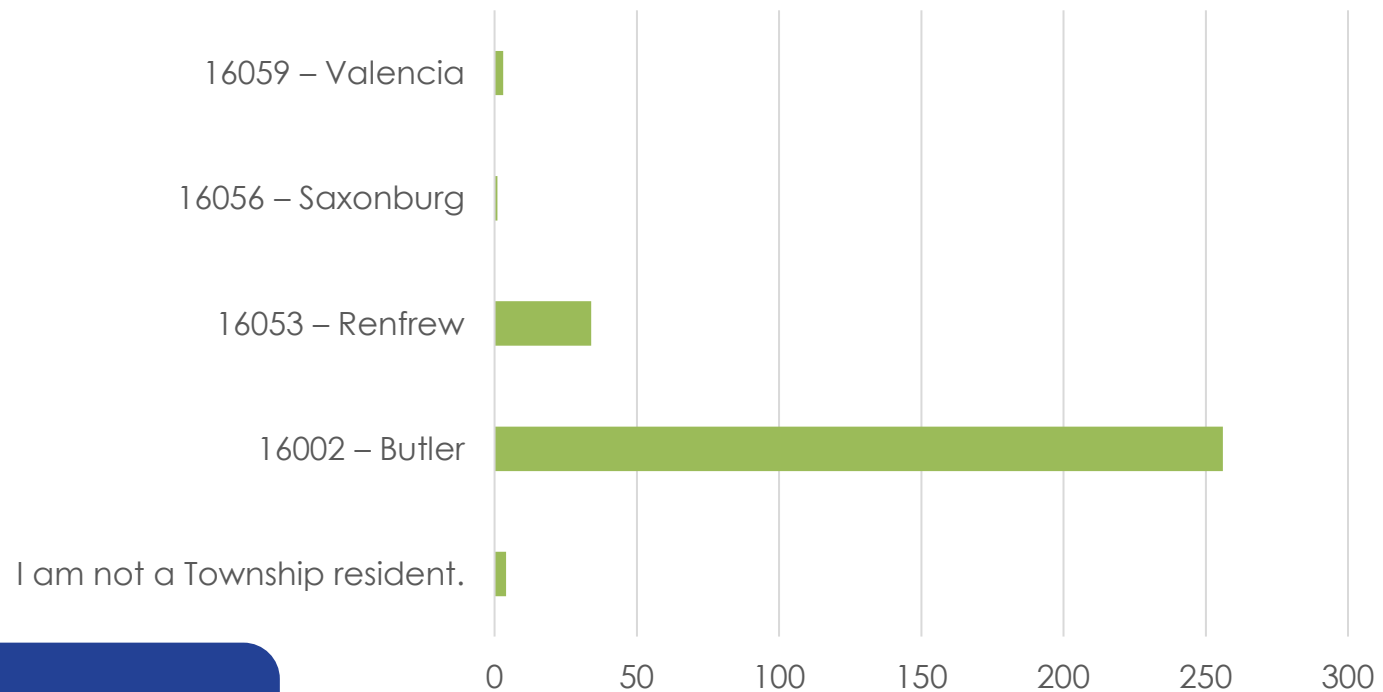
Penn Township Comprehensive Plan
Penn Township
Butler County, Pennsylvania

SURVEY RESULTS

Survey Respondents



Participant Zip Code

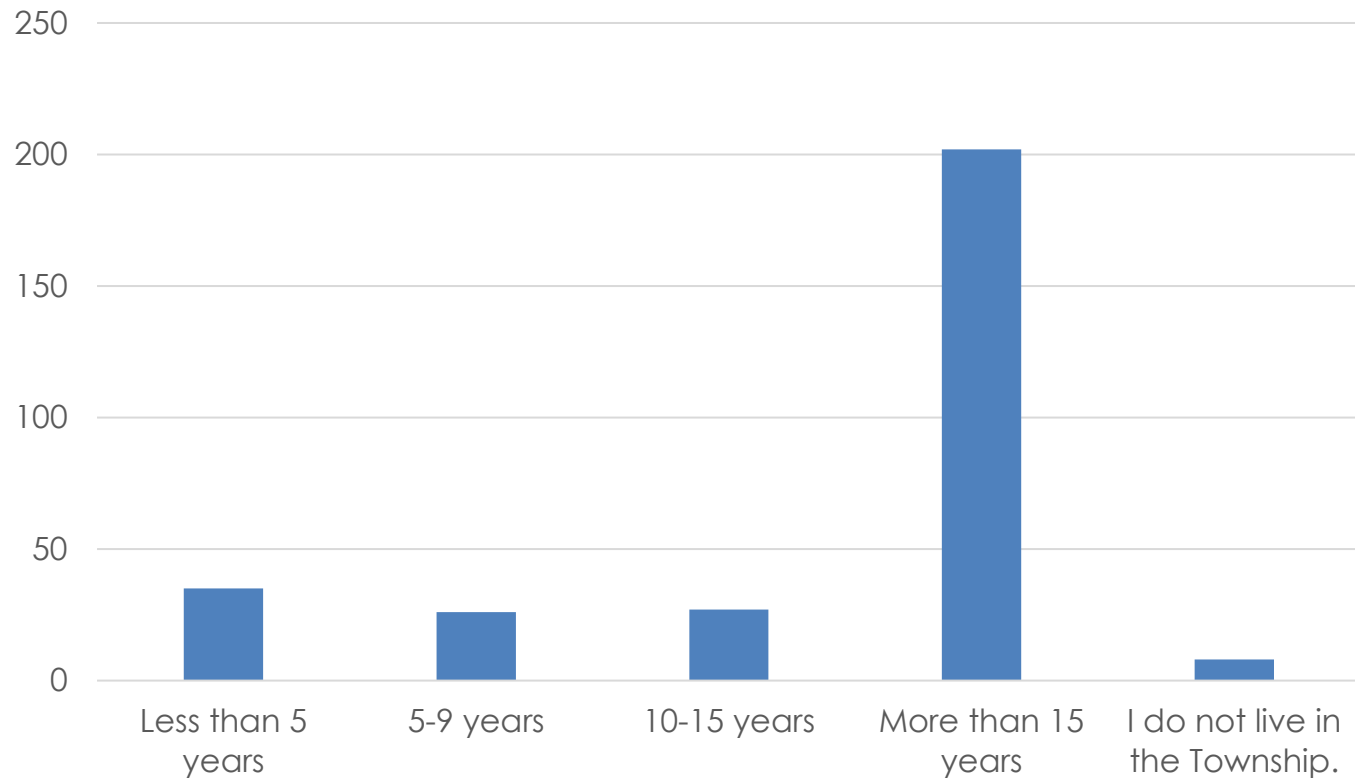


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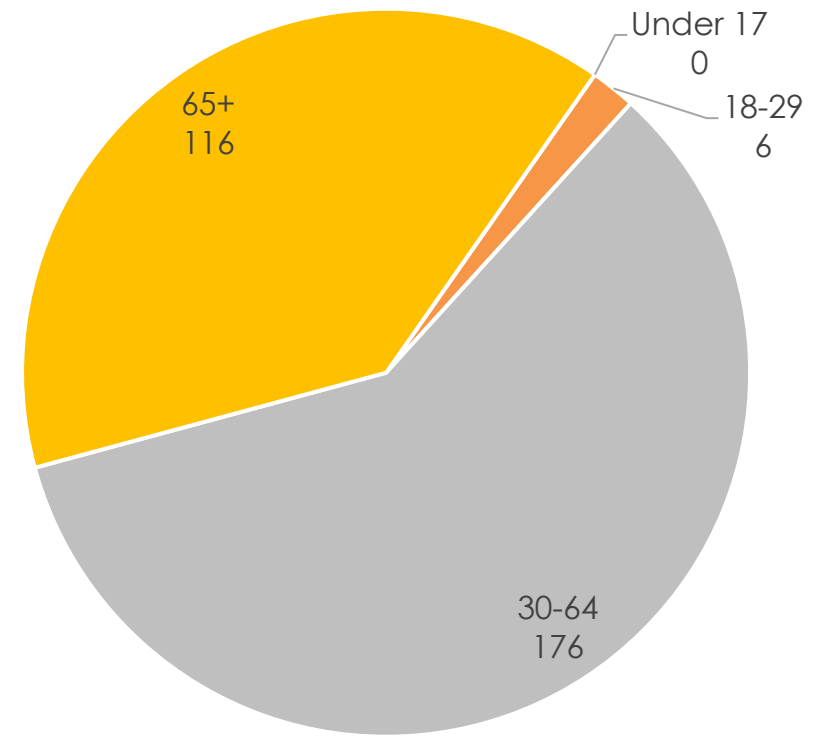
TOTAL RESPONSES

SURVEY RESULTS

Length of Residency in the Township

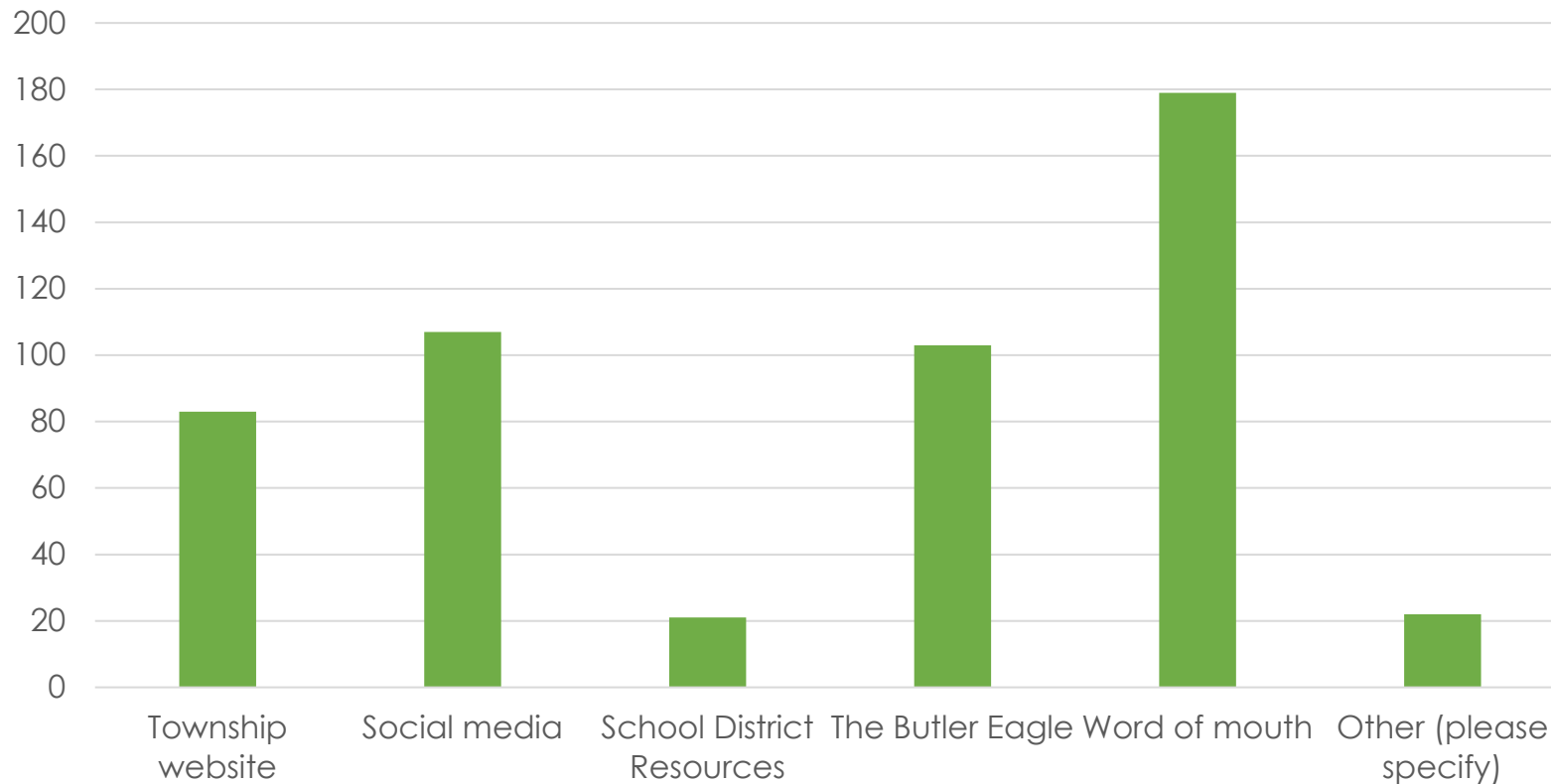


Ages of Participants



SURVEY RESULTS

Where do you typically find information on events and happenings in the Township?



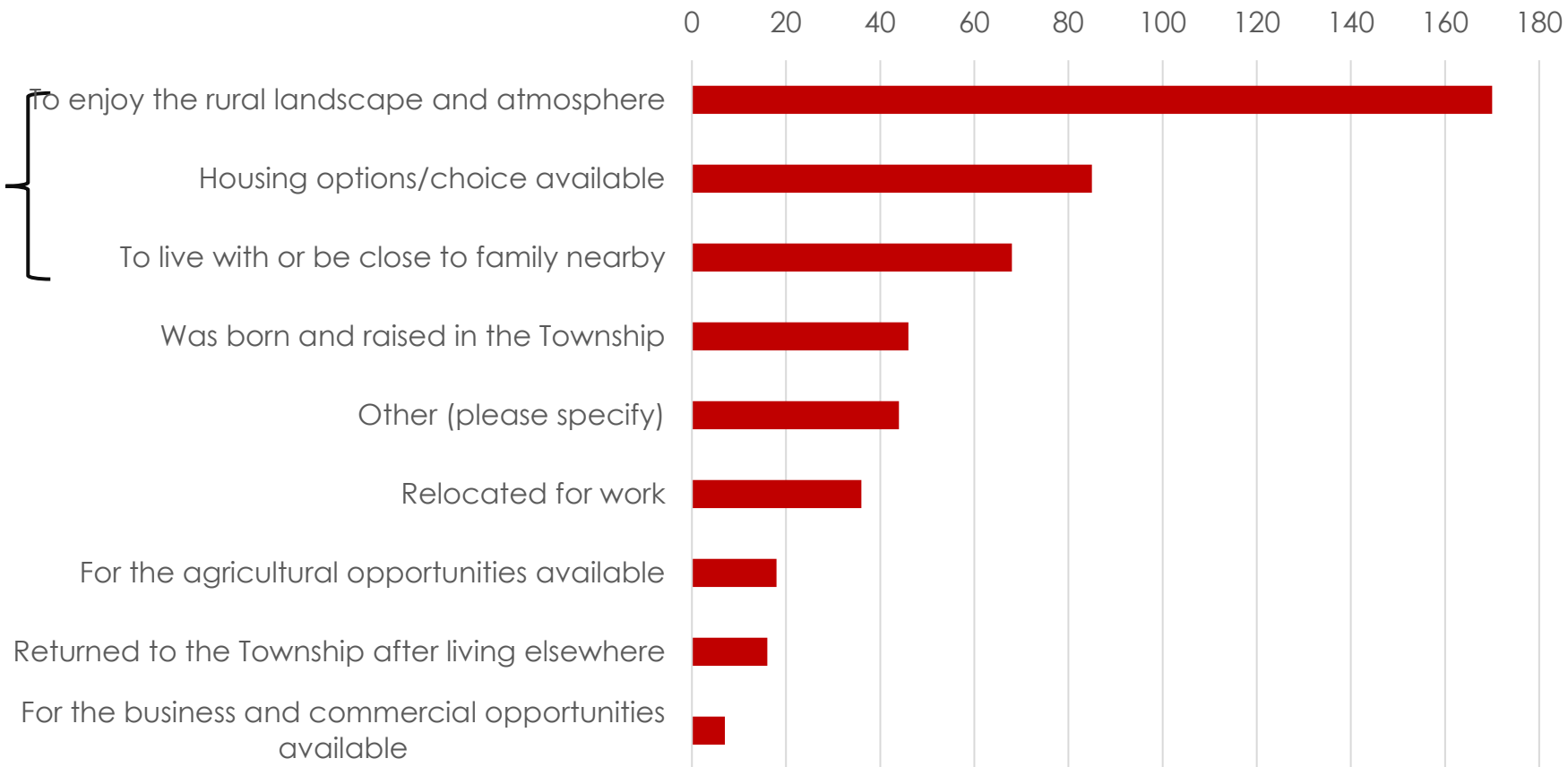
Notable "Other"

Responses:

- Radio
- Signs in the Township
- Attending Township meetings
- Email

SURVEY RESULTS

Why did you choose to live in Penn Township?

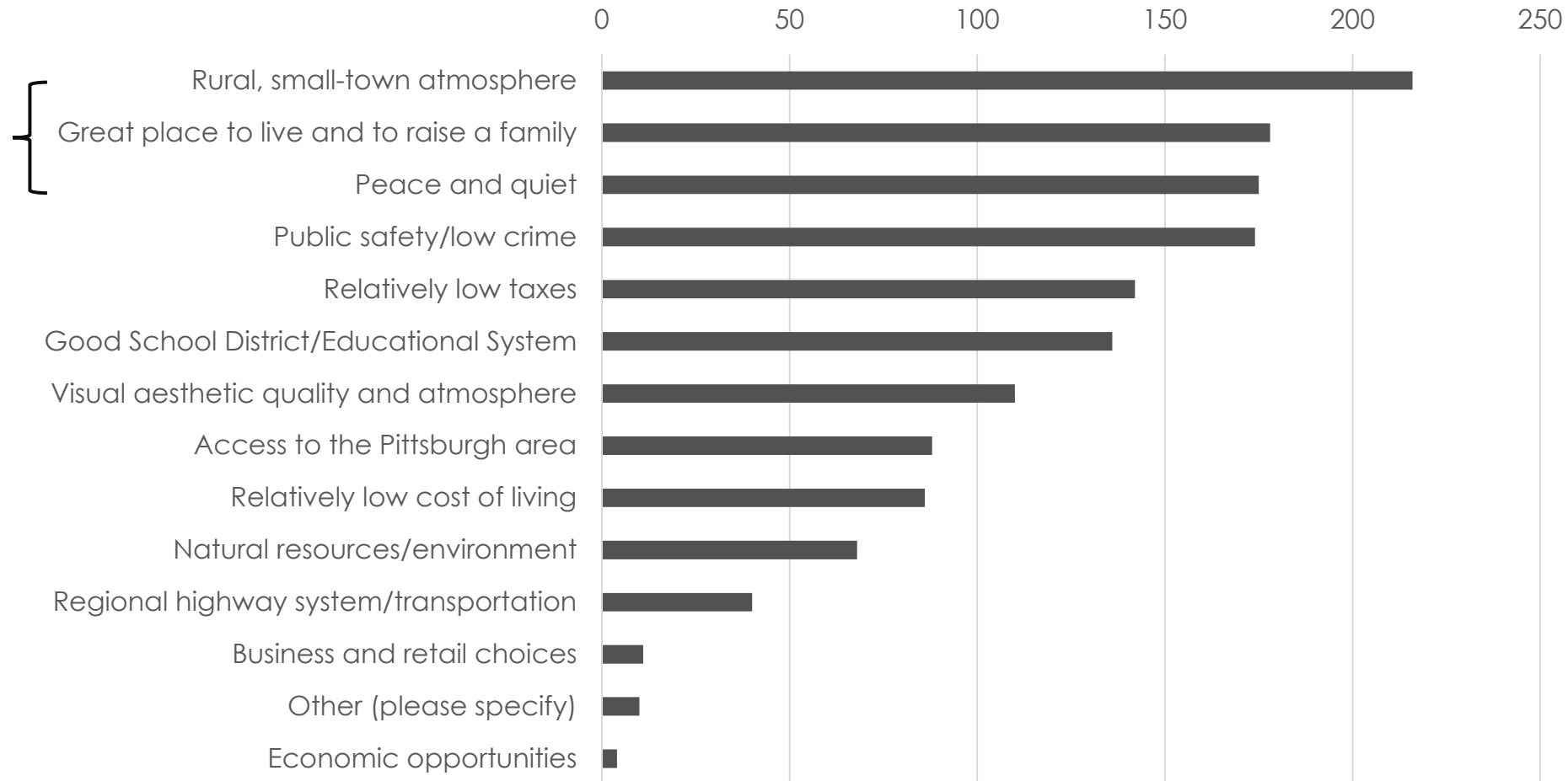


Notable “Other” Responses:

- School District
- Proximity to work and other attractions
- Affordability

SURVEY RESULTS

What do you enjoy most about living in Penn Township?

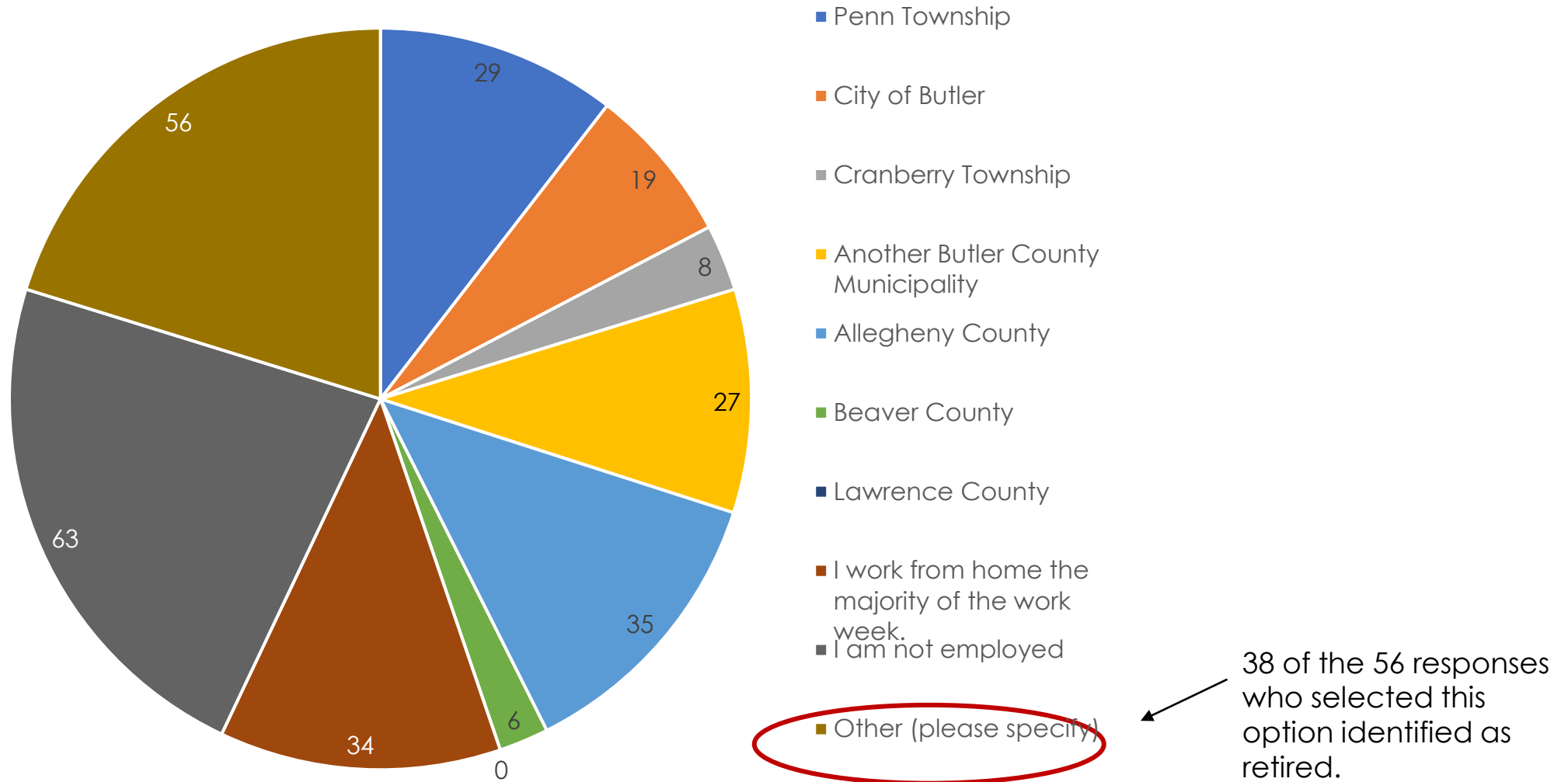


Notable “Other” Responses:

- Great people
- Privacy
- Family
- Community core values

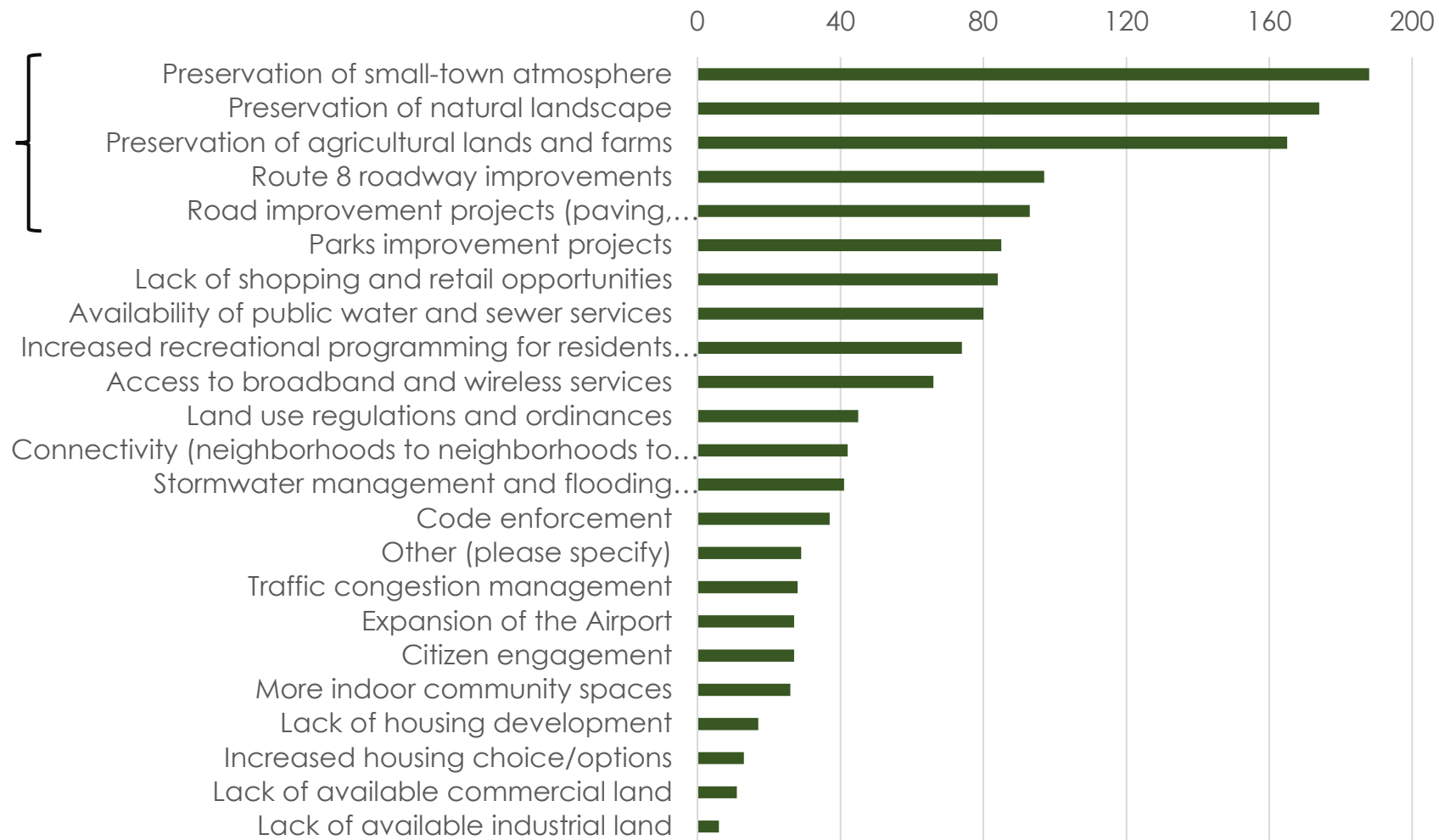
SURVEY RESULTS

Respondent's Place of Employment



SURVEY RESULTS

Important Issues

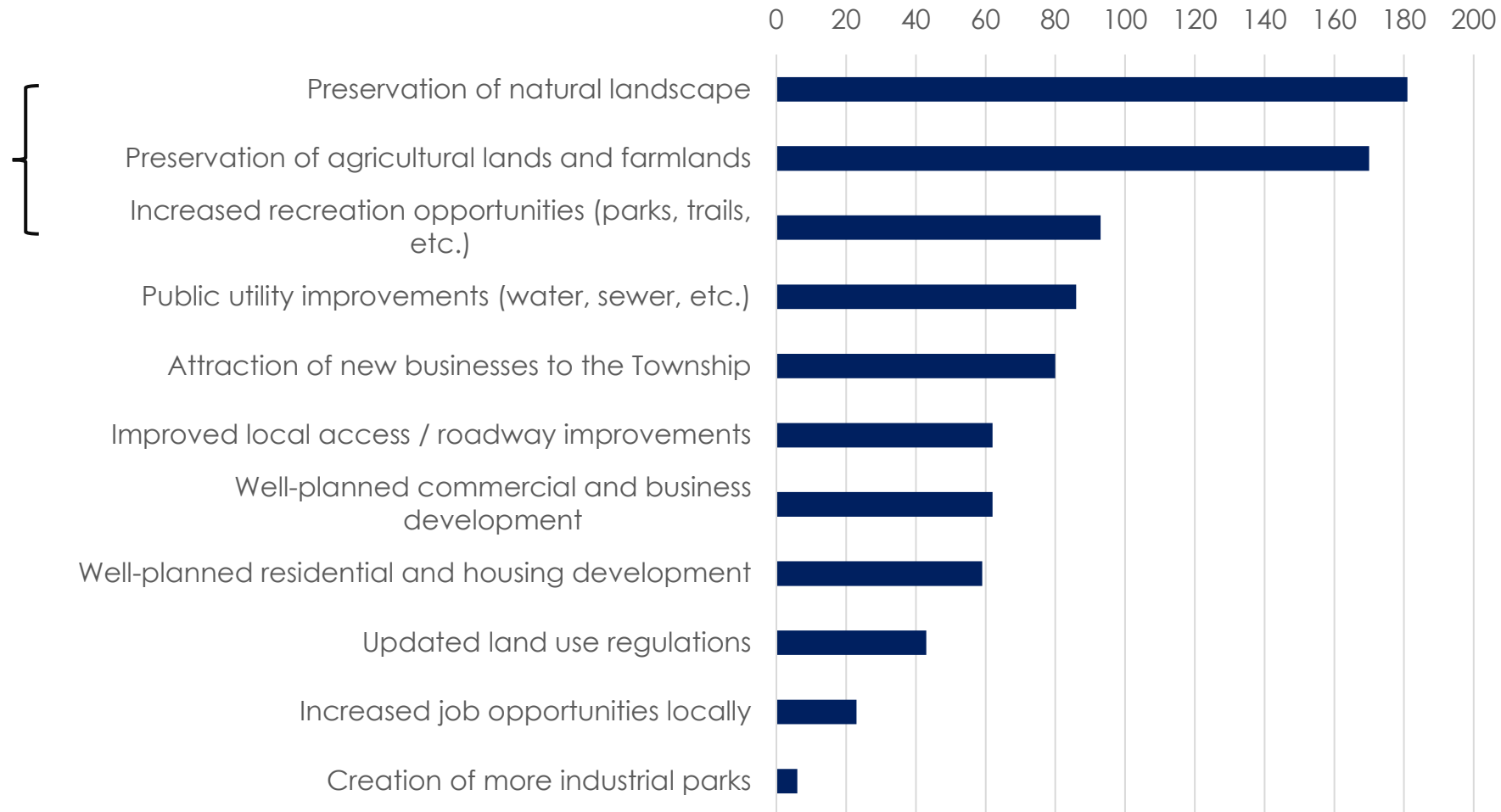


Notable "Other" Responses:

- Noise issues
- Controlling development
- Access to a grocery store

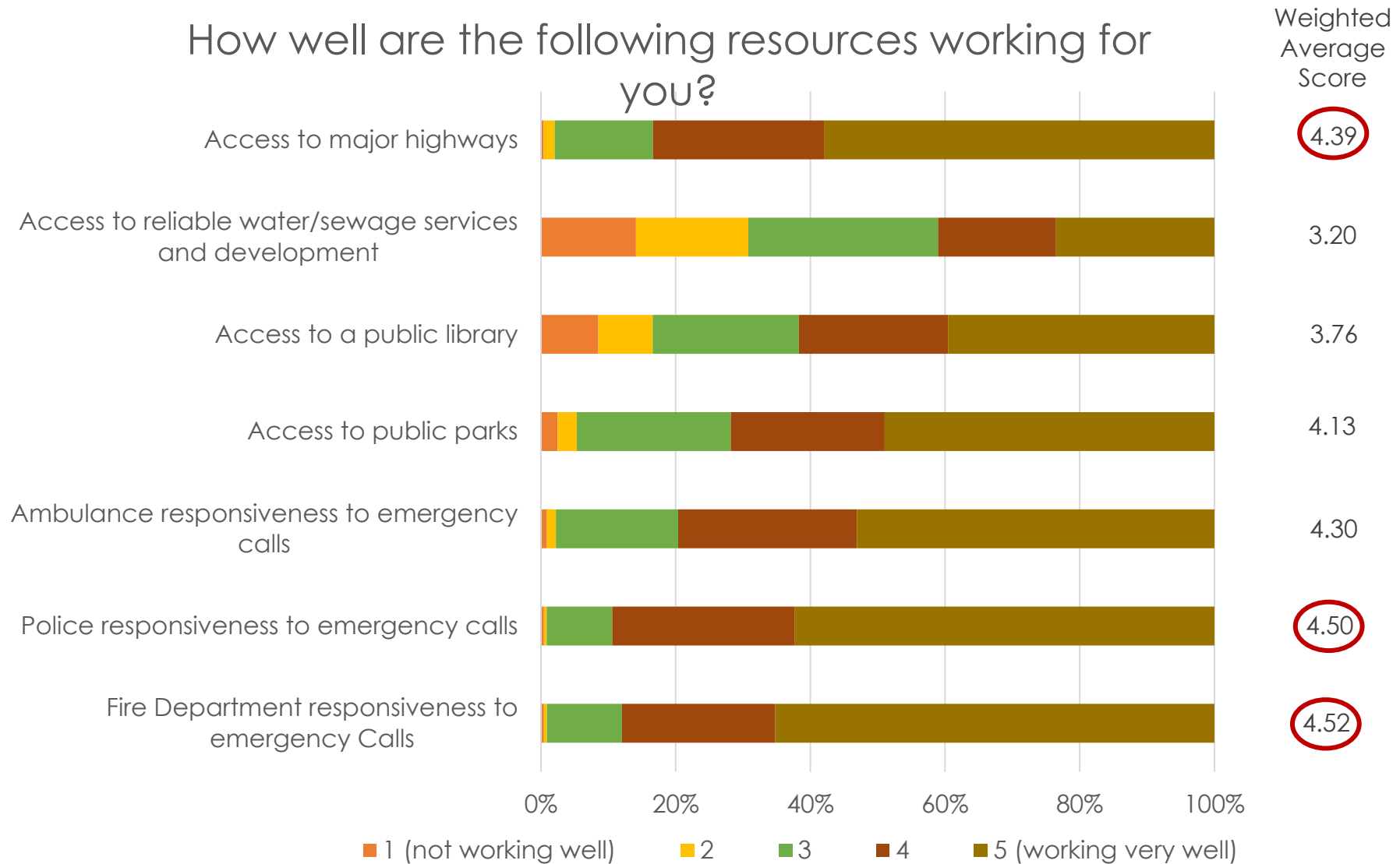
SURVEY RESULTS

Which of the following local Township leaders should address in the next 5-10 years?



SURVEY RESULTS

How well are the following resources working for you?



SURVEY RESULTS

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

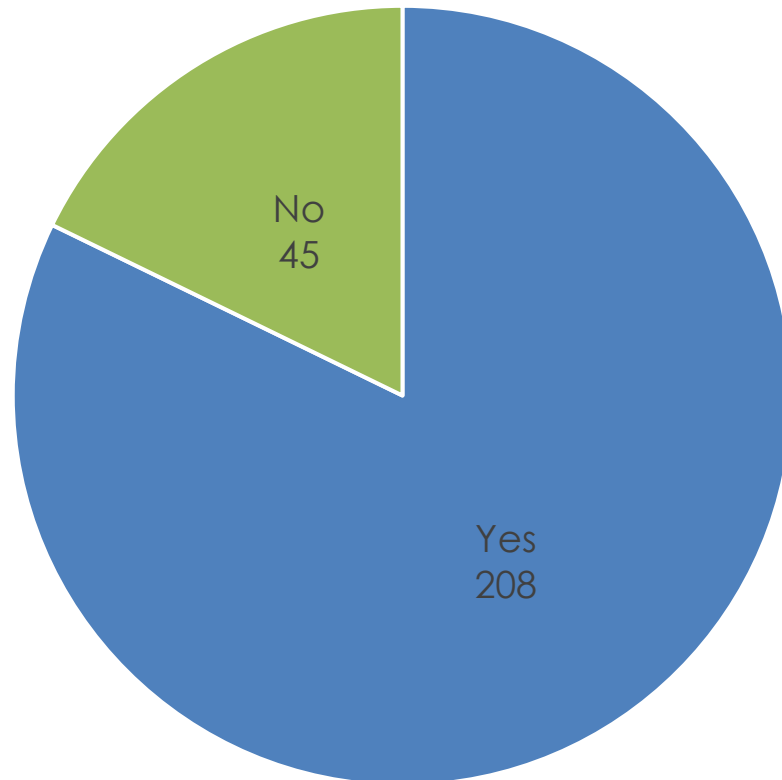


Notable “Other” Responses:

- Maintaining the rurality
- Noise Ordinances
- Farm Preservation
- Zoning Ordinances to avoid excessive development
- None

SURVEY RESULTS

Do you feel like the Township is investing adequately and properly in its parks and recreation assets and resources?

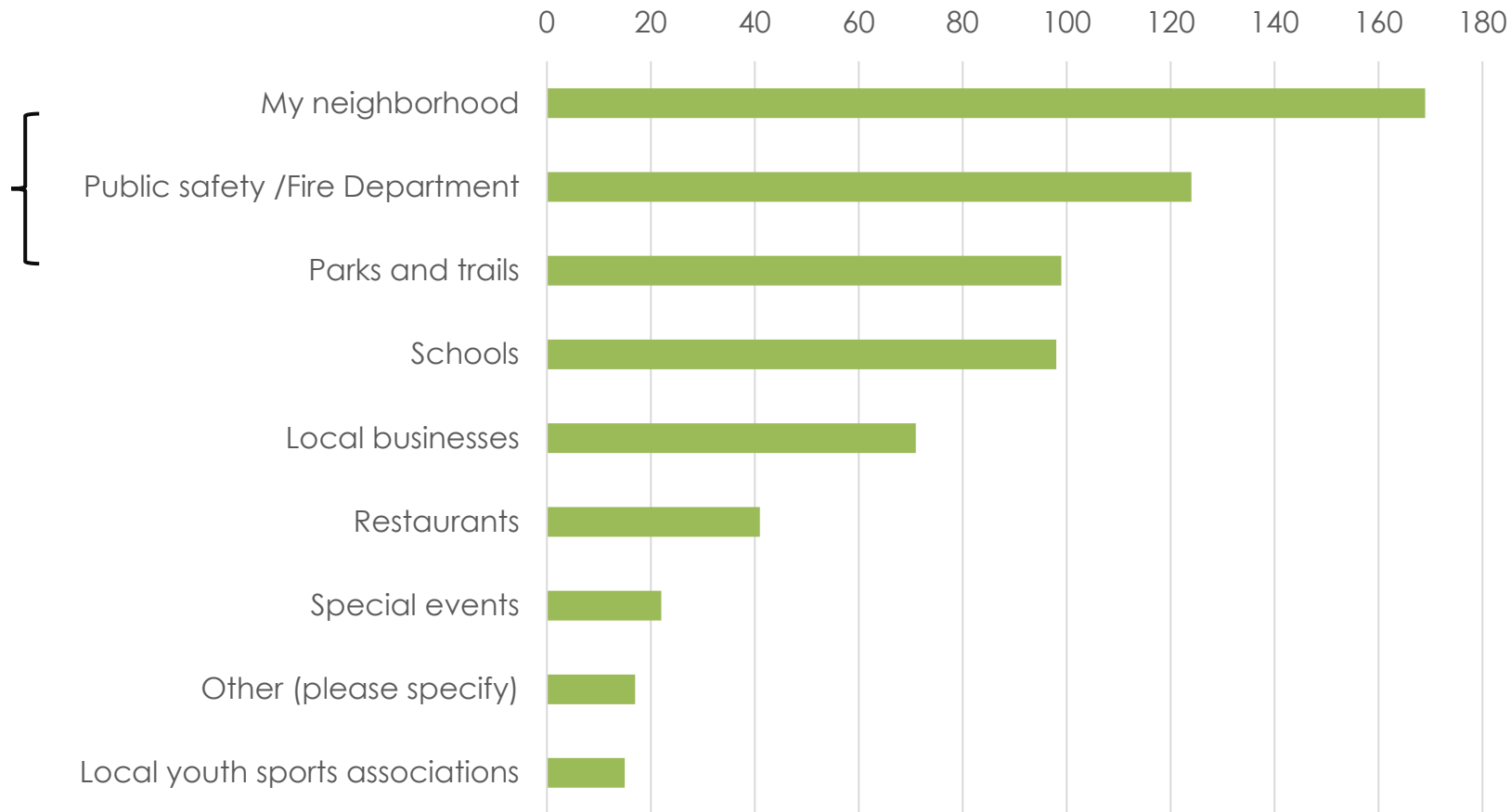


Notable Reasons for "No":

- More trails for walking and hiking
- Keep working on Harcrest Park
- More shade trees

SURVEY RESULTS

Select up to three places or things that you particularly value in Penn Township.



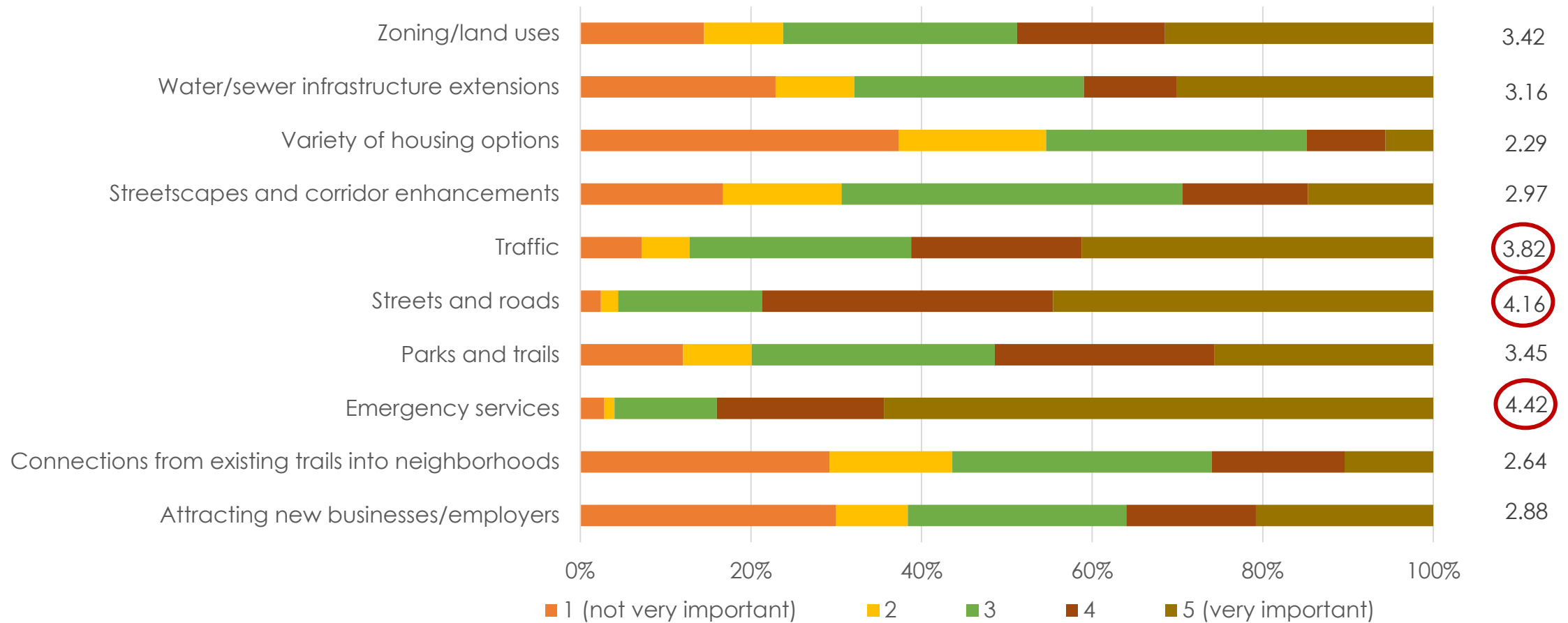
Notable “Other” Responses:

- Golf Courses
- The local farms
- The rural charm
- Nature

SURVEY RESULTS

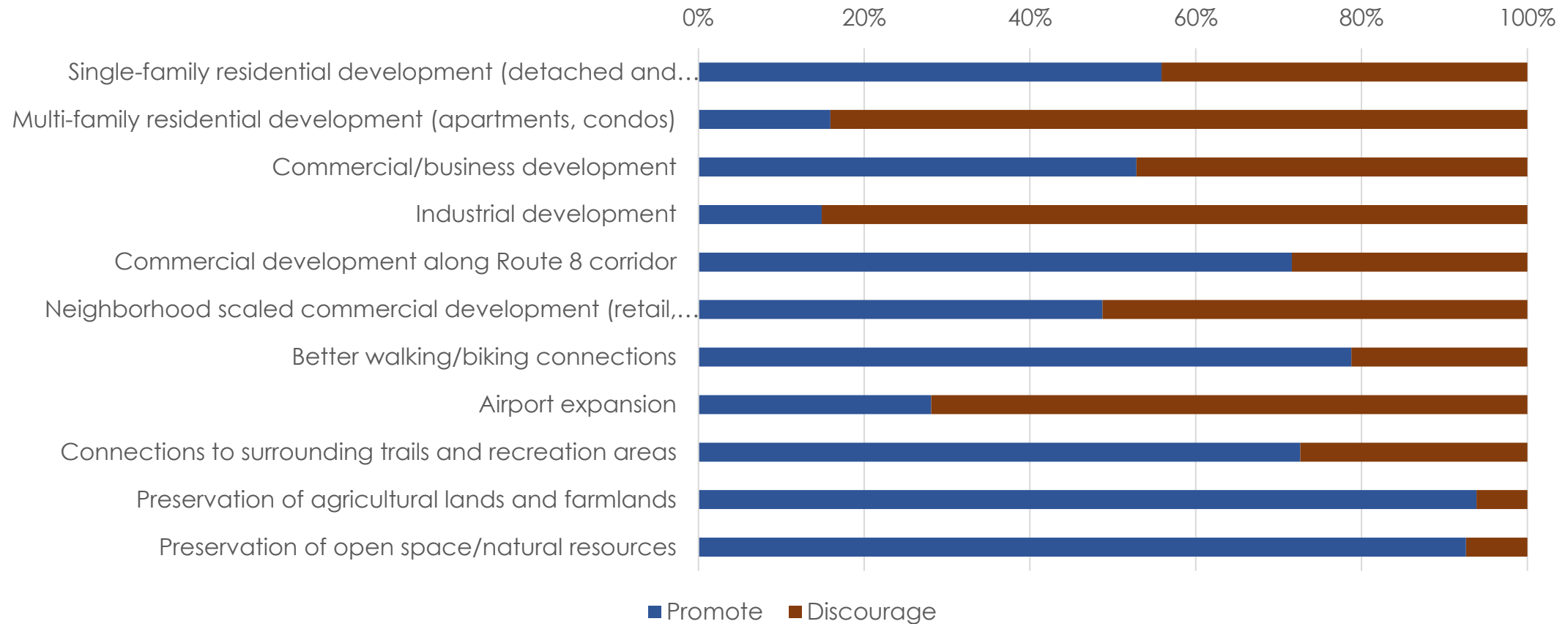
How important to you are improvements on the following issues as the Township moves forward?

Weighted Average Score



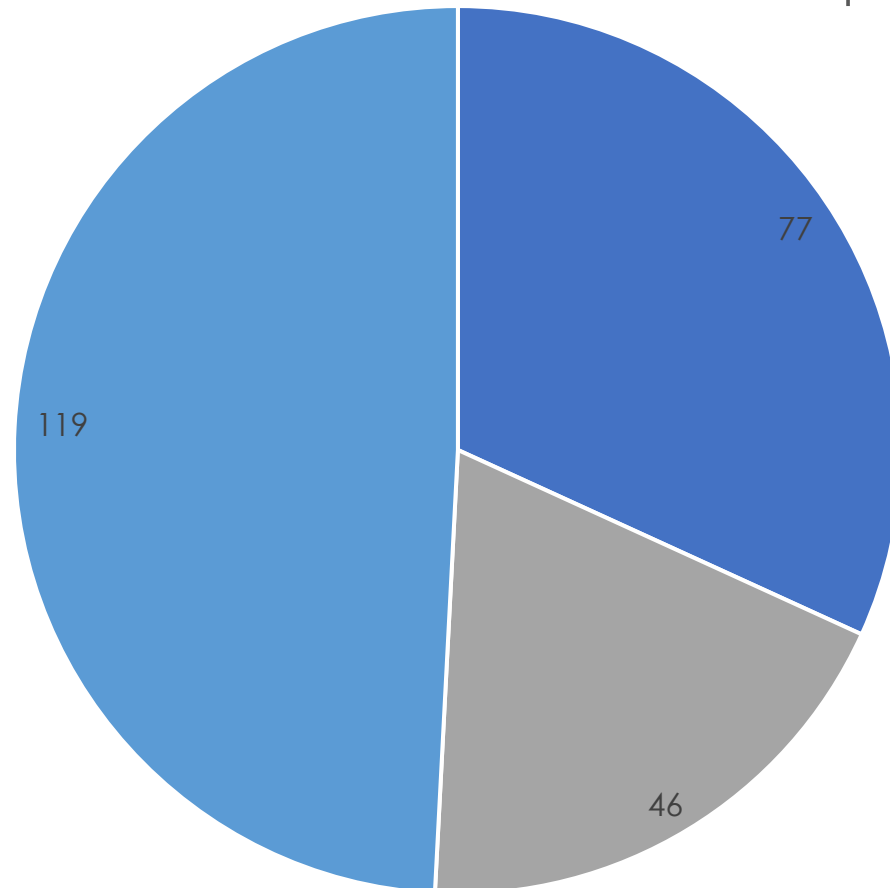
SURVEY RESULTS

In planning for future development, do you feel the Township should promote or discourage the following types of development?



SURVEY RESULTS

Which of the following best describes your perspective on growth and development in Penn Township?



- I support the encouragement of growth and development in and around areas that currently have adequate utilities and roadway access to support said growth and development.
- I support the encouragement of development in those areas where development has yet to occur even if it requires constructing, improving, and expanding utilities and highways to better accommodate said growth and development.
- I feel the township has adequate development and therefore I do not support encouraging any new growth or development and instead prefer to preserve our rural landscape.

SURVEY RESULTS

Is there anything else you'd like us to take into consideration moving forward with Penn Township's Comprehensive Plan?

- We would love to see improvements to our sports fields.
- Keep it Rural! Instead of encouraging development of housing plans, put that money back into the community farms and farmers.
- Our small roads don't need to have more people driving on them everyday. Too many people drive way too fast that already drive them daily.
- I do believe we could use some attractive businesses, but not strip mall types.
- Hope thought given to designating areas for housing and parks and preservation of land.
- Remember the next generation. The area needs to grow responsible. The location of Penn Township needs to complement the adjacent municipalities and the regional airport. don't stop growth, plan for it.
- The Airport Rd/Rt 8 intersection redesign isn't happening fast enough.

SURVEY RESULTS

Is there anything else you'd like us to take into consideration moving forward with Penn Township's Comprehensive Plan?

- Please refrain from approving large housing development plans.
- We need to think about expanding public water and sewer services and do something to enhance Route 8. It is, for the most part, an eyesore. Encouraging new businesses to come in and construct new buildings, or repurpose and refresh existing buildings would do wonders for the impression people have when running the Route 8 corridor.
- I know that we need to develop the tax base. We have had a few major losses to the tax rolls over the years with nonprofits buying up large tracts of land but we need to be careful to not become Cranberry or Middlesex.
- Noise ordinances & keeping commercial out of residential areas.
- Avoid things that might lead to property tax increases.
- Control growth of the Airport, residential development and its impact on our roadways.
- The keys to growth require careful and thought-out guardrails that require time and research. Township leadership will need to network and learn from other areas that have experienced growth in order to put the right steps into place.

SURVEY RESULTS

KEY SURVEY TAKEAWAYS

- The updated results are relatively consistent with the previous results, meaning that the respondents seem to agree about what is most important to Penn Township.
- Most respondents strongly value the rural character of the Township.
- The school district and community matter to residents.
- Residents primarily want preservation of agricultural land.
- Noise is a common issue identified by residents.
- Enhancing the recreational amenities (parks, trails, etc.) in the Township are valued and residents would like to see these amenities improved.
- Residents enjoy the access to larger, nearby communities but would prefer their community not emulate those characteristics.
- The Township is not trying to imitate nearby hotspots such as Cranberry or even Middlesex.
- Route 8 has an opportunity to be improved to support the needs of residents.

SURVEY RESULTS

KEY SURVEY TAKEAWAYS (Continued)

- The Comprehensive Plan should focus on policymaking to ensure consistent rural character for years to come.
- Most respondents favor supporting commercial development along the Route 8 corridor.
- Having a variety of housing options was identified as a key issue for Township officials moving forward.
- Better walking and biking connections identified as a type of development to promote in the future.
- Types of development survey respondents would like to see in Penn Township include grocery stores, restaurants, and agritourism uses.



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MEETING MINUTES

PENN TOWNSHIP COMPREHENSIVE PLAN

Key Stakeholder Roundtables Session #1

Location: Penn Township Municipal Building

January 11, 2024

Meeting Attendees:

Name	Company	Email
Laura Ludwig	HRG	lludwig@hrg-inc.com
Sommer Schneller	HRG	schneller@hrg-inc.com
Lori Morgan	HRG	lmorgan@hrg-inc.com
Sam Ward	Township Supervisor	samward@zoominternet.net
Bert Mowry	Township Supervisor	bertmowry@gmail.com
Doug Roth	Township Supervisor	dugr@zoominternet.net
Clinton Bonetti	Land Use Administrator	CBonetti@penntownship.org
Dickson Forbes	Committee Member	
Dan Wible	Committee Member	
Mike Walsh	Committee Member	
Connor Hagay	Concordia Representative	

PRESENTATION

Laura Ludwig from HRG began the meeting and reviewed the agenda items, which included self-introductions, an overview of HRG's progress made to date on the plan, the individual SWOT exercise, an open discussion on items for the Comprehensive Plan, and next steps.

After the group introduced themselves, Ms. Ludwig then reviewed the definition and purpose of a Comprehensive Plan and the concept of implementable planning. She then reviewed some of the progress and activities that HRG has completed to date, which include the following:

- Staff Kickoff Meeting
- Initial Trends Report
- Community Tour
- Staff and Board one-on-one interviews
- Online Community Survey and Analysis
 - Ms. Ludwig noted that the response rate for the survey was less than they would like to see.
- Theme Area and Strategy Development
- Future Land Use Mapping
- Ongoing Steering Committee Meetings

SWOT ACTIVITY

Ms. Ludwig then transitioned to the individual SWOT activity. She explained that the group was to brainstorm areas and attributes of Penn Township that could be considered a Strength, Weakness, Opportunity, or Threat and to write those ideas in the appropriate portion of the received worksheet. After the group had some time to work on the activity, HRG collected the worksheets and read aloud some of the responses. Below are the full responses for each category:

Strengths

- Well-maintained roads
- Police and Fire Department
- Zoning
- Raducz Stone Quarry
- Gas and oil
- The Airport
- Farms
- Location and highway access (proximity to Pittsburgh)
- Nature and space
- Rurality
- Route 8 Corridor
- Existing staples (Airport, St. Barnabas, etc.)
- Water and sewage availability
- Airport's tax benefits
- Well managed financial condition of the Township and well-funded
- Large amounts of open land

Weaknesses

- Need better public transportation
- Public water and sewer
- Need better online presence
- Time
- Low survey response
- Width of commercial Route 8 corridor

- Employees
- Equipment
- Airport

Opportunities

- Rural community
- Golf courses
- Airport
- Farm-to-table
- Route 8 corridor
- Water and sewer
- Population growth potential due to nearby utilities
- Average age of residents- could bring in younger families
- Housing options for 55+ residents
- More business along Route 8

Threats

- State and federal regulations
- Other municipalities' over-development
- Development costs
- Burdensome regulation
- "Keeping up with the Joneses"
- Progress/growth for sake of progress/growth
- Understanding opportunity costs
- Uncontrolled over-development
- Big housing plans
- Small lot housing and cheap construction

ROUNDTABLE DISCUSSION

Laura Ludwig from HRG opened up the meeting to a general conversation and allowed participants to ask questions or bring up ideas that they may have been thinking about from the SWOT Activity.

Mr. Hagay asked for an overview of the current status of water and sewer in the Township, especially considering it was listed as an opportunity and a strength. Mr. Ward clarified that the Route 8 Corridor is the only location with public sewers as of now and the water authority would continue to tie in more facilities as more developers construct new buildings. Because new water is almost entirely developer-driven, it is difficult to run lines in older well-established communities especially when residents have invested a lot of money in septic systems and water conditioning systems.

The recently approved 24-unit housing development was also brought up during the water and sewer conversation. It is located off of Penn Drive, off of Route 8. The development is called Shadow Ridge. The main road in the development will be Shadow Drive. The development involves 24 single-family homes, on half acre lots, and they are putting in sidewalks.

The group also proposed the idea of extending public water to Stepland and Country Club Road as these areas are located near existing lines, making tie-in more convenient. However, the costs may be too prohibitive for both. For example, the Country Club was given a price of \$200,000 to expand services to the Club. Thus, the challenge is to make it affordable.

In terms of addressing affordability for public water and sewer for area property owners, there may be opportunities for low interest financing through the County's Infrastructure Bank or other grant funding sources. Expanding the water had become much more expensive due to general cost increases. There is a mandate to tie into sewer within 150 feet, but no mandate to tie into the water system. Water may be twice the price monthly vs a well (\$180 vs \$90). The Township would like to figure out true expenses associated with both and do some educational outreach to residents. This could include cost breakdowns from the authorities and an example of a local house. Malfunctioning septic systems are usually more costly to replace and fix than a malfunctioning water well but replacement cost over time compared to slightly higher monthly payments could be a comparison shown on an educational flyer.

Mr. Walsh identified the issue that many younger families are uninterested or even afraid of the mess of having and maintaining septic tanks and wells unlike older generations. Ms. Schneller challenged Mr. Walsh and the team to think of ways in which we can still attract younger families if they feel like unsewered properties may be too daunting. The group considered more housing types along the corridor where water and sewer already run, as this could be a location for more affordable housing for younger families. The group agreed that the Comprehensive Plan should mention locations where water and sewer could be run in the next ten years. Mr. Hagay added that the plan for expansion of infrastructure should run parallel with any proposed development plans for the community at large. Thus, it is important that infrastructure plans match development plans for Penn Township.

Ms. Ludwig asked the group what types of development they would like to see more of in the community. The group identified that there are farmers who want and need to keep it rural but also a concurrent drive for families who own these farms to sell them off. The group also agreed that changes are inevitable and will continue to develop whether it is wanted or not, but it will be a matter of controlling the vision of growth (i.e., no Weatherburn-type developments-those lots are too small).

Those in attendance at the meeting noted additional restaurants and grocery stores would be ideal additions to the business community. Mr. Bonetti mentioned a few years ago that Country Fair was looking at the Township. However, the Township lacked the needed pass-through traffic and total population numbers they like to see, so the development did not end up happening. There is a Dollar General coming to Middlesex that is supposed to offer fresh produce. Mr. Ward mentioned that the Penn Township Police Department does periodic traffic and vehicle counts along Route 8 and specifically noted recent counts at Church and Brownsdale Road intersections. The Police Department will start back up again and try to finish the counts once the weather warms up and more people are out and about again, likely in March. These counts can be shared with HRG and others.

It was noted there is a proposed development in neighboring Forward Township on the old Succop-Dickson property near Brownsdale and Meridian Roads. This will affect traffic counts in the Township once developed.

Mr. Walsh noted that another positive item that could bring some potential economic development opportunities to the Township is that the Airport was one of three airports in the State to be designated as

an Airport Land Development Zone (ALDZ). He explained what this means is that the Airport receives \$2,100 per person per year for 10 full years for any new jobs added to the Township at the Airport. Mr. Walsh noted they are currently developing an Airport Master Plan that should hopefully identify the ideal potential types of uses, primarily either light industrial and commercial, that could be added to the Airport-owned properties. He explained this is why the Airport had brought up a potential Zoning Overlay at one of the last Steering Committee meetings. The Airport is also looking into upgrading one of their aprons.

Mr. Bonetti noted that the Concordia development of The Mansion property is limited due to its proximity to the Airport and the current flight paths. Mr. Hagay further noted that Concordia does not currently have specific plans for the Mansion property that can be included in the Township's plan at this point, but that the land is large enough that there would be a lot of potential options if something was done with the property. Mr. Hagay further noted that Concordia has no plans right now to develop or redevelop the property.

Mr. Roth noted that he would like to see potential trails or ideas for potential trails included in the Comprehensive Plan, including trails connecting Harcrest Park to Succop, the Park to the Airport, Succop, Penn Valley Athletic Club, etc.

Mr. Bonetti commented that one challenge is housing, specifically types of housing and promoting more diversity of housing stock in general across the Township.

Mr. Walsh further noted that he would like to see the Township develop, but in a planned way, and wants to make sure that any development is controlled.

Mr. Hagay agreed and said it is about finding that line to balance development and maintain rural character.

Mr. Roth noted that we need to consider who will be buying houses in the future and cater to that to make sure there is population. Mr. Bonetti agreed that cost, location, jobs, and impacts of the Route 228 expansion could affect potential development in Penn Township.

NEXT STEPS

Ms. Ludwig stated that the next steps and to-dos for HRG, staff, and the Steering Committee are as follows:

- Finalize Theme Areas
- Review and Finalize draft Goals, Objectives, and Strategies with Steering Committee at February meeting
- Plan Development / Writing of the various plan chapters and theme areas
- Implementation Matrix
- Prioritization Exercise with Steer
- Draft of the Plan available for public review likely in June 2024

Ms. Ludwig thanked everyone for attending and taking the time out of their schedules and commitments to be part of this important discussion.



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MEETING MINUTES

PENN TOWNSHIP COMPREHENSIVE PLAN

Key Stakeholder Roundtables Session #2

Location: Penn Township Municipal Building

January 11, 2024

Meeting Attendees:

Name	Company	Email
Laura Ludwig	HRG	lludwig@hrg-inc.com
Sommer Schneller	HRG	schneller@hrg-inc.com
Lori Morgan	HRG	lmorgan@hrg-inc.com
Sam Ward	Township Supervisor	samward@zoominternet.net
Bert Mowry	Township Supervisor	bertmowry@gmail.com
Doug Roth	Township Supervisor	dugr@zoominternet.net
Clinton Bonetti	Land Use Administrator	CBonetti@penntownship.org
Ian Herrell	BCCD	
Matthew Cramner	MWAAT	
John Klein	HRG, SAA	
Jim Bonner	Audubon Society	
Paul Cornetti	SAA	
Karen Stein	Audubon Society	

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Strengths

- 12" water main up Route 8 and 12" water main up to Airport
- Fire protection along Route 8
- Planned development of the community maintains and preserves the rural feel of the community
- Police presence
- Great long-term leadership (staff & board) that understand issues and needs of the community
- Transportation and infrastructure
- Working with Connoquenessing Watershed Alliance – Dodds Road and Thorn Creek
- Township has always been very responsive and is easy to work with
- The community feels safe and comfortable/positive
- Airport- draws people and business
- Ease of access to a variety of areas (Pittsburgh, Butler, etc.)
- Balance for place to live and options for working
- Strong schools
- Green spaces

Weaknesses

- Water extensions by developers only due to lack of mandatory taps
- Lack of funding for infrastructure projects and how tough it is to acquire funding
- Possibly more employment opportunities needed for self-sustaining community
- Increase infrastructure beyond Route 8 corridor

- Work with conservation districts – low volume roads, technical assistance
 - Low volume roads program even if funding is not available, we can still help with technical assistance
- Current Route 8 corridor lacks character or cohesiveness
- No “downtown” or central area
- Nothing really walkable
- Airport noise
- Spreading the word on progress

Opportunities

- Water and sewer will bring development which will increase the tax base which will help with park upgrades
- Route 228 will likely open up more Route 8 corridor non-residential growth
- Airport
- Thorn Creek and Connoquenessing Creek fishing and recreation
- New water service- provide potential reliable water for everyone
- Penn Township can/should become a Bird Friendly Community
- Growth- housing, business, and recreation
- Connecting like-minded businesses for support and shared resources

Threats

- Possibly illegal drugs traffic on Route 8 to other communities
- High speed highway and traffic accidents
- Traffic signal maintenance
- New water service- may bring unwanted development
- Airport- expansion can change community character
- Lack of water and sewage through the Township
- Lack of community support for infrastructure upgrades
- Growth- finding that balance of growth without loss of what people love about the area

ROUNDTABLE DISCUSSION

Laura Ludwig from HRG opened up the meeting to a general conversation and allowed participants to ask questions or bring up ideas that they may have been thinking about from the SWOT Activity.

Mr. Roth mentioned that they talked about various potential water line expansions projects in the first stakeholder group meeting that morning. Areas mentioned for potential extension of water service were Stepland and Country Club Road.

Mr. Cramner stated there is always the opportunity to look at those projects and see if they are economically feasible. This can be difficult with no required tap in, so they have to make sure the projects are self-fundable. They have considered Larchwood, but that was not able to work. They did apply for funding for Larchwood Drive but have not been awarded any funding yet. The extension of water will be slow, especially without an ordinance mandating for tap in and waiting for development to motivate the

expansion. Authority funded projects typically take longer to build infrastructure. They have not looked into Stepland at all yet.

Mr. Klein stated that MWAAT has talked to the Country Club and put together a cost for the Country Club. He noted that most expansion (Adams Township, etc.) other than Route 8 has been developer-driven.

Mr. Ward asked if it were possible for MWAAT to summarize costs and provide that to the Township and then the Township could connect with residents and help communicate the actual costs and benefits (average monthly costs, surcharges, etc.) and help to facilitate the discussion with the public. Mr. Cramner stated that MWAAT would be happy to work with the Township to provide accurate information to residents and property owners.

Mr. Roth asked Jim Bonner if he could speak to the economic impact that parks have on a community. Mr. Bonner noted that those visiting parks, natural areas, and recreational amenities often spend money in the local areas. Mr. Bonner noted that nature stayed open during the pandemic and that interest has continued over the past several years. He noted that the Audubon Society is a bird forward business, it is a means and an ends- they are concerned about crashing bird populations, but it can also be a means to discuss other topics and unit people around other important topics. Mr. Bonner also stated that there many other related benefits to having open areas and environmental access, including benefits to mental health, physical health, economic health. etc. He further added that one in five people identify as bird watchers/enthusiasts and it crosses many demographics, age, religion, political affiliation, etc.

Mr. Bonner also commented that he would like to see the following improvements:

- Connect Harcrest Park and Succop Nature Park by trail, may include airport and the municipal building
- Offer broad spectrum of resources
- Ordinances that allow for naturalization of private land – allow property owners to do things at their own homes, properties like meadows, pollinator fields, etc.
- Raise the baseline of the environmental integrity
- PRD/ dense development to maintain open space

Mr. Cornetti said there has not been a ton of development recently in Penn Township, which may be related to lack of access to water. Mr. Cornetti added that Rt. 228 may bring some growth once Middlesex Township has had enough. He said water quality is good here and it is better to have more users so that the line is turning over and does not have to be flushed. He noted lot size requirements are good in Penn Township.

There was a discussion on how many property owners have tapped into the water line on Airport Road. Mr. Cramner noted he believes about 4-6 have tied in. There has been a lot of interest, but the tap in fee for residential is \$2,650. With a mandatory connection ordinance not in existence, it is hard to plan ahead. He explained that MWAAT uses the debt-service surcharge to cover the expansion and that monthly fee depends on the number of tap ins in total. MWAAT typically applies for grant funding to reduce debt service. This helps to lower the monthly costs that are then passed onto residents and property owners.

Mr. Cramner stated that along Route 8 at a recent expansion, they were able to get the surcharge down to \$25 per month thanks for a grant and the number of folks that tapped in.

Mr. Cornetti noted that Thornridge/ High Meadows would be a cost-effective expansion. He asked if there a way to survey the residents for interest and if certain areas or neighborhoods can be targeted for mandatory tap ins and not an entire community? He then asked if the 10-year goal is to connect to Forward Township? Mr. Cramner stated yes, but it will depend on how development takes place. In general, expansion into areas not currently served depends on development plans, other than some areas they know they need to improve.

Mr. Roth responded to one of the comments in the SWOT regarding the lack of a Main Street. He said he has always thought of Airport Road as the Township's "Main Street." He challenged the group to determine what improvements could be made to make Airport Road look like more of a Main Street. It was also noted that Airport Road is in the flight path, so it is difficult to have any development. The area may also be limiting for outdoor recreation because of planes going past.

Mr. Bonner noted that the Country Club owns a vacant parcel of land, and the Audubon Society did inquire about purchasing it from the Country Club. He noted the Country Club was not willing to sell but also did not have any concrete plans for the property.

Ms. Stein stated it is more about having a place provides for community gathering and connection. Something that makes people feel connected and creates a sense of community. She said Harcrest Park currently serves as some of that. Mr. Cramner agreed, and said it becomes a meeting place and a community hub. It was then stated if Harcrest Park is going to be the hub, then we need to connect the Park to other places.

Mr. Bonner noted it has been challenging for the Audubon Society to get Succop Nature Park to feel like part of the Community, due to its history and legacy because it used to be private. They get a lower turn out at Succop events than neighboring properties for programming. Mr. Bonner noted that advertising and getting the word out can be challenging in the area. It was suggested that maybe Succop could partner with the Township for Community Day, be a satellite site and offer some activities and the Township could provide a shuttle.

Regional trails were brought up, for the relationship between Harcrest Park and Succop Nature Park. It was noted that Harcrest Park is often used by bicyclists as a restroom and break stop for bicyclists traveling from North Park up Three Degree Road. Harcrest is a nice location to stop along the route.

It was noted the Airport grounds is a nice location for larger events, Car Cruises, Tool Bash, Rallies, etc.

Mr. Harrell suggested to look at the Connoquenessing Creek Conservation Plan for some additional information on other potential partnerships regarding outdoor recreation, nature, trails, etc.

NEXT STEPS

Ms. Ludwig stated that the next steps and to-dos for HRG, staff, and the Steering Committee are as follows:

- Finalize Theme Areas

- Review and Finalize draft Goals, Objectives, and Strategies with Steering Committee at February meeting
- Plan Development / Writing of the various plan chapters and theme areas
- Implementation Matrix
- Prioritization Exercise with Steer
- Draft of the Plan available for public review likely in June 2024

Ms. Ludwig thanked everyone for attending and taking the time out of their schedules and commitments to be part of this important discussion.



Herbert, Rowland & Grubic, Inc.
220 West Kensing Drive, Suite 100
Cranberry Township, PA 16066
724.779.4777
www.hrg-inc.com

MEETING MINUTES

PENN TOWNSHIP COMPREHENSIVE PLAN

Key Stakeholder Roundtables Session #3

Location: Penn Township Municipal Building

January 11, 2024

Meeting Attendees:

Name	Company	Email
Laura Ludwig	HRG	lludwig@hrg-inc.com
Sommer Schneller	HRG	schneller@hrg-inc.com
Lori Morgan	HRG	lmorgan@hrg-inc.com
Sam Ward	Township Supervisor	samward@zoominternet.net
Bert Mowry	Township Supervisor	bertmowry@gmail.com
Doug Roth	Township Supervisor	dugr@zoominternet.net
Clinton Bonetti	Land Use Administrator	CBonetti@penntownship.org
Aaron Bernstine	PA House of Representatives	
Jordan Grady	Butler County Chamber of Commerce	
Cory Shaffer	PennDOT District 10	

PRESENTATION

Laura Ludwig from HRG began the meeting and reviewed the agenda items, which included self-introductions, an overview of HRG's progress made to date on the plan, the individual SWOT exercise, an open discussion on items for the Comprehensive Plan, and next steps.

After the group introduced themselves, Ms. Ludwig then reviewed the definition and purpose of a Comprehensive Plan and the concept of implementable planning. She then reviewed some of the progress and activities that HRG has completed to date, which include the following:

- Staff Kickoff Meeting

- Initial Trends Report
- Community Tour
- Staff and Board one-on-one interviews
- Online Community Survey and Analysis
 - Ms. Ludwig noted that the response rate for the survey was less than they would like to see.
- Theme Area and Strategy Development
- Future Land Use Mapping
- Ongoing Steering Committee Meetings

SWOT ACTIVITY

Ms. Ludwig then transitioned to the individual SWOT activity. She explained that the group was to brainstorm areas and attributes of Penn Township that could be considered a Strength, Weakness, Opportunity, or Threat and to write those ideas in the appropriate portion of the received worksheet. After the group had some time to work on the activity, HRG collected the worksheets and read aloud some of the responses. Below are the full responses for each category:

Strengths

- Well-managed roads
- Location
- Leadership Team
- Safety
- Public utilities
- Airport
- Butler County taxes
- Geographical location
- Route 8
- HRG
- Local leadership

Weaknesses

- Public utilities
- Cell service
- Anti-growthers
- Staffing at airport
- Private investment

Opportunities

- Tourism/ travelers for grant opportunities
- Datacenters
- Farmland preservation
- Warehousing

- Mom and Pop shops
- Airport Land Development Zone
- Plenty of land for development and agricultural preservation
- Geographical location
- Butler County Taxes
- Private investment

Threats

- Loss of road crew workers/staff
- Loss of contractors
- Over-growth (too fast)
- Tax reassessment
- Outdated/bad code enforcement
- Anti-growthers
- Route 8

ROUNDTABLE DISCUSSION

Laura Ludwig from HRG opened up the meeting to a general conversation and allowed participants to ask questions or bring up ideas that they may have been thinking about from the SWOT Activity.

Representative Bernstine stated that comments for the region as a whole, and not just Penn Township, include balancing economic growth and preservation of the current character and way of life. He stated he is pro-growth but also lives on a farm because he wants space. He challenged, does the cost of everything go up with development? Is there more crime? He stated progress is progress and you can't stop it. He noted that he previously had Beaver County in his district and there were reassessed. A tax reassessment would be a disaster for Butler County as a whole, can't stop it but can postpone it, last assessment was in 1964 and a new assessment will shift burden to places like Penn Township.

Representative Bernstine also noted that a reassessment would be a potential threat to the County's farmlands. He noted that the County Commissioners are not currently pushing for this in the next four years, but a reassessment will not come from the Commissioners, it will come from a lawsuit, usually from a large landowner or developer, like it did in Beaver County. He stated the County's low taxes are its number one advantage compared to other counties in the region.

In regard to opening up the online survey again, Rep. Bernstine noted he can assist with sending out an email list or text messaging list for Penn Township. Mr. Grady stated he can help spread the word to business owners.

Rep. Bernstine stated that Allegheny County is an opportunity. With the change in administration there, they will only invite carbon-neutral industry in Allegheny County. Allegheny County is also pushing workforce housing/ low-cost housing--> exodus of business from Allegheny County will create opportunities in Butler County. Allegheny County will become more difficult to do business with and businesses may look to Butler County.

Mr. Grady said that the Airport is one of three that received the Airport Land Development Zone designation. He did note that land is not shovel ready near the Airport though, and that Butler County as a whole does not have a lot of shovel ready sites.

Mr. Bonetti noted that the Airport acquired Mary Waits property (50 acres) and they want it rezoned from R1 to RE. He further noted that any development at the Airport will cost the Township because the Airport will not pay tax and Township will still have to provide services. Rep. Bernstine noted that the recent Zelenople Airport expansion has been bad for residents because of additional air traffic. Payment in Lieu of Taxes (PILOTs) were brought up as a possible tool to recoup some costs for providing services from larger nonprofit organizations that own land in Penn Township.

Mr. Ward and Mr. Shaffer provided some updates on PennDOT related projects, as follows:

- Meridian Road repair (slide repair) and will be open to bid likely February 2025 (Mr. Ward noted he saw these plans last week)
- Route 8 repaving in 2-3 years
- Renfrew Bridge – working on preliminary planning now, likely late 2025 or early 2026 start
- Church and Brownsdale Traffic Signal in the future - 2026
- Grant funding opportunities
 - Green Light Go
 - ARLE
 - SPC – Mr. Shaffer can connect Mr. Ward with Josh Spano from SPC
 - Talk to Mark Gordon about transportation funding, series of six meeting are forthcoming

Mr. Shaffer also noted that the tax was reduced for liquid fuels monies, so those funds will likely decrease for all the municipalities in future years due to the reduction.

Rep. Bernstine noted there is not a lot of pad ready industrial sites in Penn Township or the County as a whole. Maybe there needs to be more tax incentives for this type of development.

NEXT STEPS

Ms. Ludwig stated that the next steps and to-dos for HRG, staff, and the Steering Committee are as follows:

- Finalize Theme Areas
- Review and Finalize draft Goals, Objectives, and Strategies with Steering Committee at February meeting
- Plan Development / Writing of the various plan chapters and theme areas
- Implementation Matrix
- Prioritization Exercise with Steer
- Draft of the Plan available for public review likely in June 2024

Ms. Ludwig thanked everyone for attending and taking the time out of their schedules and commitments to be part of this important discussion.

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B. TRENDS REPORT

TRENDS REPORT



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INTRODUCTION

What is the Purpose of a Trends Report?

Before a community can grow toward a healthy and sustainable future, it is important to understand the conditions of the community today and how it evolved to get there. To summarize, a trends report is compiled to understand the existing conditions of the community and how it has evolved over time to get to where it is today. Understanding these conditions is important as it leads the community to grow and to be prosperous in the future.

The data collected for this report comes from the American Community Survey (ACS) annually. The survey is conducted by the U.S. Census and around 3.5 million residents participate. Unlike the Decennial Census, the ACS uses annual information from about 1% of the total U.S. population and therefore is a **prediction and not an official count** of socioeconomic characteristics in the country.

Unless otherwise indicated and for the purposes of this Report, the data represented throughout this Report is from the 2021 ACS 5-year estimates. However, in some cases, the 2021 data was compared to previous years of 5-year ACS estimates and those instances are labeled respectively.

The Trends Report is broken down into the following categories:

Demographics – Who lives in Penn Township? How has the population of residents changed over time? What types of neighborhoods have developed? How do we plan for the future?

Housing & Affordability – Are there enough places to live in Penn Township? Do more residents own or rent? Is Penn Township affordable and thereby economically attractive to newcomers?

Transportation – How do residents of Penn Township travel/commute? Where are traffic or congestion problems? How can we improve the current conditions for greater accessibility and safety? What currently is working to efficiently move people and what is not?

Economy & Development – What are the top industries in Penn Township? Are they sustainable? Are residents employed? Where are residents working? Are residents well-compensated? What was/is the impact of the pandemic?

Land Use – How does Penn Township balance residential, commercial, and industrial districts? What is the purpose of an overlay? Is there a need to change the zoning code for future land use?

Parks & Recreation – Does Penn Township provide ample green space given the number of residents? How is the space used? Do the current recreation facilities reflect the interests of current residents? What types of recreation attract current and future residents?

Public Facilities & Amenities – Who are the service providers in Penn Township? Are the needs of the residents met? Are providers prepared for growth? What improvements could be made to satisfy more residents?

GENERAL DEMOGRAPHICS

QUICK FACTS



5,092
TOTAL
POPULATION



53.5
MEDIAN
RESIDENT AGE



\$80,156
MEDIAN
HOUSEHOLD
INCOME

Population

Since 2011, the Township's population has declined slightly. In 2011, the population was 5,092 residents, and by 2021 the population had decreased to 4,973 residents. This represents a 2.33% change from 2011 to 2021. During the same period, Butler County's population increased from 183,317 to 192,561, representing just over a 5% increase. The State of Pennsylvania's population also increased during that time, from 12,660,739 to 12,970,650, a 2.44% increase.

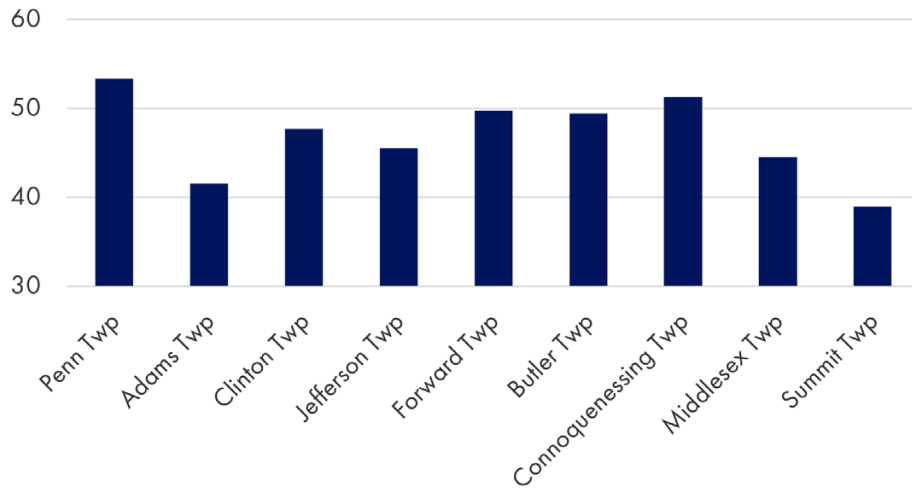
To plan for the Township, it is important to understand not only where the Township's population currently stands, but what might be expected in the future. To do this, population projections were developed based on a linear

regression model, following the most recent five years of data (ACS 2017 to 2021). This range is most representative of recent trends, including the impacts of migration related to COVID-19. Based on the regression analysis, the projections indicate that Penn Township's population will decrease by about 0.58%, to 4,944 over the next ten years. By 2041, it will decrease by another 0.64%, to 4,941 people. While this represents a decrease in population, it is a small decrease, that is not surprising given the Township's aging population. It should also be noted that the use of a linear regression means that known or anticipated future development is not directly factored into the projections, so these numbers should be considered as a reference and not a foregone conclusion.

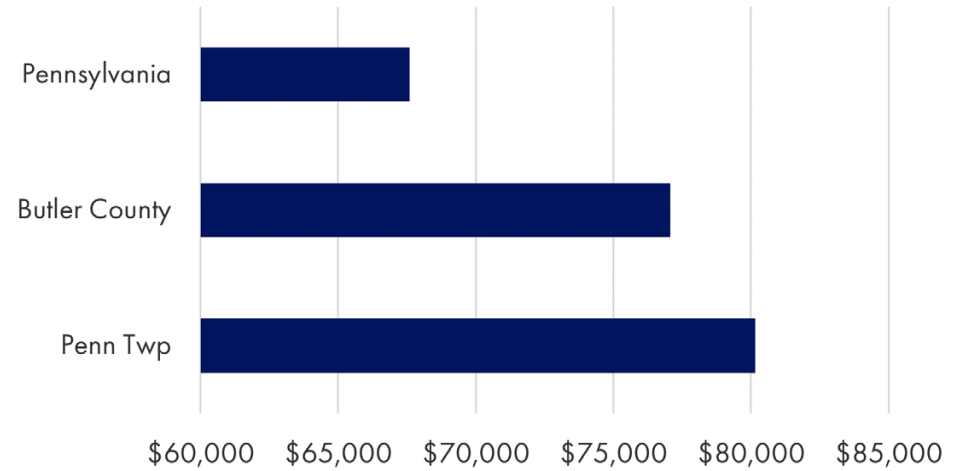
Age

The median age for Penn Township residents in 2021 was 53.5 years, which is higher than the median age for Butler County (43.5 years) and for Pennsylvania (40.9 years) at large. The greatest percent of the population included those between the ages of 65 and 74, who represented 16.1% of the Township's total population. The smallest percentage were those aged 20 to 24 with just 1.1% of the population. As compared to bordering townships, Penn Township's median age was the highest compared to the surrounding municipalities, followed by Connoquenessing Township (51.3 years) and Forward Township (49.4 years).

Median Age by Township



Median Household Income



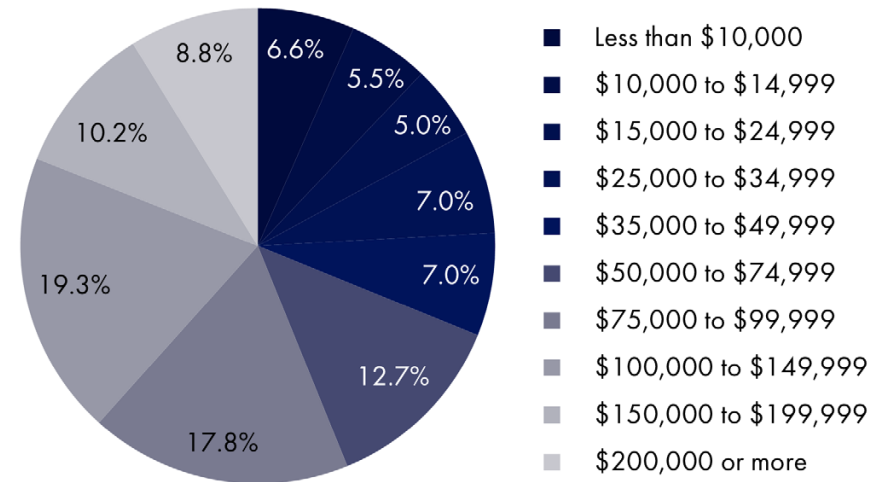
Households and Housing

According to the US Census, there were 1,916 households in Penn Township in 2011. Over the last few decades, the number of households has increased slightly. The 2021 US Census found Penn Township to have 2,096 housing units. The Census estimated that there are 1,487 total families in Penn Township with approximately 428 homes with children and teens under 18 years of age. In addition, 96.8% of residents are owners with the other 3.2% being renters. This is higher than Butler County with 78.7% of residents being owners and 21.3% being renters. Pennsylvania has estimated 69.9% of residents are homeowners and 30.1% being renters.

Median Household Income

The median household income in the Township was \$80,156 in 2021. Overall, median household income is higher in the Township than in the Butler County (\$78,146), and slightly higher than Pennsylvania (\$68,4957). Almost half (49.8%) of Penn Township residents earn between \$49,999 to \$149,999 annually.

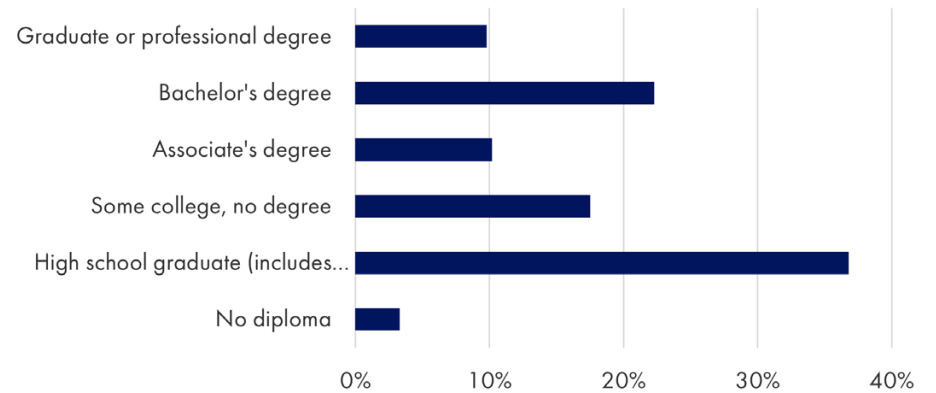
Income Distribution



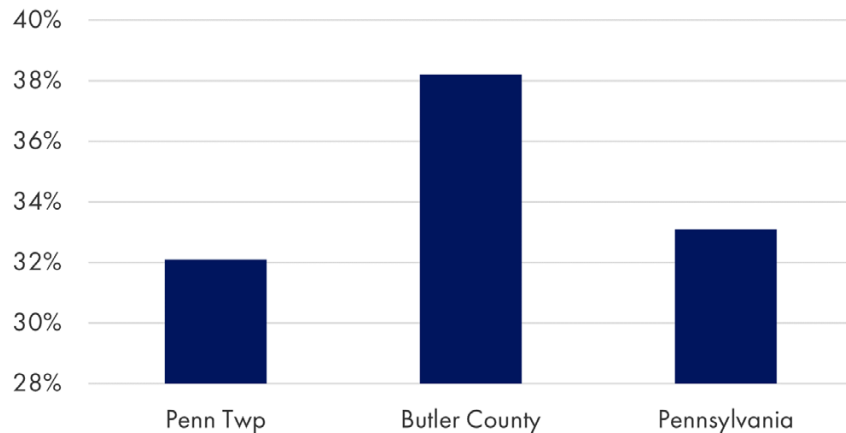
Education

Almost all residents 18 years or older (3,685) in Penn Township have a high school degree or better (96.6% of the total population). Butler County falls slightly below this mark with 95.5% of their total population having a high school degree or more. Even lower than this is the Pennsylvania percentage of residents with a high school diploma or higher (91.4%). Furthermore, 9.8% of Township residents have a graduate or professional degree while 22.3% have a bachelor's degree or higher.

Educational Attainment in Penn Township



Bachelor's Degree or Higher



Knoch School District, Penn Township's primary public school district

HOUSING AND AFFORDABILITY

QUICK FACTS



2,029
OWNER-
OCCUPIED
HOUSES



2,159
HOUSING
UNITS

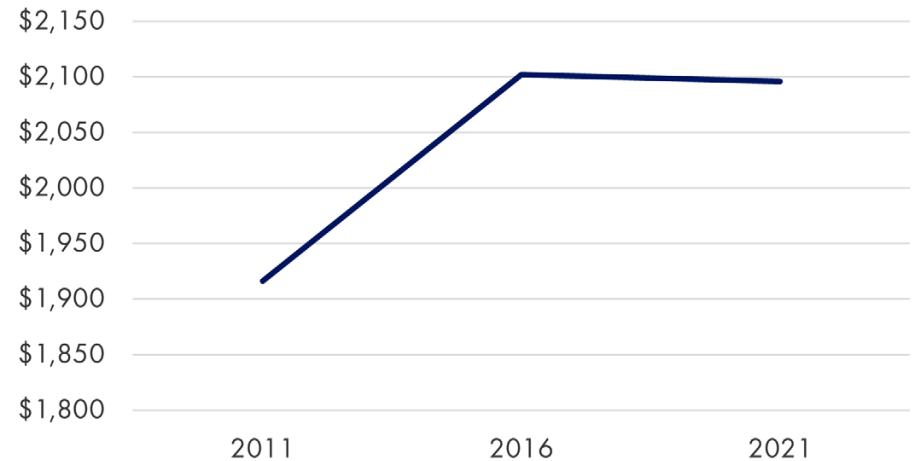


\$250,400
MEDIAN
HOME
VALUE

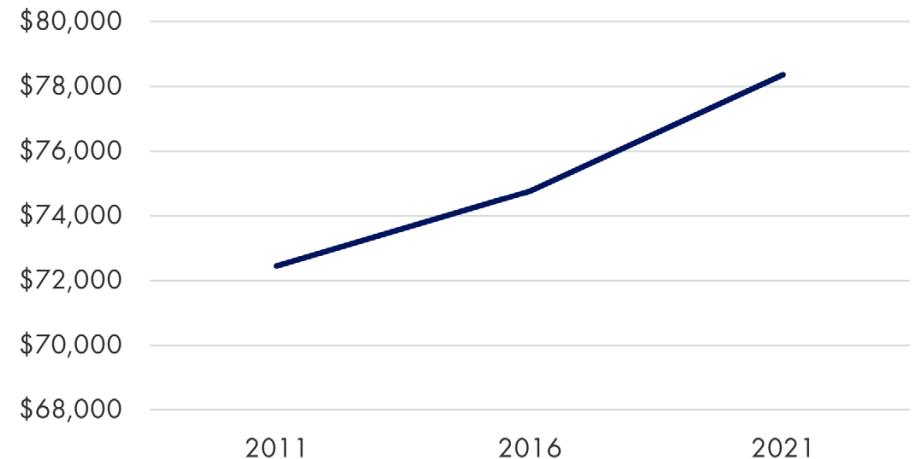
Households

The Township experienced an increase in the number of households from 2011 to 2016, with the ACS 5-year estimate changing from 1,916 to 2,102 households, a 9.7% increase. From 2016 to 2021, the household count remained nearly the same, from 2,102 to 2,096. As a whole, Butler County has experienced a steady increase in households from 2011 to 2016 and again from 2016 to 2021 (from 72,258 in 2011 to 78,365 in 2021 – an 8.5% increase during the ten-year period). The continual increase at the County-level and not at the Township level may indicate that the major changes in household counts are occurring in other areas of the Butler County outside of Penn Township.

Penn Township Household Counts, 2011-2021

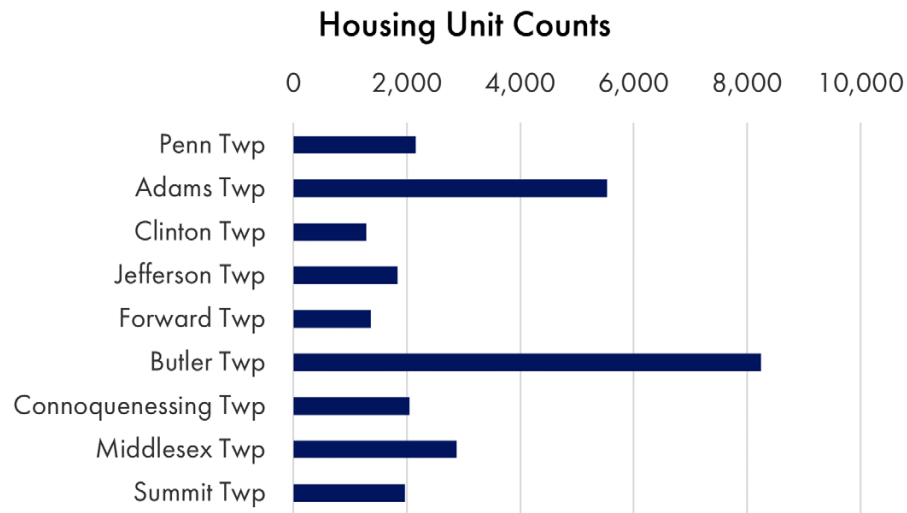


Butler County Household Counts, 2011-2021



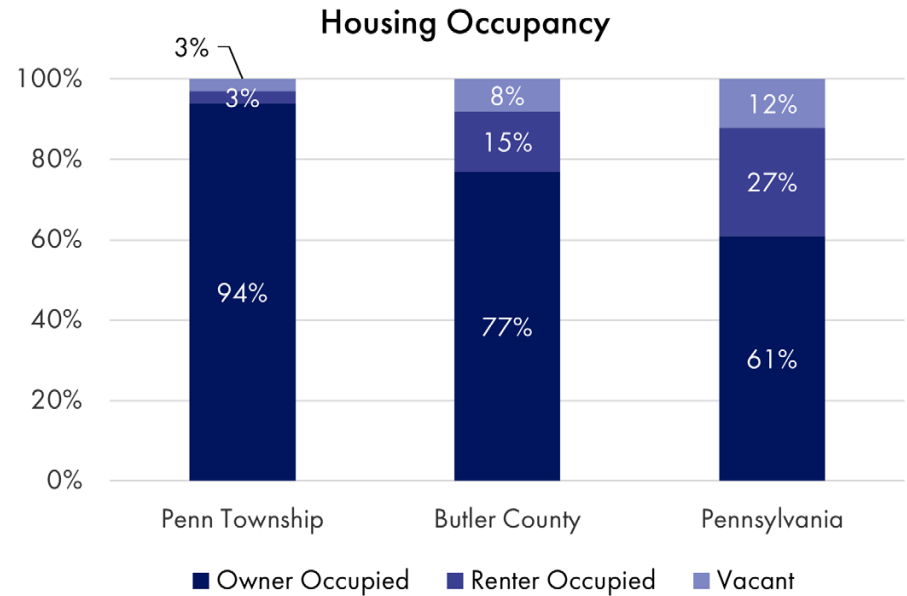
Housing Units

In 2021, there were 2,159 housing units within Penn Township. The following graph shows a comparison in the number of housing units for Penn Township and all neighboring area municipalities. Aside from the outliers of Adams Township and Butler Township, Penn Township's household count is comparable to the other surrounding municipalities.



Renter/Owner Occupancy and Vacancy

Of Penn Township's total housing units in 2021, 94% were owner-occupied, 3% were renter-occupied, and 3% were vacant. Penn Township's homeowner rates were higher than the ownership rates in the County and the State. The following chart provides a comparison of the Township to Butler County and Pennsylvania.



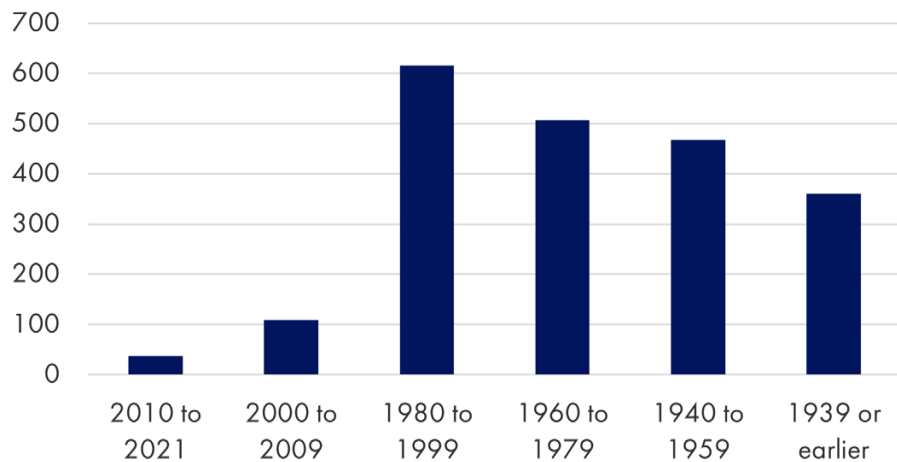
Some of the housing stock in Penn Township

Age of Housing Stock

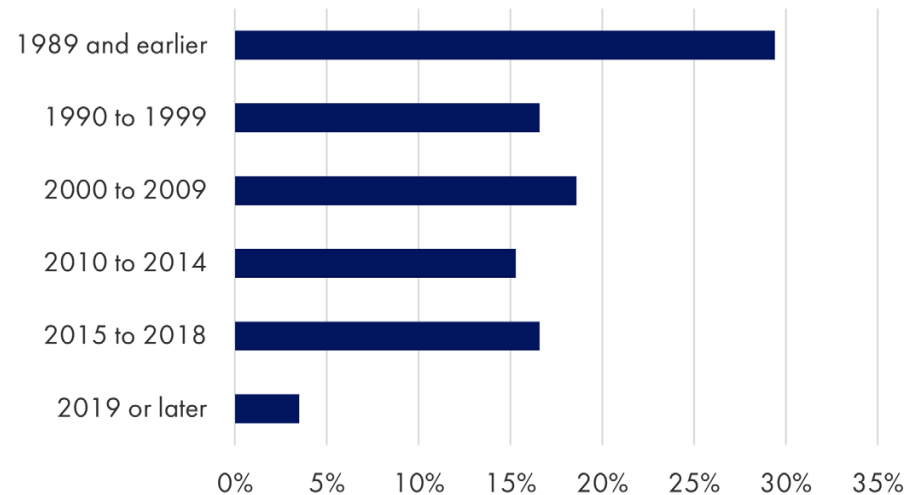
In general, the housing stock in the Township is aging and not being replaced proportionately. This also contributes to the population leveling off in the past few years in the Township, as the current housing stock is almost entirely occupied as of today. As seen in the following chart, the years with the largest increase in new home construction was between 1980 and 1999, where 616 homes were built. In comparison, in the last 22 years, only 146 new homes were built, with more than half of those built between 2000 and 2009.

The new home construction rates, however, do not directly correlate to the years that residents moved into their current homes. For example, 29.4% of all residents of Penn Township moved into their current home in 1989 or earlier, while the remaining 70.6% moved into their current home in 1990 or later. This may indicate that most residents that are moving to the area are not constructing or purchasing a new home but are rather buying from the existing, older housing stock.

Number of Homes Built



Year Moved In

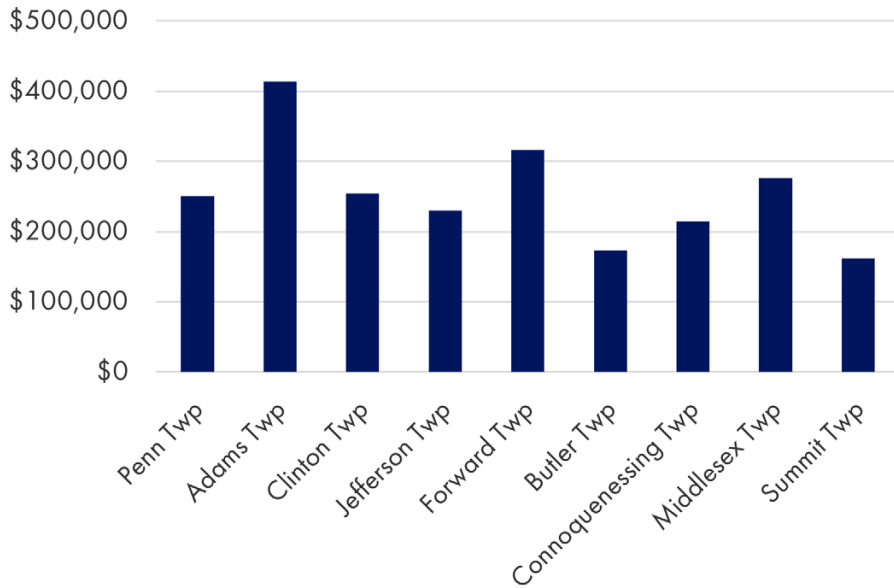


Home Value

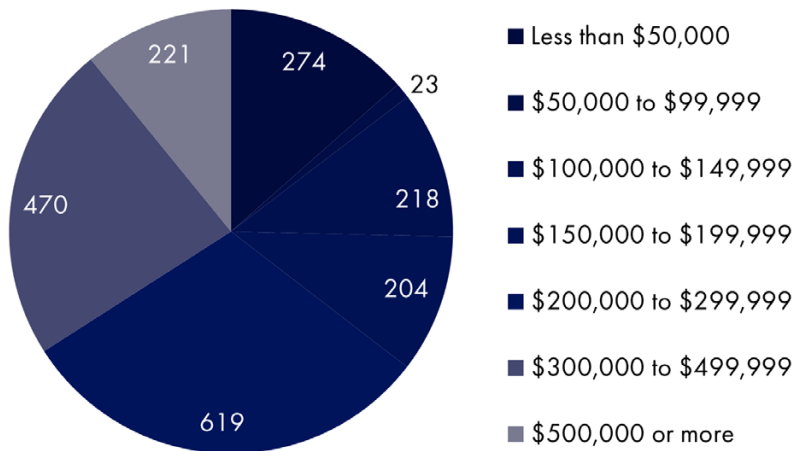
The median value of owner-occupied units in Penn Township was \$250,400 in 2021, which is about the same as the median value County-wide (\$251,700) and slightly higher than the State average (\$222,300). Penn Township's median home value is roughly average for all median household values of neighboring municipalities. The full valuation of median home value for all neighboring municipalities can be seen in the chart on the following page.

The majority of homes, or 54%, in the Township are valued between \$200,000 and \$499,999. The least represented housing brackets include homes over \$1,000,000 in value, which there are predicted to be zero of, and homes valued between \$50,000 and \$99,999, which includes about 1% of all homes in Penn Township.

Median Home Value



Home Value Distribution



Affordability

The NATIONAL ASSOCIATION OF REALTORS® Housing Affordability Index (HAI) measures whether or not a typical family could qualify for a mortgage loan on a typical home. A typical home is defined as the national median-priced, existing single-family home as calculated by NAR. The typical family is defined as one earning the median family income as reported by the U.S. Census Bureau. The prevailing mortgage interest rate is the effective rate on loans closed on existing homes from the Federal Housing Finance Board. These components are used to determine if the median income family can qualify for a mortgage on a typical home.

A value of 100 in the NAR Affordability Index means that a family with the median income has exactly enough income to qualify for a mortgage on a median-priced home. An index above 100 signifies that family earning the median income has more than enough income to qualify for a mortgage loan on a median-priced home, assuming a 20% down payment. For example, a composite HAI of 120.0 means a family earning the median family income has 120% of the income necessary to qualify for a conventional loan covering 80% of a median-priced existing single-family home. An increase in the HAI, then, shows that this family is more able to afford the median priced home.

The Township is a very affordable place to purchase and own a home, as the Housing Affordability Index for Penn Township in 2021 was 98, meaning a family earning the median family income has 98% of the income necessary to qualify for a conventional loan.

TRANSPORTATION

QUICK FACTS



24.2
MEAN TRAVEL
MINUTES TO
WORK



57
MILES OF
TOWNSHIP
ROADWAYS



88.2%
RESIDENTS
DROVE ALONE
TO WORK

Transportation Network

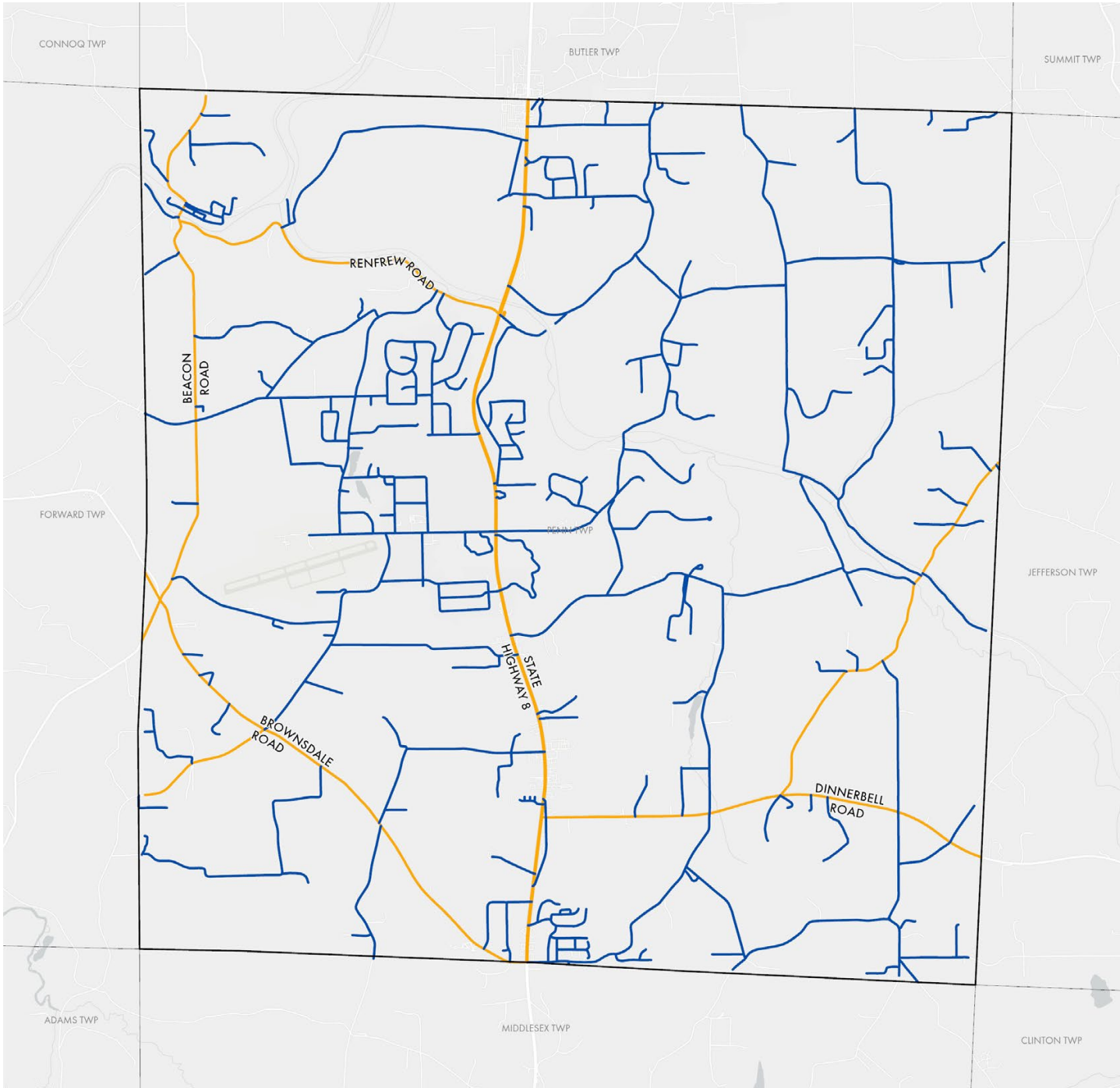
State Highway 8 runs north/south through the center of the Township, serving as a main arterial roadway for the region. Several collector roads, including Renfrew Road, Old Plank Road, Dinnerbell Road, and Brownsdale Road, run east to west, connecting State Highway 8 with the surrounding residential and agricultural areas. Three Degree Road and Meridian Road serve as major connector roads, connecting Brownsdale Road to Renfrew Road at two different points.



State Highway 8

Roadway Jurisdiction and Maintenance

The Township owns and maintains 57 miles of roadways in the municipality. Road maintenance includes the paving and repaving of road surfaces, snow plowing, and general upkeep of roadway conditions. Pennsylvania Department of Transportation (PennDOT) owns and maintains roughly 20 miles of roadways in the Township, including State Highway 8, Beacon Road, Dinnerbell Road, and Brownsdale Road, which are some of the most traveled roadways in the Township. On the following page is a map of roads by management provider.

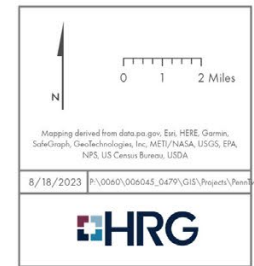


ROAD MANAGEMENT

PENN TOWNSHIP

Legend

-  Penn Township
-  Butler County Municipality Boundaries
-  State Roads
-  Local Roads



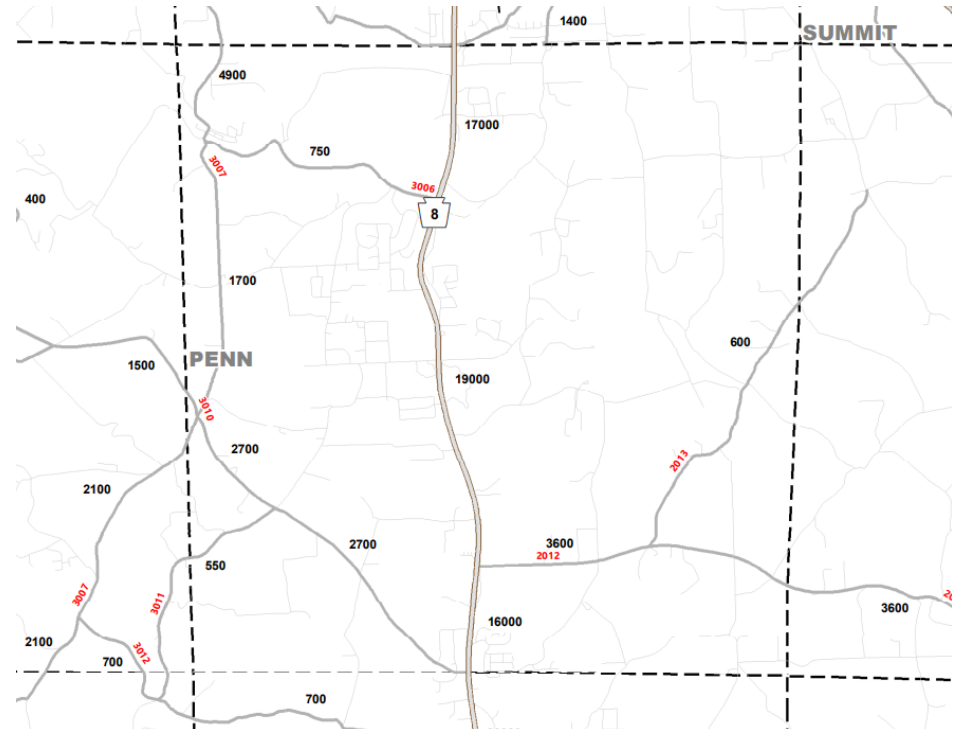
Transportation Improvement Program (TIP) Projects

The Southwestern Pennsylvania Commission (SPC) is the federally designated Metropolitan Planning Organization (MPO) for the 10-county Southwestern Pennsylvania region. As the official MPO, SPC directs the use of state and federal transportation funds allocated to the region and helps counties, cities, boroughs, and townships access these resources. The use of these funds is guided by the Long-Range Transportation Plan (LRTP) and documented in the Transportation Improvement Program (TIP), which is a comprehensive listing of all federal and state-funded transportation projects in the SPC planning area over the next four years.

The current 2023 to 2026 TIP was officially adopted in October of 2022. The TIP lists one project for Penn Township- the replacement of the Renfrew Bridge including replacement of the existing one-lane structure to a two-lane structure over Connoquenessing Creek.

Traffic Volumes

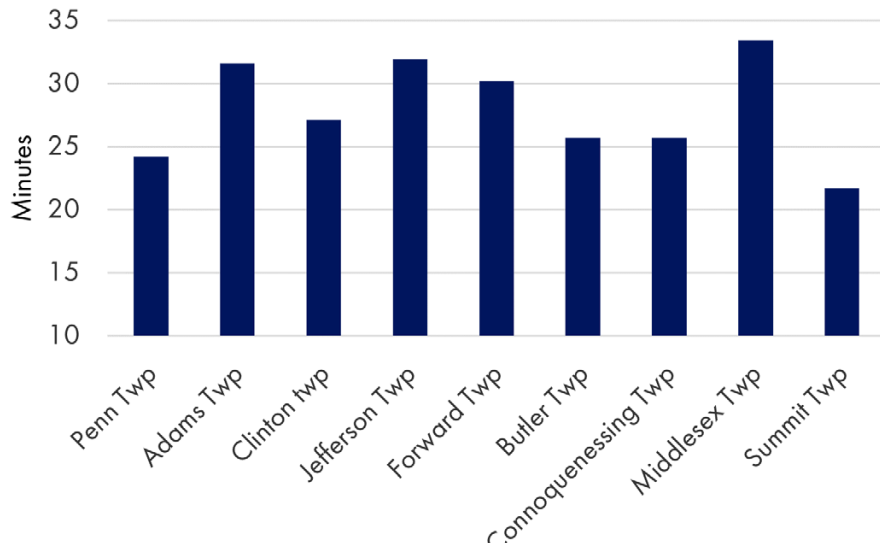
Average Annual Daily Traffic (AADT) counts for 2021 are available through PennDOT for major roadways. AADT represents the typical daily traffic for a roadway for all days of the week, over a one-year period, and is a standard measure of roadway traffic volume. For Penn Township, the highest counts available are for State Highway 8, which has an AADT of 19,000 trips. Sections of Dinnerbell Road within the Township have an AADT of about 3,600 trips. Other roadways with noteworthy traffic volumes include Brownsdale Road which runs northwest/southeast along the western side of the Township and has an AADT of 2,700 trips, and Meridian Road which runs north/south along the western edge of the Township and has an AADT of 1,700 trips.



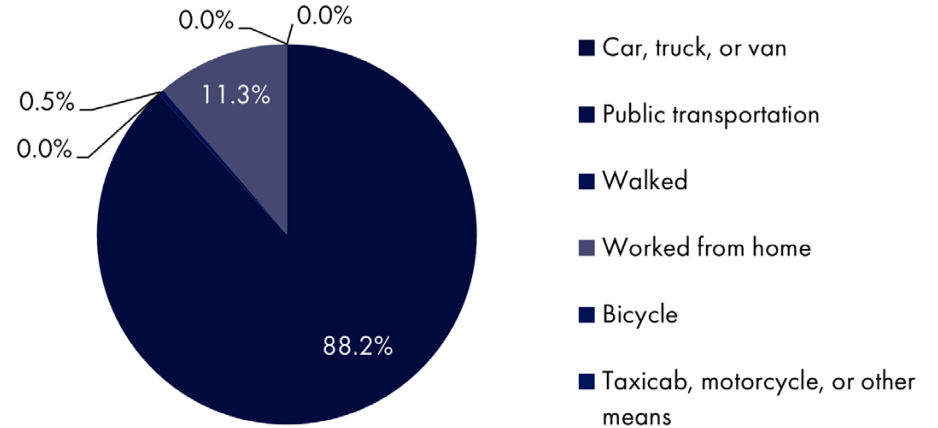
Commuting

The mean travel to work time of workers sixteen years and over in Penn Township is 24.2 minutes. This is lower than the County and State mean travel to work times of 27.4 minutes and 26.9 minutes respectively. The chart on the following page gives a comparison with the neighboring townships. Penn’s mean commute time is shorter than all neighboring townships except for Summit Township with a mean time of 21.7 minutes, which makes sense due to Summit Township’s even greater proximity to the City of Butler, an employment hub for the area.

Mean Travel Time to Work



Commute Mode

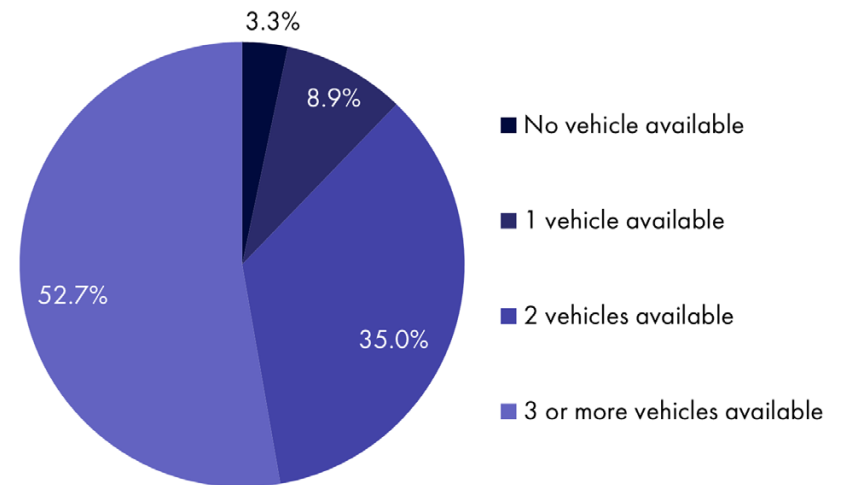


At 88.2%, an overwhelming majority of workers in the Township travel to work by car, truck, or van. Less than one percent travel by taxicab, motorcycle, or other means, and zero percent commute by bike, on foot, or using public transportation (other than taxis). Just over eleven percent of the Township works from home.

Vehicle Access

Within Penn Township, 96.7% of workers sixteen years or older who are part of a household have access to at least one vehicle. Over 50% of them have access to three or more vehicles.

Vehicle Access for Workers



ECONOMY & DEVELOPMENT

QUICK FACTS



\$80,156
MEDIAN
INCOME



3.2%
COUNTY
UNEMPLOYMENT
RATE



3,571
JUNE 2023
COUNTY
JOB POSTINGS

Butler County Overview

According to the Pennsylvania Department of Labor & Industry (DLI), the top ten employers in the 4th Quarter of 2022 in Butler County included the following:

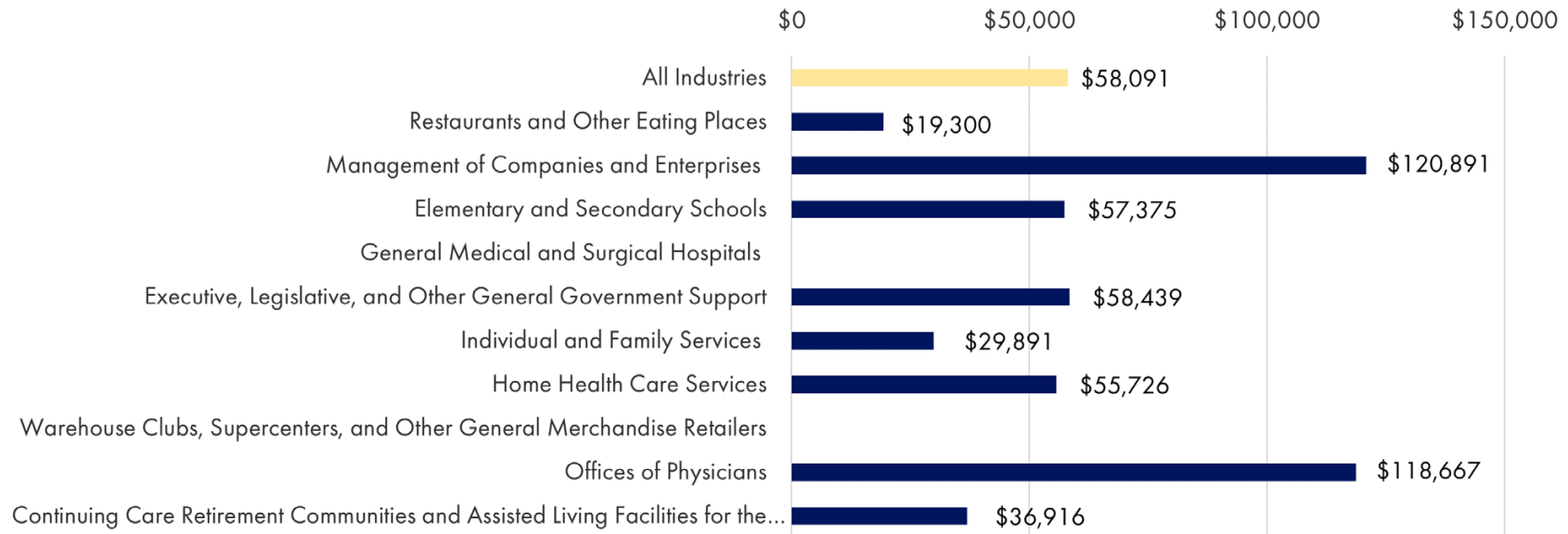
1. Federal Government
2. Butler Healthcare Providers
3. Westinghouse Electric
4. AK Steel Corporation
5. Seneca Valley School District
6. Wal-Mart

7. PA State System of Higher Education
8. Butler Area School District
9. FedEx
10. Penn United Technologies

The top employers correspond to a similar list of the top ten employment sectors in the County as per the 2022 4th Quarter DLI report:

1. Restaurants and Other Eating Places
2. Management of Companies and Enterprises
3. Elementary and Secondary Schools
4. General Medical and Surgical Hospitals
5. Executive, Legislative, and Other General Government Support
6. Individual and Family Services
7. Home Health Care Services
8. Warehouse Clubs, Supercenters, and Other General Merchandise Retailers
9. Offices of Physicians
10. Continuing Care Retirement Communities and Assisted Living Facilities for the Elderly

Average Income Per Sector, DCI 2022 4th Q*



*Note: General Medical and Surgical Hospitals as well as Warehouse Clubs, Supercenters, and Other General Merchandise Retailers did not have available data at the sector level.

Restaurants and Other Eating Places is the top employment sector in the County but there are no restaurants listed as a top employer in the County. This is likely the result of many restaurants, primarily smaller scale non-chain restaurants, that collectively account for a large portion of the labor force in the County. Many jobs in the County are categorically service providers, including public education, medical care, personal care, and federal government work.

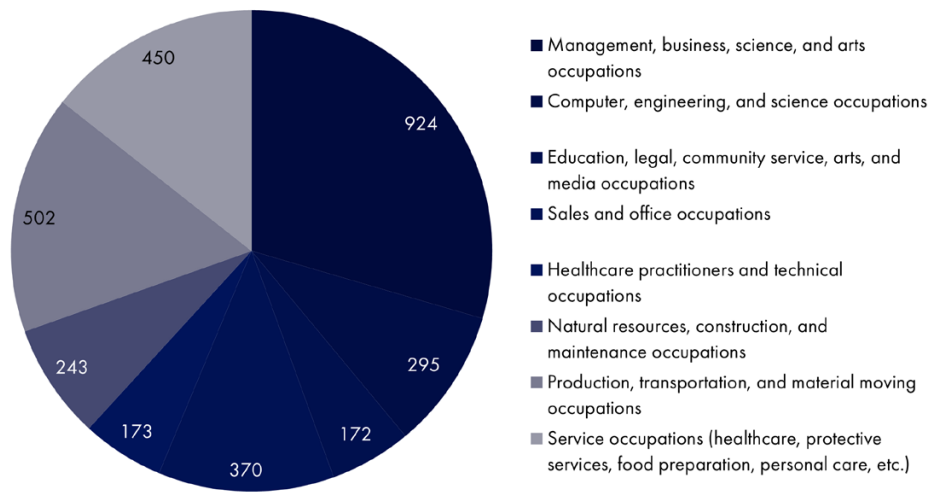
The median household income in 2021, which is the income cut-off where half of the households earn more and half earn less, was \$77,065 in Butler County and \$80,156 in Penn Township. The more well-paying jobs an industry provides, the greater its potential on the local economy.

In Butler County, the mean annual wage, which is the average income in the County, paid in 2021 was \$58,091. The top employment sector, Restaurants

and Other Eating Places, paid far less than the average county-wide income at \$19,300. The next two largest employers, Management of Companies & Enterprises and Elementary & Secondary Schools, paid about \$51,000 and \$25,800, respectively. The full list of average income per sector can be seen above.

The impact of industries on employment and income should be considered when planning for new development or redevelopment. Consideration should be given concerning whether new jobs pay enough for employees to afford the cost of living in Penn Township. Of the top ten sectors listed in the DCI report, three sectors have an average income far below the mean annual income in the County. This may indicate that the cost of living for employees in those sectors may not make enough income to support themselves financially. This also may indicate that the ability for a resident to afford to own a home may not be equally feasible for all sector workers in the County.

Top Employment Sectors, 2021



Employment in Penn Township

The top industries employing Township residents in 2021, as per the 5-year ACS report, included the following:

1. Management, business, science, and arts occupations (924 residents)
2. Production, transportation, and material moving occupations (502 residents)
3. Service occupations (healthcare, protective services, food preparation, personal care, etc.) (450 residents)
4. Sales and office occupations (370 residents)
5. Computer, engineering, and science occupations (295 residents)
6. Natural resources, construction, and maintenance occupations (243 residents)
7. Healthcare practitioners and technical occupations (173 residents)
8. Education, legal, community service, arts, and media occupations (172 residents)

Potential Impacts of Covid-19 on Employment

During the COVID-19 pandemic, national unemployment rates rose to levels not seen since the 1930s. The 2020 unemployment rate in Butler County was significantly higher than previous years because of lay-offs and business closures, both temporary and permanent. Low-wage jobs and minority employees were disproportionately impacted by the mix of layoffs and temporary and permanent business caused by the pandemic (Center on Budget and Policy Priorities analysis of Census Bureau Household Pulse Survey, 2022).

Across Pennsylvania, 30.9% of employers offered increased opportunities to work from home during the pandemic. Job loss in occupations that offered the ability to work from home was considerably smaller than other occupations (U.S. Bureau of Labor Statistics, Business Response Survey to the Coronavirus Pandemic, September 2020).

US Unemployment Rate 2019-Present



Retail Market Potential

The 2021 ESRI Retail Market Potential Report analyzed particular market sectors and the consumer behaviors for Penn Township. Sectors such as Apparel, Automobiles, Electronics, Entertainment, Financials, and more were scored using the Market Potential Index (MPI). The MPI measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

The Report organizes the MPI scores by category (i.e. Restaurants or Travel) and subcategory (i.e. went to a fast food restaurant in the last 6 months or took an international trip in the last 6 months). To the right are the average scores for selected categories analyzed in the Retail Market Report.

Generally, Penn Township performs just slightly above the national average for market potential, with a total mean MPI of 102. In all but four of the selected categories, Penn Township performs above the national average, with Cell Phones (99), Entertainment (98), Restaurants (99), and Travel (98) performing just a few points under the national average. The categories that have a value under the national average indicate that residents in the Township engage in those consumer behavior types less often than the average American. Township residents may engage less frequently in those consumer behaviors due to a number of reasons, including affordability of those purchases, access to those products, and more.

Product/Consumer Behavior	Average MPI Across Subcategories
Apparel	100
Automobiles	107
Cell Phones	99
Computers	102
Entertainment	98
Financial	107
Grocery	100
Health	103
Home	106
Restaurants	99
Travel	98
Insurance	103
Total Average	102



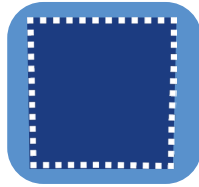
Some of the retail corridor in the Township

LAND USE & ZONING

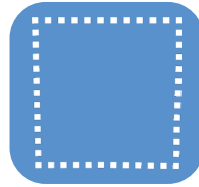
QUICK FACTS



6
ZONING
DISTRICTS



2
OVERLAY
DISTRICTS



24.3
SQUARE
MILES

Existing Land Use and Zoning

Penn Township has historically been a predominantly rural, suburban community. Over the last decade or so, growth and development has occurred in neighboring municipalities, which has started to bring some potential development pressures to Penn Township as well.

Penn Township is made up of a mix of land uses and is home to the Butler County Airport, Succop Nature Park, the Butler Country Club, the Penn Valley Athletic Club, numerous residential areas and neighborhoods, farmlands and agricultural areas and related uses, and various types of businesses along the busy Route 8 corridor.

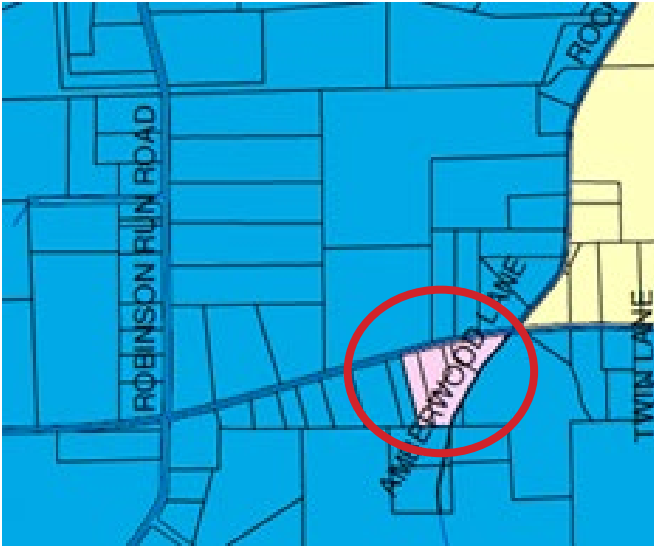
The Township's current Zoning Map provides for all land uses through the following zoning district designations:

ZONING DISTRICTS

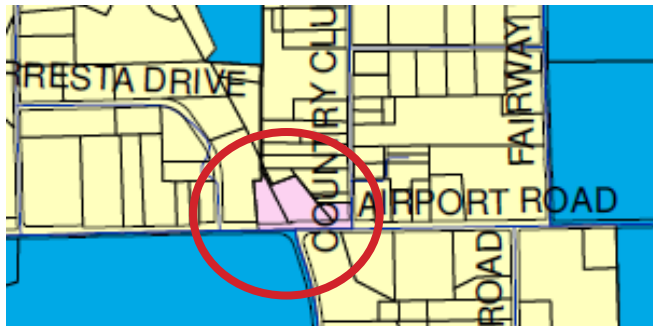
-  C1 - Neighborhood Commercial
-  C2 - Highway Commercial
-  I-L Limited Industrial
-  OZ1 - Overlay Zone Renfrew
-  OZ2 - Overlay Zone Port O' Call
-  R1 - One Family Residential
-  RE - Residential Estate
-  S - Conservancy

Commercial Areas

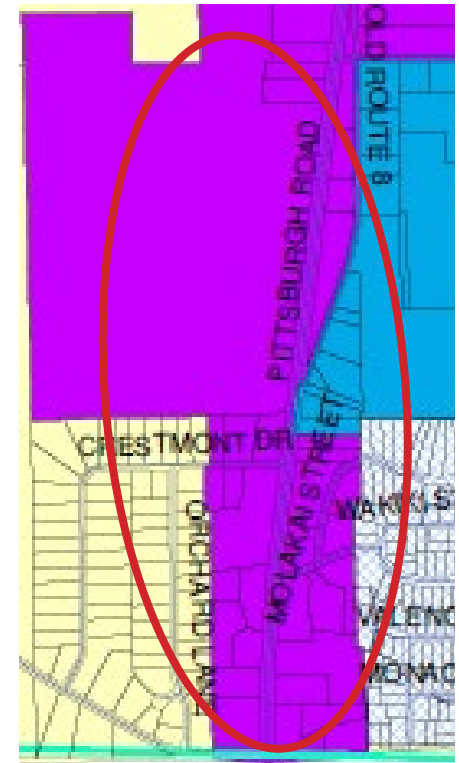
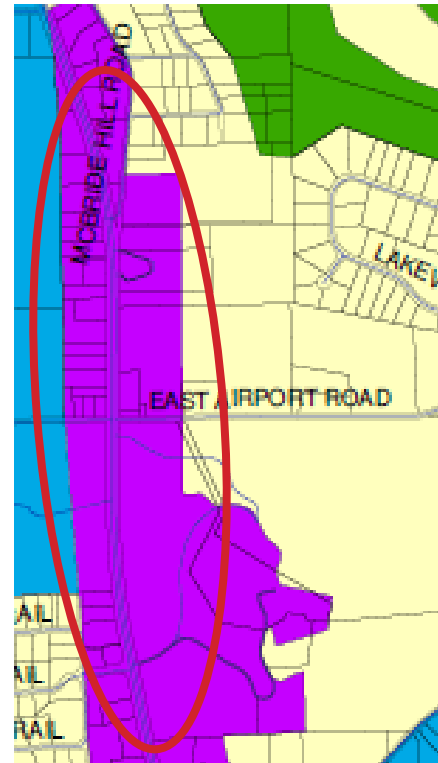
There are two commercial zoning districts within Penn Township. The C1 District is the Neighborhood Commercial District and there are two small C1 areas in Penn Township. The first is located in the center of the Township on the north side of Airport Road near the intersection of Country Club Road. In addition, the second C1 area is located in the southeastern part of the Township along Dinnerbell Road, between Robinson Run Road and Rockdale Road. The images on the following page from the Township's Zoning Map show the C1 areas.



The C-2 District



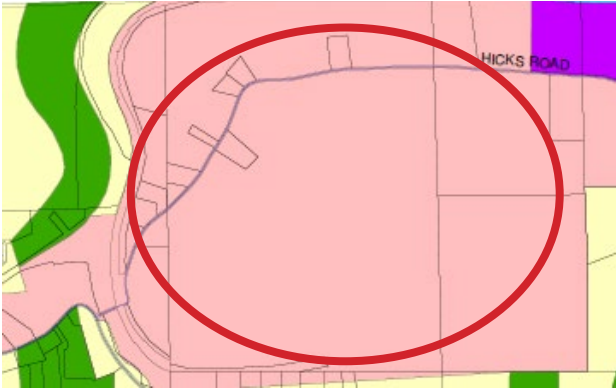
The C2 District, also known as Highway Commercial, is the other commercial zoning district within Penn Township. This District runs the majority of the length of the State Route 8 corridor from north to south through the Township, from the border to the south with Middlesex Township to the northern part of the Township bordering Butler Township. There are many businesses along Route 8 in Penn Township including restaurants, retail stores, car dealerships, auto repair garages, animal day care and veterinary services, recreational destinations, landscape supply centers, business and professional offices, and much more. The following images show some of the C2 areas along Route 8.



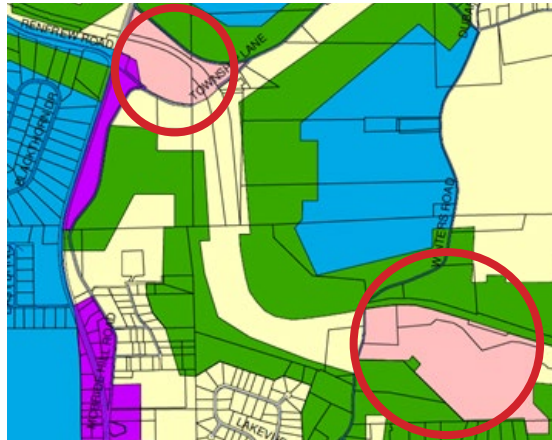
The I-L District

Industrial Areas

While only a small amount of land is dedicated to industrial uses, Penn Township is still home to several industrial areas and businesses. Penn Township's industrial uses can be found throughout properties in the I-L Limited Industrial Zoning District. The I-L zoned areas are predominantly located in the northern part of the Township. Specifically, there are I-L areas along Hicks Road, off of Renfrew Road, and also Renfrew Road near Township Lane. In addition, there is a small I-L area along East Airport Road between Lakevue Drive and Winters Road. The images on the following page highlight a few of the I-L areas in Penn Township.



The R-1 District



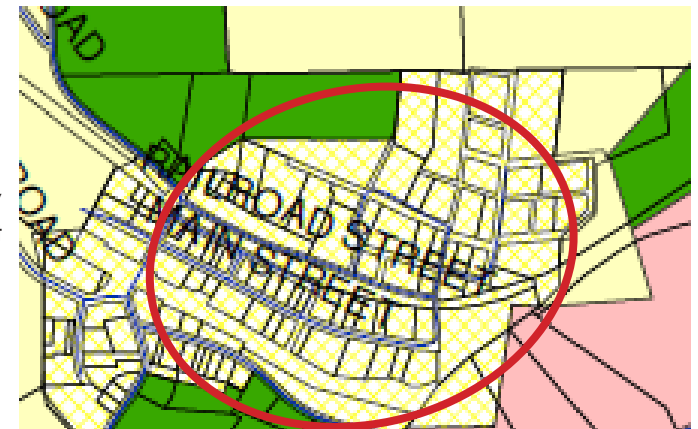
Residential Areas

The majority of the land in Penn Township is zoned and used for residential purposes. There are two residential zoning districts in Penn Township, R1 Low-Density Single-Family Residential and RE Residential Estate. Per the Township’s Zoning Ordinance, the R1 District reflects a traditional resident lot. Lot sizes required in the R1 are smaller than in the Conservancy and RE Districts but larger than lots found in older municipal subdivisions. By comparison, the Residential Estate District is intended to provide a rural environment for large-lot single-family homes, allowing a greater variety of permitted and conditional uses than just residential but keeping with the rural character of the community.

While zoned mostly for residential uses, the Butler County Airport, which began operations in 1929, is located across both residential zones in the Township. Both the R1 and RE zoned areas are scattered throughout Penn Township. Much of the western half of the Township is zoned R1 while the more dominant zoning district on the eastern side of the Township is the RE zone. The R1 zones are cream colored while the RE zones are colored in blue on the Township’s Zoning Map. The following images show a few of residentially zoned areas in Penn Township.



The Port-O-Call Overlay District



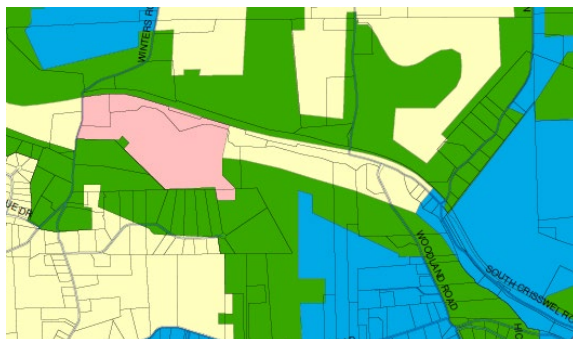
The Renfrew Overlay District

Conservancy Areas

Penn Township has the S Conservancy District which is intended to protect the rural integrity of the Township including its natural, scenic, aesthetic, and historic areas, by restricting uses to agriculture and recreation in addition to single-family dwellings, schools, and churches. Preserving the Township's environmentally sensitive areas is a goal of the Conservancy zone. Furthermore, the Township's S Zones are mostly located in the northern and central areas of Penn Township, as shown in green on the Township's current zoning map. The S Conservancy areas happen to be located near or along Thorn Creek. The following images show some of the Conservancy areas (green) in Penn Township.



The S (Conservancy) District



Pittsburgh-Butler Regional Airport, image courtesy of TribLive

Future Land Use

Penn Township currently provides for a variety of land uses through its various zoning districts. As part of the comprehensive planning process, the existing zoning districts will be further evaluated and reviewed. The review and analysis of existing zoning and land use patterns and trends will then be used to create a future land use map for Penn Township that is designed to meet not only the current but also the future needs and land use goals of the Township.

When considering future land use, it is important to consider the limitations and values of the region. With additional residential development already being proposed in surrounding communities and additional pressures for development being pushed onto Penn Township, it is important to remember the historically rural character of the area and the goal to preserve agricultural lands and greenspace. Furthermore, the continued opportunities at the Butler County Airport will also be discussed in depth in the Comprehensive Plan. With potential future development on the horizon, it is also important to consider limitations, like the availability and ability to provide municipal services, such as water and sewer, which may limit the Township's capacity for growth in some areas.

PARKS & RECREATION

QUICK FACTS



2
MUNICIPAL
PARKS



67
ACRES OF
PARKLAND



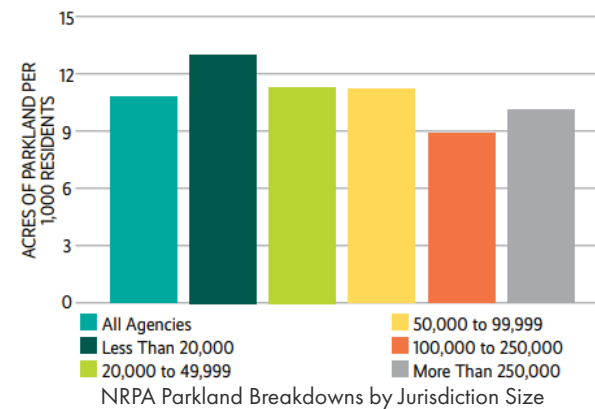
13
ACRES OF
PARKLAND PER
1,000 RESIDENTS

Township Facilities

Penn Township owns and manages roughly 67 acres of parkland between their two municipal parks-- Harcrest Park and Renfrew Park. Park Metrics provided by the National Recreation and Parks Association (NRPA) compare a municipal department's recreation offerings to comparable communities across the United States. The average number of acres of parkland per 1,000 residents for communities with populations less than 20,000 is 13, and Penn Township has roughly 13 acres per 1,000 residents, which means the community is on par with other communities of similar size.

The Park Metrics also account for park amenities. Note that the NRPA metrics represent the average community's existing facilities, which may or may not match the needs of Penn Township.

FIGURE 2: ACRES OF PARKLAND PER 1,000 RESIDENTS (BY JURISDICTION POPULATION)



Harcrest Park

As the only park in Penn Township, Harcrest Park offers several facilities for various purposes with several more facilities planned in the coming years. The current amenities include walking paths, a playground, pavilion, a sand volleyball court, a disc golf course, a horseshoe court, parking, and public restrooms. A large portion of the land is devoted to passive recreation and meadowland.

The Township purchased the property that Harcrest Park is now located on in 2007 and the Township began work on the Harcrest Park Master Plan later that year. As a part of the Plan process, the Township and the planning



consultants sought public feedback via a community survey, interviews, and a focus group to discuss the facilities and amenities that the park should host. The results from the public engagement process indicated that the three most-requested amenities for the new park should be walking trails, biking trails, and picnic shelters. With that input in mind, the final Plan released in 2009 included five phases to address residents’ recreation needs as seen in the following map. It also set the vision for preserving parts of the park as open lawn, rather than formal athletic fields.

The first phase of park development, to include most of the existing amenities available at the park, was constructed according to this plan in 2017. The overall plan was updated in 2018, with the important change of excluding a vehicle circulation from the core of the park. Residents had grown to love the

natural character and unimpeded walking trails in the park, and public input supported the change to park circulation.

In 2021, the Township purchased the parcel directly north of the existing Harcrest Park land to be added to the park development plan. A grant from the Keystone Recreation, Park and Conservation Fund was awarded in 2022 for the construction of Phase 2 improvements. Construction costs had greatly increased since the original grant application. The Township, with the assistance of HRG, determined that the grant award would not cover the full extent of the proposed improvements.

As a result of the challenge of funding and the opportunity of land acquisition, the Township updated the master plan to include development of facilities on the newly-acquired land including additional parking spaces, several sport courts, a paved and shaded walking loop with a great lawn, additional restrooms, and a shelter.

The original Park Master Plan was predicted to cost \$3,773,330 and the subsequent Plan Update is projected to cost an additional \$3,637,447. The proposed improvements will be constructed in phases, prioritized based on resident needs and constructed based on available funding, as seen in the following plan design.

Renfrew Park

Located in the far northeastern section of the Township in the Renfrew neighborhood, Renfrew Park hosts 2 acres of parkland abutting the Connoquenessing Creek. The Park’s amenities include a boat launch, two pavilions, a pickle ball court, basketball court, and a playground.

Additional Recreation

While Penn Township has only two municipally owned parks, there are several other nature-oriented and recreational facilities in the Township that are available to residents.

Succop Nature Park

The Succop Nature Park is owned and managed by the Audubon Society of Western Pennsylvania and offers 50 acres of woodlands, fields, two ponds, pavilions, and walking trails available to the public. The historic property was once the estate of T. W. Phillips Jr., the founder of T. W. Phillips Gas and Oil Company, and was operated by the Butler County Community College Education Foundation from 2001 to 2011, at which time it was given to the Audubon Society to manage.



Succop Nature Park, image courtesy of Audubon Society of Western Pennsylvania



Harcrest Community Park Sign

Golf Courses

Penn Township is home to a number of privately-owned golf courses including the Butler Country Club, Conley Resort & Golf, and LakeVue North Golf Course. While these facilities are not open to the public, they are recreational opportunities aside from Harcrest Park or Succop Nature Park where residents can engage in active recreational activities such as golf.

Land Dedication & Fee-in-Lieu

The process whereby developers dedicate land to the Township for recreation, or pay a fee in lieu of land dedication, has not been adopted by the Township as of 2023. In light of lack of green spaces in the Township, as well as the Parks and Recreation Department's proactive efforts to raise the standard of excellence for community facilities, this is an issue of utmost importance as well as general fiscal responsibility and accountability.

Land dedication, and the Township's ability to charge a fee in its place, is an important way that municipalities can accommodate the impacts of increased development on recreation needs. It is authorized under the Pennsylvania



Children playing at Harcrest Park's first-opened playground, image courtesy of the Cranberry Eagle

Municipalities Planning Code (Act 247 of 1968). These funds are provided for by law because they are an important part of how municipalities sustain essential services. The MPC also governs how these funds are to be managed and utilized according to the municipality's formally adopted Comprehensive Recreation Plan. In light of the strain placed on parks and outdoor community spaces during the COVID-19 pandemic, securing proper funding is now more important than ever.

Accessibility

The Americans with Disabilities Act (ADA) requires playgrounds and facilities constructed or altered after March 15, 2012 to comply with ADA design standards. Accessible playgrounds create a sense of inclusivity for communities and schools, allowing all residents to partake in recreational activities. Inclusive playgrounds allow children of all abilities and developmental

stages to play in the space. Playgrounds are required to have available, unobstructed routes to play equipment, at least one type of ground-level play component, existing or new ramps to have handrails on both sides, and to use specific safety surfacing that meets ADA criteria.

Harcrest Park has only one playground as of 2023, but that playground was built to accommodate individuals with all ability levels. As the Park continues to grow and develop, the Township will continue to offer ADA-compliant recreational opportunities for all locals.

Programming

Due to Harcrest's Park state of development, there is no official parks and recreation programming at this time. However, the Township should consider exploring the development of programming for all ages as the park continues to be developed over the next several years. The Township may adopt some programs that other municipalities have hosted such as concerts in the park, picnics in the park, community days, yoga, Easter egg hunts, and more.



Harcrest Park's Disc Golf Course

PUBLIC FACILITIES & INFRASTRUCTURE

QUICK FACTS



41,466
RESIDENTS



27
ACTIVE
FIREMEN



4
FULL TIME
POLICE
OFFICERS

Public Works

The Penn Township Public Works Department has 4 full-time employees who are responsible for the maintenance of the 57 miles of municipally-owned roadways. As well, the Public Works department, is responsive 24/7 to address weather-related incidences such as fallen trees, vandalism of road signs, roadway flooding, and unpredictable snowstorms. As well as the standard Public Works responsibilities, Penn Township also hosts its own composting facility where residents can dispose of lawn trimmings and other organic materials.

Utilities

To meet the needs of residents, Penn Township is served by a variety of utility providers. Central Electric and West Penn Power provide services in the area. Sewage and water are provided by the Saxonburg Sewer Authority, the Municipal Authority of Adams Township, and PA Water depending on where in the Township the property is located. Natural gas is supplied by Peoples Gas across the Township.

Broadband & Wireless

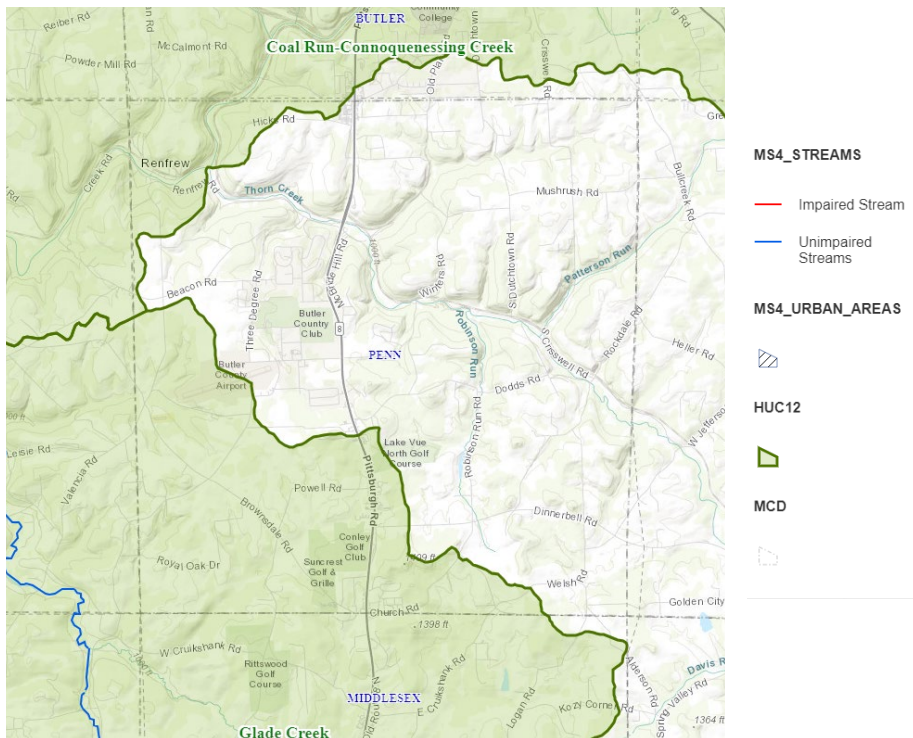
Consolidated Communications (which purchased North Pittsburgh Telephone Company) and Armstrong are the current internet and phone companies available to Penn Township residents. Both provide up to 100 megabits per second (Mbps) download/upload speed.

Waste & Recycling

There is no municipal-wide waste and recycling company that residents are required to use. Instead, residents are responsible for hiring independent contractors to handle their ongoing waste and recycling needs.

Stormwater Management

As of 2003, Penn Township is required to have a municipal separate storm sewer system (MS4), under the Pennsylvania Department of Environmental Protection's (PADEP's) National Pollution Discharge Elimination System (NPDES) Phase II permit program for storm water discharges from storm sewer systems. Since then, the Township has implemented several actions to ensure the proper handling of stormwater discharge through its MS4 system. In 2011, the Township passed a stormwater ordinance prohibiting illicit discharges or connections of non-stormwater discharge, as well as regulating stormwater management of land disturbance activities and the handling of post-construction stormwater runoff.



Schools

Public School

The Township is served by the Knoch School District (formerly called the South Butler County School District). The school system includes four schools including Knoch Primary School (K-3), Knoch Intermediate Elementary School (4-5), Knoch Middle School (6-8), and Knoch High School (9-12). Between all schools, the Knoch School District has 2,750 enrolled students and employs 279 staff.

In 2022, Knoch School District released the 2022-2025 Comprehensive Plan and included some of the following indicators of success:

1. Clear and Shared Focus
2. High Standards and Expectations
3. Effective District Leadership
4. High Levels of Collaboration and Communication
5. Curriculum, Instruction, and Assessment Aligned with Standards
6. Frequent Monitoring of Teaching and Learning
7. Focused Professional Development
8. Supportive Learning Environment
9. High Levels of Community and Parent Involvement

Private School

In addition to the Knoch Area School District, the Township is also served by one private institution, Penn Christian Academy.

Fire & Emergency Services

Fire Department

Penn Township is served by one volunteer fire department (VFD), which has 27 active firemen that service the area. In addition to rescue and fire services, the Fire Department also often hosts community fundraising events and other recreational events such as the Car Cruise, a Tool Bash, and fire safety events.

Police Department

The Township has its own municipal Police Department with 4 full-time officers and 3 part-time officers. The fleet is comprised of two marked patrol units and one unmarked patrol unit. Each patrol unit is equipped with V.A.S.C.A.R. speed timing devices. In addition to the equipment available, the Police Department also offers a house check program for residents out of town to ensure their properties are safe and secure.



One of Penn Township's firetrucks

Emergency Management Services

Ambulance services in the Township is provided by Butler Ambulance which consists of 11 ambulances, 14 wheelchair vans, an advanced life support squad vehicle, and over 100 employees to provide care to residents at all hours of the day, 365 days of the year.



One of Penn Township's police vehicles and emergency response vehicles

FINDINGS

What We Learned

Demographics – Penn Township residents median age is 53.5, which is older than the median age of surrounding municipalities. This means that the Township must plan for an aging population and determine if attraction of younger families to fill in those gaps is important. Further, the number of households in the Township has remained relatively unchanged for the past several years, so the Township must consider whether a population increase is imperative to the future vision of the Township. The ramifications of these demographics will play an important role in planning for the future of Penn Township.

Transportation – The location of Penn Township and proximity to arterial roadways helps with accessibility but requires residents to own a car. Commute times to work are average for the region. Current and near future transportation improvement is limited to bridge repair. Walkability/bikeability for transportation purposes is non-existent.

Parks & Recreation – Harcrest Park is a highlight of Penn Township and the plans for the future of the Park are impressive. The Township might consider whether all its park, recreation, and open space needs are being met between Harcrest Park and Renfrew Park.

Housing & Affordability – Compared to its neighbors, Penn Township is about average for the percentage of homes that are owner occupied. The Township is on the lower end of percentage rentals and for percentage vacant. Penn Township is a highly affordable location in Butler County.

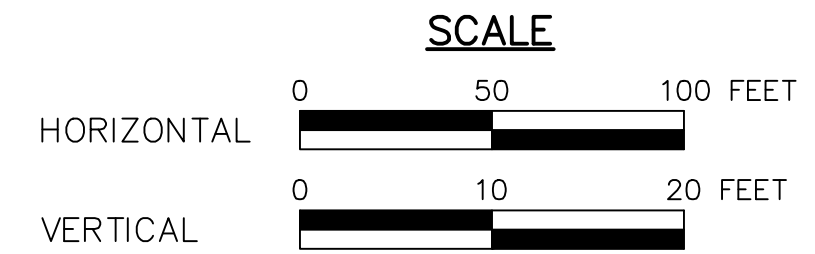
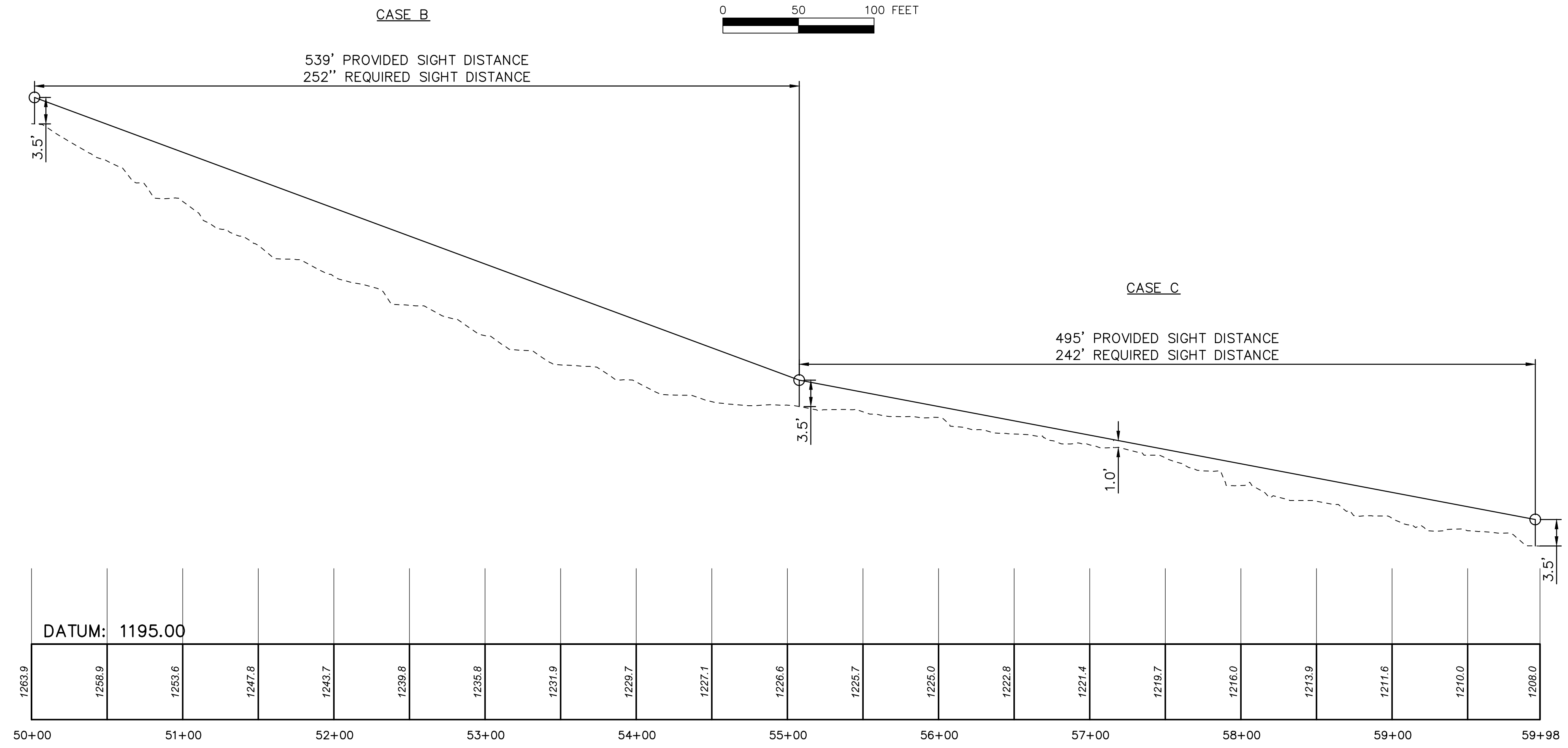
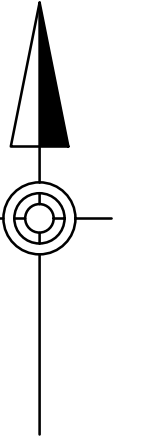
Economy & Development – Average annual earnings in Penn Township are well above those for the State. While Eating Places and Company Management are strong in the region, Penn Township’s major employer industries have a wide range of median salaries which indicated a general gap in wealth between upper and lower classes.

Land Use – Penn Township has diverse land use including residential, commercial, and two overlay districts. Moving forward, the Township should strive to be clear regarding where future growth and development versus preservation should occur as well as remain open to the idea of zoning changes to achieve those outcomes.

Public Facilities & Amenities – Penn Township is mostly meeting the current needs of its residents through well-coordinated service offerings, and the help of dedicated volunteers. However, the Township does not have a unified sanitary collection service.

Together these findings provide a foundation, to begin work on a Comprehensive Plan for Penn Township.

C. MUNICIPAL BUILDING LAND DEVELOPMENT DETAILS



SCALE: AS SHOWN
JOB#: R006045.0479
APRIL 2024

DRIVEWAY SIGHT DISTANCE PENN TOWNSHIP MUNICIPAL BUILDING

CASES B & C
BUTLER COUNTY, PENNSYLVANIA

HRG
HERBERT, ROWLAND & GRUBIC, INC.
220 WEST KENSINGER DRIVE
SUITE 100
CRANBERRY TOWNSHIP, PA 16066
724.779.4777 | hrg-inc.com

FILE PATH: \\HERBERT.ROWLAND-GRUBIC.COM\Projects\2024\0479-Penn-Township-Municipal-Building\Drawings\DWG\DRIVEWAY_SIGHT_DISTANCE_CASES_B_C.dwg LAST PLOTTED: 4/17/2024 11:32 AM BY: ESR/MS/MSW

DRIVEWAY SIGHT DISTANCE MEASUREMENTS

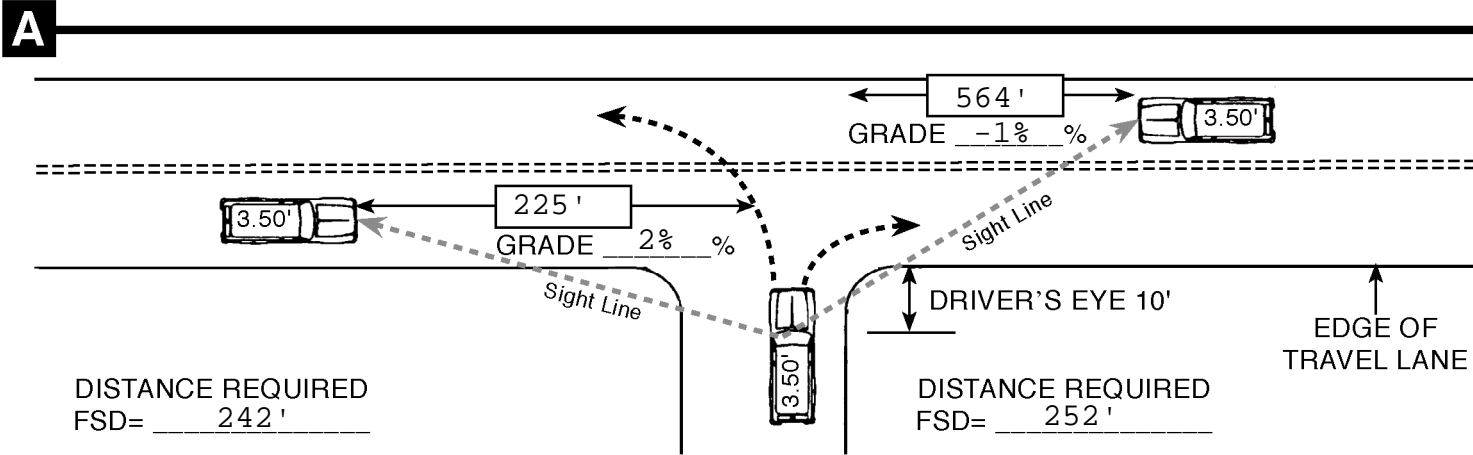
(FOR LOCAL ROADS, USE PENNDOT PUB 70)

APPLICANT Penn Township APPLICATION NO. _____

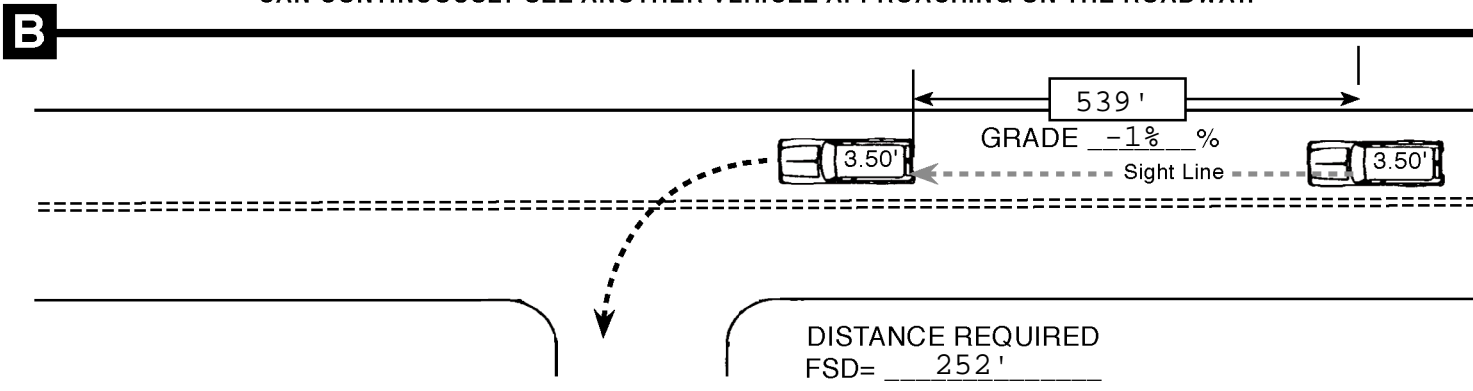
E Airport Road and Municipal Building Driveway LEGAL SPEED LIMIT 35 MPH

MEASURED BY DBE DATE 4/18/2024

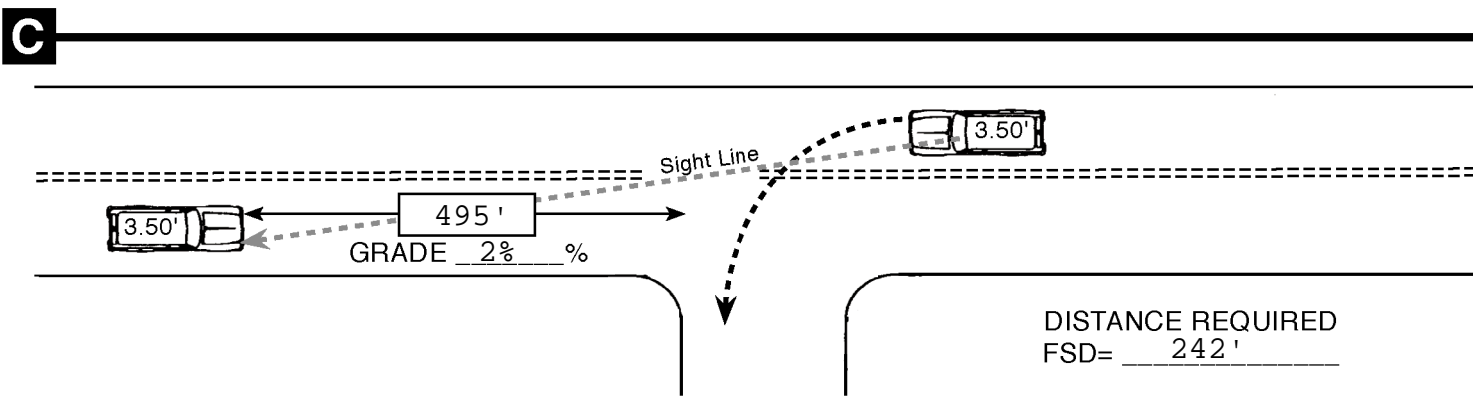
FOR DEPARTMENT USE ONLY: Safe-Running Speed _____ 85th Percentile Speed _____



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER AT A DRIVEWAY LOCATION CAN CONTINUOUSLY SEE ANOTHER VEHICLE APPROACHING ON THE ROADWAY.



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER ON THE ROADWAY CAN CONTINUOUSLY SEE THE REAR OF A VEHICLE WHICH IS LOCATED IN THE DRIVER'S TRAVEL LANE AND WHICH IS POSITIONED TO MAKE A LEFT TURN INTO A DRIVEWAY.



THE MAXIMUM LENGTH OF ROADWAY ALONG WHICH A DRIVER OF A VEHICLE INTENDING TO MAKE A LEFT TURN INTO A DRIVEWAY CAN CONTINUOUSLY SEE A VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.

FORMULA SIGHT DISTANCE TABLE

Speed (V) (Miles Per Hour)	Average Grade (G) (Percent)										
	Use plus grades when approaching vehicle is travelling upgrade.										
	0.0	+1.0	+2.0	+3.0	+4.0	+5.0	+6.0	+7.0	+8.0	+9.0	+10.0
25	147	145	144	143	142	140	139	138	137	136	135
30	196	194	191	189	187	185	183	182	180	178	177
35	249	245	242	239	236	233	231	228	226	224	221
40	314	309	304	299	295	291	287	284	280	277	274
45	383	376	370	364	358	353	348	343	339	334	330
50	462	453	444	436	429	422	415	409	403	397	392
55	538	527	517	508	499	490	482	475	468	461	454
Use negative grades when approaching vehicle is travelling downgrade.											
	0.0	-1.0	-2.0	-3.0	-4.0	-5.0	-6.0	-7.0	-8.0	-9.0	-10.0
25	147	148	150	151	153	155	157	159	161	164	166
30	196	199	201	204	207	210	214	217	221	226	230
35	249	252	256	260	265	269	275	280	286	292	299
40	314	319	325	331	338	345	352	360	369	379	389
45	383	390	398	406	415	425	435	447	459	472	487
50	462	471	481	492	504	517	531	546	563	581	600
55	538	550	562	576	590	606	622	641	661	682	706

ENGINEER'S OPINION OF PROBABLE PROJECT COST

MUNICIPAL BUILDING DEVELOPMENT - TRAIL OPTION 1

Penn Township, Butler County

HRG Project: R006045.0479

Date: May 2024



ITEM	UNIT COST	UNIT	QTY.	EXTENSION
SITE PREPARATION & RESTORATION				
Mobilization	\$80,000.00	LS	1	\$80,000.00
Traffic Maintenance & Protection	\$5,000.00	LS	1	\$5,000.00
Demolition	\$300.00	LS	1	\$300.00
Earthwork & Hauling	\$25.00	CY	800	\$20,000.00
Erosion & Sediment Control - Concrete Washout	\$1,000.00	LS	1	\$1,000.00
Erosion & Sediment Control - CFS	\$7.50	LF	1,100	\$8,250.00
Erosion & Sediment Control - RCE	\$3,000.00	EA	1	\$3,000.00
Erosion & Sediment Control - Inlet Protection	\$200.00	EA	2	\$400.00
Clear & Grub	\$3,000.00	LS	1	\$3,000.00
Topsoil stockpile & spreading	\$7.00	CY	1,308	\$9,158.46
Landscape & Screening	\$12,500.00	LS	1	\$12,500.00
Seed & mulch	\$7.25	SY	700	\$5,075.00
PAVEMENT & ACCESSIBILITY				
ADA Concrete Pedestrian Pavement	\$150.00	SY	727	\$109,050.00
2A Aggregate Base for Pedestrian Pavement, 4" Depth	\$18.00	SY	727	\$13,086.00
Asphalt Trail, 8' Wide	\$42.00	SY	2,240	\$94,080.00
HMA Wearing Course for Roadway and Parking, 1.5" Depth, 9.5 MM	\$22.00	SY	1,690	\$37,180.00
HMA Binder Course for Roadway and Parking, 4" Depth, 25 MM	\$28.00	SY	1,690	\$47,320.00
#1 Aggregate Base Course for Roadway and Parking, 6" Depth	\$18.00	SY	1,690	\$30,420.00
2A Aggregate Base Course for Roadway and Parking, 2" Depth	\$18.00	SY	1,690	\$30,420.00
Class 4 Type B Geotextile	\$4.00	SY	1,690	\$6,760.00
Geotextile Reinforced Grass Overflow Parking	\$12.00	SY	1,770	\$21,240.00
Detectable Warning Surface	\$1,000.00	EA	1	\$1,000.00
Wedge Curb	\$8.00	LF	592	\$4,736.00
Wheel Stop	\$350.00	EA	20	\$7,000.00
ADA Striping and Signage	\$1,500.00	LS	1	\$1,500.00
Pavement Marking	\$2,500.00	LS	1	\$2,500.00
STRUCTURES & AMENITIES				
Restroom/Pavilion	\$95,000.00	LS	1	\$95,000.00
Building Installation	\$11,400.00	LS	1	\$11,400.00
Amphitheater	\$65,000.00	LS	1	\$65,000.00
Nature Interpretive Station (Typ.)	\$3,000.00	EA	5	\$15,000.00
Fitness Equipment	\$32,000.00	LS	5	\$160,000.00
UTILITIES				
Water Line Installation, Disinfection and Testing	\$9,350.00	LS	1	\$9,350.00
Sanitary Installation	\$10,300.00	LS	1	\$10,300.00
Electrical Connection	\$12,000.00	LS	1	\$12,000.00
SITE FURNISHING				
Bench	\$1,200.00	EA	6	\$7,200.00
Directional Signage	\$2,000.00	LS	1	\$2,000.00
Facility Welcome Sign	\$2,000.00	LS	1	\$2,000.00
ELECTRICAL AND LIGHTING				
Site Lighting	\$120,000.00	LS	1	\$120,000.00
STORMWATER				
Type M Inlet	\$3,500.00	EA	2	\$7,000.00
Pipe	\$50.00	LF	420	\$21,000.00
Cleanout	\$1,000.00	EA	1	\$1,000.00

CONSTRUCTION SUBTOTAL	\$1,092,225.46
CONSTRUCTION CONTINGENCY (10%)	\$109,222.55
SITE SURVEY	\$3,000.00
PERMITTING	\$14,500.00
SITE DESIGN AND ENGINEERING	\$50,000.00
TOTAL	\$1,268,948.01

ENGINEER'S OPINION OF PROBABLE PROJECT COST

MUNICIPAL BUILDING DEVELOPMENT - TRAIL OPTION 1

Penn Township, Butler County

HRG Project: R006045.0479

Date: April 2024



ITEM	UNIT COST	UNIT	QTY.	EXTENSION
SITE PREPARATION & RESTORATION				
Mobilization	\$80,000.00	LS	1	\$80,000.00
Traffic Maintenance & Protection	\$5,000.00	LS	1	\$5,000.00
Demolition	\$300.00	LS	1	\$300.00
Earthwork & Hauling	\$25.00	CY	550	\$13,750.00
Erosion & Sediment Control - Concrete Washout	\$1,000.00	LS	1	\$1,000.00
Erosion & Sediment Control - CFS	\$7.50	LF	1,100	\$8,250.00
Erosion & Sediment Control - RCE	\$3,000.00	EA	1	\$3,000.00
Erosion & Sediment Control - Inlet Protection	\$200.00	EA	2	\$400.00
Clear & Grub	\$3,000.00	LS	1	\$3,000.00
Topsoil stockpile & spreading	\$7.00	CY	1,187	\$8,306.80
Landscape & Screening	\$12,500.00	LS	1	\$12,500.00
Seed & mulch	\$7.25	SY	700	\$5,075.00
PAVEMENT & ACCESSIBILITY				
ADA Concrete Pedestrian Pavement	\$150.00	SY	727	\$109,050.00
2A Aggregate Base for Pedestrian Pavement, 4" Depth	\$18.00	SY	727	\$13,086.00
Asphalt Trail, 8' Wide	\$42.00	SY	2,100	\$88,200.00
HMA Wearing Course for Roadway and Parking, 1.5" Depth, 9.5 MM	\$22.00	SY	1,100	\$24,200.00
HMA Binder Course for Roadway and Parking, 4" Depth, 25 MM	\$28.00	SY	1,100	\$30,800.00
#1 Aggregate Base Course for Roadway and Parking, 6" Depth	\$18.00	SY	1,100	\$19,800.00
2A Aggregate Base Course for Roadway and Parking, 2" Depth	\$18.00	SY	1,100	\$19,800.00
Class 4 Type B Geotextile	\$4.00	SY	1,100	\$4,400.00
Geotextile Reinforced Grass Overflow Parking	\$12.00	SY	1,770	\$21,240.00
Detectable Warning Surface	\$1,000.00	EA	1	\$1,000.00
Wedge Curb	\$8.00	LF	592	\$4,736.00
Wheel Stop	\$350.00	EA	20	\$7,000.00
ADA Striping and Signage	\$1,500.00	LS	1	\$1,500.00
Pavement Marking	\$2,500.00	LS	1	\$2,500.00
STRUCTURES & AMENITIES				
Restroom/Pavilion	\$95,000.00	LS	1	\$95,000.00
Building Installation	\$11,400.00	LS	1	\$11,400.00
Amphitheater	\$65,000.00	LS	1	\$65,000.00
Nature Interpretive Station (Typ.)	\$3,000.00	EA	5	\$15,000.00
Fitness Equipment	\$32,000.00	LS	5	\$160,000.00
UTILITIES				
Water Line Installation, Disinfection and Testing	\$9,350.00	LS	1	\$9,350.00
Sanitary Installation	\$10,300.00	LS	1	\$10,300.00
Electrical Connection	\$12,000.00	LS	1	\$12,000.00
SITE FURNISHING				
Bench	\$1,200.00	EA	6	\$7,200.00
Directional Signage	\$2,000.00	LS	1	\$2,000.00
Facility Welcome Sign	\$2,000.00	LS	1	\$2,000.00
ELECTRICAL AND LIGHTING				
Site Lighting	\$120,000.00	LS	1	\$120,000.00
STORMWATER				
Type M Inlet	\$3,500.00	EA	2	\$7,000.00
Pipe	\$50.00	LF	420	\$21,000.00
Cleanout	\$1,000.00	EA	1	\$1,000.00

CONSTRUCTION SUBTOTAL	\$1,026,143.80
CONSTRUCTION CONTINGENCY (10%)	\$102,614.38
SITE SURVEY	\$3,000.00
PERMITTING	\$14,500.00
SITE DESIGN AND ENGINEERING	\$50,000.00
TOTAL	\$1,196,258.18

ENGINEER'S OPINION OF PROBABLE PROJECT COST

MUNICIPAL BUILDING DEVELOPMENT - FARMERS MARKET OPTION 2

Penn Township, Butler County

HRG Project: R006045.0479

Date: April 2024



ITEM	UNIT COST	UNIT	QTY.	EXTENSION
SITE PREPARATION & RESTORATION				
Mobilization	\$100,000.00	LS	1	\$100,000.00
Traffic Maintenance & Protection	\$20,000.00	LS	1	\$20,000.00
Demolition	\$300.00	LS	1	\$300.00
Earthwork & Hauling	\$25.00	CY	1,800	\$45,000.00
Erosion & Sediment Control - Concrete Washout	\$1,000.00	LS	1	\$1,000.00
Erosion & Sediment Control - CFS	\$7.50	LF	1,100	\$8,250.00
Erosion & Sediment Control - RCE	\$3,000.00	EA	1	\$3,000.00
Erosion & Sediment Control - Inlet Protection	\$200.00	EA	2	\$400.00
Clear & Grub	\$6,000.00	LS	1	\$6,000.00
Topsoil stockpile & spreading	\$7.00	CY	1,700	\$11,900.00
Landscape & Screening	\$6,500.00	LS	1	\$6,500.00
Seed & mulch	\$7.25	SY	1,020	\$7,395.00
PAVEMENT & ACCESSIBILITY				
ADA Concrete Pedestrian Pavement	\$150.00	SY	2,400	\$360,000.00
2A Aggregate Base for Pedestrian Pavement, 4" Depth	\$18.00	SY	2,400	\$43,200.00
Asphalt Trail, 8' Wide	\$42.00	SY	3,215	\$135,030.00
Limestone Trail, 8' Wide		SY		\$0.00
HMA Wearing Course for Roadway and Parking, 1.5" Depth, 9.5 MM	\$22.00	SY	2,570	\$56,540.00
HMA Binder Course for Roadway and Parking, 4" Depth, 25 MM	\$28.00	SY	2,570	\$71,960.00
#1 Aggregate Base Course for Roadway and Parking, 6" Depth	\$18.00	SY	2,570	\$46,260.00
2A Aggregate Base Course for Roadway and Parking, 2" Depth	\$18.00	SY	2,570	\$46,260.00
Class 4 Type B Geotextile	\$4.00	SY	2,570	\$10,280.00
Geotextile Reinforced Grass Overflow Parking	\$12.00	SY	740	\$8,880.00
Concrete Curb	\$65.00	LF	340	\$22,100.00
ADA Curb Ramp with Detectable Warning Surface	\$4,500.00	EA	2	\$9,000.00
Additional DWS	\$1,000.00	EA	6	\$6,000.00
Wedge Curb	\$8.00	LF	1,450	\$11,600.00
Wheel Stop	\$350.00	EA	16	\$5,600.00
ADA Striping and Signage	\$1,500.00	LS	1	\$1,500.00
Pavement Marking	\$5,500.00	LS	1	\$5,500.00
STRUCTURES				
Farmers Market Open Structure	\$160,000.00	LS	1	\$160,000.00
Farmers Market Structure Installation	\$20.00	SF	960	\$19,200.00
Restroom	\$150,000.00	LS	1	\$150,000.00
Building Installation	\$30,000.00	LS	1	\$30,000.00
UTILITIES				
Water Line Installation, Disinfection and Testing	\$9,350.00	LS	1	\$9,350.00
Sanitary Installation	\$10,300.00	LS	1	\$10,300.00
Electrical Connection	\$12,000.00	LS	1	\$12,000.00
SITE FURNISHING				
Bench	\$1,800.00	EA	8	\$14,400.00
Directional Signage	\$5,500.00	LS	1	\$5,500.00
Facility Welcome Sign	\$2,000.00	LS	1	\$2,000.00
ELECTRICAL AND LIGHTING				
Site Lighting	\$250,000.00	LS	1	\$250,000.00
STORMWATER				
Farm Pond Style Stormwater Basin	\$75,000.00	LS	1	\$75,000.00

CONSTRUCTION SUBTOTAL	\$1,787,205.00
CONSTRUCTION CONTINGENCY (10%)	\$178,720.50
SITE SURVEY	\$3,000.00
PERMITTING	\$14,500.00
SITE DESIGN AND ENGINEERING	\$50,000.00
STRUCTURAL FOUNDATION DESIGN	\$30,000.00
TOTAL	\$2,063,425.50