Harborcreek Township

Comprehensive Plan

prepared by
the
Harborcreek Township Officials
and the
Erie County Department of Planning

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INFORMATION
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HARBORCREEK TOWNSHIP COMPREHENSIVE PLAN
1995

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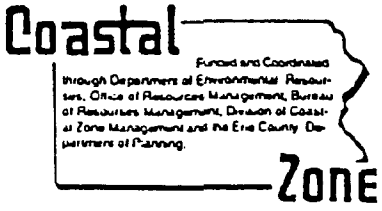

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INTRODUCTION

Local comprehensive planning is not new to the community of Harborcreek Township. This planning effort represents the third time in 30 years that the municipality will develop a background analysis of the study area, formalize the community development goals and objectives, and finalize the plan elements. The first planning endeavor was in the 1960's; the second plan document was adopted in 1980; with this endeavor resulting in the Harborcreek Township Background Analysis-1994 and the Harborcreek Township Comprehensive Plan-1995.

This Comprehensive Plan will assist the elected officials in developing a policy to guide decisions in regard to the physical development of the community. It is important to understand that the Comprehensive Plan, and its various elements, is not a legally binding document, and it does not take the form of an ordinance. When a community decides to adopt a comprehensive plan, it is accepting by resolution that the recommendations within the plan are the guidelines for future development and related government actions of municipal officials.

The various elements of this Plan should be reviewed on a periodic basis in the future, and revised when unforeseen conditions occur which reflect on the social, economic and physical makeup of Harborcreek Township and its immediate adjacent area. The goals and objectives of the Plan and the policies upon which the Plan is based, should be regarded as a more permanent part of the document. It is intended that the goals and objectives of the plan represent the official philosophy of the governing body of the municipality and its planning commission.

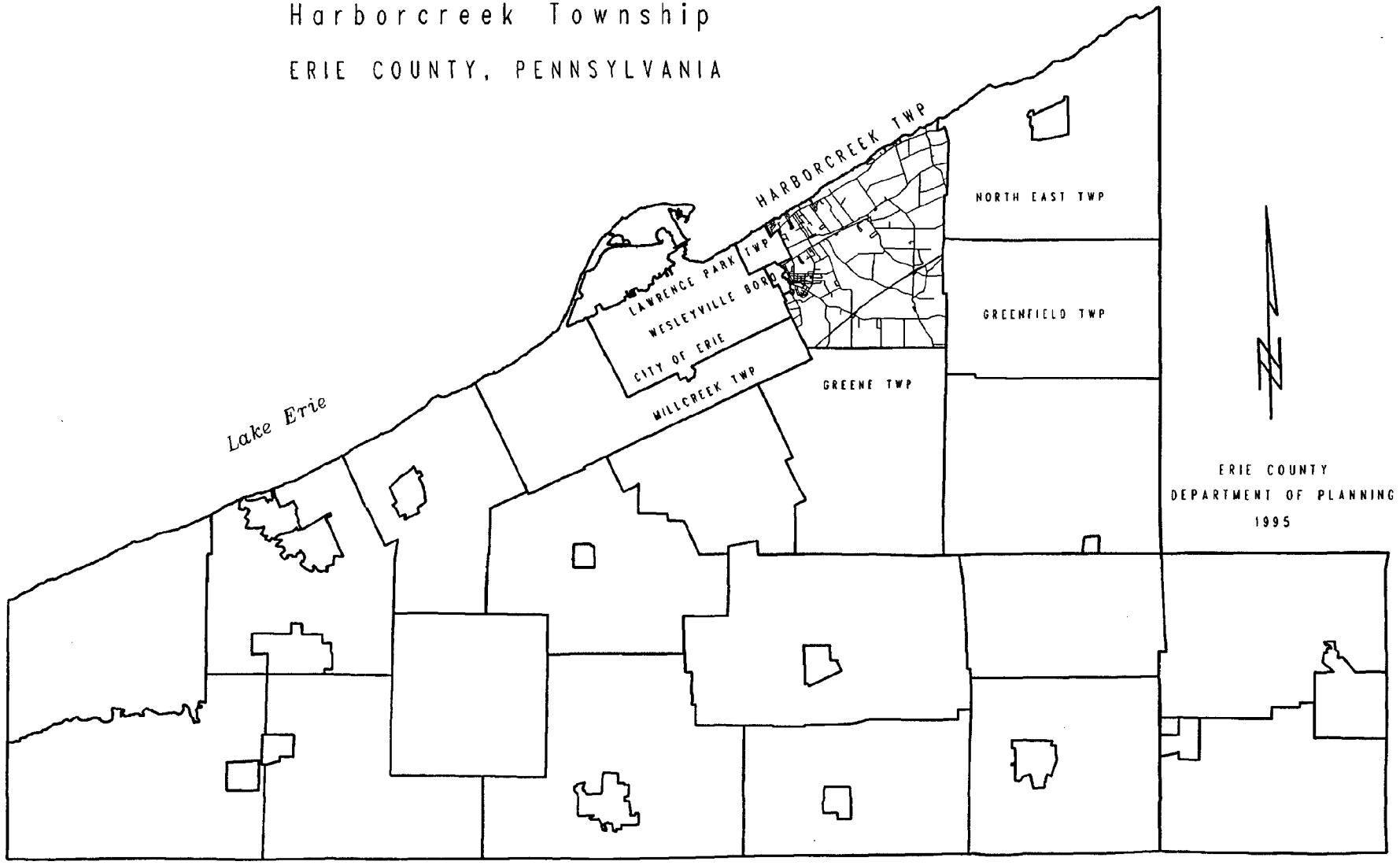
The elected and appointed officials of Harborcreek Township are inescapably involved in questions of physical development. At nearly every meeting of the Board of Supervisors and the Planning Commission development decisions must be made concerning zoning, subdivisions, utilities, facilities and so on. Public officials must plan for future demands on community services and fiscal outlays by which improvements to these services can be made. These officials need an instrument by which to inventory the community's resources and liabilities, and establish short and long range policies for the physical development of the community in a coordinated, unified manner that can be continually referred to in order to intelligently make these decisions. Such is the intent behind the Harborcreek Township Comprehensive Plan.

Probably the most difficult goal facing any community is the development of a means for promoting and controlling orderly growth. This Plan is an integral part of the municipal effort toward reaching that goal. Although other studies, together with ordinances and regulations, are or may become important to achieving the desired goals, the Harborcreek Township Comprehensive Plan should be the basis upon which those other documents are founded.

REGIONAL LOCATION MAP

Harborcreek Township

ERIE COUNTY, PENNSYLVANIA



CHAPTER 1

GOALS AND OBJECTIVES

Introduction

The Comprehensive Plan is comprised of a series of recommendations which, if implemented, can assist in promoting and guiding future growth. The power to implement the Plan recommendations rests with the elected Harborcreek Township Board of Supervisors. It is this group of individuals that decides when and what recommendations are to be executed. Properly conceived, the Plan can be an effective tool for assisting the Township officials in making intelligent community planning decisions.

This Comprehensive Plan subsequently discusses the recommendations for developing residential, commercial, industrial and public service areas by delineating proposed land use patterns on the Comprehensive Plan Map. It also makes recommendations concerning community and utility facilities and services, and illustrates methods for improving the overall highway system.

The Zoning Ordinance is a fundamental tool used to implement the land use and other portions of the Comprehensive Plan. The zoning requirements and districts in the ordinance must closely relate to the Township's future needs, trends and resources, its physiographic characteristics, its roads and utility systems, and other factors identified in the Plan. It is the legal vehicle that provides the transition between the Plan and the reality of community development.

The goals described below are intended to serve as statements of long-range guides toward which the more specific objectives show the way.

Overall Plan Goal

If is the overall objective of the Harborcreek Township Comprehensive Plan to develop and preserve a pleasant, attractive, healthy, safe, efficient and convenient community environment for living, working, shopping and relaxing. This plan is intended to promote, to protect and to facilitate the public health, safety, morale and general welfare of the community. The plan aims at coordinated and practical community development through proper density of population, and avoidance of land overcrowding. In addition, provisions will be made for adequate light, air, and the public infrastructure of transportation, water and sewage. In order to avoid and/or minimize the loss of health, life or property from fire, flood, panic or other dangers, the plan will focus on proper police and fire protection and related code enforcement programs. Finally, the plan will promote the development of schools, public grounds and other public facilities to serve the citizens of the community.

Citizen Participation Considerations

The public involvement general goal is to encourage continuous discussion among residents and business owners concerning the development of the community and encourage their participation in public affairs.

The public involvement specific objectives are to:
-- have all business meetings of the Planning Commission, the Board of Supervisors, and other public bodies in the community open to the public;
-- stimulate the interest of residents and business owners in local public affairs and encourage their attendance at meetings of local public bodies; and
-- encourage increased participation by residents and business owners at public meetings.

Environmental Considerations

The environmental general goal is to preserve and enhance the natural and cultural environments of the community.

The environmental specific objectives are to:
-- protect unique geologic, vegetative and other ecological areas to ensure variety in the environment, to serve as outdoor education resources, to guard against damage to life and education resources, to guard against damage to life and property, and to preserve the natural amenities;
-- protect the groundwater resources in those areas that are dependent upon on-lot wells for potable water by such methods as restricting the type and density of development in recharge areas; and
-- discourage encroachment upon lake bluff and shorelines, streams and their flood plains and wetlands, ponds, and high water table areas that threaten to degrade the natural condition of their waters and/or banks.

Energy Conservation Considerations

The energy conservation general goal is to promote energy conservation as a matter of serious public concern.

The energy conservation specific objectives are to:
-- exercise public responsibility in providing direction to energy conservation efforts in the community;
-- promulgate efficient land use patterns that lead to efficient energy utilization;
-- adopt land use and development controls, building codes and similar regulations that promote energy efficiencies and revise or eliminate those that cause or encourage wasteful energy consumption;
-- utilize alternate energy sources in all new governmental and institutional buildings when feasible;
-- encourage the use of alternate energy sources in all other public, residential, commercial, and industrial structures in the community; and
-- encourage all residents to adopt an energy conservation attitude.

Aesthetic Considerations

The aesthetic goal is to enrich the lives of all residents in the community by seeking to improve the aesthetic quality and visual impact of the man-made environment and by preserving and enhancing the natural environment.

The aesthetic specific objectives are to:
-- prevent the desecration of the scenic elements such as dense woodlands, water bodies, and steep slopes and hilltops by relating all development to natural features;
-- encourage the elimination, isolation, or screening of all visual distractions created by people;
-- encourage the use of landscaping and conservation practices to enhance the visual quality of the man-made environment;
-- encourage placing utilities underground when practical and encourage attractive design or blending with the natural environment when underground placement is not practical;
-- encourage the protection of scenic views and vistas; and
-- control the use of signs in terms of number, type, size and location, and encourage aesthetics and attractiveness in their design.

Economic Considerations

The economic general goal is to establish a diversified and enduring business structure in the community which provides residents with a variety of employment opportunities while at the same time preserving a healthful, secure, and pleasant residential environment.

The economic specific objectives are to:
-- provide for future commercial and industrial development by reserving adequate land areas through various methods, such as zoning, planned unit development, office and industrial park development;
-- provide for the concentration of commercial and industrial developments within selected areas by designating these areas in the land use plan and supported by land use regulations;
-- provide the necessary infrastructure that encourages business and industrial development, such as utilities, streets, police and fire protection;
-- reserve the economic development potential of the PA 430/I-90 and PA 531/I-90 interchanges by retaining these areas for businesses and industries;
-- discourage the intrusion of residential uses into existing and proposed commercial industrial areas; and
-- establish and perpetuate a public and private sector relationship conducive to local economic development.

Housing Considerations

The housing general goal is to provide adequate housing for the present and future residents of the community.

The housing specific objectives are to:
-- increase the supply of decent, safe and sanitary housing in price ranges affordable to a wide spectrum of residents;
-- provide for diversity in housing types and residential areas so that every family has a choice with respect to residential environment and life-style;
-- preserve the existing sound housing stock through public and private actions and incentives that encourage housing upkeep;
-- eliminate all dilapidated housing units by removing those units beyond salvage and by rehabilitating those deteriorating housing units that can be feasibly restored to sound condition; and
-- preserve the residential character and quality of viable residential areas.

Transportation Considerations

The transportation general goal is to provide the safe and convenient circulation and movement of goods and people within the community.

The transportation specific objectives are to:
-- provide for the separation of the local and three traffic in order to facilitate movement both within the community and between the neighboring municipalities;
-- coordinate and integrate the transportation systems of the community with that of the State;
-- provide for pedestrian walkways and non-motorized bikeways wherever warranted;
-- provide for adequate off-street parking in all types of future developments;
-- provide public mass transit services for those without cars and as a viable option to the private automobiles; and
-- provide adequate streets and highway systems in all future residential, commercial and industrial subdivisions.

Community Facilities and Utilities Considerations

The general goal for facilities, services, and utilities in the community is to provide the quantity and quality necessary to meet the physical, social, cultural, recreational, and esthetic needs of the community and to do so in a timely and fiscally responsible manner.

The community facilities and utilities specific objectives are to:
-- provide adequate police and fire protection;
-- provide adequate water, sewage, and solid waste/recycling services in all areas where existing or planned development or population densities warrants such services;
-- provide adequate public school facilities, including buildings and grounds that can serve as multi-use facilities;
-- provide a community recreation program and facilities based on the needs and desires of the local residents;
-- promote the regional recreational potential within Harborcreek with State assistance on the development of regional facilities at Shades Beach Township Park which is the primary municipal access to Lake Erie within the community, and
-- provide facilities and utilities in an orderly and timely manner by annually updating the Capital Improvements Program and Capital Budget to reflect the public facility needs of the community.

Land Use Considerations

The land use general goal is to provide and perpetuate a land use pattern in the community which includes a wide variety of interrelated land uses in proper proportion, which is able to function efficiently, which features an optimum degree of compatibility between land uses and between development and natural environment, and which enhances the orderly timing of development.

The land use specific objectives are to:

-- prevent undesirable land use relationships by avoiding the mixing of incompatible uses, yet still maintain neighborhood conveniences;
-- encourage the concentration of land uses in discernible clusters and limit both strip development and irregularly dispersed development patterns;
-- discourage the indiscriminate spread of commercial and industrial uses, particularly the encroachment of these uses upon existing or future residential areas;
-- discourage the adverse sprawl of higher and medium density residential development;
-- promote innovative development concepts such as planned residential developments which encourage variety in neighborhood and architectural design; and
-- employ appropriate land use controls to guide future uses and densities of development in accordance with the accompanying plan elements.

CHAPTER 2

HOUSING PLAN

Introduction

Housing plays a major role in all our lives. For most households, it is the single largest investment. Its quality and location affect security, happiness and stability of families and have serious implications for the economic and social well being of our communities. When families buy housing, they purchase or rent more than the dwelling unit and its characteristics. They are concerned with such factors as health, security, privacy, status, neighborhood and social relations, community facilities and services, access to jobs, and the physical environment.

The availability of safe, sound and attractive housing is a significant community resource. If a community has an adequate supply of sound housing and the potential to expand its housing stock according to future needs, it is usually considered as a desirable place to live and raise a family. However, if the present housing stock is physically and functionally substandard with minimal opportunity for rehabilitation efforts or the construction of new housing units, then a community, or a neighborhood within a particular community, may be considered as an undesirable living area or environment. The following recommendations will help to achieve the Goals and Objectives of the Comprehensive Plan.

General Recommendations

There are numerous reasons why a municipal government should be concerned whether the local supply of affordable housing is adequate for those who live or work in the municipality now, and adequate for new residents and workers of the future. There are legal reasons that require local officials to address affordable housing in the planning and administration of community change. There are convincing economic reasons for many communities to encourage investment in affordable housing. Also, there are compelling social obligations that community leaders assume when they act on behalf of the whole community's future.

Of course, municipal governments cannot single-handedly solve their housing affordability problems. They are not the only responsible agent nor are they the only agent of change. Furthermore, the tools at their disposal (in the Pennsylvania Municipalities Planning Code) are limited and must also be used to protect and provide for many additional public interests. This suggests that, at the very least, an effective affordable housing strategy should be developed within the framework of the comprehensive planning process and in coordination with other municipalities and agencies. The State and local Comprehensive Housing Affordability Strategies should also serve as a reference.

Not surprisingly, many of the basic principles that underlie sound planning practice also apply to developing a workable affordable housing strategy. Regardless of the specific problems identified and the goals set, the following basic pointers should serve municipal leaders well as they begin to strategize and make decisions about affordable housing.

-- Keep a long-term perspective on both the problems and solutions for affordable housing. The problem will not be going away soon, nor will short-term or token solutions prove adequate or lasting.

-- Periodically review the status of the housing need, the conditions of the marketplace, and the effectiveness of municipal approaches. Many factors beyond the control of municipal government contribute to both household income levels and housing prices. Build a periodic review into the long-range strategy.

-- Balance affordable housing initiatives with other valid public interests. It is possible to preserve the character of a community and its significant natural landscape, and at the same time accommodate the housing needs of all income groups. This requires an integrated, comprehensive approach to planning and zoning.

-- Provide a flexible orientation to the problem. Encourage new approaches or innovations, rather than a single proscriptive approach which may defeat the very intent of incentives for private affordable housing development. There is no "right" way, but rather many different partial solutions that need a conducive environment in which to operate.

-- Seek cooperation with nearby municipalities and agencies, if not in the form of intermunicipal planning, at least in coordinating data collection on market conditions. The sooner municipalities can work together and provide more opportunities for affordable housing development, the smaller the individual municipal burden becomes.

-- Communicate with the public early on and keep them informed of study findings, proposed strategies and progress in program development. It is up to municipal leadership to convey the social responsibility, the legal obligation, and the economic necessities behind the provision of housing for all income groups. The burden falls to local officials to correct misinformation and to educate the public about difficult policy choices.

-- Finally, acknowledge the unrepresented constituency of present and future residents. There may be people now working in the community but unable to live there, parents or children of current residents who someday may want to live near their family, as well as an unborn generation to be housed in the next twenty years. And there are people already living in unaffordable housing with no apparent future alternative but overcrowded, unstable situations, public shelters, or finally homelessness. This hidden constituency has essentially no voice in the planning process, yet should be given some standing in the ongoing decisions being made for the future of their community.

The Harborcreek Township Comprehensive Plan has integrated affordable housing into growth and land use policies, and discourages discriminatory and exclusionary uses of housing resources. The Plan further recommends that amendments to the Township Zoning Ordinance, Zoning Map, Subdivision Regulations, and housing related codes which will implement this Plan, provide for reduced regulatory barriers to the development and preservation of affordable housing, and to provide viable alternatives to the pervasive reliance on separate single family houses on individually maintained parcels.

Demonstration Projects

To the extent that both neighborhood resistance and developer skepticism are obstacles to the development of affordable housing, Harborcreek Township officials should support local demonstration projects. In this way, the municipality can demonstrate to the public as well as to private investors the financial viability, the ability for design intergration, the natural demand for such housing, and the compatible nature of its occupants.

Financial participation could include the commitment of Community Development Block Grant funds, the donation of publicly owned land, or the use of special County or State funding allocations. Regulatory incentives could include: relaxed or more flexible zoning and subdivision standards (e.g., narrower setbacks, cartway widths, and buffers; revised parking, paving and landscaping requirements; reduced detail on plans and pre-application studies); reduction of various exactions (e.g., impact fees, off-site improvements, mandatory dedications); streamlined review and permitting process; and/or acceptance of cost effective housing techniques and construction standards.

In exchange for such public participation, the demonstration project partners should assure adequate sale price reductions and long-term affordability guarantees appropriate to the identified income groups to be served by the developments. Depending on the household income level being targeted, more or less financial subsidy will be needed. Clearly, the intent of such developments should be to maximize the regulatory relief and minimize the direct public funding needed.

CHAPTER 3

TRANSPORTATION PLAN

Introduction

This portion of the Comprehensive Plan concerns the transportation improvements for Harborcreek Township. These recommendations are designed to supplement the intent of the following Land Use Plan and in many instances play an integral part in the promotion of specific land use recommendations. When completed, these improvements will help to achieve the Goals and Objectives of the Comprehensive Plan.

The specific descriptions of the transportation-related problems and potential are discussed in the Transportation Analysis section of the companion document, the Harborcreek Township Background Analysis 1994. In general, these problems concern pedestrian/vehicular safety, bottlenecks, signing/signalization deficiencies, a nearly non-existent sidewalk system, and incomplete segments of the highway system. Also included are transportation facilities to promote future residential and business development, and to alleviate congestion in anticipation of future large scale development.

The various transportation recommendations are delineated both generally and specifically for Harborcreek Township on the accompanying Long Range Highway System Plan Map, the Long Range Signalization and Railroad System Plan Map, and the Long Range Recreation and Walk/Bike Way System Plan Map. The following narrative describes and explains the mapped transportation improvements, which are made to correct basic problems, to upgrade the street system as the opportunities present themselves, and/or to implement when the necessity requires it. A functionally and visually improved local transportation highway system will accommodate increases in traffic volume and the larger demand for vehicular parking, as growth and diversification occur within the various sectors of Harborcreek Township specifically, and within the Erie Urbanized Area in general.

Official Highway System

It is recommended that the Pennsylvania Highway Functional Classification System, which was adopted officially by the State in late 1994, be recognized, and is as follows. See the accompanying Short Range Highway System Map.

PENNSYLVANIA OFFICIAL HIGHWAY SYSTEM IN HARBORCREEK TOWNSHIP

CLASSIFICATION	ROAD NAME	FROM	TO
Principal Arterial			
	Interstate 90	Greene Twp.	Greenfield Twp.
	Station Rd.	Wesleyville	Interstate 90
	Buffalo Rd.	Wesleyville	Hannon Rd.
Minor Arterial			
	Station Rd.	Interstate 90	Greenfield Twp.
	Buffalo Rd.	Hannon Rd.	North East Twp.
	East Lake Rd.	Lawrence Park	Troupe Rd.
	Iroquois Ave.	Lawrence Park	Buffalo Rd.
	Depot Rd.	Buffalo Rd.	Interstate 90
	East 38th St.	Shannon Rd.	City of Erie
	Hannon Rd.	Station Rd.	Buffalo Rd.
	Walbridge Rd.	Buffalo Rd.	East Lake Rd.
	Nagle Rd.	Station Rd.	Buffalo Rd.
	Shannon Rd.	Norcross Rd.	Wesleyville
	Norcross Rd.	Shannon Rd.	Millcreek Twp.
Major Collector			
	East Lake Rd.	Troupe Rd.	North East Twp.
	Depot Rd.	Interstate 90	Station Rd.
	Kuhl Rd.	Station Rd.	Greene Twp.
	Reese Rd.	Station Rd.	Hannon Rd.
	Cooper Rd.	Shannon Rd.	Station Rd.
	Saltsman Rd.	Station Rd.	Buffalo Rd.
	Ridge Parkway	Nagle Rd.	Hannon Rd.
	Nagle Rd.	Buffalo Rd.	East Lake Rd.
	Boyer Rd.	Iroquois Ave.	East Lake Rd.
	Troupe Rd.	Iroquois Ave.	East Lake Rd.
	Bartlett Rd.	Buffalo Rd.	East Lake Rd.
Minor Collector			
	Wales Rd.	Station Rd.	Greene Twp.
	Moorheadville Rd.	East Lake Rd.	North East Twp.
	Clark Rd.	Depot Rd.	Buffalo Rd.
	Davison Rd.	Depot Rd.	Buffalo Rd.
	Belle Rd.	Depot Rd.	North East Twp.
Local Road			
	All publicly maintained streets not listed above.		

State Highway System Improvements

There are upcoming circumstances and projects that will directly affect the highway system in Harborcreek Township between now and the long range future. There will be significant growth in the various land uses, with up to 20, 40, 60, 80 and 100 percent increases anticipated for commercial, residential, institutional, industrial and recreational uses respectively. In addition to the general land use changes with the expected traffic increases, a number of specific highway system projects will alter traffic patterns from mildly to dramatically. These highway system improvement recommendations are as follows. See the accompanying Long Range Highway System Plan Map.

CLASSIFICATION	ROAD NAME	FROM	TO
Principal Arterial	Eastside Access Highway	Interstate 90	City of Erie (Bayfront Pkwy)
	Buffalo Rd.	Timber Lane	new Iroquois Ave./Depot Rd. intersection
Minor Arterial	Depot Rd.	Interstate 90	new Iroquois Ave./Depot Rd. intersection
	Nagle Rd.	Buffalo Rd.	Iroquois Ave.
Major Collector	Depot Rd.	Interstate 90	Route 430
	Boyer Rd.	Sixmile Creek	bridge replacement
Minor Collector	Shades Beach Dr.	East Lake Rd.	Lake Erie shoreline
	Harborcreek Safe Harbor/Boat Ramp	Shades Beach Dr.	Lake Erie shoreline
	Shorewood Dr.	East Lake Rd.	Lake Erie shoreline
	Municipal Dr.	Iroquois Ave.	Firman Rd.

The "Eastside Access Highway" (unofficial name) is planned, as of today, to be a four lane controlled access road (with no land access along its length like an interstate) running between I-90 in Harborcreek to the Bayfront Parkway in the City of Erie in a corridor alongside a railroad line for most of its length in the medium range future. Five intersections are recommended that affect Harborcreek: at I-90, at Hannon/Old Station Roads, at Station/Jordan Roads, at Shannon Road, and at East 38th Street (just west of the Township line). Related highway improvement recommendations are: the relocation of the Hannon Road intersection farther north (away from the I-90 interchange area), the retention

of "Old Station Road" between Jordan and Hannon Roads, the creation of an intersection of Hannon and Old Station Roads at a single point on the Eastside Access Highway, the creation of an intersection of Station Road and Jordan Road at a single point on the Eastside Access Highway, and the closing (to vehicular traffic) of Cooper Road just east of Fourmile Creek when all of the above improvements have been completed in Harborcreek Township.

Buffalo Road (Route 20) is recommended to be straightened to connect directly with itself at Iroquois Avenue (Route 955) immediately north of the existing railroad underpasses utilizing a new railroad underpass starting as far west as Timber Lane in the long range future.

Depot Road (Route 531) is planned to be thoroughly improved with cartway widening, vertical curve flattening and horizontal curve straightening from Route 20 to Route 430 in the medium range future. The most significant of these improvements is recommended to be straightening Depot Road to connect directly to the new Route 20/Iroquois Avenue intersection utilizing the existing railroad underpass. Also, Garfield Road and the Junior-Senior High School entrance are recommended to intersect at a single point on this new section of Depot Road.

Nagle Road is planned to be reconnected between Buffalo Road (Route 20) and Iroquois Avenue (Route 955) utilizing a new railroad overpass in the short range future. It is also recommended that the proposed bridge be wide enough to accommodate a walk/bike path.

Shades Beach Drive is under construction to connect East Lake Road (Route 5) and Bartlett Road to the regional recreational facilities of Shades Beach Park and to the Lake Erie shoreline in the immediate future.

Harborcreek Safe Harbor and Boat Ramp are planned to be developed to connect the highway system directly with primary public boating transportation facilities and the waters of Lake Erie in the medium range future.

Shorewood Drive is recommended to be improved to connect East Lake Road (Route 5) and Moorheadville Road to the local recreational facilities of Twelvemile Creek Park and to the Lake Erie shoreline, and to connect the highway system directly with secondary public boating transportation facilities and the waters of Lake Erie in the long range future.

Municipal Drive is recommended to be developed to connect the physically separated northern neighborhoods and highway system directly with the Harborcreek Municipal and Community Services Complex and with the primary local recreational facilities of Harborcreek Community Park in the medium range future.

Boyer Road is planned to have the Sixmile Creek bridge replaced and realigned in the short range future. It is also recommended that the proposed bridge be wide enough to accommodate a walk/bike path, and that the guardrail portion be of timber/log construction to assist in promoting the rural aesthetic character of the Township.

State Highway System Signalization Improvements

Just as important as improving the overall highway system with better aligned and new connections, improving the traffic flow within the highway system is significant as well. The signalization and channelization recommendations are as follows. See the accompanying Long Range Signalization and Railroad System Plan Map.

Long range general signalization and channelization recommendations correspond to a hierarchy of highway classification at intersections: the higher classification is the thru traffic road; equal classifications intersecting, then the higher traffic volume is the thru traffic road; any classification with a major commercial/institutional entrance, then the classification is the thru traffic road; strings of signals should be synchronized; signals should be traffic activated for low volume roads and/or time periods; right turn lanes should be provided at all arterial-to-arterial intersections; left lanes should be provided at all classification-to-classification intersections; highway signals should be synchronized and traffic activated with nearby railroad signals; all highway classification at-grade crossings with railroads should be fully signed and signaled and gated; all fire and police stations located on any classification should have emergency activated signals and left turn lanes.

Specific signalization recommendations include: a continuous left turn lane on Buffalo Road (Route 20) from the Fourmile Creek bridge to the Sixmile Creek bridge; and create a close working relationship between the Harborcreek and PennDOT officials in the early development stages of the small number of intersections that the Township will have with the new Eastside Access Highway.

Of note, all signalization and channelization improvements on the highway system require PennDOT intersection feasibility studies to objectively determine whether an improvement is justified and to what type and number of improvements are necessary to assist in maximizing traffic flow. These improvements are not authorized for speed control.

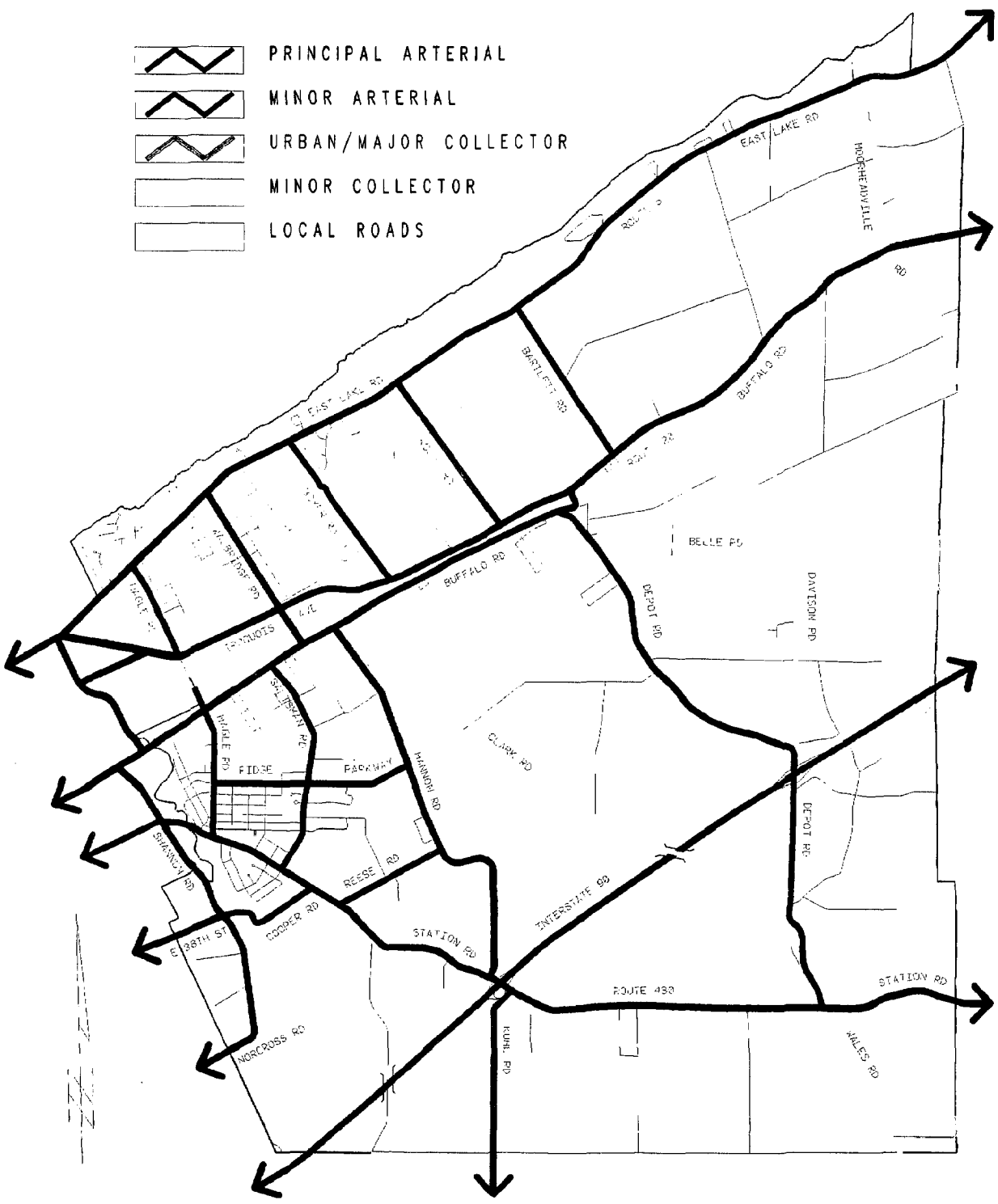
Harborcreek Transportation System Improvements

Harborcreek Township officials maintain all dedicated local streets, which represent the bulk of the road miles in the municipality. The local transportation system improvements are as follows: continue the on-going program to upgrade all municipally owned roads in both pavement type and width to Township specification standards; continue the on-going program for repair and maintenance; expand the on-going snow removal contract program for state owned roads which greatly accelerate response time; continue and limit the on-going safety street light program to include all road intersections; continue the on-going street name sign program at all intersections.

The most significant local transportation improvement recommendation is the creation of a municipally maintained walk/bike path system connecting all developed and developing areas in the Township that will substitute for the traditional privately maintained sidewalk system for the more densely populated areas. The new walk/bike path system will eventually tie in with the existing Seaway Trails system, to all long range community-wide recreational facilities, and to adjacent developed municipalities. This roadside concept will greatly enhance the distinctive rural aesthetic character of the Township, while providing for the pedestrian transportation needs of the urban, suburban and village residents of the community with consistent and continuous maintenance year round. In conjunction with the walk/bike path concept, all new and replacement bridges, tubes and culverts should be designed or replaced so that they can accommodate a walk/bike path; and all new or replaced guardrails should be of timber/log construction to reflect the rural aesthetic character of the Township. An artistic conception of one segment of the proposed walk/bike path can be seen on the accompanying Transportation Corridor Parkway Map, while the entire proposed pedestrian system can be seen in the following Community Facilities Plan chapter on the Long Range Recreation and Walk/Bike Way System Plan Map.

Harborcreek Township

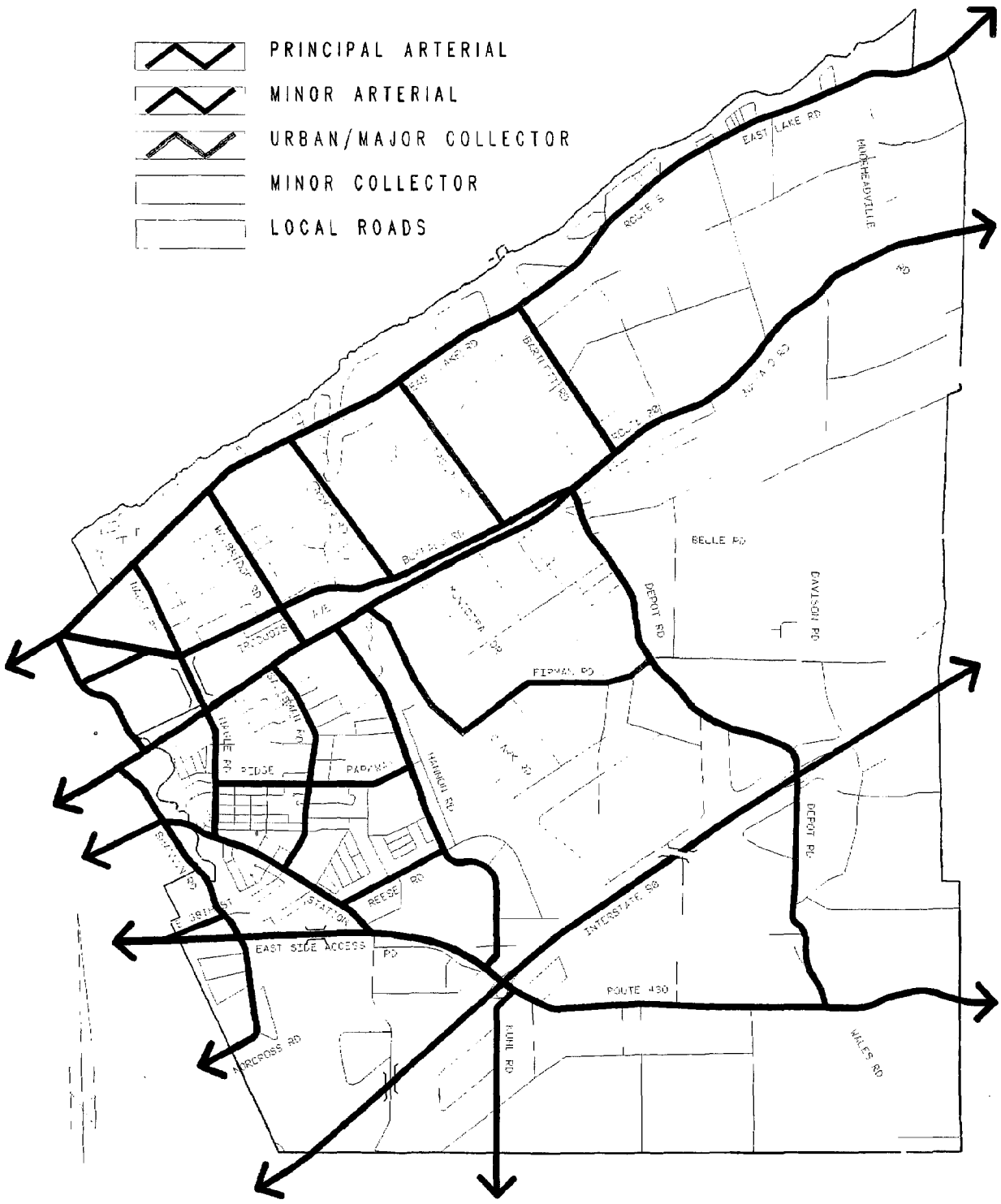
Short Range Highway System



Erie County Department of Planning 1995

Harborcreek Township

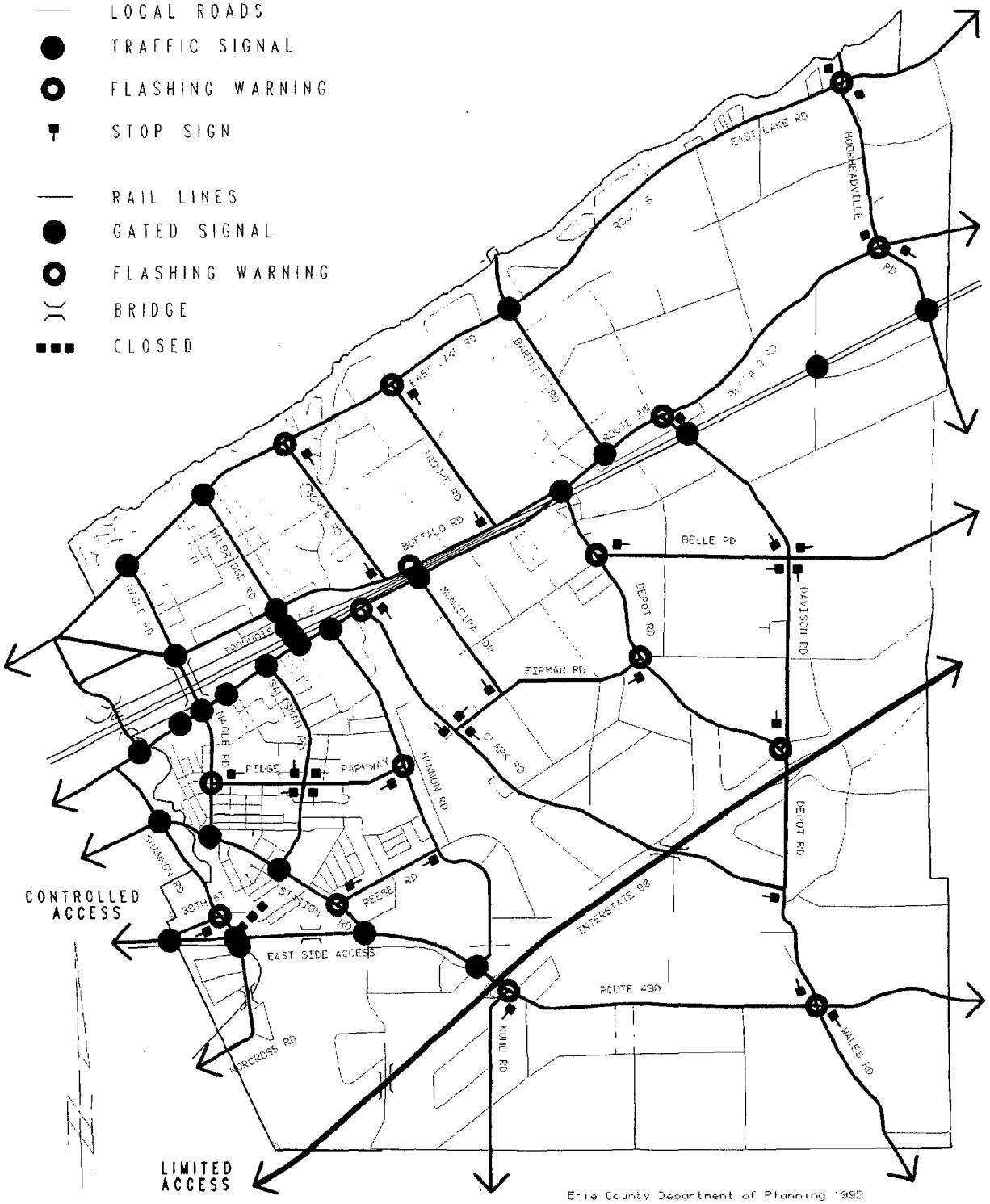
Long Range Highway System



Erie County Department of Planning 1995

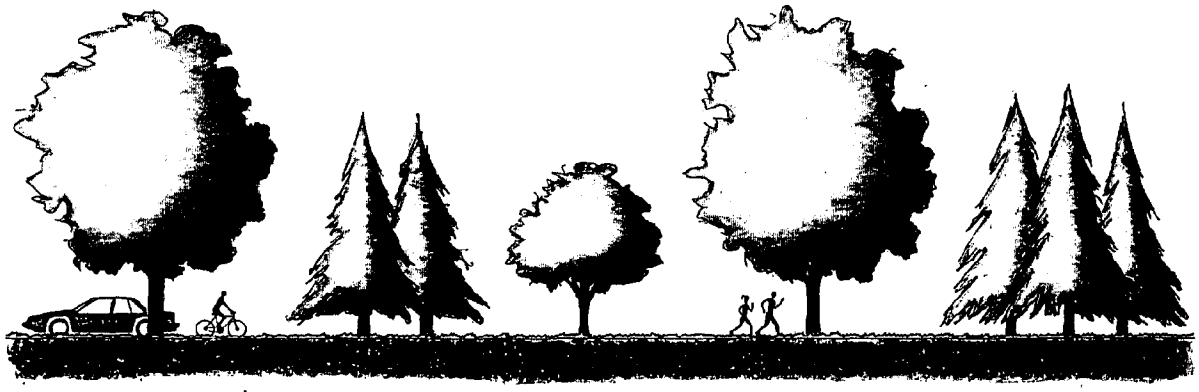
Harborcreek Township

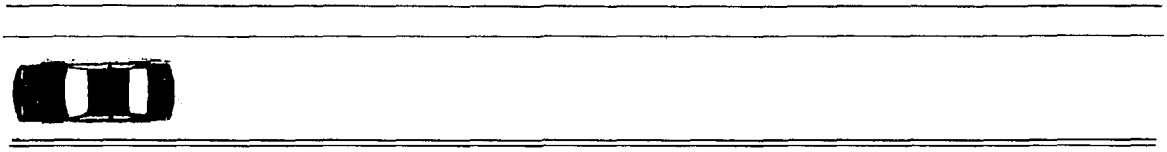
Long Range Signalization and Railroad System Plan

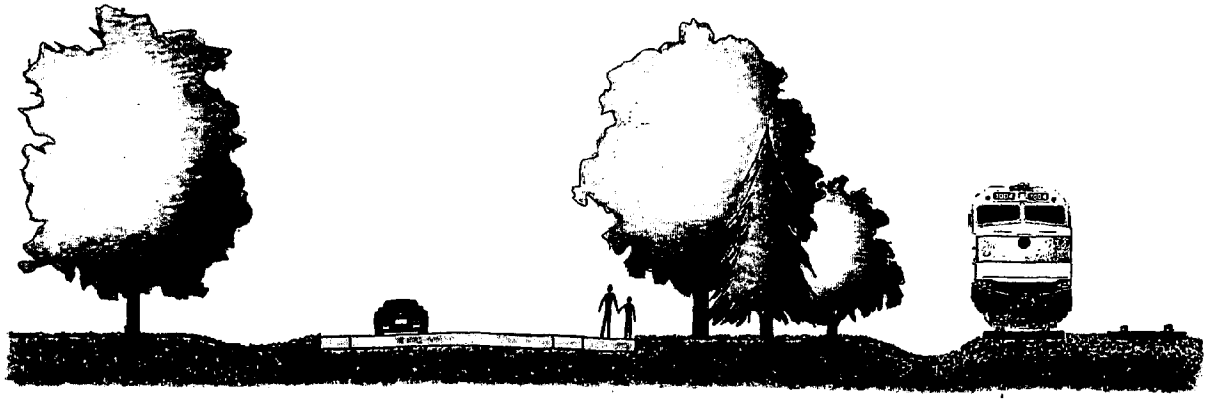


TRANSPORTATION CORRIDOR PARKWAY

HARBORCREEK - IROQUOIS AVE







CHAPTER 4

COMMUNITY FACILITIES AND UTILITIES PLAN

Introduction

This portion of the Comprehensive Plan concerns the public and semi-public services improvements for Harborcreek Township. These recommendations are designed to supplement the intent of the preceding Transportation Plan and the following Land Use Plan, and in many instances play an integral part in the promotion of specific land use recommendations. When completed, these improvements will help to achieve the Goals and Objectives of the Comprehensive Plan.

It is important to note that the recommendations concentrate on the future physical development of the various community facilities and public utility facilities, not on the purpose or function or internal administration of the services being provided. The need or desire of these services to acquire land or expand, maintain, reduce or vacate existing buildings and/or grounds all have a definite affect on land use patterns.

This Community Facilities and Utilities Plan is the result of the inventory and analysis presented in the companion document, the Harborcreek Township Background Analysis 1994. It is important to state that the land use related policies endorsed here by the Harborcreek officials have been carefully weighed between the general public interest and the services' rights in the use of their land. The following recommendations are given for each type of public or semi-public service that may significantly affect land use patterns in the Township. The general recommendations that follow are basic concepts for the specific recommendations for the individual services.

Cooperation, Coordination and Collaboration

A general recommendation for community facility and public utility agencies in Harborcreek Township is the use of the above three concepts when developing plans for projects and implementing programs which may affect other public or semi-public services. (An example might be a church desires to acquire land for recreational facilities that are already being adequately provided for by another church, a Township Park and the School District.) The duplication of effort that may result and the cost of new acquisition and facilities can be an inappropriate use of tax dollars and/or donated funds. By cooperating, coordinating and collaborating on similar projects, public and semi-public services can provide better, and even more, programs with fewer facilities on less land in the long range future.

Of note, a copy of the 50 page PA DCA publication "Intergovernmental Cooperation Handbook" has been provided to the Harborcreek officials and is made part of this Plan by reference.

Consolidation

Another general recommendation along the same line of thought is the sharing of responsibility. Where the previous recommendation primarily involves future projects and programs, this recommendation concerns duplicated existing services and facilities. It is commonplace that two or more nearby community facility or utility agencies perform similar functions and duties. It is much less common where such services have made the effort to "combine forces" to make one service from two. (An example of that is the Northwestern School District in western Erie County was formed from the union of the Springfield School District and the Albion Area School District.) By consolidating, whether shared services or combined functions or entire entities, public and semi-public services can better serve the residents of their communities in the long range future.

Harborcreek Municipal Services

The recommendations for the maintenance of full public service are as follows. Refer to the Land Use Plan Map, the Transportation Plan Maps, the Recreation and Walk/Bike Way Plan Map, and the Public Utility Plan Maps for visual location of improvements.

Buildings and Administration

The Harborcreek Garage and property are correct in location and ample in size. Any necessary building expansion can readily be accommodated. The number of personnel is adequate at this time considering the numerous responsibilities of servicing the Township's buildings, grounds, parks, vehicles, and street, sewer, water and storm sewer systems, etc. Additional full-time workers that may be hired in the future can be readily accommodated at the existing Garage. It is recommended that the name of this building be changed to the "Harborcreek Township Physical Services Building" to reflect its comprehensive maintenance function.

The Harborcreek Municipal Building and property are correct in location, and just adequate in size considering that the building houses the entire municipal administrative staff and a number of community service agencies. Any necessary building expansion can be readily accommodated west and north of the current facility. Also, the number of personnel for the administration is just adequate. In addition to the current administrative staff, it is recommended that a full-time planner position be established in the short range future to devote concentrated effort in: assisting the Harborcreek Planning Commission in its ever increasing subdivision/zoning review and planning related responsibilities; assisting the Municipal Authority as staff member; implementing the various recommendations within the Comprehensive Plan through grant applications and project administration; and developing and maintaining updated land use related ordinances and building related codes. It is recommended that the name of the building be changed to the "Harborcreek Township Municipal and Community Services Building" to reflect its multi-purpose function. When the complex is expanded to accommodate additional or expanded public services in the long range future, the building should be divided into distinct municipal and community-related wings.

It is recommended that the Harborcreek Township officials initiate and organize the municipal walk/bike way system program with PennDOT and the various public, semi-public, and private recreational service providers in the community.

Shades Beach Township Park

Public fishing and boating access to Lake Erie, between the City of Erie and the New York State border, is severely limited. Private ownership of most of this 20 mile length of shoreline, along with the region's natural bluffs, limits the number of access areas available in this area of the coastal zone. However, Shades Beach Township Park is being utilized for limited public access and has been identified as having a potential for much more significant use. Redevelopment of the 27 acre Shades Beach site should greatly increase the public boating and fishing opportunities in this portion of Lake Erie together with providing a beach for swimming and other recreational uses.

A study prepared in 1982 which was funded through the Pennsylvania Coastal Zone Management, indicates that public boating demands on Lake Erie are high. Sportfishing pressure on Lake Erie has also increased dramatically with the improvements in water quality and the development of an active trout and salmon stocking program. While the existing access facilities provide limited but significant recreational opportunities, they are not adequate to meet the growing demand for recreational boating and fishing access to Lake Erie waters.

In order to better meet this need, Harborcreek Township officials commissioned a study to determine the projected levels of use of the park if certain improvements were made (See Community Facilities section of the Background Analysis for more information.). In 1993, a report entitled the "Shades Beach Overall Development Plan and On-Shore Improvements Final Design and Engineering Study" laid out the short and long-term improvements to be made at the park. Due to the scope and costs of the proposed improvements at Shades Beach Township Park, the various work activities will be undertaken in five primary phases and a number of sub-phases. See the accompanying plot plan and the Long Range Recreation and Walk/Bike Way System Plan Map.

Phase I: Phase I, which is estimated to cost $135,000, is scheduled to begin in the Spring of 1995. It involves the reconstruction of approximately 1,200 feet of the entrance road from State Route 5 to the main parking lot. The new roadway will have improved vertical alignment, significantly improved drainage, new shoulders and new guide rails. Harborcreek Township officials anticipate that this phase will be completed by October of 1995.

Phase II: Phase II activities, estimated to cost $250,000, are expected to begin in the Spring of 1996 and terminate in 1997. This portion of the project has been broken down into two sub-phases. Phase IIA activities will include the construction and paving of approximately 375 feet of two lane roadway from the Phase I project limits to the north end of the main parking lot as well as the eastern portion of the main parking lot. Phase IIB activities will include the construction and paving of the western portion of the main parking lot and the 400 foot long roadway from the parking

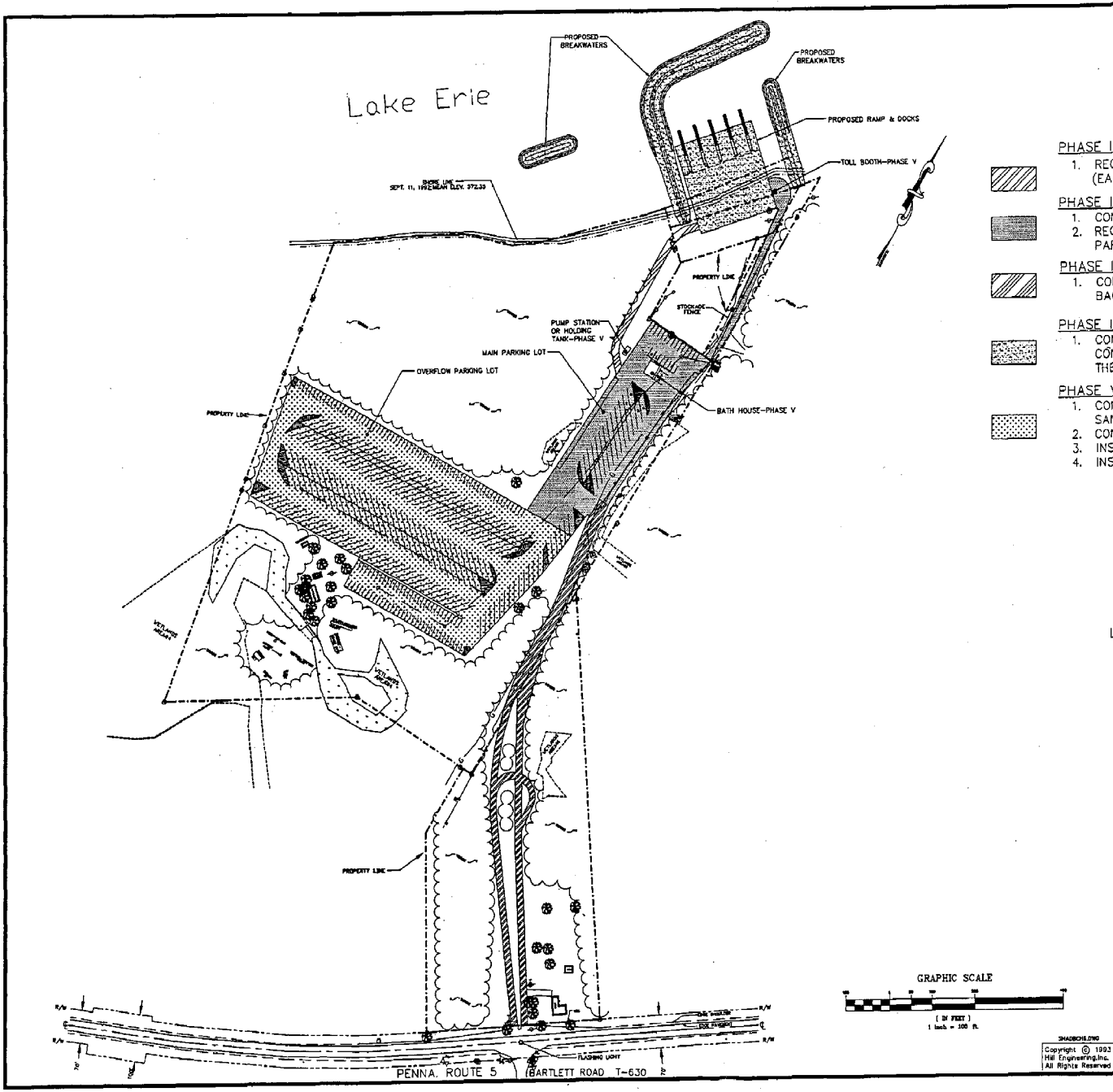
lot to the beach. The improvements will involve extensive grading of the lot and roadway, installation of guide rails and storm drainage facilities, widening of the road to the beach and utility installation/relocation.

Phase III: Phase III, estimated to cost $135,000, is expected to begin in 1998. This phase will involve the construction of the new return road from the launch ramp to the western side of the main parking lot. This phase should be constructed at the same time as Phase IV since, without Phase IV improvements, Phase III becomes unnecessary. The authors of the 1993 study recommend that the off-shore breakwater be in place prior to construction of the road in order to provide protection to that section of the road nearest the beach and most vulnerable to storm and wave action.

Phase IV: Phase IV, estimated to cost approximately $1.2 million, is expected to begin in 1998. This phase will involve the construction of the off-shore improvements. These will consist of two breakwaters, the launch ramp and the docks. The first breakwater will be 124 feet long and will be located approximately 180 feet off-shore. This breakwater is intended to help establish a beach area immediately to the west of the "L" shaped breakwater which will be attached to the shore. The "L" shaped breakwater will enclose a 180 feet by 240 feet safe harbor area and a 180 feet wide launch ramp. The launch ramp will be able to accommodate 10 boat trailers at a time. Given the cost of the project, the Township may decide to construct only five of the launch ramp stalls initially. The remaining stalls will be constructed as public demand dictates.

Phase V: The Phase V improvements will not be required until Phase IV is completed since the Phase V improvements will directly support the increased levels of public usage of the park generated by Phases I through IV. The improvements planned for Phase V, which are estimated to cost nearly $700,000, may be broken into three sub-phases. Phase V-A involves the construction of a new bath house, along with sanitary sewage/wastewater disposal facilities. Phase V-B involves the installation of parking lot and ramp lighting, and Phase V-C involves the construction of a 300+ space overflow parking lot connected to the south end of the main parking lot. Work on these remaining improvements is projected to begin in 1998 and be completed by the year 2003.

User Fees: It is anticipated that the Township will adopt user fees which will be used for debt repayment and maintenance for Shades Beach Township Park. Once project loans are paid, the Township expects to reduce the user fee to cover only maintenance costs.



PROPOSED IMPROVEMENTS

PHASE I
1. RECONSTRUCT THE ROADWAY FROM PENNA. ROUTE 5 (EAST LAKE RD.) TO THE MAIN PARKING LOT.

PHASE II
1. CONSTRUCT THE MAIN PARKING LOT.
2. RECONSTRUCT THE ROADWAY FROM THE MAIN PARKING LOT TO THE BEACH.

PHASE III
1. CONSTRUCT THE NEW ROAD FROM THE RAMP BACK TO THE MAIN LOT.

PHASE IV
1. CONSTRUCT THE OFF-SHORE IMPROVEMENTS CONSISTING OF THE BREAKWATERS AND THE BOAT RAMP.

PHASE V
1. CONSTRUCT A NEW BATH HOUSE AND SANITARY DISPOSAL FACILITIES.
2. CONSTRUCT THE OVERFLOW PARKING LOT.
3. INSTALL LIGHTING FACILITIES.
4. INSTALL A TOLL COLLECTION BOOTH.

LEGEND:

- PROPERTY CORNER (FOUND)
- SIGN
- TREE
- TREE LINE
- PROPERTY LINE
- BOUNDARY OF IDENTIFIED WETLANDS
- UTILITY POLE
- WATER METER
- GAS WELL
- WATER VALVE
- HYDRANT
- GAS LINE
- WATER LINE

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

SHADBCHE.DWG

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REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN OF
SHADE'S BEACH
PROPOSED IMPROVEMENTS

HARBORCREEK TOWNSHIP - ERIE COUNTY,PENNA.

HILL ENGINEERING, INC.
NORTH EAST, PENNSYLVANIA

DRAWN BY	CHK'D	SCALE	DRAWING NO.
EFA	MEG	1"=100'	4 OF 24
TRACED	APPR'D PRG	DATE APRIL 1993	

Nonpoint Source Pollution

Water quality remains one of the most important environmental problems facing the United States. In coastal areas, beach closures, prohibitions on harvesting shellfish, and loss of biological productivity in coastal habitats are evidence of water quality impairment. Based on an assessment of 75% of United States estuarine waters, current best estimates are that 35% of these waters are impaired and 10% are threatened.

Coastal waters are affected by both point and nonpoint sources of pollution, with the latter a significant and, in many cases, the dominant form of pollution in a given water body. Nonpoint source pollution generally results from land runoff, precipitation, atmospheric deposition, drainage, seepage or hydrologic modification. Technically, the term "nonpoint source" is defined to mean any source of water pollution that does not meet the legal definition of "point source" in section 502(14) of the Clean Water Act. That definition states:

> The term "point source" means any discernible, confined and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include agricultural storm water discharges and return flows from irrigated agriculture.

Nonpoint pollution is the pollution of our nation's waters caused by rainfall or snowfall moving over and through the ground. As the runoff moves, it picks up and carries away natural pollutants and pollutants resulting from human activity, finally depositing them into lakes, rivers, wetlands coastal waters, and ground waters. In addition, hydrologic modification is a form of nonpoint source pollution that often adversely affects the biological and physical integrity of surface waters.

NPS pollution comes from diffuse sources and can be traced to activities of daily living. For example, stormwater runoff from parking lots can carry sediment, oil and pollutants to lakes, streams, and other coastal waters.

In response to our nation's continuing water quality problems, Congress, in its 1990 reauthorization of the Coastal Zone Management Act, recognized the harmful effects of NPS pollution on coastal waters. Section 6217 of the Act, the Coastal Nonpoint Source Program, requires States with approved coastal zone programs to mitigate nonpoint sources of pollution that have an impact on or threaten coastal waters. Consequently, Pennsylvania is required to ensure that adequate measures are available to reduce NPS pollution in its two Coastal Zones - located in the Delaware Estuary and Lake Erie. Pennsylvania has been directed to include in its program the tributary streams to its coastal waters, including the Schuylkill River in southeastern Pennsylvania, and the Lake Erie tributaries.

The Environmental Protection Agency (EPA) and the National Oceanic and Atmospheric Administration (NOAA) have identified management measures that will provide guidance to the States as they address NPS pollution. The proposed document guidance groups NPS into five major categories, which include: urban runoff, agriculture, forestry, marinas and hydromodification. In addition, the loss and degradation of wetlands and riparian areas has had an adverse impact on coastal water quality, so these areas are addressed as well, immediately following the management measures summary for hydromodification. The management measures for each of these five major types of pollutant source groups, which are delineated below, are described in terms of management systems rather than individual practices. Many of these systems include actions that reduce the generation of pollutants - a preventive approach - as well as actions to keep pollutants from reaching surface or groundwaters. This type of approach can be favorably compared to the use of treatment "trains" or a series of treatment steps used in most point source waste treatment systems.

In addition to management measures, the guidance document also describes practices which are illustrative of more specific approaches that may be taken to implement the more broadly described management measures. All of the following information has been taken from a series of briefs entitled Coastal Nonpoint Pollution Management Measures Guidance, published by the U.S. Environmental Protection Agency in January, 1993.

The five major types of pollutant source groups and their accompanying management measures are as follows:

Agriculture. The primary agricultural nonpoint source pollutants are nutrients (particularly nitrogen and phosphorus), sediment, animal wastes, pesticides, and salts. Agricultural nonpoint sources enter surface water through direct surface runoff or through seepage to ground water that discharges to a surface water outlet. Various farming activities result in the erosion of soil particles. The sediment produced by erosion can damage fish habitat and wetlands and, in addition, often transports excess agricultural chemicals resulting in contaminated runoff. This runoff in turn affects changes to aquatic habitat such as temperature increases and decreased oxygen. The most common sources of excess nutrients in surface water from nonpoint sources are chemical fertilizers and manure from animal facilities. Such nutrients cause eutrophication in surface water. Pesticides used for pest control in agricultural operations can also contaminate surface as well as groundwater resources. Return flows, runoff, and leachate from irrigated lands may transport sediment nutrients, salts, and other materials. Finally, improper grazing practices in riparian, as well as upland areas, can also cause water quality degradation.

> Sediment/Erosion Control: Soil erosion is one of the leading causes of water pollution in the United State. The goal of this measure is to minimize the delivery of sediment from agricultural lands to receiving waters. Land owners have a choice of one of two approaches: 1) apply the erosion component of the U.S. Department of Agriculture's Conservation Management System through such practices as conservation tillage, strip cropping, contour farming, and terracing or, 2) design and

install a combination of practices to remove settleable solids and associated pollutants in runoff for all but the larger storms.

Confined Animal Facility: Animal waste contaminates many of our waters with pathogens and nutrients. The management measure for all new facilities and existing facilities over a certain size is to limit discharges from confined animal facilities to waters of the United States by storing wastewater and runoff caused by all storms up to and including the 25 year, 24 hour frequency storm. For smaller existing facilities, the management measure is to design and implement systems that collect solids, reduce contaminant concentrations, and reduce runoff to minimize the discharge of contaminants in both facility wastewater and runoff caused by all storms up to and including 25 year, 24 hour frequency storms.

This measure also specifies management of stored runoff and solids through proper waste utilization and use of disposal methods which minimize impacts to surface/groundwater.

Nutrient Management: This measure calls for development and implementation of comprehensive nutrient management plans. The fundamentals of the comprehensive nutrient management plan include a nutrient budget for the crop, identification of the types and amounts of nutrients necessary to produce a crop based on realistic crop yield expectations, and an identification of the environmental hazards of the site. Other items called for in the measure include soil tests and other tests to determine crop nutrient needs and proper calibration of nutrient equipment.

Pesticide Management: This measure is designed to minimize water quality problems by reducing pesticide use, improving the timing and efficiency of application, preventing backflow of pesticides into water supplies, and improving calibration of pesticide spray equipment. A key component of this measure is use of integrated pest management (IPM) strategies. IPM strategies include evaluating current pest problems in relation to the cropping history, previous pest control measures, and applying pesticides only when an economic benefit to the producer will be achieved, i.e., application based on economic thresholds. If pesticide applications are necessary, pesticides should be selected based on consideration of their environmental impacts such as persistence, toxicity, and leaching potential.

Livestock Grazing: The goal of this measure is to protect sensitive areas. Sensitive areas include streambanks, wetlands, estuaries, ponds, lakeshores, and riparian zones. Protection is to be achieved with improved grazing management that reduces the physical distance and direct loading of animal waste and sediment caused by livestock by restricting livestock access to sensitive areas through a range of options. In addition, upland erosion is to be reduced by either: 1) applying the range and pasture components of a Conservation management System, or 1) maintaining the land in accordance with the activity plans established by either the Bureau of Land Management or the Forest Service. Such techniques include the restriction of livestock from sensitive

areas through locating salt, shade, and alternative drinking sources away from sensitive areas, and providing livestock stream crossings.

Irrigation: This measure promotes an effective irrigation system that delivers necessary quantities of water yet reduces nonpoint pollution to surface waters and groundwater. To achieve this, the measure calls for uniform application of water based upon an accurate measurement of cropwater needs and the volume of irrigation water applied. When applying chemicals through irrigation (a process known as chemigation), special additional precautions apply. The measure also recognizes that States' water laws that conflict with the measure will take precedence over the measure.

Forestry. Silvicultural nonpoint source pollution impacts depend on site characteristics, climatic conditions, and the forest practice employed. Sediment, nutrients, pesticides, and temperature are pollutants commonly associated with forestry activities.

Preharvest Planning: the objective of this management measure is to ensure that silvicultural activities, including timber harvesting, site preparation and associated road construction, are conducted in a way that takes into account potential nonpoint source pollutant delivery to surface waters. Preharvest planning has been demonstrated to play an important role in the control of nonpoint source pollution and efficient forest management operations. Components of this measure address key aspects of forestry operations relevant to water quality protection, including the timing, location, and design of harvesting and road construction, the identification of sensitive areas or high erosion/hazard areas; and the potential for additional cumulative contributions to existing water quality impairments.

Streamside Special Management Areas: This management measure establishes areas along surface waters that are managed to protect the water quality of the adjacent waterbody. Streamside Management Areas (SMAs) protect against soil disturbance and reduce the delivery to waterbodies of sediment and nutrients from upslope activities. Canopy species in SMAs shade waterbodies, which moderates water temperature, and provide the detritus that often serves as an energy source for stream ecosystems. Trees in the SMA also provide a source of large, woody debris to waterbodies.

Road Construction/Reconstruction: Road construction is often the largest source of silviculture-produced sediment. The purpose of this management measure is to reduce the generation and delivery of sediment from road construction or reconstruction. This is to be accomplished by following the preharvest plan layouts and designs for the road system, incorporating adequate drainage structures, and properly installing stream crossings. Other components of this measure include avoiding constructing roads in SMAs, removing debris from streams, and stabilizing areas of disturbed soil such as road fills.

Road Management: The objective of this management measure is to manage existing roads to prevent sedimentation and pollution from runoff transported materials. This management measure describes how to manage existing roads to minimize erosion, maintain stability, and reduce the risk of failure or decreased effectiveness of drainage structures and stream crossings. Components of this measure include the use of inspections and maintenance actions to prevent erosion of road surfaces and ensure the continued effectiveness of stream crossing structures. The measure also addresses appropriate actions for closing roads that are no longer in use.

Timber Harvesting: This management measure is intended to reduce NPS pollution resulting from timber harvesting operations. The measure includes components for the location of landings, for the operation of groundskidding and cable yarding equipment, and for the prevention of pollution from petroleum products. Harvesting practices that protect water quality and soil productivity can also reduce total mileage of roads and skid trails, lower equipment maintenance costs, and provide better road protection and reduce road maintenance. Appropriate skidtrail location and drainage and proper harvesting in SMAs are addressed by this measure. Erosion from the siting and operation of timber harvest operations can be reduced by conducting preharvest planning.

Site Preparation and Forest Regeneration: In some areas mechanical site preparation is of great concern for potential impacts to water quality. This is especially true in areas that have steep slopes on highly erodible soils, or where the site is located in close proximity to a waterbody. Careful regeneration of harvested forest lands is important in providing water quality protection from disturbed soils. This management measure is intended to reduce the impacts of mechanical site preparation and regeneration operations and to confine on-site potential nonpoint source pollution. Components of this measure address keeping slash materials out of drainages, operating machinery on the contour and protecting the ground cover in ephemeral drainages and SMAs.

Fire Management: Prescribed burning is aimed at reducing slash and competition for nutrients among seedlings and protecting against wildfire. Prescribed fires that burn intensely on steep slopes in close proximity to streams and that remove most of the forest floor and litter down to the mineral soil, are most likely to adversely affect water quality. The purpose of this management measure is to reduce the potential nonpoint source pollution and erosion resulting from prescribed fire for site preparation and from methods for suppression of wildfire. Prescribed fires should be conducted under conditions to avoid the loss of litter and incorporated soil organic matter. Bladed firelines should be stabilized to prevent erosion, or practices such as handlines, firebreaks, or hose lays should be used where possible.

Revegetation of Disturbed Areas: Revegetation of areas of disturbed soil can successfully prevent sediment and pollutants associated with the sediment (such as nutrients) from entering nearby streams. The objective of this management measure is to reduce erosion and sedimentation by the rapid vegetation of areas of soil disturbance from harvesting and road construction. The disturbed areas to be revegetated are those localized areas within harvest units or road systems where mineral soil is exposed or agitated such as road cuts, fill slopes, landing surfaces, cable corridors, or skidtrails.

Forest Chemical Management: Chemicals used in forest management are generally pesticides (insecticides, herbicides, and fungicides) and fertilizers. Since pesticides may be toxic, they must be properly mixed, transported, loaded, and applied and their containers must be properly disposed of to prevent potential nonpoint source pollution. Fertilizers must also be properly handled and applied since they also may be toxic or may shift surface water energy dynamics, depending on the exposure and concentration. The objective of this management measure is to ensure that the application of pesticides and fertilizers does not lead to contamination of surface waters. Components of this measure include application by skilled workers according to label instructions, careful prescription of the type and amount of chemical to be applied, and the use of buffer areas for surface waters to prevent direct application or deposition.

Wetland Forest Management: Forested wetlands provide many beneficial water quality functions and provide habitat for aquatic life. The purpose of this management measure is to protect the aquatic functions of forested wetlands.

Urban Runoff. Urbanization has been linked to the degradation of urban waterways. The major pollutants found in runoff from urban areas include sediment, nutrients, oxygen-demanding substances, road salts, heavy metals, petroleum hydrocarbons, pathogenic bacteria, and viruses. Suspended sediments constitute the largest mass of pollutant loadings to receiving waters from urban areas. Construction is a major source of sediment erosion. Nutrient and bacterial sources of contamination include fertilizer usage, pet wastes, leaves, grass clippings, and faulty septic tanks. Petroleum hydrocarbons result mostly from automobile sources.

New Development: The new development management measure is intended to mitigate the effects of new development on water quality. This measure specifies that runoff from new development be managed so as to meet two conditions:

1) The average annual total suspended solid (TSS) loadings after construction is completed is reduced: a) by 80 percent, or b) so that they are no greater than predevelopment loadings; and
2) To the extent practicable, post-development peak runoff rate and average volume are maintained at levels that are similar to predevelopment levels.

Watershed Protection/Site Development: The purpose of these measures is to encourage comprehensive planning for development on a water shed scale and for small scale site development as well, including planning and designing to protect sensitive ecological areas, minimize land disturbances and retain natural drainage and vegetation whenever possible.

Construction Erosion/Sediment Control: The purpose of this measure is to reduce erosion and transport of sediment from construction sites to surface water. A sediment and erosion control plan should be developed and approved prior to land disturbance. This measure applies to construction sites of less than 5 acres.

Construction Site Chemical Control: This measure addresses the transport of toxic chemicals to surface water by limiting the application, generation, and migration of chemical contaminants (i.e., petrochemicals, pesticides, nutrients) and providing proper storage and disposal.

Existing Development: This measure addresses reduction of pollution loadings from already developed areas. Watershed management programs should be developed that identify the sources, specify appropriate controls such as retrofitting or the establishment of buffer strips, and provide a schedule by which these controls are to be implemented.

New Onsite Disposal Systems: This measure addresses nutrient/pathogen loadings to surface water from new onsite disposal systems. The measure specifies that new onsite disposal systems (OSDS) are to be designed, installed and operated properly and to be situated away from open waterbodies and sensitive resources such as wetlands and floodplains. Protective separation between the OSDS and the groundwater table is to be established. The OSDS unit should be designed to reduce nitrogen loadings in areas where surface waters may be adversely affected.

Operating Onsite Disposal Systems: This management measure calls for policies and systems to operate and maintain OSDS so as to prevent surface water discharge and reduce pollutant loadings to groundwater. It also calls for inspection at regular time intervals and repair or replacement of faulty systems.

Pollution Prevention: This measure includes techniques and activities to prevent nonpoint source pollutants from entering surface waters. Primary emphasis is placed on public education to promote methods for proper disposal and/or recycling of hazardous chemicals, pet waste management strategies, management practices for lawns and garden, OSDSs, and commercial enterprises such as service stations and parking lots.

Siting Roads, Highways, and Bridges: The measure calls for roads, highways, and bridges to be situated away from areas that are sensitive ecosystems and susceptible to erosion and sediment loss. The siting of such structures should not adversely impact water quality, minimize land disturbances, and retain natural vegetation and drainage features.

Construction Projects for Roads, Highways, and Bridges: This measure calls for the development and implementation of an approved erosion and sediment control plan prior to construction, which would reduce erosion and improve retention of sediments onsite during and after construction.

Construction Site Chemical Control for Roads, Highway, and Bridges: The measure limits toxic and nutrient loadings at construction sites by ensuring the proper use, storage, and disposal of toxic materials to prevent significant chemical and nutrient runoff to surface water.

Operation and Maintenance for Roads, Highways, and Bridges: This measure provides an operation and maintenance approach designed to reduce pollutant loadings to receiving waters during operation and maintenance of roads, highways, and bridges.

Runoff Systems for Roads, Highways, and Bridges: This measure specifies development of runoff management systems to reduce pollutant concentrations in runoff from existing roads, highways, and bridges. Runoff management systems should identify priority pollutant reduction opportunities and schedule implementation of retrofit projects to protect impacted areas and threatened surface waters.

Marinas. Marinas are located right at the water's edge, and often there is no buffering of pollutants coming from boats or transported by runoff from parking lots and hill maintenance areas. Documented adverse environmental impacts include dissolved oxygen deficiencies and high concentrations of toxic metals in aquatic organisms. In addition, construction activities can lead to the physical destruction of sensitive ecosystems and bottom dwelling aquatic communities.

Marina Flushing: The measure requires that marina siting and design allow for maximum flushing of the water supply for the site. Adequate flushing reduces the potential for the stagnation of water in a marina and helps to maintain the biological productivity and reduce the potential for toxic accumulation in bottom sediment.

Water Quality Assessment: This measure specifies that water quality be considered in the siting and design of both new and expanding marinas.

Habitat Assessment: Marinas should be designed and located so as to protect against adverse impacts on shellfish resources, wetlands, submerged aquatic vegetation, and other important habitat areas as designated by local, State and Federal governments.

Shoreline Stabilization: Where shoreline erosion is a nonpoint source pollution problem, shorelines should be stabilized. Vegetative methods are strongly preferred unless structural methods are cost effective.

Stormwater Runoff: This measure, which applies to runoff from the marina site only, specifies implementation of runoff control strategies which include the use of pollution prevention activities and the proper design of hull maintenance areas. At least 80% of suspended solids must be removed from stormwater runoff coming from the hull maintenance areas. Marinas which obtain a NPDES permit for their hull maintenance areas are not required to conform to this hull maintenance area provision.

Fueling Station Design: This measure specifies that fueling stations should be located and designed so that, in case of an accident, spill contaminants can be contained in a limited area. Fueling stations should have fuel containment equipment as well as a spill contingency plan.

Sewage Facilities: To prevent the discharge of sewage directly to coastal waters, new and expanding marinas are to install pumpout, pump station, and restroom facilities where needed.

Solid Waste: This measure specifies that solid wastes produced by the operation, cleaning, maintenance, and repair of boats should be properly disposed of to limit their entry to surface waters.

Fish Wastes: In sufficient quantity, fish wastes can result in the depletion of dissolved oxygen and odor problems. To address this concern, the measure requires that sound fish waste management be promoted through a combination of fish cleaning restrictions, public education, and proper disposal.

Liquid Material: This management measure provides for appropriate storage, transfer, containment, and disposal facilities for liquid materials commonly used in boat maintenance and encourages the recycling of these materials.

Petroleum Control: This measure addresses the problem of fuel and oil leaks, which often occur during the refueling and operation of boats. The amount of fuel and oil leakage from fuel tank air vents should be reduced.

Boat Cleaning: This measure minimizes the use of potentially harmful hull cleaners and bottom paints and their release to marinas and coastal waters.

Public Education: Public education outreach/training programs should be instituted for boaters, as well as marina operators, to prevent improper disposal of polluting materials.

Maintenance of Sewage Facilities: This measure specifies that pumpout facilities be maintained in operational condition and that their use be encouraged to reduce untreated sewage discharges to surface waters.

Boat Operation: This measure deals with ecological problems resulting from boating operations outside marinas. In shallow areas, intense boring activities may contribute to shoreline erosion. The measure is designed to prevent increased turbidity and physical destruction of shallow water habitat resulting from boating activities.

Hydromodification. Hydromodification activities have been separated into the categories of channelization and channel modification, dams, and streambank and shoreline erosion.

A frequent result of channelization and channel modification activities is a diminished suitability of instream and streamside habitat for fish and wildlife. They can also alter instream patterns of water temperature and sediment type, as well as the rates and paths of sediment erosion, transport, and deposition. Hardening of banks along waterways has increased the movement of NPS pollutants from the upper reaches of watersheds into coastal waters.

Dams can adversely impact the hydraulic regime, the quality of the surface waters, and habitat in the stream or river where they are located. A variety of impacts can result from the siting, construction, and operation of these facilities.

The erosion of shorelines and streambanks is a natural process that can have either beneficial or adverse impacts on the creation and maintenance of riparian habitat. Excessively high sediment loads can smother submerged aquatic vegetation, cover shellfish beds and tidal flats, fill in riffle pools, and contribute to increased levels of turbidity and nutrients.

Physical and Chemical Characteristics of Surface Waters: This measure ensures that the planning process of new channelization projects includes an evaluation of the potential effects on the physical and chemical characteristics of surface waters that may occur as a result of the proposed work. The measure encourages planning and design of new projects to reduce undesirable impacts. The operation and maintenance programs for existing modified channels should identify and implement any available opportunities to improve the physical and chemical characteristics of surface waters in those channels.

Instream and Riparian Habitat Restoration for Channelization and Channel Modification: This measure ensures that the planning process for new channelization projects includes an evaluation of the potential effects on instream and riparian habitat that may occur as a result of the proposed work. The measure encourages planning and design of new projects to reduce undesirable impacts. The operation and maintenance programs for existing modified channels should identify opportunities to restore instream and riparian habitat in those channels. The habitat characteristics that may be influenced by channelization and channel modification include: elimination of stream bank vegetation, reduced freshwater availability, and accelerated delivery of pollutants.

The following management measures apply to dams 25 feet or more in height and greater than 15 acres-feet in capacity, or to dams six feet or more in height and greater than 50 acre-feet in capacity. The measures also apply only to those projects and activities that fall outside of existing jurisdiction of the National Pollutant Discharge Elimination System permit program.

Erosion and Sediment Control: This measure provides for reducing erosion and retaining sediment onsite, to the extent practicable, during and after construction of dams. An approved erosion and sediment control plan, or similar administrative document that contains erosion and sediment control provisions, should be prepared and implemented prior to land disturbance.

Chemical and Pollutant Control: This measure ensures the proper storage and disposal of certain chemicals, substances, and other materials that are used in construction or maintenance activities at dams. These include construction chemicals such as concrete additives, petrochemicals, solid wastes, cement washout, pesticides and fertilizers. The measure limits the application, generation, and migration of toxic substances, and ensures their proper storage and disposal. The measure also ensures that nutrients are applied at rates necessary to establish and maintain vegetation without causing significant nutrient runoff to surface waters.

Protection of Surface Water Quality and Instream and Riparian Habitat: This measure ensures that the operation of dams will be assessed for impacts to surface water quality and instream and riparian habitat, and that the potential for improvement will be evaluated. Significant nonpoint source pollution problems that exist from excessive surface water withdrawals will also be assessed and evaluated.

Streambank and Shoreline Erosion: Eroding streambanks and shorelines should be stabilized, where streambank and shoreline erosion is a nonpoint source problem. Vegetative methods such as marsh creation and vegetative bank stabilization ("bio-engineering") are the preferred methods. The measure also ensures that streambank and shoreline features such as wetlands and riparian areas with the potential to reduce NPS pollution are protected. Streambanks and shorelines should also be protected from erosion due to uses of either the shorelands or adjacent surface waters.

Wetlands, Riparian Areas, Vegetated Treatment Systems. Changes to hydrology, geochemistry, substrate, or species composition may impair the ability of a wetland or riparian area to function properly. Such alterations can affect the ability of the wetland or riparian area to act as a filter for excess sedimentation and nutrients, which can result in deteriorated surface water quality. The following are examples of typical activities that often cause such impairment: the drainage of wetlands for additional cropland, overgrazing, construction of highways, channelization of an adjoining waterway, deposition of dredged material, and excavation for ports and marinas.

The Protection of Wetlands and Riparian Areas: The purpose of this management measure is to maintain the water quality benefits of wetlands and riparian areas and to ensure that they do not in turn become a source of nonpoint pollution due to degradation. Wetlands and riparian zones reduce nonpoint source pollution by filtering out of solution NPS related contaminants such as phosphorus and nitrogen. The ability of wetlands and riparian zones to perform this function is determined by the vegetative composition, geochemistry, and faunal species composition. Any changes to these characteristics could affect filtering capacities.

The Restoration of Wetlands and Riparian Areas: This measure promotes the restoration of pre-existing wetland and riparian areas where the restoration of such systems will have a significant nonpoint source pollution abatement function. This measure is intended to address the increase in pollutant loadings that can result from degradation or destruction of wetlands and riparian areas. These areas are effective in removing several pollutants from stormwater, such as sediment, nitrogen, and phosphorus. Wetland and riparian areas also help to attenuate flows from higher than average storm events, thereby protecting downstream areas from impacts such as channel scour, streambank erosion, and fluctuations in temperature and chemical characteristics. This can be accomplished by re-establishing previous hydrologic dynamics, vegetation, and structural characteristics.

Engineering Vegetated Treatment Systems: The purpose of vegetated filter strips is to remove sediment and other pollutants from runoff and wastewater by filtration, deposition, infiltration, absorption, adsorption, decomposition, and volatilization, thereby reducing the amount of pollution entering adjacent waterbodies. The ability of a wetland to act as a sink for phosphorus and the ability to convert nitrate to nitrogen gas through denitrification are two examples of the important NPS pollution abatement functions performed by constructed wetlands. This measure promotes the development of artificial wetlands or vegetated treatment systems where these systems will serve a nonpoint source pollution abatement function.

Harborcreek Municipal Authority

The creation of a Harborcreek Municipal Authority is recommended to be the primary mechanism for major capital improvements projects such as the sewer collection system, the water distribution system, major recreational facilities, the walk/bike way system, and other public capital investments. The new Municipal Authority is recommended to be a comprehensive financing/operating agency (rather than an autonomous body) with the Township Board of Supervisors the ultimate decision maker and responsible enabling body. The recommendations for Municipal Authority consideration are as follows. Refer to the Land Use Plan Map, Transportation Plan Maps, the Recreation and Walk/Bike Way Plan Map, the Water Distribution System Plan Map and the Sanitary Sewer Collection System Plan Map for visual location of improvements.

The Township is recommended to formally adopt a "replacement of capacity" policy. A normal part of this policy is that all capital expenditures for the extension of the sewer and water (or other) systems to all new or expanding customers will be installed at the developers expense. A subtle, and important clarification, should be that the calculated cost to replace the equivalent amount of capacity that the developer has taken away from the particular system shall be included as one of the capital expenditures. This payment for the replacement of capacity may be utilized immediately to update the system or placed in a capital improvements fund account. This policy would assist in establishing fair user fees, and help to avoid periodic moratoriums on additional connections within different parts of the system in the community as development occurs in the future.

The Township is recommended to make extension decisions based on an established future service area for both the central water and sewer systems. The accompanying Long Range Water Distribution System Plan Map and the Long Range Sanitary Sewer Collection System Plan Map indicate the future service areas for both utilities respectively. Although the maps appear to be simple, there are a number of goals or policies established by their delineation. First, the overall area for future service is double the existing service area for central water and triple the existing service area for central sewer. It is anticipated that major upgrades to the systems to accommodate future growth will be significantly less costly and less difficult with public sewer than with public water. All urban, suburban and village areas are planned to be fully accommodated with both water and sewer services. Possible future large scale industrial, institutional or residential facilities are planned to be accommodated, if located within a reasonable distance to existing systems and within the future service areas. Concentrated development around the two I-90 interchanges are being promoted and encouraged. Extensive strip development along major highways will not be accommodated. Lastly, developers are discouraged from using designated rural and agrarian areas and should be aware that clustered developments outside the future service areas will have to rely on private individual group systems rather than on the municipal central systems.

Harborcreek School District

- The recommendations for the Harborcreek School District officials consideration are as follows:

Participate in the development of the municipal walk/bike way system program with the Harborcreek Township officials, which involves: the utilization of existing (or future) road right-of-ways to develop formal paved pathways to directly connect the regional recreational facilities of the Township, School District, and other private, institutional and municipal agencies; and the utilization of the lands of the above mentioned recreational facilities to develop internally groomed trails, with the School District portion utilizing the four existing school sites and any additional future school site(s).

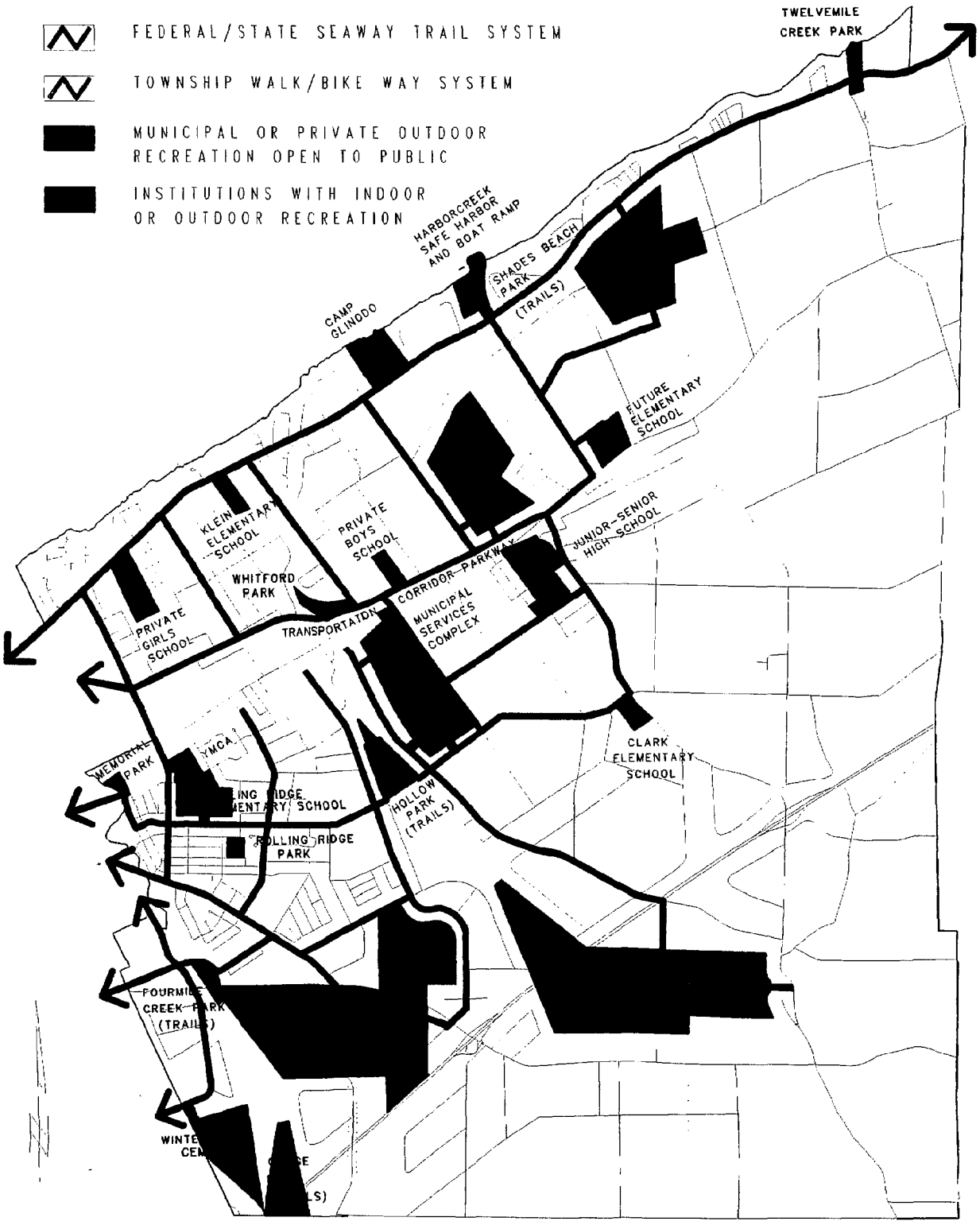
Closely coordinate the development of all new and replacement recreational and/or community-related facilities with the Harborcreek Township officials, so that both public service agencies do not provide duplicated or an over abundance of the same facilities in the future.

Closely coordinate the location and development of a new elementary site (when the increase in population in the Township justifies it in the medium range future) with the Harborcreek Township officials, so that the proper utilities, vehicular and pedestrian transportation facilities, signalization, etc. can be provided in a timely manner.

Participate in a Harborcreek (or Tri-Community) Library feasibility study with the Harborcreek Township officials and Erie County Library System representatives to investigate the possibility of providing a municipal library branch in the Township, which would determine if, when, what, what size, location, and contents of the possible facility.

Harborcreek Township

Long Range Recreation and Walk/Bike Way System Plan



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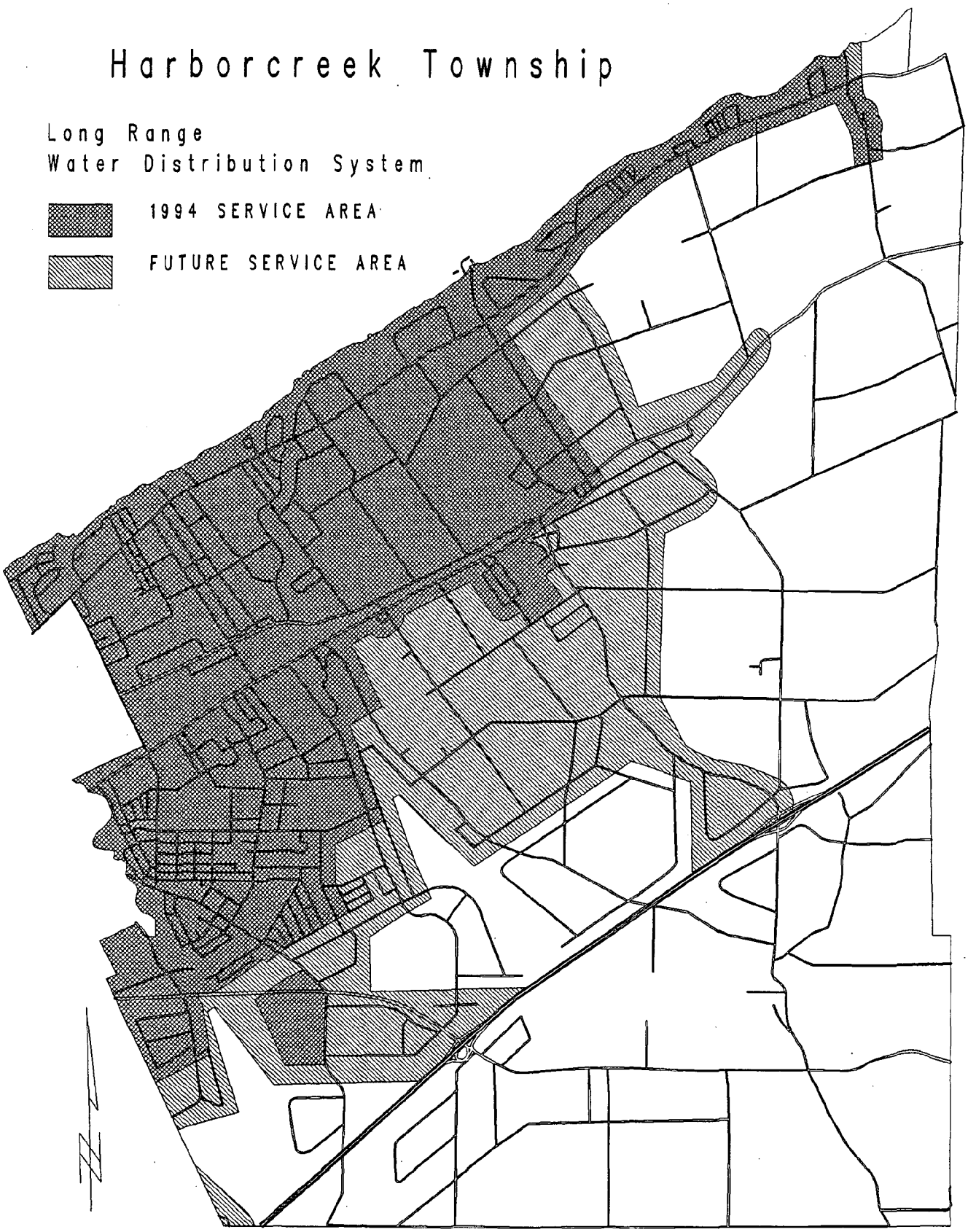
Harborcreek Township

Long Range
Water Distribution System

1994 SERVICE AREA

FUTURE SERVICE AREA



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Harborcreek Township

Long Range Sanitary
Sewer Collection System

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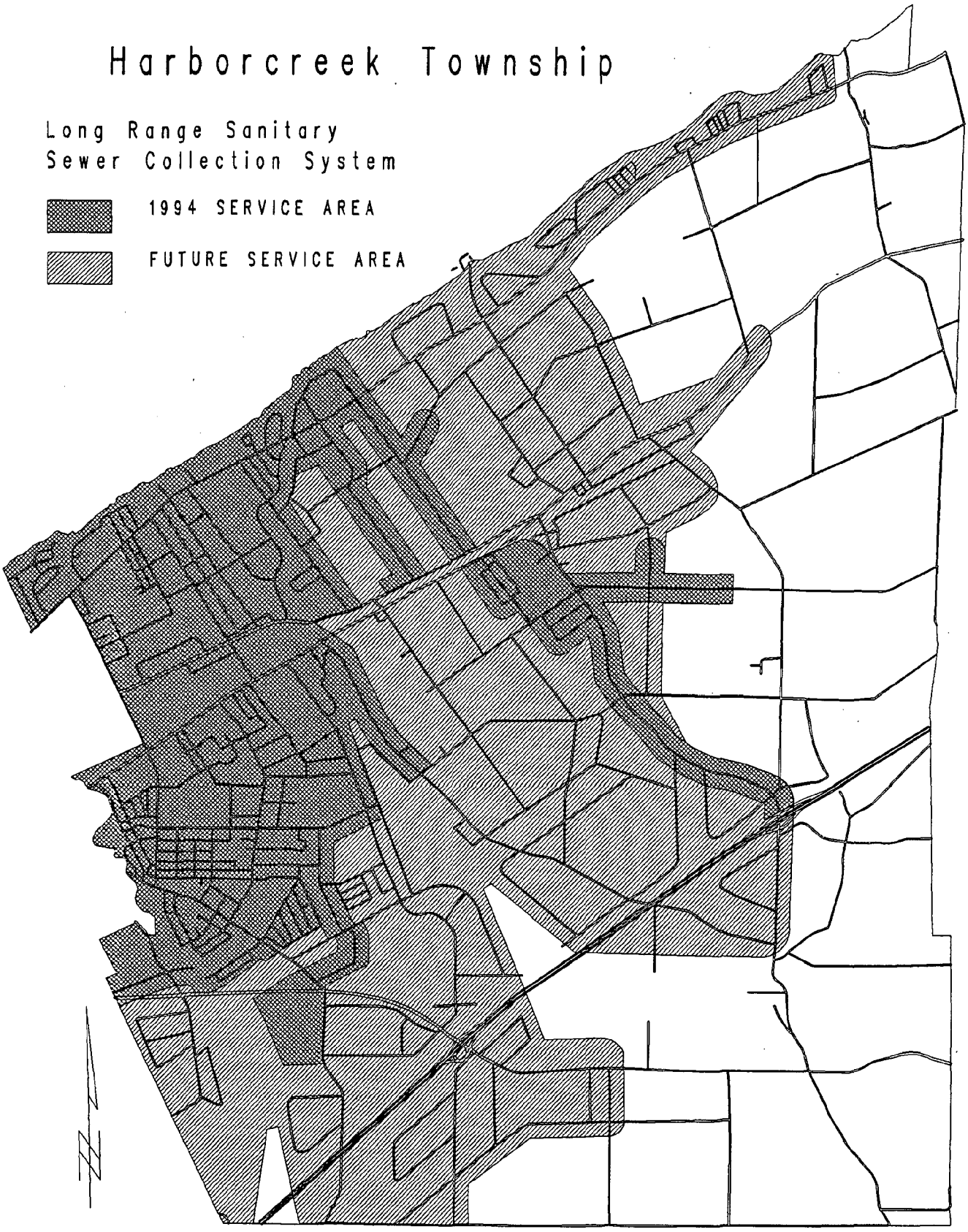
FUTURE SERVICE AREA



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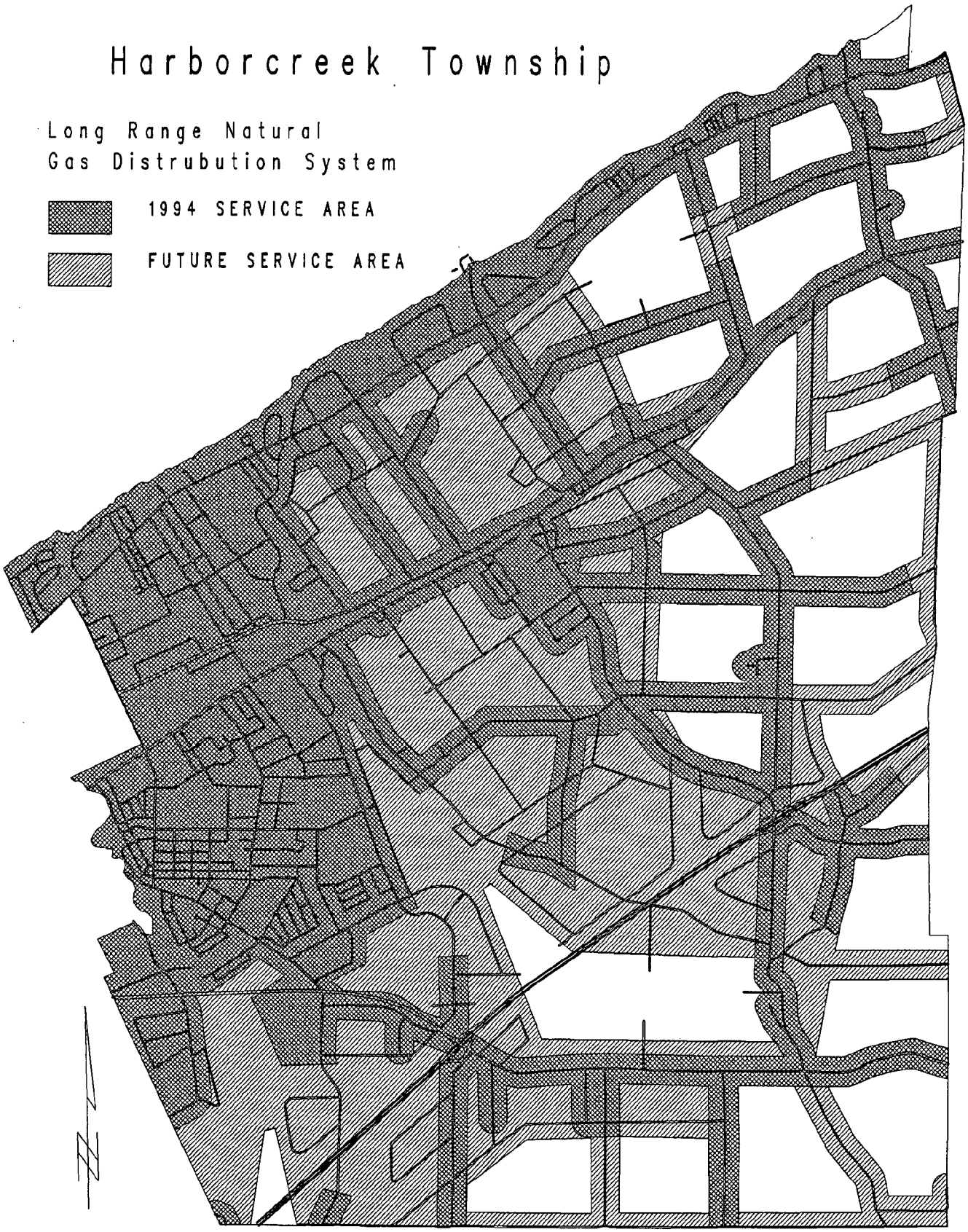
Harborcreek Township

Long Range Natural
Gas Distrubution System

1994 SERVICE AREA

FUTURE SERVICE AREA



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CHAPTER 5

LAND USE PLAN

Introduction

As the guide for future development, the Land Use Plan is designed to promote compatible land use patterns and discourage the haphazard use of land. Land is one of the most valuable resources, and municipal officials and landowners should feel responsible to develop land in an efficient and environmentally sound manner. The land use planning process is the most logical approach to fulfilling that responsibility of wisely utilizing this resource.

Of all of the elements which comprise the Comprehensive Plan, no other element is more important than the Land Use Plan. This Plan provides the framework for the orderly growth and development of the community. Usually, the location of specific activities such as local parks; local social, religious and educational institutions; fire and police stations and municipal buildings; etc. are determined in great part by land use patterns. In addition, land use controls, especially zoning ordinances, should be based upon the Land Use Plan. For Pennsylvania communities, the need for planning is officially recognized by Act 247 of 1968, as amended, the Pennsylvania Municipalities Planning Code, which promotes the planning process as a prerequisite to zoning controls and subdivision regulations.

The Land Use Plan and accompanying Maps are the result of an inventory and analysis of existing population, economic and housing trends, transportation facilities, community facilities, public utilities, and consideration of the compatibility of classifications along municipal borders, as presented in the companion document, the 1994 Harborcreek Township Background Analysis. The general land use categories discussed below refer to the Land Use Plan Maps. It is important to note that these plans are not zoning maps but rather recommended future land use plans. The role of zoning in implementing this Plan will be discussed later. It is important to state, however, that the future land use policies endorsed here by the Harborcreek officials have been carefully weighed between the general public interest and individuals' rights in the use of their land. The following land use descriptions are given by individual classification. The compatibility of classifications along the borders of the eight municipalities was also taken into consideration.

Of note, the recommended Land Use Plan was developed reflecting the full range of land uses which must be accommodated within the Township. The Land Use Plan attempts to implement the previously stated Goals and Objectives to the fullest extent possible.

Future Land Use Patterns

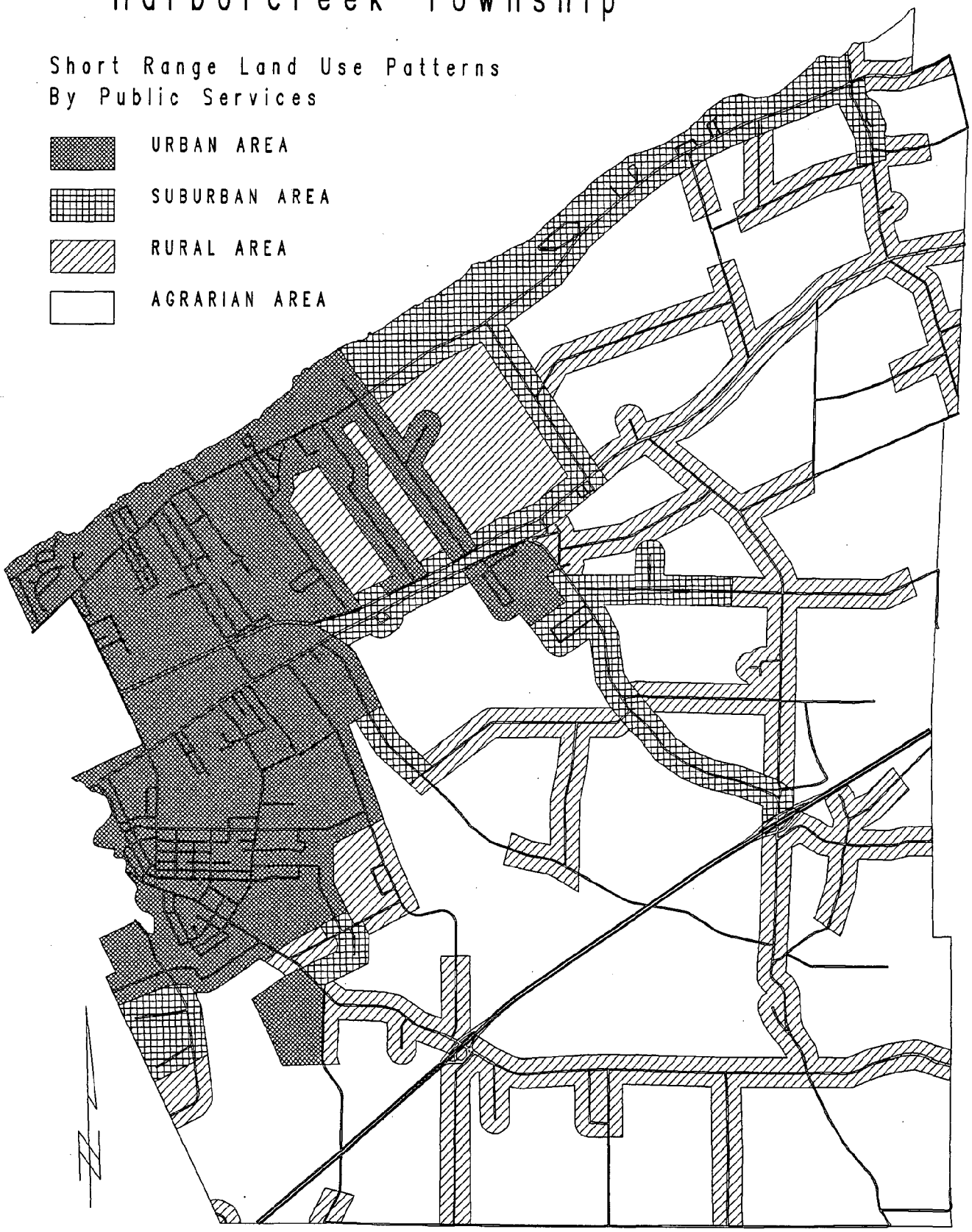
The accompanying Short, Medium and Long Range Land Use Patterns Maps represent the density, intensity and diversity of development that can be expected to occur over the next 20 years if current growth projections hold true in the future. The traditional "below ground" infrastructure was utilized as the basis for the land use patterns and include the current and proposed public water, sewer and natural gas service areas as each overlaps and expands at differing rates into the future. The three patterns maps cover the 0 to 10, 5 to 15, and 10 to 20 year time periods for the short, medium, and long range, respectively.

Concept Land Use Plan

The accompanying Concept Land Use Plan Map represents the cumulation of all the trends delineated in the 1994 Harborcreek Township Background Analysis, and the intent of the Goals and Objectives, Housing Plan, Transportation Plan, and Community Facilities and Utilities Plan in this Comprehensive Plan. Of note, the Medium Range Land Use Patterns Map in this Chapter was chosen as the final consideration for the development of the future land use plan (instead of either the short or long range). This decision was made due to the fact that the first two Harborcreek Comprehensive Plans and this Comprehensive Plan were each developed 15 years apart: 1965, 1980 and 1995, respectively. The next step is to develop a specific zoning map to reflect the intent of the Concept Land Use Plan Map. See the following Implementation Chapter.

Harborcreek Township

Short Range Land Use Patterns
By Public Services



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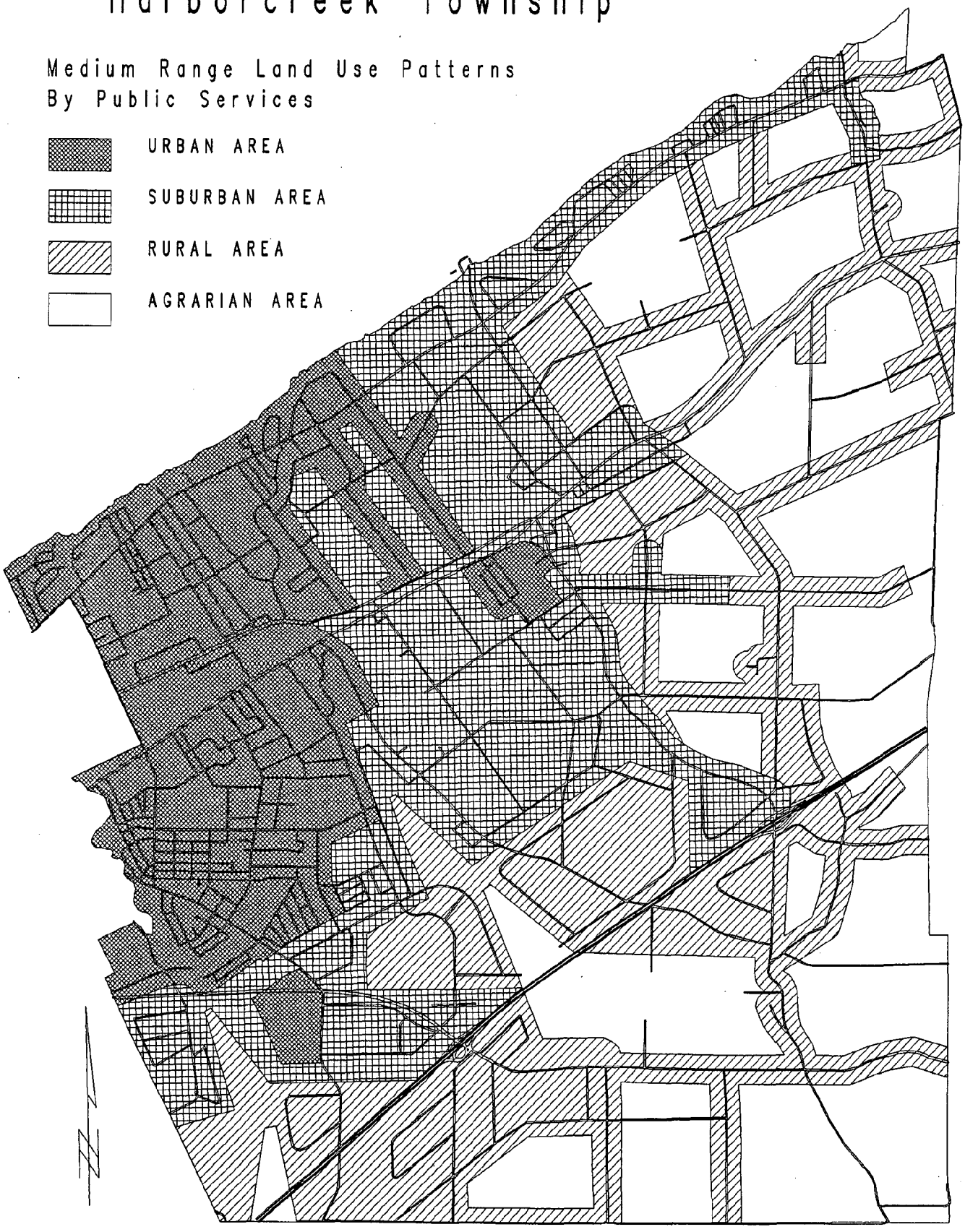
Harborcreek Township

Medium Range Land Use Patterns
By Public Services



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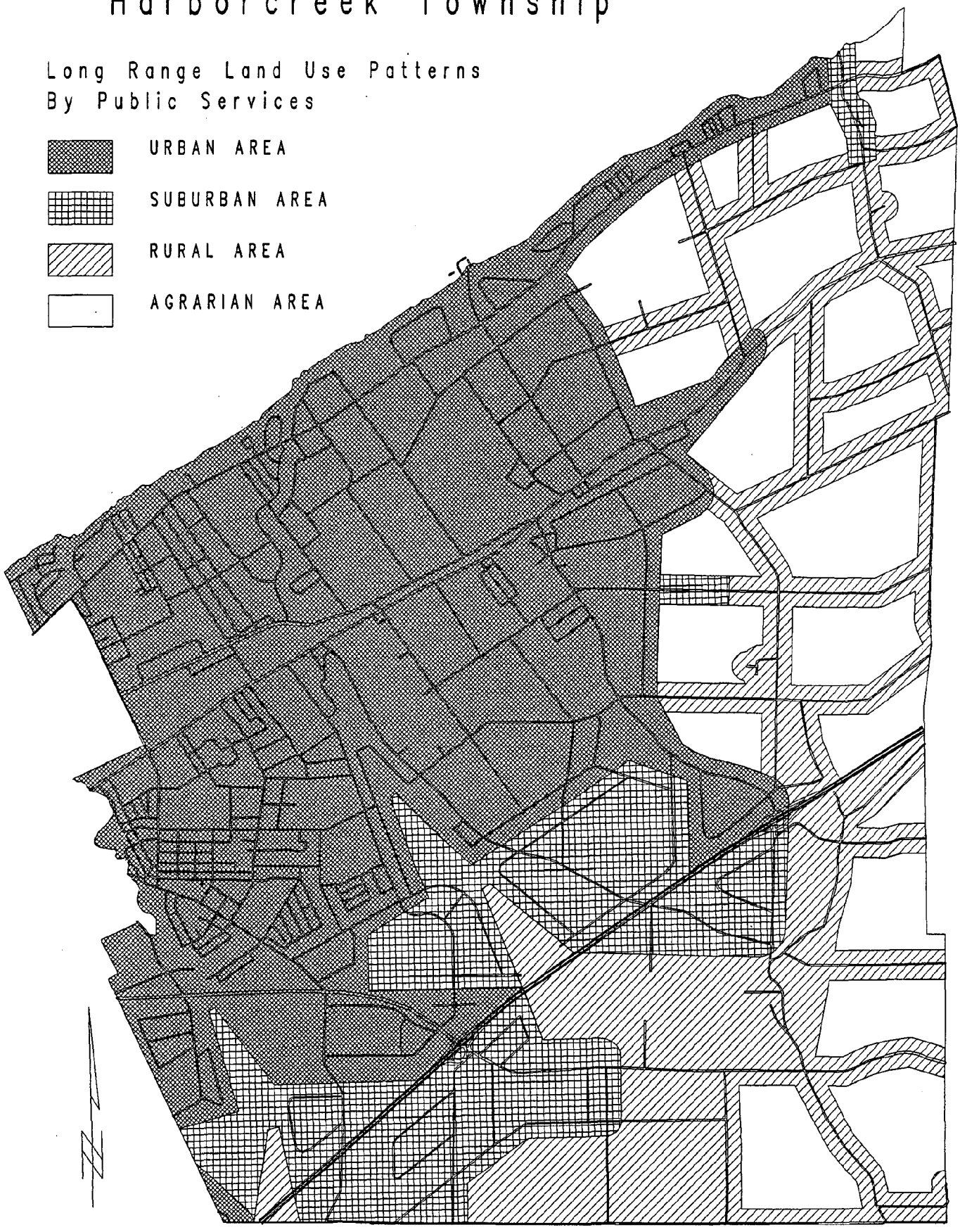
Harborcreek Township



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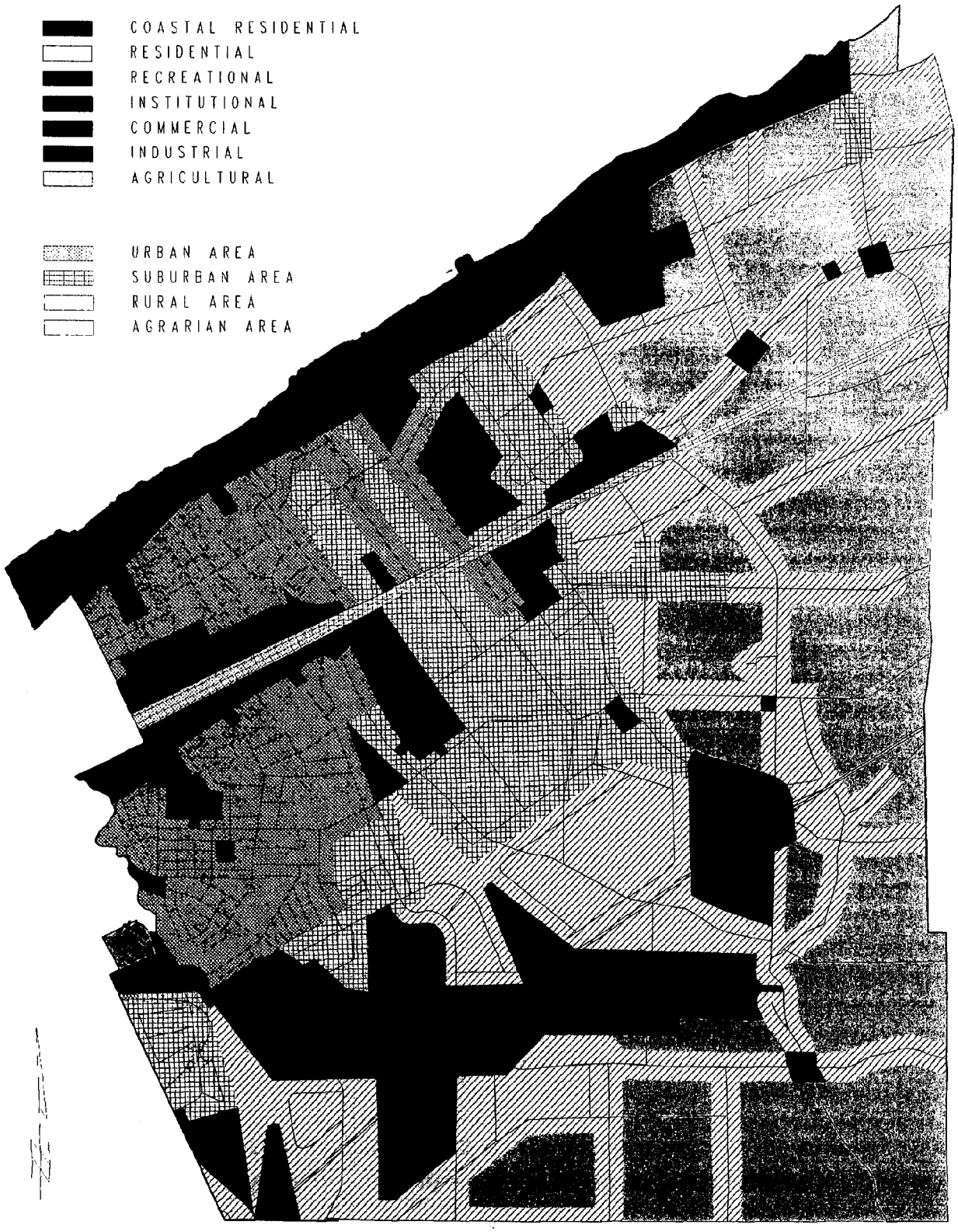
Harborcreek Township

Concept Land Use Plan



Erie County Department of Planning 1995

CHAPTER 6

IMPLEMENTATION

Introduction

The Harborcreek Township Comprehensive Plan is a study which designates a recommended course for both future development and preservation. It should be viewed primarily as a framework for action; a flexible guide rather than a rigid document. It consists of a series of general concepts and specific recommendations in the fields of housing, transportation, community facilities, public utilities and land use. This guide for action section of the Plan will take those concepts and recommendations and establish short and long range implementation strategies.

Comprehensive Plan

Upon finalization of this study, the Harborcreek Township Board of Supervisors should formally adopt the 1995 Harborcreek Township Comprehensive Plan. The adoption process should follow the requirements of the Pennsylvania Municipalities Planning Code, Act 247 of 1968 as amended (Act 247). The adoption process includes: proper advertisement; public meeting(s) by the Township Planning Commission; a public hearing by the Board of Supervisors; the submittal for review and comment to the surrounding governments of the City of Erie, the Borough of Wesleyville, the Townships of Lawrence Park, North East, Greenfield, Greene and Millcreek, the Harborcreek School District, and the County of Erie; then adoption at a public business meeting.

Zoning Ordinance

No single document is more important than a municipal zoning ordinance to assist in implementing many of the concepts and recommendations delineated in this Comprehensive Plan. During the adoption phase of this Plan, the Harborcreek Township officials should begin drafting an updated zoning ordinance and map to be in compliance with the intent of this Comprehensive Plan as adopted, and with Act 247. (See also the following Municipal Services Section in this Chapter.)

Upon finalization of this municipal land use control, the Harborcreek Township Board of Supervisors should formally adopt the amended Zoning Ordinance and Map. The adoption process should also be in compliance with Act 247 as outlined in the above section.

Subdivision and Land Development Ordinances

A companion land use control to the zoning ordinance to assist in implementing this Comprehensive Plan is the municipal subdivision ordinance. After the adoption of this Comprehensive Plan, the Harborcreek Township officials should update their subdivision regulations to be in compliance with the intent of this Comprehensive Plan, with Act 247, and with the amended Zoning Ordinance as finalized.

Upon finalization of the updated municipal zoning ordinance, the Harborcreek Township Board of Supervisors should formally adopt an amended Subdivision and Land Development Ordinance at the same time as the adoption of the Zoning Ordinance, also in compliance with Act 247.

LERTA Ordinance

Harborcreek Township has the option to enact local economic revitalization tax assistance (LERTA) regulations. As a point of reference, the Township currently has a LERTA Ordinance. The land areas covered are the Buffalo Road commercial district and the Iroquois Avenue industrial district. In order to promote the urban and suburban development of the Township and to assist business developers in defraying the cost of the utility and other infrastructure requirements, Harborcreek Township officials should expand the LERTA Ordinance to encompass the proposed two I-90 business districts which are planned to contain both commercial and industrial uses.

Building Codes

Harborcreek Township has the option to enact local building regulations for the protection of public health, safety and welfare under the Second Class Township Code. As a point of reference, the Township currently has a BOCA National Building Code and a CABO One and Two Family Dwelling Code. Other available local codes include: electrical, plumbing, natural gas, mechanical, industrialized dwelling, fire prevention, and property maintenance. After the adoption of this Comprehensive Plan, the Harborcreek Township officials should update their building regulations to be in compliance with the intent of this Comprehensive Plan, the Zoning Ordinance and the Subdivision and Land Development Ordinance.

Municipal Services

During the amendment process of the above land use controls, and in order to implement various sections of this Comprehensive Plan, the Harborcreek Township officials should consider including the appropriate best management practices to minimize nonpoint source pollution to the extent possible.

The Harborcreek Township officials should pursue any and all avenues to cooperate, coordinate and collaborate with the other two members of the "Tri-Community Area" (Harborcreek Township, Lawrence Park Township and Wesleyville Borough) on existing and proposed municipal services. Short range projects could be the group purchases of materials and supplies, the sharing of equipment and facilities on an at-cost basis, the sharing of personnel (for example, the needed police protection for Harborcreek could come from one of the Police Departments of Lawrence Park or Wesleyville), and the development of joint recreational and/or library facilities.

The Harborcreek Township Board of Supervisors should continue to be an active member of the Erie Area Council of Governments for the above same reasons.

Of note, a copy of the 50 page PA DCA publication "Intergovernmental Cooperation Handbook" has been provided to the Harborcreek Township officials and is made a part of this Plan by reference.

The ultimate long range solution to providing the full range of urban/suburban/village infrastructure and public services at reasonable cost with a fair and equitable tax base is that the Tri-Community Area municipalities should combine as many separately run operations as possible. The sharing of services now and in the short range future will be excellent preparation and practice for the advantageous merger of programs in the long range future. These combined services can include any and/or all of the following Tri-Community Area: Fire Department, Police Department, Physical Services Department, Library System, Recreation and Walk/Bike Way System, and School District.

Technical and Financial Assistance

No community (or any three local communities together) could implement a majority of the recommendations in a local comprehensive plan without technical and financial assistance from Federal, State, and regional agencies. The Harborcreek Township officials have in the past and are presently working on projects with the State District Offices of the Departments of Community Affairs, Environmental Resources and Transportation located in Erie, Meadville and Franklin, respectively. However, the numerous assistance programs and services available to small towns from these and other agencies has not been readily known or available. As a desk reference to small towns and rural townships, the Center for Rural Pennsylvania has recently developed its first Rural Access Guide. The 1994 Guide provides useful information on 86 of the most commonly utilized Federal, State and regional programs and services for rural communities in Pennsylvania. Each program is given one full page with the following description outlined.

1. Type of Assistance:
2. Subject:
3. Contact Information:
4. Goals and Objectives:
5. Audience:
6. Eligibility Criteria:
7. Application Deadline:
8. Application Procedures:
9. Funding Limitations:
10. Award Procedures:
11. Implementation Requirements:
12. Evaluation Requirements:
13. a complete Case Study

A number of the delineated programs and services from the Rural Access Guide will assist in implementing the goals and objectives of this Comprehensive Plan, and are aimed at local governments, authorities, community based agencies and educational institutions. A copy of the current 100 page Rural Access Guide (which will be updated every 2 years) has been provided to the Harborcreek Township officials and is made a part of this Plan by reference.

The following is a listing of the Guide's programs and services by category. The Rural Access Guide should be thoroughly reviewed by the various local municipal and community agencies to determine which of these apply to the Tri-Community Area's needs or desires to implement the general concepts and specific recommendations that are contained in the Harborcreek Township Comprehensive Plan.

I. DEVELOPING YOUR COMMUNITY

Business, Economic and Industrial Recruitment and Retention

- Ben Franklin Partnership
- Business Infrastructure Development (BID) Program
- Community Economic Recovery Program (CERP)
- Downtown Pennsylvania Program
- Employee Ownership Assistance Program (EOAP)
- Enterprise Zone Program
- Industrial Communities Action Program
- Industrial Communities Site Program (ICSP)
- Industrial Resource Centers (IRC)
- Pennsylvania Capital Loan Fund
- Pennsylvania Downtown Center
- Pennsylvania Economic Development Financing Authority
- Site Development Program
- U.S. Small Business Administration Business Development

II. ENHANCING YOUR COMMUNITY

Arts, Historic Preservation, Recreation, Tourism

- Heritage Parks Program
- Historic Preservation Survey and Planning Grants
- Local Government Arts Grant
- Local History General Operating Support Grants
- Local History Project Support Grants
- Promotion of the Arts-Local Arts Agencies Program
- Recreational Improvements and Rehabilitation Act Program
- Recreational Trail Program
- Tourist Promotion Assistance Matching Fund Program
- Transportation Enhancements Program

III. COMMUNITY LEADERSHIP

Technical Assistance, Administration, Management

- Circuit Rider Program
- Commonwealth Law Enforcement Assistance Network (CLEAN)
- Council of Governments/Intermunicipal Projects Program
- Emergency Management Assistance Program
- Federal Surplus Property Donation Program
- Local Piggyback Purchasing Program (L3P)
- Municipal Training
- Municipal Financial Recovery Act (Act 47)
- Pennsylvania Rural Leadership Program (RULE)
- Regional Police Assistance Program
- Small Communities Planning Assistance Program (SCPAP)
- State Planning Assistance Grant Program (SPAG)

IV. COMMUNITY FACILITIES

Infrastructure, Transportation, Capital Projects

Community Development Block Grant Program (CDBG)
Community Facilities Program
Community Transportation Grants (Capital Equipment)
Flood Control Projects (Small Flood Control Projects)
HOMES Program
Housing and Community Development Program
Local Highway and Bridge Program
Local Road Turnback Program
Local Technical Assistance Program (LTAP)
Pennsylvania Infrastructure Investment Authority (PennVest)
Recycling Development and Implementation Grant Program
Recycling Incentive Development Account (RIDA)
Rural Community Fire Protection Program
Rural Public Transportation Program
Rural Rental Housing Loans
Section 108 Loan Guarantee Program
Section 523 and 524 Rural Housing Site Loans
Sewage Facilities Planning Grants
Sewage Treatment Plant Operation Grants
Timber Bridge Program
Transit Capital Assistance Program
Volunteer Fire Company Assistance Program
Water and Waste Disposal Loans and Grants

V. HUMAN RESOURCES

Education, Health, Training

Adult Affidavits
Customized Job Training
Emergency Community Services Homeless Grant Program (EHP)
Emergency Shelter Grant Program
High Risk Youth Program
Job Training Partnership Act
Pennsylvania Conservation Corps
PennSERVE
Pennsylvania Service Corps
State Health Centers
Teen Pregnancy & Parenting
Telecommunications Education Fund

VI. NATURAL RESOURCES

Agriculture, Conservation, Forestry

Abandoned Mine Reclamation Program
Agricultural Area Security Law
Agricultural Conservation Program (ACP)
Agricultural Technology Loan Program
Agriculture and Rural Youth Organization Grant Program
Clean and Green
Cooperative Farm Game Program
Cooperative Forestry Assistance Program
Forest Stewardship Incentive Program
Land and Water Conservation Fund
Pennsylvania Farmland Protection Program
Resource Conservation and Development
Stream Bank Fencing
Stream Improvement Program
Urban Forestry Grants

Statement of Plan Interrelationships

The interrelationships among the four plan components of the housing plan, transportation plan, community facilities/utilities plan, and the land use plan are complete. No single component was developed to stand alone or to dictate total control over the other components. The primary direction of each component influenced the direction of the other plans until all components of this Plan were integrated together. The four integrated plans were developed to implement the statement of the general goals and specific objectives made at the beginning of this Comprehensive Plan.

Statement of Relationship to Other Plans

As part of the background analysis of this Plan, the existing development of all seven contiguous communities of Lawrence Park, Wesleyville, Erie, Millcreek, Greene, Greenfield and North East were investigated and analyzed. The proposed development of Harborcreek Township is directly related in composition and density so as to compliment, rather than compete for, various types of land use. The existing comprehensive plans for the seven adjacent communities were taken into consideration for the proposed transportation improvements and public water and sewer services areas. The objectives and plans for development for the County of Erie were also taken into consideration, with the specific development of the Harborcreek Township Demographic Analysis and Population Projections Report which is a component of both the 1994 Harborcreek Township Background Analysis and the 1994 Erie County Demographic Analysis and Projections Report. Lastly, the regional trend of major industrial parks, and the development plans of Penn State-Erie, The Behrend Campus were also carefully integrated into the plan components of the Harborcreek Township Comprehensive Plan.

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