

Lawrence County Comprehensive Plan Update Linking Land Use with Economic Development



DRAFT PLAN
JULY 2010



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The Lawrence County Comprehensive Plan Update was prepared with the assistance of many groups, organizations and individuals. In particular, the following persons should be recognized:

Lawrence County Commissioners

Steve Craig, Chairman
Richard DeBlasio
Dan Vogler

Lawrence County Planning Commission

Helen Jackson, Chairperson
Karolee Loughhead, Vice-Chairperson
Everett Bleakney, Secretary
John Altman
James Conner
Linda Nitch*
Robert Powell
Frank Telesz
Edward Weber

** Also served on the Comprehensive Plan Steering Committee*

Comprehensive Plan Update Steering Committee

Patrick Angiolelli, Union Township Supervisor
Jonathan Bruce, Bruce & Merrilees Electric
John DiMuccio, Lawrence County Economic Development Corporation
Mark Figurelli, Mark Figurelli & Associates
Jim Gagliano, Jr., Lawrence County Manager
Paul Hoyson, ESB Bank
Amy McKinney, Lawrence County Planning Director
Anthony Mastrangelo, Mayor of the City of New Castle
Linda Nitch, Lawrence County Economic Development Corporation
Denny Puko, Department of Community and Economic Development
Dom Viccarri, Mayor of Ellwood City



The Lawrence County Comprehensive Plan Update was prepared by:



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Project Background

Lawrence County, located in Northwest Pennsylvania, is comprised of 27 municipalities with a total population of 94,643. The County offers many economic advantages as it is well served with several major transportation routes (I-76, I-79, I-80, I-376 and US 422), access to two rail carriers, and is situated between Pittsburgh, Cleveland, and Erie.

Figure 1-1: Project Location Map



In 2004, Lawrence adopted a countywide comprehensive plan. The plan identified economic development as a priority and identified potential development sites as part of a baseline inventory. In order to more fully analyze the development potential of each site, along with available utilities, facilities and environmental limitations, the County decided to complete a Comprehensive Plan Update that would link land use with economic development.



Lawrence County retained Mackin Engineering Company as project consultant to complete the plan. Mackin served as the lead and led the land use planning initiative. Sub-consultants were brought on board to focus on key elements. GSP Consulting led the economic development plan; MACTEC served to assess the environmental conditions; and T&B Planning provided conceptual drawings of the recommended improvements to the top three (3) development sites. Partially funded through the Pennsylvania Department of Community and Economic Development (DCED) Land Use Planning and Technical Assistance Grant Program (LUPTAP), the Update began in June of 2009 and concluded in September of 2010. The overarching goals of the Update are to:



Lawrence County Courthouse (Photo, 2009)

- Determine Lawrence County's regional position in terms of economic development and implement a land use policy to support market realities.
- Establish a strategic development approach for existing and potential sites to align with market niches to direct public and private investment in a manner that will encourage job retention and growth.
- Prioritize development areas to protect investments, adhere to Commonwealth development priorities such as the Keystone Principles, and prepare a realistic phased approach for build out/development.

In addition, the Lawrence County Comprehensive Plan Update offers the following planning outcomes:

- Devise economic strategies for Lawrence County to attract and retain businesses and job opportunities that reuse Brownfields and other previously developed sites. The Comprehensive Plan Update will provide strategies for priority sites that offer the highest potential for economic development.
- Promote new development in and around core communities. The plan will identify the highest and best uses for each site based on market potential, availability of infrastructure including transportation and utilities as well as environmental impacts.
- Identify projects "most ready" to move to successful completion. The plan will not only serve as an update to the Comprehensive Plan but also as a marketing tool that promotes sound economic development policies for job development and retention.

Plan Process

The Comprehensive Plan Update consisted of three (3) main components; Site Assessment, Market Assessment, and Conceptual Drawings.

Site Assessment

The Site Assessment component of the Update consisted of field views, with members of the Steering Committee, of the identified sites. Each of the 15 sites fall into three (3) general categories: Industrial/Brownfield, Greenfield, and Commercial Corridor/Mixed Use. A Ranking Form was then developed with input by the Steering Committee in order to prioritize the sites. Criteria included current conditions, economic development potential, infrastructure, environmental factors, and owner interest. Final prioritization

was based on the ranking form along with input from the County and Steering Committee to determine the top three (3) sites. The Site Assessment can be found in *Chapter 2: Site Assessment*.

Market Assessment

Once the top three (3) sites were chosen, a Market Assessment was conducted to identify baseline conditions and develop a strategy to capitalize on the local and regional economies. The Market Assessment determined the assets and opportunities for economic development of each site and identified opportunities to take advantage of current growth trends. The Market Assessment can be found in *Chapter 3: Market Assessment*.

Conceptual Drawings

Conceptual drawings were created of the top three (3) sites based on information gleaned from the Site Assessment and Market Assessment. Design elements include desired land use arrangements, roadway connections, sample buildings, building orientations, and parking configurations. The drawings are designed to be transferable to the other 12 sites as well. The Conceptual Drawings can be found in *Chapter 4: Implementation*.

Review of Plans and Studies

The following plans and studies were reviewed to ensure consistency with planning outcomes and recommendations.

Lawrence County Comprehensive Plan (2004)

As stated earlier, the Lawrence County Comprehensive Plan identified economic development activities as a priority. The Comprehensive Plan states that the County has yet to become competitive for economic growth within the greater Pittsburgh region due to a lack of infrastructure along much of I-79 and the Route 60 Corridors as well as a lack of quality industrial land. More industrial development has actually occurred outside of existing industrial parks due to the lack of sufficient and well-located parks. It was recommended that future development shift to the State Route 18 North Corridor and Route 60 Corridor due to the designation of several properties as Keystone Opportunity Zones (KOZ's). The Plan details the County's active or proposed industrial parks and/or industrial properties in terms of location, available land, and land prices. The Plan identifies a need for an improved strategy for future growth as the current strategy is only for local growth expansion. Specific recommendations include:

- Develop land on the I-79 corridor geared toward business growth, office space, and R&D space.
- Develop land on the Route 60 Corridor including industrial uses, such as manufacturing and warehouse/distribution firms.

Southwestern Pennsylvania Commission's (SPC) 2035 Long Range Transportation and Development Plan/Project Region (2007)

Southwestern Pennsylvania Commission (SPC) is the federally-designated Metropolitan Planning Organization (MPO) for ten counties as well as the City of Pittsburgh in Southwestern Pennsylvania, including Lawrence County, and developed the 2035 Long Range Plan. The Plan addresses counties' individual needs, guided by the



plan's regional goals and objectives, and provides a list of proposed investments for each county. The Long-Range Transportation Plan includes the following projects for Lawrence County:

- I-376 Designation- Spot Improvements (Traffic Operation and Safety).
- State Street Bridge (Bridge Capital Maintenance).
- Future I-376, Mercer County line to SR 422 interchange (Interstate Maintenance).
- Future I-376, SR 60 to PA Turnpike (Interstate Maintenance).
- I-79, Mercer County line to Butler County line, preventative maintenance.

For economic development purposes Lawrence County is part of the Northwest Planning Commission Economic Development District and any economic projects in the County are included within their planning process. The following projects were included in SPC's plan as a reference to what the Northwest Planning Commission has prioritized for Lawrence County:

- Millennium Park
 - Provide utilities and appropriate access in Neshannock Township to help attract critically needed jobs to the County.
- Millennium Park Phase II
 - Site preparation and infrastructure construction for 500 acre industrial park offering large pad sites for major industrial complexes.
- New Castle Municipal Runway Extension
 - Demolition of a former barracks at the airport to make room for new hangars and aviation development.
- Riverview Commerce Park Phase II
 - Continued redevelopment of 75 acre Brownfield site in Keystone Opportunity Zone and a Lawrence County Enterprise Zone.

Northwest Pennsylvania Comprehensive Economic Development Strategy (2009)

The Northwest Pennsylvania Comprehensive Economic Development Strategy (CEDS) was created to guide economic growth for the Northwest Pennsylvania Commission, which consists of eight counties; Clarion, Crawford, Erie, Forest, Warren, Lawrence, Mercer, and Venango. A total of 55 projects were outlined for Lawrence County and include infrastructure improvements, green energy improvements, industrial park development, revitalization of municipalities, renovations to community facilities, transportation improvements, recreation renovations and improvements, and greenway projects. The next step after completion of the strategy is the prioritization of all of the projects based on funding and "shovel-readiness." A complete copy of the projects can be found online at <http://www.nwcommission.org/index.html>

Lawrence County Economic Development Strategic Plan (2008)

The Lawrence County Commissioners and the Lawrence County Economic Development Corporation partnered to complete a strategic planning process for economic development in Lawrence County for the next 15 years, specifically on deciding how the County can most effectively use the resources that will be available if the casino is built in Mahoning Township. As part of the planning process a comprehensive survey was prepared and sent to key private and public sector leaders pertaining to important issues and priorities in the County. An Economic Development Summit was also held, with 80 people attending, to discuss the results of the survey and prioritize key issues that need to be resolved.

The following five strategies were developed as part of the planning process:

1. Invest in the infrastructure needed for job growth.
2. Create a positive attitude about Lawrence County.
3. Provide “One-Stop Shop” assistance for business expansion and retention.
4. Improve education and training for jobs of the future.
5. Organize for Successful Implementation.

CONNECTIONS: Linking Lawrence County’s Resources through Greenways (2008)

Lawrence County completed a Greenways Plan to inventory and evaluate natural resources, existing recreational assets, and historic sites. The goal of the plan is to promote the importance of preserving special places and resources while supporting economic growth. The plan identifies eight conservation greenways and 15 recreation and transportation greenways. For purposes of the Comprehensive Plan Update the greenways that pertain to the final three sites are discussed in more detail in *Chapter 4: Implementation*. The following recommendations were included in the Greenways Plan:

- Create a new staff position dedicated to greenway implementation.
 - Currently, Lawrence County and Beaver County employ a joint greenways coordinator, which is funded by both counties with assistance from Pennsylvania Department of Conservation and Natural Resources (DCNR).
- Adopt new land use tools in local ordinances that facilitate greenway development.
- Develop multi-municipal greenway plans and/or feasibility studies.
- Complete four pilot projects to create momentum for the greenways system:
 - Stavich Bike Trail Improvements/Extension
 - Neshannock Rail/Trail Beginning Segment
 - Shenango/Beaver River Water Trail
 - Conservation-based municipal ordinance in or adjacent to the Slipper Rock Creek Gorge

Public Input Overview

The Lawrence County Comprehensive Plan Update included an intensive public involvement strategy that involved key persons. The main goal of the strategy was to gain the insight of the economic development leaders and policy makers so that the final selection of the three (3) Preferred Development Sites will align with the overall economic strategy of Lawrence County.

Project Steering Committee

A Project Steering Committee was formed to oversee the project and consisted of the Lawrence County Planning Department, Lawrence County Economic Development Corporation, municipal officials, and local businesses. The committee met seven times throughout the project.



Economic Focus Group

An Economic Focus Group convened on November 6, 2009 and included representatives from County and Municipal government, the County Economic Development Agency, a local college, business owners, and representatives of state government. The main purpose of the focus group was to obtain an understanding from the participants of the regional economic trends, conditions, challenges and opportunities and how they impact current and future development within the County. Also discussed were the issues or concerns that may impact the County's ability to attract new business investment and the potential niche investment opportunities within the County.

The following opportunities were identified by the focus group participants:

Identified Opportunities for Economic Development

Business Development & Retention	Retention of existing companies.
	Marcellus Shale is a development opportunity.
	Existing manufacturing base needs to take advantage of government funding of the "green market sector" opportunities.
	Focus on higher paying jobs and sectors.
	Focus on our base strengths, which is manufacturing.
	Potential casino/racing facility.
Education & Training	Agriculture is another potential industry opportunity.
	Westminster College is creating a center for Entrepreneurial Studies. BCCC (Butler County Community College) is developing courses and content relevant to industry.
Rail Service	Rail service-from Lawrence County; you can reach all parts of the United States.

Identified Obstacles to Economic Development

Education & Training	Workforce and training and linking our region's schools and curriculum with local industry needs.
	Training content development relevant to regional industry base.
	Greater coordination among regional training providers is needed.
	Inventory existing expertise in the County to connect talent base with emerging industry opportunities.
	Do not link higher education together and leverage those assets (alumni base) to attract talent and investment back to the County.
	Enhancing the secondary education system .
Business Development & Retention	Entrepreneurship and new business creation should be given a greater priority and represents an opportunity for Lawrence County.
	Retention and expansion of existing industry base should be the highest priority for Lawrence County by assisting in new market development, supply chain opportunities, product innovation and process improvements. Attracting large businesses to Lawrence County is challenging and would likely place added strains on current infrastructure and services.
	Existing industry expansion and new attraction opportunities are represented in the Marcellus Shale/Natural Gas attraction and processing as

	well as other alternative energy supply chain opportunities (solar – geothermal – wind). Agriculture (Food Processing) also represents an industry development potential for the County.
Amenities	Improvement of regional amenities such as shopping, dining, recreation and housing.
	Improving access and quality of health care system.
	Lack of amenities such as shopping, dining, and support services.
	Schools and hospitals are a challenge.
Compatibility	While acreage and buildings are available in Lawrence County, their condition and former uses are not well aligned with current industry demands or corporate culture expectations.
Land Use Regulations	Lack of zoning in municipalities can be an obstacle for investment opportunities.
Infrastructure	Do not develop sites that do not have infrastructure already in place.
Housing	Housing stock is not attractive to outside investors .

Municipal Public Meeting

To gather local input, a municipal public meeting was conducted on June 9, 2010 with all municipalities in Lawrence County invited to attend. The following municipalities attended:

- Neshannock Township
- Union Township
- Enon Valley Borough

A presentation was given at the meeting that included the project background, plan process, including site assessment, market assessment, and the conceptual drawings.

Growth Partnership Meeting

The draft Market Summary and Conceptual Drawings were also presented to the Growth Partnership Group. The Growth Partnership is a group of people in the County, ranging from elected officials, business owners, educational providers, etc. that are working towards the common goal of promoting economic growth in Lawrence County.

Public Hearing

A public hearing was also held at the end of the project by the County to present the plan and allow for comment.



Overview

Categories

Criteria

Field Views

**Site Rankings /
Descriptions**

Priority Sites

Overview

Lawrence County has previously completed the process of identifying fifteen (15) sites for potential development/redevelopment. The sites all have different characteristics and the process examined each of these factors in more detail. Ultimately the fifteen (15) sites were prioritized and three (3) sites were chosen based on realistic and achievable expectations. Illustrated concept plans for the three (3) sites were then created. The process below describes how the original fifteen (15) sites were categorized and ranked.

Categories

Based on a cursory field view of the fifteen (15) sites, it was discovered that there are three general land use types that each of the sites fit into; Industrial/Brownfield, Greenfield, or Commercial Corridor/Mixed Use. [Table 2.1: Potential Development Sites](#) illustrates the name of each site and the classification. The location of each site can be found on [Map 2.1: Potential Development Sites](#).

Table 2.1: Potential Development Areas

Site Name	Category		
	Industrial/ Brownfield	Greenfield	Commercial Corridor/ Mixed Use
#1: Former Metcoa Site	X		
#2: Glen Road Area		X	
#3: New Castle Development		X	
#4: Union US 422/ I-376 Area			X
#5: Riverview Redevelopment Area	X		
#6: New Castle Rail Corridor	X		
#7: Shenango PA 6/US 422	X		
#8: New Castle Three Rivers Area	X		
#9: Taylor Rail Corridor North	X		
#10: Werner Area		X	
#11: Taylor Rail Corridor South	X		
#12: New Beaver		X	
#13: Wayne Township PA 288		X	
#14: Ellwood City Rail Corridor	X		
#15: I-79 Interchange Area		X	



The Industrial/Brownfield category encompasses existing Industrial sites with either space available for development or vacant buildings that could be redeveloped or Brownfields, which are abandoned sites that were once developed with industrial or commercial uses. Environmental issues, such as hazardous waste and pollution, are common at Brownfield sites due to the way the land was used in the past. Most often a Brownfield site has to be remediated before it can be redeveloped.

The Greenfield category includes sites that have little or no existing development. Greenfield sites usually need to have adequate utilities such as water/sewer lines and transportation amenities extended to them in order to be developed.

The Commercial Corridor/Mixed Use category includes sites that have existing development that is primarily commercial or industrial in nature.

Criteria

A site ranking form was developed that took the following criteria into consideration:

- Current Conditions
 - Site size, existing structures, current site land use, zoning, surrounding land uses
- Development Interest
 - Level of owner, private, municipal, and public interest in development
- Economic Development Potential
 - State economic designations, such as KOZ, KIZ, KOEZ, and Enterprise Zone
- Infrastructure
 - Availability of public utilities (water, sewerage, electric, gas)
- Transportation Issues
 - Access, safety, rail, and possible connections
- Environmental Issues
 - Hazardous substances, cleanup actions, wetlands, floodplains, natural habitats, woodlands, topography, and cultural and historical assets

An example of the site ranking form can be found in [Appendix A](#). Points were assigned to each of the criteria, with some criteria receiving higher points than others depending on their significance in being able to re-develop or develop the site.

Field Views

The next step in the planning process was to conduct field views of each site to acquire a better understanding of the assets and limitations that each site presents. This information was then used to complete the site ranking forms. A summary of each fieldview is described below. More information on each site can be found on [Table 2.2: Site Assessment](#).

Site Rankings / Descriptions

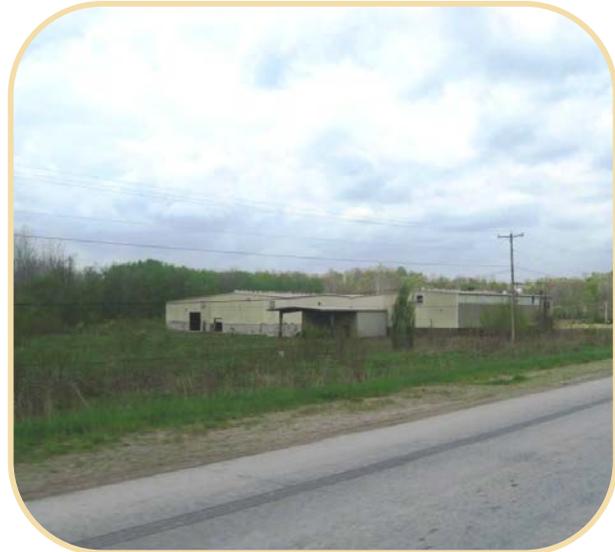
Table 2.2: Site Assessment

Site #	Site Characteristics		Land Use & Economy					Availability of Infrastructure					Environmental			Interest		Overall Ranking
	Site Name	Category	Current Use	Surrounding Land Use	Existing Structures (condition)	Zoning	Economic Development Designation	Gas/Electric	Water	Sanitary Sewer	Access to Roads	Rail Access	Topo (% slope)	Surface Water Features	Environmental Concerns	Municipal Interest	Owner Interest	
1	Former Metcoa Site	Brownfield	Vacant/Industrial	Agriculture/Industrial	Yes – good	Industrial	None	On-site/On-site	On-site	<1/4 mile	<1/4 mile	> 1 mile	Slight – 11-24%	<1/4 mile	Yes – hazardous waste	Moderate	High	295
2	Glen Road Area	Greenfield	Agriculture	Industrial	No	Industrial	Yes / Partial Enterprise	>1/4 mile/ >1/4 mile	>1/4 mile	>1/4 mile	<1/4 mile	>1 mile	Flat – < 10%	>1 mile	No	High	High	185
3	New Castle Development	Greenfield/Brownfield	Vacant Industrial	Agriculture, Residential	Yes – poor	Industrial	Yes – KOZ / Enterprise	<1/4 mile/ On-site	>1/4 mile	>1/4 mile	2-5 miles	>1 mile	Slight – 11-24%	On-site	No	Unsure	High	240
4	Union US 422/60 Area	Mixed Use	Industrial/Commercial	Industrial/Commercial	No	Industrial Commercial Multi-Family Residential	Yes – part is Enterprise	On-site/On-site	On-site	>1/4 mile	<1/4 mile	>1 mile	Slight – 11-24%	<1/4 mile	No	High	Unknown	262.5
5	Riverview Redevelopment Area	Brownfield	Vacant/Industrial	Industrial/Commercial	Yes – poor	Industrial	Yes – KOZ / Enterprise	On-site/On-site	On-site	On-site	<1/4 mile	On-site	Flat – < 10%	On-site	No – prior remediation by DEP	High	Moderate	357.5
6	New Castle Rail Corridor	Brownfield	Vacant/Industrial	Industrial	Yes-poor	Industrial	Yes – Enterprise	On-site/On-site	On-site	On-site	<1/4 mile	On-site	Flat – <10%	On-site	No	High	Moderate	340
7	Shenango PA 65/US 422	Brownfield	Vacant/Industrial	Commercial	Yes-varies	Industrial	Yes – Enterprise	On-site/On-site	On-site	On-site	1/4 to 2 miles	>1 mile	Slight – 11-24%	On-site	No	High	High	330
8	New Castle Three Rivers Area	Brownfield	Vacant/Industrial	Industrial	Yes-varies	Industrial	No	<1/4 mile/ <1/4 mile	On-site	On-site	<1/4 mile	On-site	Flat – <10%	On-site	No	High	Moderate	275
9	Taylor Rail Corridor North	Brownfield	Vacant/Industrial	Industrial	Yes – good	Industrial	Yes – KOEZ / Enterprise	<1/4 mile/ On-site	>1/4 mile	>1/4 mile	1/4 to 2 miles	On-site	Slight – 11-24%	On-site	No	High	High	285
10	Werner Area	Greenfield	Agriculture	Industrial/Commercial	Yes – good	Industrial	Yes – Enterprise	>1/4 mile/ >1/4 mile	>1/4 mile	>1/4 mile	<1/4 mile	<1/4 mile	Slight – 11-24%	On-site	No	High	Unknown	167.5
11	Taylor Rail Corridor South	Brownfield	Vacant Industrial	Industrial	Yes – poor	Industrial	Yes – KOEZ	On-site/On-site	On-site	On-site	1/4 to 2 miles	<1/4 mile	Flat – <10%	On-site	Yes – DEP Hazardous Substance Control Act Site	High	High	310
12	New Beaver	Greenfield	Agriculture	Agriculture	No	Agricultural/Conservation	No	>1/4 mile/ >1/4 mile	<1/4 mile	On-site	<1/4 mile	>1 mile	Flat – <10%	On-site	No	Moderate	High	180
13	PA 288 Wayne Township	Greenfield	Agriculture/Forest	Residential	No	N/A	No	>1/4 mile/ >1/4 mile	<1/4 mile	<1/4 mile	1/4 to 2 miles	>1 mile	Steep – >25%	<1/4 mile	No	Unknown	Unknown	95
14	Ellwood City Rail Corridor	Brownfield	Vacant/Industrial	Commercial	Yes – good	Industrial	Yes – Enterprise	On-site/On-site	On-site	On-site	2 to 5 miles	On-site	Flat – <10%	<1/4 mile	Unknown	High	Moderate	315
15	I-79 Interchange Area	Greenfield	Agriculture	Residential/Industrial	No	Industrial	No	>1/4 mile/ >1/4 mile	>1/4 mile	>1/4 mile	<1/4 mile	>1 mile	Slight – 11-24%	On-site	No	High	High	170



Site #1: Former Metcoa Site

<i>Location</i>	Pulaski Township
<i>Acreage</i>	165
<i>Category</i>	Brownfield
<i>Current Land Use</i>	Vacant / Industrial
<i>Current Zoning</i>	Industrial



Former Metcoa Site
(T&B Planning, 2009)

The Former Metcoa Site is located in Pulaski Township and consists of an existing industrial manufacturing facility as well as an inactive industrial site. The site, approximately 165 acres and is classified as a Brownfield. The site zoning is Industrial. One of the main issues with the site is environmental concerns, specifically lead contamination and potential radiological impact. The EPA has funded cleanup. Positives of the site include its location as it is located off of State Route 551, visible from I-376 and very close to I-80. Other assets include it has high owner interest in re-development, availability of public water and public sewerage is less than ¼ mile away.

The 2007 Mahoning, Pulaski, and Union Townships Multi-Municipal Comprehensive Plan identifies this site as Industrial on the Future Land Use Map.

Site #2: Glen Road Area

<i>Location</i>	Neshannock Township
<i>Acreage</i>	138
<i>Category</i>	Greenfield
<i>Current Land Use</i>	Agriculture
<i>Current Zoning</i>	Industrial



Glen Road Area
(T&B Planning, 2009)

The Glen Road Area site consists of approximately 138 acres and is located in Neshannock Township. The site consists of several different parcels that are zoned Industrial Park and Special Commercial. The site is classified as a Greenfield as it is located in a rural area that is currently being actively farmed. The Township and property owners are interested in revitalization and development of this area. The area is easily accessible from I-376 and the Pennsylvania Department of Environmental Protection (DEP) was unaware of any environmental issues. An obstacle to development is the lack of infrastructure available.



Site #3: New Castle Development

Location	North Beaver Township and Mahoning Township
Acreage	563
Category	Greenfield/Brownfield
Current Land Use	Vacant Industrial
Current Zoning	Industrial



New Castle Development
(T&B Planning, 2009)

The New Castle Development site is located within North Beaver and Mahoning Townships and consists of approximately 563 acres along State Route 551. The site is classified as a Greenfield and only has one owner who is interested in developing the site. While the site is located within two townships, all parcels are zoned Industrial. Surrounding land uses could be an issue for development as most is agriculture as well as a golf course. Another impediment for development is the lack of infrastructure (water and sewerage) and rail access. Transportation access is also difficult as the site is at least five miles from I-376. One positive aspect of the site is that it is located close to Ohio.

Environmental issues include wetlands and floodplains as the site borders the Mahoning River. The Pennsylvania Department of Environmental Protection (DEP) is unaware of any environmental issues; however the site was previously used for manufacturing of explosives, so there may be issues once development occurs.

The 2007 Mahoning, Pulaski, and Union Townships Multi-Municipal Comprehensive Plan identifies this site as Industrial on the Future Land Use Map. An objective of the plan is to provide for a variety of commercial and low impact industrial land use options in order to expand the local and regional tax base.

Site #4: Union US 422/I-376 Area

<i>Location</i>	Union Township
<i>Acreage</i>	346
<i>Category</i>	Mixed Use
<i>Current Land Use</i>	Industrial/Commercial
<i>Current Zoning</i>	Industrial/Commercial/ Multi-Family Residential



Union US 422/I-376 Area
(T&B Planning, 2009)

The Union 422 and I-376 Area is located in Union Township and is currently a mixed use corridor consisting of a variety of uses, such as industrial and commercial businesses. The 346 acre corridor is zoned for Light Industrial, Commercial, and Multi-Family Residential uses. The biggest advantage of the corridor is the transportation access. The corridor is near the interchange of US 422 and I-376 and has high visibility along these roadways. Public water is available and while public sewerage is not currently available, it could easily be extended to the site. Union Township local elected officials are very interested in seeing this site revitalized as they would like more uses within their municipality. Portions of the site are also located within an Enterprise Zone.

The Mahoning, Pulaski, and Union Townships Multi-Municipal Comprehensive Plan, completed in 2007, identifies this site as Light Industrial, Central Commercial, and Multi-Family Residential on the Future Land Use Map. Portions of the site are also selected as a Designated Growth Area.



Site #5: Riverview Redevelopment Area

Location	City of New Castle
Acreage	56
Category	Brownfield
Current Land Use	Vacant / Industrial
Current Zoning	Industrial



Riverview Redevelopment Area
(T&B Planning, 2009)

The Riverview Redevelopment Area is located within the City of New Castle and consists of 56 acres of industrial land. The site is zoned as Light Industrial and Heavy Industrial. The site is a mix of active and vacant buildings, some of which are in poor condition. The site has excellent transportation access as it is accessible from State Street and US 422 and I-376 are in close proximity. As the site is easily accessible via major roadways, it is also a highly visible site. An active rail line, the New Castle Industrial Railroad, runs through the site. Other assets include the availability of infrastructure and the completion of environmental remediation on the site. There is considerable interest in the property by the City and the Lawrence County Economic Development Corporation.

Environmental issues of the site include that portions are within the floodplain of the Shenango River. The Pennsylvania Department of Environmental Protection (DEP) has also indicated that a landfill exists in the northern portion of the site. A cap was placed on the landfill and an Act 2 Baseline Environmental Assessment was completed. Lead is the primary element of concern.

The Comprehensive Plan (2005) for the City discusses this site as ideal for redevelopment due to the direct access to downtown, existing infrastructure, proximate workforce, and previous planning efforts. A redevelopment plan for the site was completed in 2005 and recommends various site, roadway, and infrastructure improvements, as well as land acquisition.

Site #6: New Castle Rail Corridor

<i>Location</i>	City of New Castle
<i>Acreage</i>	224
<i>Category</i>	Brownfield
<i>Current Land Use</i>	Vacant / Industrial
<i>Current Zoning</i>	Industrial



New Castle Rail Corridor
(T&B Planning, 2009)

The New Castle Rail Corridor is located within the City of New Castle and consists of light to heavy industrial uses and is zoned as such. The site is 224 acres and public water and sewerage is available as it's close to the central core of the City. There are no major environmental issues and the site is relatively flat with no steep slopes.

Transportation is a key asset to this site as it can access the New Castle Industrial Railroad. The site is also close to State Route 18, State Route 422 and I-376.

An asset of the site is the close proximity to the New Castle Transit Authority which offers a Park N Ride facility for users. Another asset is the considerable interest that owners, the City, and the Lawrence County Economic Development Corporation have in re-developing this site. The Comprehensive Plan for the City, adopted in 2005, specifically calls out this Corridor for revitalization as its near existing infrastructure and a robust workforce.

Negatives of the corridor are existing structures that are deteriorated and depilated and may need to be demolished as they are visually unappealing. Also, portions of the site are within the floodplain.



Site #7: Shenango PA 65/US 422

<i>Location</i>	Shenango Township
<i>Acreage</i>	144
<i>Category</i>	Brownfield
<i>Current Land Use</i>	Vacant / Industrial
<i>Current Zoning</i>	Industrial



Shenango PA 65/US 422
(T&B Planning, 2009)

The Shenango PA 65 and US 422 site is 144 acres and located within Shenango Township. The site is currently a commerce park that is within an Enterprise Zone and is zoned General Industrial. The site is served with public infrastructure. One of the site's owners would like to re-develop the park and lease to individual business owners. This owner is currently in the process of improving the buildings on site and developing conceptual drawings. However, there are many obstacles to re-development of the commerce park. The main obstacle is lack of access to US 422. To connect the site to US 422 a roadway would have to be constructed through a residential neighborhood in the City of New Castle. Currently the site is accessed using Cass Street, which is difficult for trucks to use.

Residents from this neighborhood do not support a connecting roadway or the redevelopment of the site as it directly abuts their neighborhood. The only buffer between the land uses is an abandoned rail line.

Site #8: New Castle Three Rivers Area

<i>Location</i>	City of New Castle
<i>Acreage</i>	120
<i>Category</i>	Brownfield
<i>Current Land Use</i>	Industrial
<i>Current Zoning</i>	Industrial



New Castle Three Rivers Area
(T&B Planning, 2009)

The New Castle Rivers Area site consists of 120 acres and is classified as a Brownfield. Existing land use at the site consists of a mix of industrial uses as well as vacant wooded areas. The site is within the City of New Castle and is zoned for Heavy Industrial.

The site is located at the confluence of the Mahoning and Shenango Rivers, therefore the entire site is within the floodplain. There are also a few wetlands scattered throughout the site, and it is relatively flat. Transportation access includes State Route 18, as well as an active rail line. A portion of the site has public water and sewerage.

The City's Comprehensive Plan, adopted in 2005, emphasizes the revitalization of Brownfield areas to accommodate a wide variety of new land uses. However, it is recommended in the Plan that an active recreation area (ball fields / sports complex) and conservation area be created in the area of the site.



Site #9: Taylor Rail Corridor North

Location	Taylor Township
Acreage	497
Category	Brownfield
Current Land Use	Vacant / Industrial
Current Zoning	Industrial



Taylor Rail Corridor North
(T&B Planning, 2009)

The Taylor Rail Corridor North site consists of 497 acres and is located within Taylor Township near the Taylor Rail Corridor South site. An existing power plant is located between the two sites. The site is a mix of vacant land, an active aggregate mine, and manufacturing facilities. As mentioned previously, Taylor Township is very interested in revitalization as well as a few owners of the parcels within the site. The site is located within a Keystone Opportunity Expansion Zone (KOEZ).

Infrastructure is not readily available but is close to the site. The site is located off of State Route 168. Transportation access is a major drawback to this site as there is only one access point that is limited due to a railroad bridge above the road that has height restrictions. This access road has a tendency to flood as portions of the site are located within the floodplain. Currently a rail spur is being constructed to the site.

An environmental issue is that the Department of Environmental Protection (DEP) has indicated that portions of the site were used for disposal of slag and other waste.

Site #10: Werner Area

<i>Location</i>	North Beaver Township
<i>Acreage</i>	204
<i>Category</i>	Greenfield
<i>Current Land Use</i>	Agriculture
<i>Current Zoning</i>	Industrial



Werner Area
(T&B Planning, 2009)

The Werner Area site is a 204 acre Greenfield located in North Beaver Township. Existing land use includes mainly agriculture with a few industrial uses. The site is zoned Industrial and is currently located within an Enterprise Zone. The site has excellent transportation access as it is between two exits on I-376 and is only eight (8) miles from I-76. The site has high visibility as well as it can be seen from I-376. A major issue with the site is the lack of public water and sewerage. The site could potentially be served with infrastructure as there are plans to extend public water, which is within ½ mile and public sewerage is within one (1) mile.

There are no known environmental issues except for a few wetlands scattered throughout the site. Topography on the site is slight as there are no steep slopes.



Site #11: Taylor Rail Corridor South

Location	Taylor Township
Acreage	51
Category	Brownfield
Current Land Use	Vacant Industrial
Current Zoning	Industrial



Taylor Rail Corridor South
(T&B Planning, 2009)

The Taylor Rail Corridor South site is located in Taylor Township and consists of approximately 51 acres. Most of this site is controlled by Lawrence County and is located within a Keystone Opportunity Expansion Zone (KOEZ) designation. The Taylor Township Municipal Building is located within the site, as well as various vacant structures, some of which are in need of repair or need to be demolished. Both the County and Township have a significant interest in seeing this site revitalized. Zoning of the site is Industrial.

There are several environmental issues located at this site. Portions of the site are within the floodplain and there are some wetlands. The site has undergone extensive Environmental Protection Agency (EPA) emergency response cleanup and has recently been identified by the Department of Environmental Protection (DEP) as a Hazardous Substance Control Act Site.

State Route 168 can be accessed from the site and a main rail line passes adjacent to the site, however there is no spur connection into the site. Public water and sewerage is available, however the capacity of the current sewerage plant could be a potential issue if development occurs.

Site #12: New Beaver

<i>Location</i>	New Beaver Borough and North Beaver Township
<i>Acreage</i>	133
<i>Category</i>	Greenfield
<i>Current Land Use</i>	Agriculture
<i>Current Zoning</i>	New Beaver – N/A North Beaver – Agricultural/Conservation



New Beaver Site
(T&B Planning, 2009)

The New Beaver Greenfield site is located in both New Beaver Borough and North Beaver Township. The site is approximately 133 acres, and consists of wooded and agricultural uses. North Beaver Township has zoning regulations, but New Beaver Borough does not. The portion of the site that is located within North Beaver is zoned Agricultural/Conservation. However, New Beaver Borough has completed a Comprehensive Plan. The New Beaver Borough Comprehensive Plan, adopted in 2002, has a goal of promoting commercial development and encouraging industrial expansion in appropriate areas along State Route 18. Future land uses identified in the plan within the site include commercial and residential. This area was also identified as a Commercial Growth Area and a Residential Growth Area. The site is also discussed in the State Route 18 Corridor Economic Study as a potential opportunity site. Fifteen sites were chosen within the study and the New Beaver Site was ranked fifth out of fifteen. Positives of the site listed in the Study were that the property was for sale, minimal development constraints, no environmental concerns/remediation costs, and water could easily be extended. A negative of the site was the lack of public sewerage.



Site #13: Wayne Township PA 288

<i>Location</i>	Wayne Township
<i>Acreage</i>	338
<i>Category</i>	Greenfield
<i>Current Land Use</i>	Agriculture/Forest
<i>Current Zoning</i>	N/A



Wayne Township PA 288
(T&B Planning, 2009)

The PA 288 Greenfield site, located in Wayne Township, is undeveloped and located in a mostly agricultural and wooded area. The site is large with approximately 338 acres and is located along State Route 288. The township has no zoning regulations. Neighboring land uses include a mobile home park.

No major environmental issues are known, however the area could have been strip mined in the past which could create issues if the site were to be developed.

While the site is located along a major state road, the site has overall poor access as there are no rail connections and a nearby bridge has weight limits which could impede development. Infrastructure is also an issue, as there is no public water or sewerage to the site.

Site #14: Ellwood City Rail Corridor

<i>Location</i>	Ellwood City Borough
<i>Acreage</i>	244
<i>Category</i>	Brownfield
<i>Current Land Use</i>	Vacant / Industrial
<i>Current Zoning</i>	Industrial



Ellwood City Rail Corridor
(T&B Planning, 2009)

The Ellwood City Rail Corridor Site is located in Ellwood City along the Connoquenessing Creek, very close to the main business and commercial district. The site consists of approximately 244 acres and is classified as a Brownfield with a mix of active and vacant buildings. Zoning of the site is Industrial. Neighboring land uses include residential, which can create conflicts. The City is very interested in revitalization as they are currently undertaking a revitalization and economic development project in the main business and commercial district. Projects include a skateboard park, new library, community plaza, stage, large pavilion for a farmer's market, streetscape modifications, and facade re-design (Ellwood City Revitalization, 2010). The City is also involved in the Elm Street Program, which is a state funded revitalization program targeted at residential neighborhoods. The program focuses on community clean-up, stabilization of housing stock, and improving pedestrian connectivity. The Ellwood City Borough Comprehensive Plan identifies the Ellwood City Rail Corridor as Heavy Industrial on the Future Land Use Map.

The site has excellent potential as it is located within an Enterprise Zone, has existing infrastructure (sewerage, water, electric, and gas), is easily accessible via the local and state system, has rail that spurs into industrial properties, and is relatively flat with no steep slopes. There may be possible impacts to soil or groundwater due to its previous industrial history, however it is not known by the Pennsylvania Department of Environmental Protection (DEP) if there are any area wide contamination issues. A disadvantage to the site is there is no access to Connoquenessing Creek.



Site #15: I-79 Interchange Area

<i>Location</i>	Plain Grove Township
<i>Acreage</i>	281
<i>Category</i>	Greenfield
<i>Current Land Use</i>	Agriculture
<i>Current Zoning</i>	Industrial



Ellwood City Rail Corridor
(T&B Planning, 2009)

The I-79 Interchange Area is approximately 281 acres and is located in Plain Grove Township. The site is a Greenfield that consists of mainly agricultural uses. However, the site is zoned as Business and Industrial. Assets of the site include the excellent transportation access as it is located right off of I-79 and is 10 miles from I-80. There is considerable owner and municipal interest in development and no real environmental issues. The site is very close to Grove City and Slippery Rock, two areas that are tourist destinations. However, there are major drawbacks to development as there is currently no infrastructure in place.

Priority Sites

Table 2.3: Site Ranking by Category, displays the ranking of all fifteen (15) sites and how they fell within the three different categories; Industrial/Brownfield, Greenfield, and Commercial Corridor/Mixed Use. The top three (3) sites based on just the ranking form were the Riverview Redevelopment Area, New Castle Development, and Union US 422 and I-376. After the ranking points were tallied for each site, the Steering Committee reviewed the top three (3) sites to determine if there were any other issues that should be taken into consideration.

<i>Table 2.3: Site Ranking By Category</i>	
<i>Site Name</i>	<i>Ranking</i>
<i>Industrial/Brownfield</i>	
<i>#5: Riverview Redevelopment Area</i>	357.5
<i>#6: New Castle Rail Corridor</i>	340
<i>#7: Shenango PA 6/US 422</i>	330
<i>#14: Ellwood City Rail Corridor</i>	315
<i>#11: Taylor Rail Corridor South</i>	310
<i>#9: Taylor Rail Corridor North</i>	285
<i>#1: Former Metcoa Site</i>	295
<i>#8: New Castle Three Rivers Area</i>	275
<i>Greenfield</i>	
<i>#3: New Castle Development</i>	240
<i>#2: Glen Road Area</i>	185
<i>#12: New Beaver</i>	180
<i>#15: I-79 Interchange Area</i>	170
<i>#10: Werner Area</i>	167.5
<i>#13: Wayne Township PA 288</i>	95
<i>Commercial Corridor/Mixed Use</i>	
<i>#4: Union US 422/ I-376 Area</i>	262.5



Priority Site 1: New Castle Rail Corridor

The Riverview Redevelopment Area was the highest ranking site in the Industrial/Brownfield category. This site would be an ideal site for redevelopment and has considerable support from local elected officials; however significant work has already been completed to date at the site. The Steering Committee felt that it did not make sense to recreate work that has already been completed. There are also issues with environmental concerns as the EPA has concerns with who will be liable for cleaning up the site. Therefore, the Steering Committee decided that the New Castle Rail Corridor would replace the Riverview Redevelopment Area as the highest ranking Brownfield site.

Priority Site 2: Taylor Rail North/South Corridor

Of all the Greenfield sites the New Castle Development site was ranked the highest. However, after close examination it was determined that it was not logical to choose a Greenfield site as Millennium Technology Park has 300 acres left to develop and a considerable amount of money is needed to develop infrastructure. Also after looking at the total amount of points awarded for the Greenfield sites, with 240 points being the highest, the highest ranking site (New Castle Development) is still lower than all the Brownfield sites. This is due to the lack of infrastructure available at most of the Greenfield sites. Therefore, it was determined by the Steering Committee that an additional Brownfield site, and not a Greenfield site, should be included as most of these sites have existing infrastructure in place.

The second highest ranking Brownfield site is the Shenango PA 65 and US 422 site. However, after much discussion with the Steering Committee it was decided that this site had too many issues that would be an impediment to development. The lack of access to US 422 and the lack of neighborhood support are significant obstacles that would have to be overcome. The next highest ranking site is the Ellwood City Railroad Corridor. This site has some existing viable/vital anchors, therefore revitalization of the site is not as a pressing need as some of the other sites. Consequently, the Taylor Rail South Corridor site was then chosen as the second Brownfield site as the County controls a portion of the Site, there is a strong municipal/private partnership, and DEP is involved in cleaning up the site. It was then discussed how the results of revitalization activities at the Taylor South site could potentially spill over in positive way to the Taylor Rail North site. After this discussion it was then determined that the Taylor Rail North and South Corridor sites would be combined into one site, the Taylor Rail Corridor.

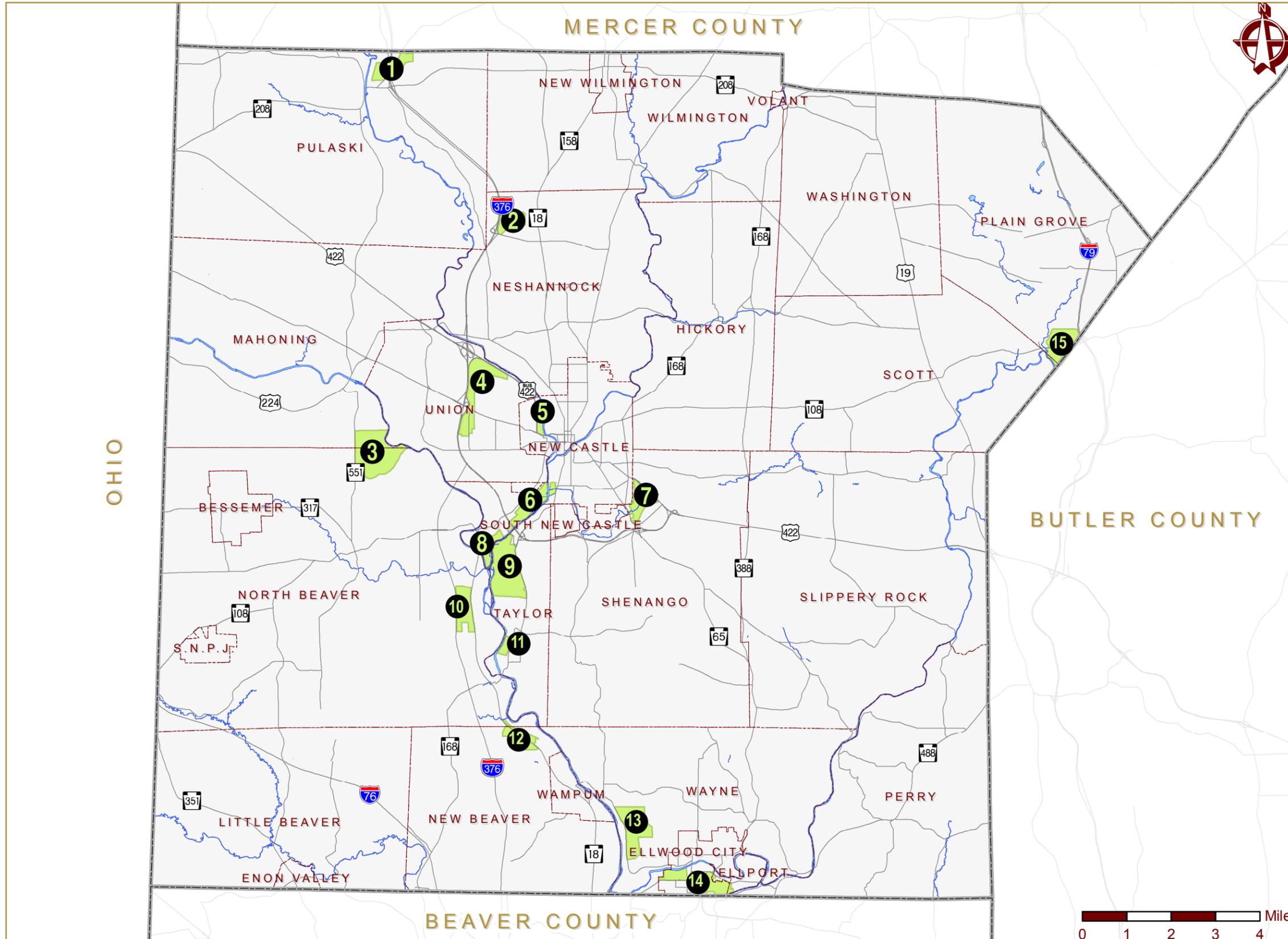
Priority Site 3: Union 422/I-376 Area

As the Union 422/I-376 site was the only commercial corridor/mixed use site it was ultimately chosen for the third priority site.

The final three priority sites are illustrated on *Map 2.2: Priority Development Sites*.



Map 2.1: Potential Development Sites



Legend

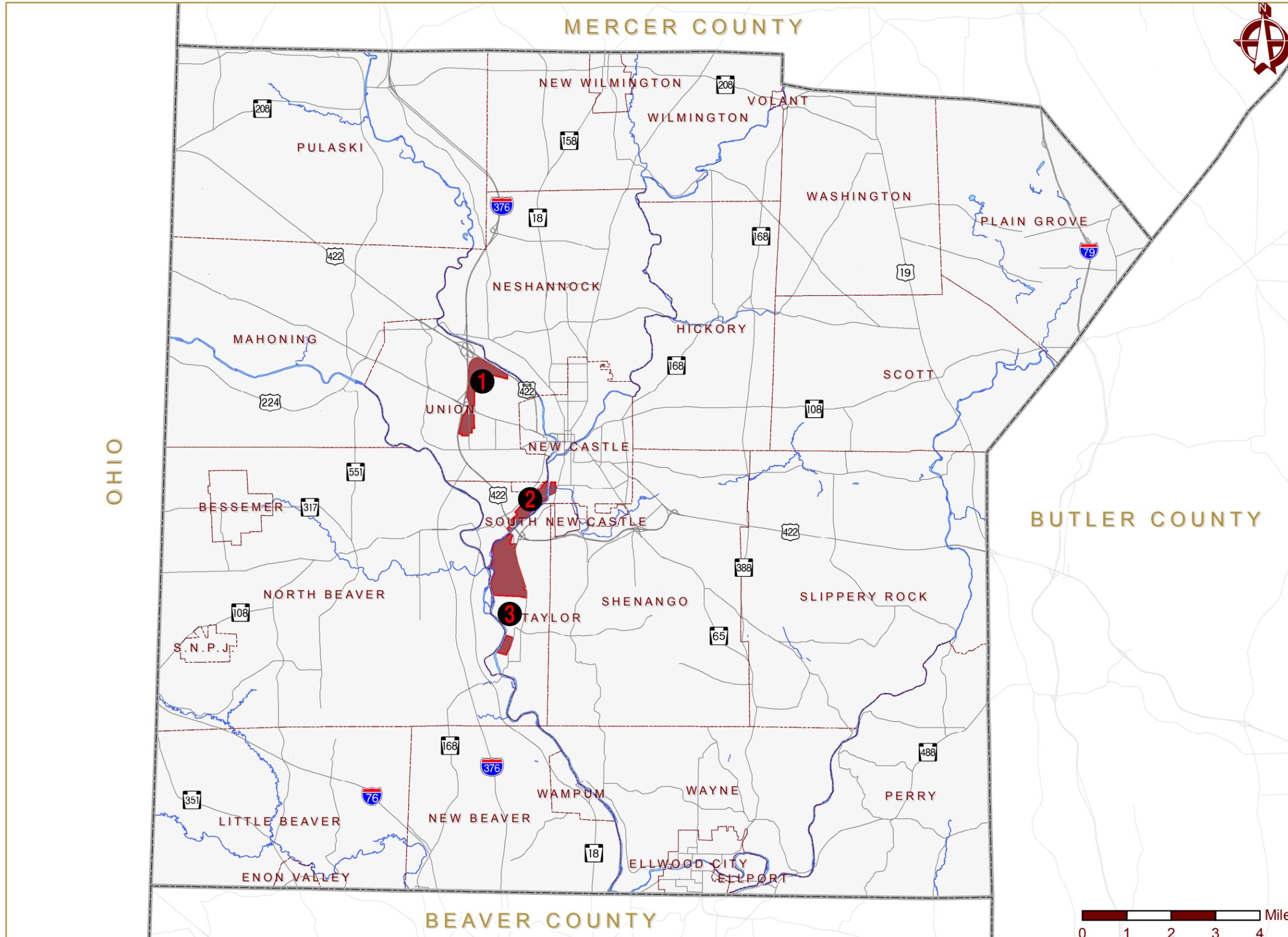
- County Boundary
- Lawrence County
- Municipal Boundary
- Waterway
- Major Roadway
- Potential Development Sites

- 1** Former Metcoa Site #1
- 2** Glen Road Area #2
- 3** New Castle Development #3
- 4** Union US 422/I-376 Area #4
- 5** Riverview Redevelopment Area #5
- 6** New Castle Rail Corridor #6
- 7** Shenango PA 65/US 422 #7
- 8** New Castle Three Rivers Area #8
- 9** Taylor Rail Corridor North #9
- 10** Werner Area #10
- 11** Taylor Rail Corridor South #11
- 12** New Beaver #12
- 13** Wayne Township PA 288 #13
- 14** Ellwood City Rail Corridor #14
- 15** I-79 Interchange #15

Data Source: Lawrence County Planning Department.



Map 2.2: Priority Development Sites



Legend

- County Boundary
- Lawrence County
- Municipal Boundary
- Waterway
- Major Roadway
- Priority Development Sites

- 1** Union US 422/I-376 Area
- 2** New Castle Rail Corridor
- 3** Taylor Rail Corridor

Data Source: Lawrence County Planning Department.



Purpose

Data Collection

Method

Available Land, Buildings and Condition

Transportation Network

Demographic Changes

Industry Sector Growth and Contraction

Sector Growth Projections

Absorption Model

Summary of Key Points

Recommendations

Purpose

The purpose of this section is to assist Lawrence County stakeholders in determining the most appropriate land-use designs, buildings types and configurations aligned with the three (3) targeted development sites and market conditions in Lawrence County. This analysis is one of several factors informing the overall study process.

Data Collection

The market analysis considered the physical condition, community character and transportation connectivity surrounding the targeted sites. Several site assessments were conducted as well as an independent data review of industry sector growth, demographic changes, wage structure and a scan of office and commercial space absorption trends within the regional market. An understanding was gained of recent industry expansions and relocations within Lawrence County and the existing inventory of land and buildings currently being marketed as “available” for lease, purchase or development.

A review of the Lawrence County strategic plan, workforce studies and previous community sentiment assessments also contributed to the baseline understanding of the regional economic trends, community context and goals. Further, an economic development focus group was conducted where community stakeholders offered their vision into the current “Strengths, Challenges and Opportunities” for Lawrence County, particularly emphasizing how those factors may influence the future development potential for the County. A summary of that focus group was prepared as part of the study process and can be found in *Chapter 1: Introduction*.

Method

Given the purpose of the market study, it was useful to first divide key industry clusters into two groups: 1) Clusters most likely to demand/require “office space – Class A/B/C”; and 2) Clusters most likely to require industrial type buildings/sites. The 2008 cluster analysis conducted for Lawrence County by the Central Pennsylvania Workforce Development Corporation provided the framework for this classification (see [Table 3.1](#)). A summary of the sectors identified as part of each cluster can be found in the full report.



Table 3.1: Industry Clusters	
Office/Commercial Space	Industrial Space
Business and Financial Services	Advanced Materials and Diversified Manufacturing
Information and Communication Services	Building and Construction
Life Sciences	Logistics and Transportation

is important to recognize that while “office” oriented sectors are likely to be completely housed within an office type setting, “industrial” oriented sectors also often require some space to support office operations as well, such as administrative, financial, and communications. Therefore office space demand can also be influenced to some degree by the expansion or contraction of industrial space oriented sectors.

To determine future space demands, the study associated employment sector growth with square footage requirements. For “office space,” an average of 150 square feet for each employee was used. For “industrial space,” an average of 2,000 square feet for each employee was used. This provides the multiplier guide when analyzing changes in employment and estimating future space requirements based on those changes. This is discussed later as part of the “Absorption Model.”

Available Land, Buildings and Condition

According to the PA Select Sites Web Site, as of the 4th quarter of 2009, Lawrence County was marketing a total of 4,821,747 square feet of building inventory. The total inventory listed for Lawrence County on the Pennsylvania Select Sites Portal consisted of 284,710 sq/ft of commercial/office space, 4,347,336 sq/ft of Industrial/Manufacturing, 161,691 sq/ft of retail space and just over 28,000 sq/ft of unclassified space. More than 2,200 acres of land was marketed as developable for commercial/industrial uses.

The general condition of the building inventory in Lawrence County’s is predominantly older (more than 25 years old) ranging from fair to poor condition. This fact is limiting the County’s overall competitiveness to attract new investment into those properties. It was not readily apparent that any class A or B office space was available in Lawrence County.

The acreage available also ranged from higher quality shovel ready sites, primarily found in the newer

Class A, B, C Office Space Defined

Class A office space can be characterized as buildings that have excellent location and access, attract high quality tenants, and are managed professionally. Building materials are high quality and rents are competitive with other new buildings.

Class B buildings have good (versus excellent) locations, management, and construction, and tenant standards are high. Buildings should have very little functional obsolescence and deterioration. In practical terms, Class B buildings are usually newer, wood-framed buildings or older, former Class A buildings. Class B office buildings are often found in the suburbs or the less-pricey areas of major Central Business Districts (CBS's). Wood-framed Class B office buildings are usually three stories or less.

Class C buildings are typically 15 to 25 years old but are maintaining steady occupancy. A fair number of the Class C office spaces in the inventory are not truly office buildings but rather walk-up office spaces above retail or service businesses.

--Source: Urban Land Institute Office Development Handbook

Millennium Industrial Park, to land sites demonstrating significant limitations including transportation constraints, flood plains and potential environmental mitigation challenges.

The PA Select Sites Portal does not require users to distinguish between the building space or acreage that is currently available for immediate occupation or development and that which may be available at some point in the future.

Given the overall conditions assessment and ambiguity on what land or buildings are immediately available and those that are not, a discount was applied to the overall total land and building inventory. It is estimated that a total of 200,000 square feet of commercial/office space is marketable - primarily as Class C space - and 2,000,000 square feet is marketable as industrial/manufacturing in fair to good condition. It is estimated that 1,500 acres of land can be marketed as developable.

[Note: Given the unique market offering that the Gateway Commerce Park provides - it was not accounted for in the 2,000,000 square foot total.]

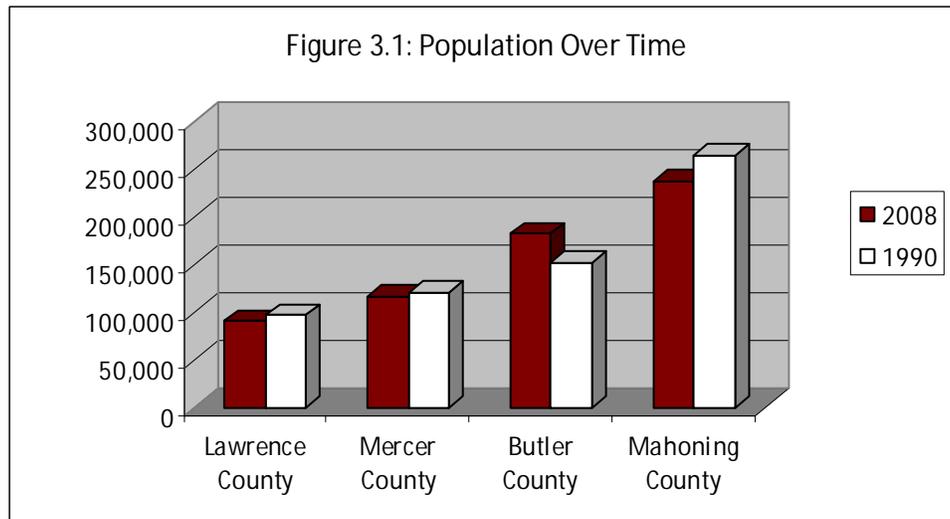
Transportation Network

Unlike neighboring counties to the East and South, Lawrence County does not have immediate access to I-79 and I-76 as they pass through only small portions of the southern and eastern border fringe of the County. All office parks, developable land and buildings are generally located in the interior portion of the County, except for Millennium Park which is located near the intersection of SR 422 and I-376. In November of 2009, State Route 60 was designated as I-376, which travels directly through the center of Lawrence County. This new interstate designation may provide an economic boost and could help the County to realize the development trends and characteristics occurring in the residential, industrial and commercial markets to its south and east.

Demographic Changes

Lawrence County, like many of its neighbors, has been steadily losing overall population in recent years. Butler County, in contrast, has been demonstrating robust residential population growth, mainly due to its transportation network and proximity to the Pittsburgh metro region. While population is only one of many factors to consider as part of a commercial/industrial space market study, changes in population can point to areas for additional investigation such as quality housing, schools, community amenities and cost structure.

<i>Table 3.2: Population Comparison</i>			
	2008	1990	% Change
<i>Lawrence County</i>	90,272	96,246	-6.21%
<i>Mercer County</i>	116,652	121,003	-3.60%
<i>Butler County</i>	182,902	152,013	20.32%
<i>Mahoning County (OH)</i>	237,978	264,806	-10.13%



Industry Sector Growth and Contraction

Change in employment is the most critical factor in determining future office or industrial space demand. Lawrence County has demonstrated steady but slow employment growth overall. From 2001 to 2007, Lawrence has added a total of 899 jobs (see [Table 3.3](#)). Declines continue to be realized in high-pay sectors such as manufacturing, mining, and information. These trends are also reflected in the Lawrence County cluster analysis, which reports a -16.48% contraction in the Advanced Materials and Diversified Manufacturing cluster and a -1.54% decrease in Information and Communication Services cluster. On the plus side, Building and Construction, Business and Financial Services, Life Sciences and the Logistics and Transportation clusters are where the concentration of jobs have been added since 2001.

<i>Administrative and waste services</i>	797
<i>Nonfarm proprietors employment</i>	791
<i>Health care and social assistance</i>	556
<i>Educational services</i>	307
<i>Professional, scientific, and technical services</i>	227
<i>Real estate and rental and leasing</i>	193
<i>Finance and insurance</i>	160
<i>Transportation and warehousing</i>	77
<i>Other services, except public administration</i>	48
<i>Wholesale trade</i>	44
<i>Forestry, fishing, related activities, and other</i>	24
<i>Utilities</i>	13
<i>Farm proprietors employment</i>	-15

<i>Mining</i>	-17
<i>State government</i>	-21
<i>Farm employment</i>	-41
<i>Military</i>	-52
<i>Construction</i>	-59
<i>Arts, entertainment, and recreation</i>	-61
<i>Management of companies and enterprises</i>	-61
<i>Federal, civilian</i>	-62
<i>Accommodation and food services</i>	-77
<i>Local government</i>	-87
<i>Information</i>	-124
<i>Manufacturing</i>	-658
<i>Retail trade</i>	-1,003
TOTAL	899

Sector Growth Projections

National studies have been conducted in recent years attempting to predict job growth. Regionally, the Ohio/Pennsylvania 5 County Interstate Region Project conducted an occupational employment projection analysis for the period 2004 to 2014. Many external factors have influenced both national and regional projections to include technological advances and major global economic downturns.

In order to gain a good understanding of what sectors will produce new jobs in Lawrence County, this study relied primarily on known job growth numbers. It considered the broad sector trend discussion found in the regional and national projections as a secondary reference.

Lawrence County on average has added about 150 new jobs annually between 2001 and 2007. This growth was slower than realized during the 1990s. Lawrence County averaged 430 new jobs between 1995 and 2000 (S.Patz & Associates 2002 Study).



Table 3.4 associates total job growth/contraction for each sector (2001 and 2007) with the cluster assignments discussed earlier. The clusters and sectors identified below are likely to require Industrial Oriented space.

<i>Table 3.4: Industrial Space</i>	
<i>Advanced Materials and Diversified Manufacturing</i>	
<i>Building and Construction</i>	
<i>Logistics and Transportation</i>	
<i>Nonfarm proprietors employment</i>	791
<i>Transportation and warehousing</i>	77
<i>Wholesale trade</i>	44
<i>Forestry, fishing, related activities, and other</i>	24
<i>Utilities</i>	13
<i>Farm proprietors employment</i>	-15
<i>Mining</i>	-17
<i>Farm employment</i>	-41
<i>Construction</i>	-59
<i>Manufacturing</i>	-658
<i>Total (loss) Gain</i>	159

Table 3.5 associates the total job growth and contraction for each sector between 2001 and 2007 with the general cluster assignments likely to require Office or Commercial space.

<i>Table 3.5: Office/Commercial Space</i>	
<i>Business and Financial Services</i>	
<i>Information and Communication Services</i>	
<i>Life Sciences</i>	
<i>Administrative and waste services</i>	797
<i>Health care and social assistance</i>	556
<i>Educational services</i>	307
<i>Professional, scientific, and technical services</i>	227
<i>Real estate and rental and leasing</i>	193
<i>Finance and insurance</i>	160
<i>Other services, except public administration</i>	48
<i>State government</i>	-21
<i>Military</i>	-52
<i>Management of companies and enterprises</i>	-61
<i>Arts, entertainment, and recreation</i>	-61

<i>Federal, civilian</i>	-62
<i>Accommodation and food services</i>	-77
<i>Local government</i>	-87
<i>Information</i>	-124
<i>Retail Trade</i>	-1,003
<i>Total (Loss) Gain</i>	740

Absorption Model

The Absorption Model in Table 3.6 is based on the projected employment by sector and space assumptions previously discussed. It provides a general absorption projection for each space type. The “jobs in year-one” column was determined by dividing the overall net gain (loss) in each broad cluster categories above (2001 and 2007) by 6 (years). The “years to 100% Capacity” column is the number of years required to fill all available space at the current job growth rates. This projection assumes a steady annual growth rate in Lawrence County for each category. It assumes no additional space will be added to the inventory during this period and all of the space is deemed marketable.

Table 3.6: Absorption Model

<i>Type</i>	<i>Total Space Available</i>	<i>Jobs in Year one</i>	<i>Space Required Annually</i>	<i>Years to 100% Capacity</i>	<i>Years to 70% Capacity</i>
Industrial	2,000,000	26	52,000	38	26
Office/Commercial	200,000	123	18,450	10.8	7

The “Years to 70% Capacity” column represents the year additional space should be added to inventory to meet future demand. 70% is also often used as an informal occupancy threshold on which building financial and operations pro-forma are based.

Many factors can impact these projections. A few larger expansion projects can significantly reduce the space inventory in a much shorter period of time. Conversely, downsizings or closures can add to the space available. While using this methodology shows a long-term supply of both industrial and office/commercial space available in Lawrence County, stakeholders need to consider the length of time needed to plan, finance and construct new buildings. It is not uncommon for projects to require a 3 to 4 year time period. This fact is considered in the final recommendations.



Summary of Key Points

- With some exceptions in recent years, there have been few new businesses relocating into Lawrence County. Expansions or relocations of existing companies within Lawrence County have been and will likely to continue to fuel the incremental demand for additional office, industrial space and land for development.
- Manufacturing remains the dominant industry sector with a concentration of metals and metal fabricators. As evident with national trends, overall manufacturing employment in Lawrence County will also likely continue to decrease. Expansions will be realized at a slow but steady pace within the health care, educational services, professional and scientific sectors.
- Given the current age structure and migration trends, overall population for Lawrence County will also like continue to decrease before leveling off.
- Little to no class A/B space exists in Lawrence County to support higher tech start-ups or to accommodate the limited market push that may occur in the future from the southern metro region.
- While Lawrence County is just outside of the immediate Pittsburgh sub-market region, reports for the Pittsburgh market can provide some insight into the broader trends and inform the planning process for the County. According to Grubb & Ellis, the Pittsburgh metro region has faired better than other similar markets. While the recent economic downturn continues to slow demand for all types of office, commercial and industrial space, there has been positive absorption for class A/B office space within Pittsburgh's urban core. But the lending environment continues to be a retardant for significant business expansion and new space demands. This is especially true for Pittsburgh's sub-markets which extend to the Lawrence County border. It is likely that the current inventory of both office and industrial space found in the sub-markets will meet near term demand through 2012. Tenants will be more likely to renegotiate leases for existing properties. New developments will likely to be deferred until the lending environment improves. Grubb & Ellis notes that this condition could potentially create a shortage for prime industrial and commercial space if economic conditions improve more rapidly than projected.

Recommendations

While the existing inventory of both office/commercial and industrial properties will likely meet the employment and expansion demands in Lawrence County in the short to mid-term time horizon, several factors suggest that stakeholders should plan for and facilitate the development of new properties. An advantage for the County is the new interstate designation of I-376 and the County's proximity to the immediate Pittsburgh metro market combined with lower costs structure in both housing and lease rates. The County offers competitive cost structure relative to national building lease rates and purchase price points. Current market conditions though have resulted in lower lease rates and purchase prices through out the regional Pittsburgh market area. In the short-term, Lawrence County's price points are similar to those found throughout the region.

The County does lack a supply of newer higher quality buildings. While it is difficult to pin-point the amount of latent or pass-over demand that exists in Lawrence County, the fact that fewer newer buildings exist is likely hindering its ability to compete for higher value expansion projects considering its regional market area.

Given these conditions, new development scenarios should favor the reinvention or adaptive reuse of existing sites reflecting a combination of the expansion and growth needs of Lawrence County-based companies, new company formation (traditional entrepreneurs), potential expansion opportunities resulting from southern market area growth pressures, and existing industry sector growth opportunities such as those occurring in the health care and business services sectors. This approach would accommodate the market conditions and further align with public program funding while supporting the Keystone Principles for Growth.

- A development vision for new sites should focus on smaller development footprints with shovel ready sites able to accommodate a mix of flex A/B office along with some light manufacturing operations.
- Newer flex/manufacturing buildings between 200,000 to 300,000 square feet should be considered. These structures should be able to accommodate a condo-tenant approach allowing for segments of 50,000 to 150,000 square feet per tenant.
- Existing office space conditions may continue to meet the current employment demands within Lawrence County, but demand regionally remains stronger for newer class B office and above. Introducing newer flex class B office stock at market scale, 30,000 to 40,000 square feet each, and at a measured paced (no more than 2 buildings at any one point) may begin to attract latent demand existing within the Lawrence County market region. This strategy can also potentially capture opportunities found within the neighboring counties to the south and west.
- No industrial, commercial or office development project occurs in a vacuum. Many factors can impact an investment decision including quality housing, schools and recreational opportunities. A community development vision to address each of these key factors should accompany the vision for new buildings and industrial site development in Lawrence County.
- Introducing new buildings into the market may also result in the internal movement of existing industry from lower value buildings into the newer structures. Plans should be prepared to address this potential scenario, by preparing for the redevelopment process the former sites and razing older buildings to permit new construction.

A few new development projects can help to create a catalytic change for Lawrence County. Over time, this can result in a more modern, competitive and diverse building inventory and more sustainable economic base.



Overview

Site 1: New Castle Rail Corridor

Current Site Conditions

Conceptual Plan

*Implementation
Strategy*

Site 2: Taylor Rail Corridor

Current Site Conditions

Conceptual Plan

*Implementation
Strategy*

Site 3: Union 422/I-376

Current Site Conditions

Conceptual Plan

*Implementation
Strategy*

Overview

After the 15 sites were prioritized as discussed in *Chapter 2: Site Assessment*, illustrated concept plans were then created for the three (3) preferred sites. This approach will be used so that Lawrence County has illustrated design concepts that demonstrate a desired land use arrangement for each site. This chapter discusses the three sites in more detail and provides an assessment of each site. The key assets and limitations were analyzed so that the County, Economic Development Corporation, potential developers, and the public are aware of what needs to be capitalized upon or addressed in order to redevelop and/or revitalize the three sites. The following items were included in the analysis:

- Existing Land Use- the existing land use was analyzed during field views of the site
- Zoning Regulations – municipal zoning regulations were reviewed in order to determine what is permitted and how regulations may or may not affect redevelopment and/or revitalization activities
- Subdivision and Land Development Regulations- current regulations were reviewed to ascertain what aspects of development are regulated
- Transportation Access- access and safety were evaluated as well as potential connections to recreation, development, and employment centers
- Utilities- an analysis of existing utilities was conducted as the availability of infrastructure greatly impacts the sites opportunity for redevelopment
- Environmental Constraints- as two of the sites are Brownfields a site assessment of contamination issues was conducted as well as an inventory of wetlands, floodplains, and topography
- Economic Development Potential- economic designations were reviewed, such as Keystone Opportunity Zones (KOZ), Keystone Enterprise Zones (KEZ), Keystone Opportunity Expansion Zones (KOEZ), and Enterprise Zones.

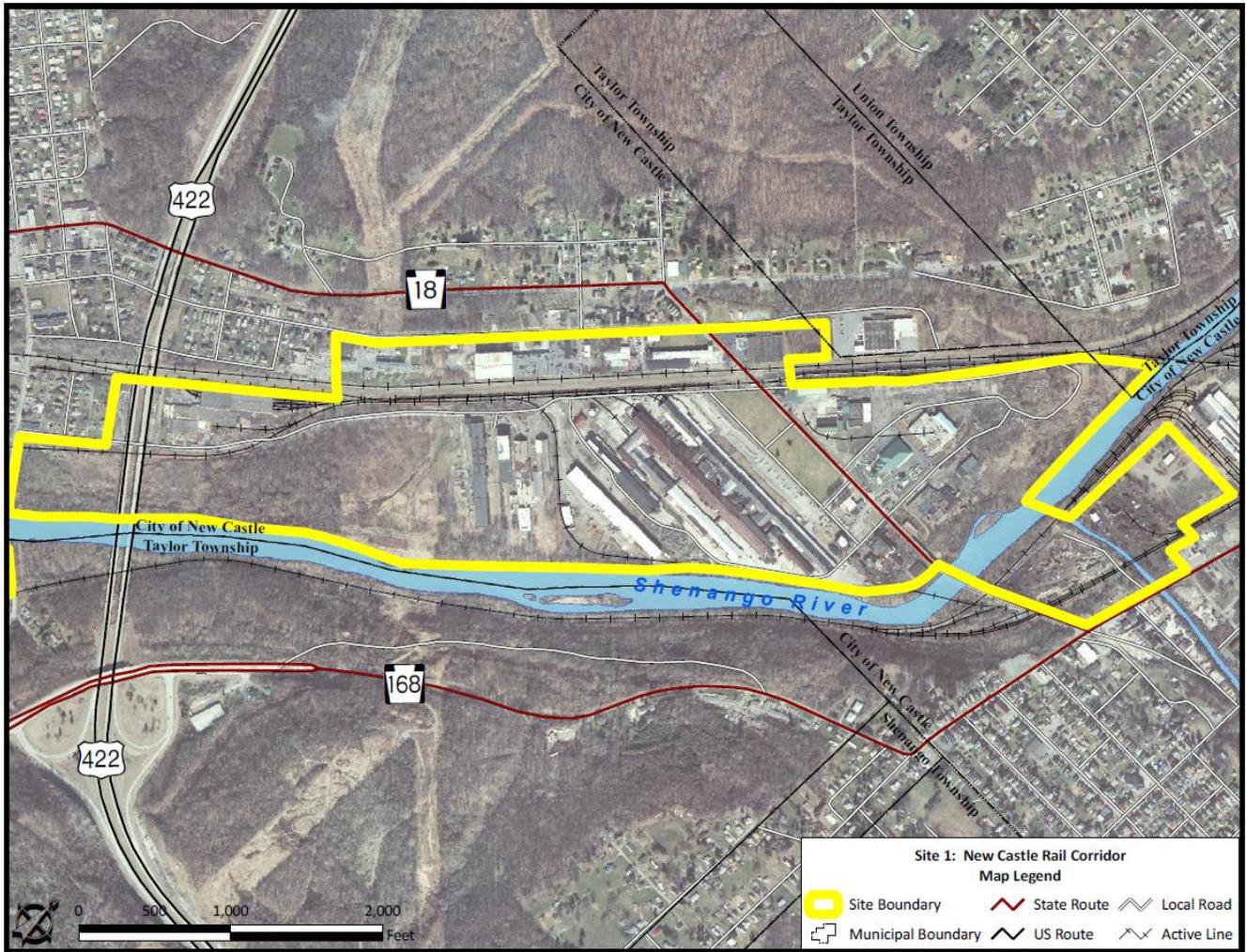
After the illustrated site plans were prepared, several graphic exhibits were then created, which illustrate the key design concepts, focal points, cross-sections, and land use conditions. The graphic exhibits are a combination of drawings, sketches, and photographs, some of which may be transferable to the other twelve (12) sites. The exhibits show land use arrangements, roadway connections, driveway access points, sample building pad configurations, building orientations, non-vehicular pathway connections, parking configurations, and other elements of the built environment.



Site 1: New Castle Rail Corridor

The New Castle Rail Corridor, located in the City of New Castle along the Shenango River, is ranked as one of the top Industrial/Brownfield sites. This site is recommended to accommodate a mix of heavy and light industrial uses, as well as offices.

Figure 4.1A: New Castle Rail Corridor Location Map

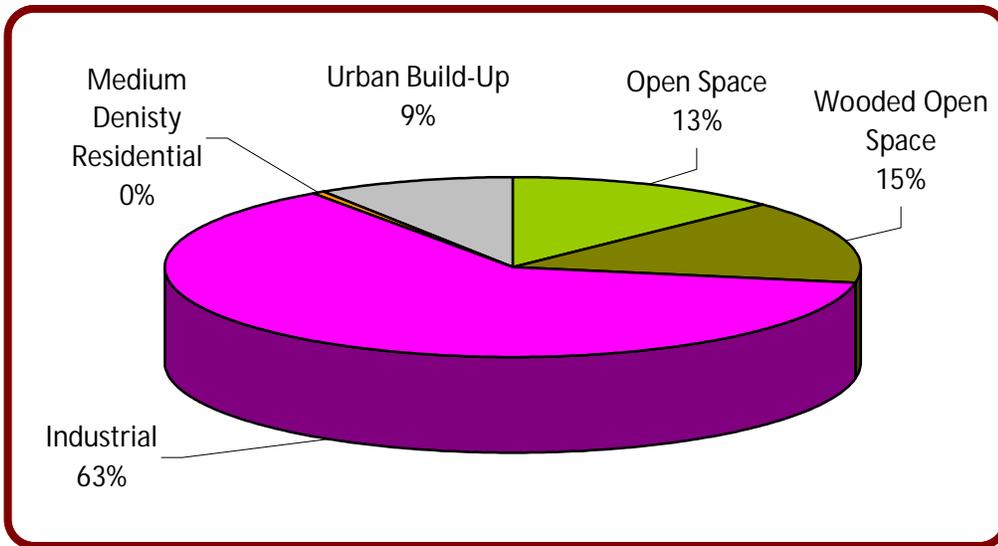


Current Site Conditions

Existing Land Use

The New Castle Rail Corridor consists of 224 acres and consists of a variety of land uses. *Map 4.1A: New Castle Rail Corridor Existing Land Use* and *Figure 4.1B: New Castle Rail Corridor Existing Land Use* depicts the existing land use within the Corridor. Most of the Corridor is classified as Industrial due to active industrial businesses or vacant buildings that were once used for industrial uses. The next highest category is Wooded Open Space, which is located mainly along the Shenango River within the floodplain. The land classified as Open Space is located mainly along the Shenango River as well. The Urban Built-Up classification consists of land that contains a sub-station owned by Penn Power and a portion of US 422.

Figure 4.1B: New Castle Rail Corridor Existing Land Use



Source: Lawrence County Planning Department, 2010

Zoning Regulations

A review of existing land use regulations shows that the New Castle Rail Corridor Site falls under the City of New Castle's Zoning Ordinance, which was enacted in 1979 with various amendments made throughout the years. Most of the New Castle Rail Corridor is zoned Heavy Industrial (M-2, but a small portion of the site along Cedar Street is zoned Light Industrial (M-1). *Map 4.1B: New Castle Rail Corridor Zoning Districts* displays the location of the two zoning districts within the site. The following are the definitions of the two zoning districts located within the Corridor:



Table 4.1A: New Castle Rail Zoning Regulations

<i>Zoning District</i>	<i>Uses</i>		
	<i>Permitted Uses</i>	<i>Conditional Uses</i>	<i>Special Exceptions</i>
<i>Light Industrial (M-1)</i> --for development of high standard precision activities which have a minimal effect on the surrounding environment	Contractor's yards Offices Research laboratories Light manufacturers Service garages Supply yards Sign, outdoor advertising Wholesale business or outlet Truck terminals Warehousing Essential services Accessory uses Retail Businesses	Gasoline Service Stations	Off-street parking lots Utility substations
Heavy Industrial (M-2) --for a wider range of industrial activities while still protecting adjacent properties from objectionable influences	Contractor's yards Offices Research laboratories Light manufacturing Service garages Supply yards Sign, outdoor advertising Wholesale business or outlet Truck terminals Warehousing Essential services Accessory uses Heavy manufacturing Plastic manufacturing Fire Stations Retail Businesses	Gasoline Service Stations Off-street parking lots Scrap yards	None

Source: City of New Castle Zoning Ordinance (Reviewed June 2010)

The City’s zoning ordinance was also reviewed to determine what additional regulations are in place that could impact revitalization within the Corridor. **Table 4.1B: Lot, Yard, and Height Requirements** displays various regulations for the two Industrial Districts.

<i>Table 4.1B: Lot, Yard, and Height Requirements for the New Castle Rail Corridor</i>		
<i>Zoning Requirements</i>	<i>Zoning Districts</i>	
	<i>Light Industrial (MI)</i>	<i>Heavy Industrial (M2)</i>
Minimum Lot Width (ft)	N/A	N/A
Minimum Depth of Front Yard (ft)	N/A	N/A
Minimum Depth of Rear Yard (ft)	30	30
Minimum Total Width of Side Yards (ft)	30	30
Minimum Width of Least Side Yard (ft)	15	15
Maximum Height of Structure (ft)	100(e)	100(e)
<i>(e)- Chimneys, spires, and towers</i>		

Source: City of New Castle Zoning Ordinance (Reviewed June 2010)

There are also screening and buffering requirements for some of the Special Exception and Conditional Uses within the Ordinance. Most requirements only pertain to commercial and/or industrial uses that abut residential uses.

Subdivision and Land Development Regulations

The New Castle Rail Corridor Site falls under the City of New Castle’s Subdivision and Land Development Ordinance (SALDO) which was enacted in 1971, with various amendments made throughout the years. The City SALDO requests that have informal discussions with the City Engineer and the Executive Director of the Planning Commission about the property proposed for subdivision. A preliminary plat is not necessary for a minor subdivision. Final plats are required for both minor and major subdivisions. The City SALDO establishes a minor subdivision as a subdivision of land into not more than two (2) parcels on an existing improvement street that does not involve:

- Installation of improvements as required by this Ordinance
- Extension of utilities
- Frontage on an arterial or collector street
- Adverse effect to the development of the remaining parcel
- Adverse effect to adjoining properties
- Conflict with the City of New Castle’s Comprehensive Plan, Zoning Ordinance, any portion of this Ordinance or other State, County, or City Ordinances, laws ore regulations

The SALDO was reviewed to determine what design standards and required improvements are in place that will regulate subdivisions and land developments within the New Castle Rail Corridor.



- Land requirements- a minimum building line setback of twenty-five feet is required
- Streets- shall be graded to the full right-of-way, surfaced and improved to the grades and dimensions shown on plans, profiles, and cross sections. Pavements shall be constructed in accordance with standards as established by the City. Curbs and gutters shall be provided and shall be plain cement concrete or extruded concrete
- Sidewalks- shall be provided in accordance with standards as established by the City. They shall be of cement concrete and five feet in width.
- Storm drainage- storm sewers, culverts and related storm and watercourse drainage facilities shall be provided by the developer and constructed in accordance with standards established by the City. Special consideration during design shall be given to avoidance of problems which may arise from concentration of storm water run-off over adjacent properties.
- Street lights- shall be provided in accordance with standards established by the City.

Floodplain Regulations

In addition to the County SALDO requirements, the City of New Castle also has a floodplain ordinance. The purpose of the ordinance is to prevent the loss of property and life, the creation of health and safety hazards, the disruption of commerce and governmental services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief, and the impairment of the tax base. The ordinance depicts three floodplain districts: Floodway District, Flood Fringe District, and the General Flood Plain District.

Transportation Access

Roadways

This corridor has excellent transportation access as it is located off of State Route 18 (Mahoning Avenue). The site is also served with local roads, such as Cedar Street, Industrial Avenue, McKinley Street, Hobart Street, and Moravia Street. In addition, the site is very close to US 422 with portions of the site actually are located under a US 422 overpass. While most of the transportation access is good, there are maintenance issues on the City roads, specifically Industrial Avenue.

Rail Access

The Corridor is served by the New Castle Industrial Railroad. The railroad is a Class III Common Carrier (Short Line) operating in New Castle and connects rail shippers to the Norfolk Southern, CSX, and Buffalo Railroads.

Pedestrian Systems

There are currently no sidewalks within the main industrial area of the site. There are sidewalks located along Cedar Street and within the residential area of the site. The Lawrence County Greenways Plan, adopted in 2007, recommends three greenways/trails be developed along the New Castle Corridor:

- Shenango River Greenway- 17 mile long Conservation Greenway (second priority greenway)
- Shenango River Water Trail- a boat route suitable for canoes and kayaks and will act as recreational corridor between specific locations. An access point is suggested in the City of New Castle; however it is not located near the Corridor.
- Shenango River Trail- 12.5 mile long trail that would utilize at least one of the two abandoned rails located along opposite banks of the river. The trail would connect New Castle with the Village of

Pulaski and Sharon, PA. The trail could also eventually connect into the Neshannock Rail Trail in downtown New Castle.

Public Transportation

An asset for this site is that the New Castle Area Transit Authority (NCATA) Transportation Center is located within the Corridor. The Transportation Center is located at 310 Mahoning Avenue and consists of maintenance and administrative facility where all vehicles are maintained and public meetings held. NCATA serves the New Castle area and shuttles passengers to Pittsburgh, Cranberry Township, Elwood City, and the Grove City Outlet stores, which is an incentive for development.

Utilities

As the Corridor is located within the City of New Castle public water and sewerage is readily available. The New Castle Sanitation Authority provides public sewerage to the City. The City updated its ACT 537 Plan in 2003 and the Authority doubled its sewage treatment plants' capacity in 1999 (City of New Castle Comprehensive Plan, 2005). The PA American Water Company provides public water to the City.

Natural gas service is provided to the site by Columbia Gas and electric is provided by Penn Power.

Environmental Constraints

There are minimal environmental constraints at the New Castle Rail Corridor site as most of the site has previously been developed. One of the biggest issues is the proximity of the floodplain as portions of the site are located directly within the 100-year floodplain. An asset to any new development within the corridor is that the site topography is relatively flat.

Economic Development Potential

The New Castle Rail Corridor is located in an Enterprise Zone. The Enterprise Zone Program addresses the deteriorated, distressed and blighted industrial and manufacturing areas within a specific designated area. The purpose of the program is to improve the standard of living by revitalizing these areas, attracting new businesses to the area, and creating job opportunities. Benefits include:

- Priority consideration for other Department of Community and Economic Development (DCED) grants and loans
- Eligible to apply for low-interest grants-to-loans for firms up to \$350,000 per project for up to seven years.
- Lowest statewide prevailing interest rates on other DCED business development loan programs.
- Eligible to apply for 20 percent Neighborhood Assistance Program tax credits against most state businesses taxes for the value of improvements made to business properties located within an Enterprise Zone for two years after the zone exits the program.
- Designation of Enterprise Zone firms as Socially and Economically Restricted Businesses to confer advantage in bidding on state government contracts for five years after the zone exits the program.
- Availability of assistance for clean-up of contaminated sites under Act II.
- Priority consideration for any resource administered by state government that would assist in leveraging imminent business investment and job creation in an Enterprise Zone.

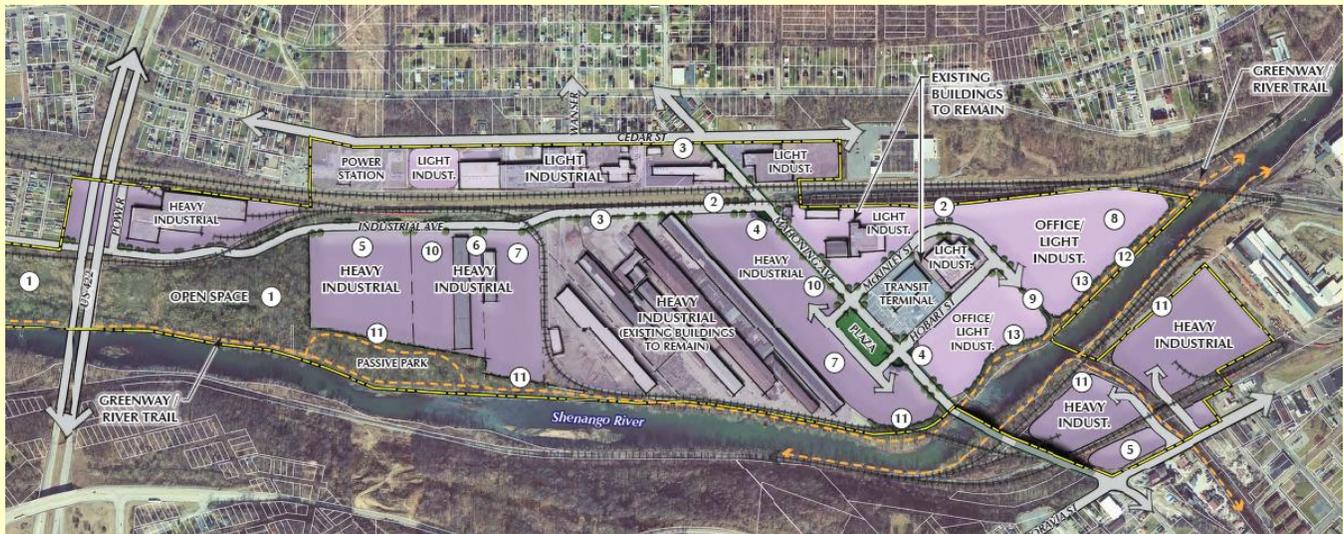


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- Availability of State Liquor License in an Enterprise Zone.
 - Operational grant funding up to \$50,000 annually for seven years during the Enterprise Zone designation period, with the potential for an additional \$25,000 for two of the seven years if the zone undertakes an analytical study such as a cluster analysis.

Conceptual Plan

Table 4.1C: New Castle Rail Corridor Conceptual Plan

<p>Corridor Vision</p>	<p>"The New Castle Rail Corridor property offers opportunities for new office and industry development to locate in an existing business corridor. New development will have the advantages of an established roadway and utility network, rail lines, and a new bus terminal. Enhanced landscaping will occur along roadways to provide screening of heavy uses and signage will be added to select intersections. From many of the available development areas, business will have direct river frontage. The riverfronts are planned to be enhanced as a connected greenway and trail system, offering recreation opportunities to employees and visitors. New buildings are expected to take advantage of their optimal riverfront location."</p>
<p>Future Land Use Plan</p>	<p>The New Castle Rail Corridor desired land use arrangement consists of Heavy Industrial, Light Industrial, and Office / Light Industrial uses. The future land use arrangement and key design concepts developed for the New Castle Rail Vision are shown on the corresponding graphic exhibit.</p>



New Castle Rail Corridor Conceptual Sketch



Key Design Concept: Heavy Industrial

<i>Location</i>	Along Industrial Avenue and Mahoning Avenue (SR 18).
<i>Need</i>	Industrial flex space was identified as a need in Lawrence County in the Market Assessment (see Chapter 3).
<i>Structures</i>	New buildings should complement the existing brick buildings on Industrial Avenue. Efforts should be made to reuse/renovate the existing buildings in the Corridor.
<i>Design</i>	Landscaping and buffering of existing industrial uses should be a priority. Enhance the edge condition of the railroad and street landscaping along Industrial Avenue to improve aesthetics.



Repurpose or salvage existing brick buildings

Key Design Concept: Office & Light Industrial

<i>Location</i>	Near the Transit Center (Mahoning Avenue and McKinley Street).
<i>Need</i>	Capitalize upon commuters as a transit-oriented style development.
<i>Structures</i>	Buildings should connect and orient outdoor amenities to the Shenango River Trail and a landscape buffer zone should also be provided of at least 20 feet from the development to the Shenango River Greenway.
<i>Design</i>	The corner of Mahoning Avenue (SR 18) and McKinley Street has the largest amount of development potential and should be enhanced with a gateway and landscaping.



Develop new office/light industrial opportunities

Key Design Concept: Greenways & Open Space

<i>Location</i>	Shenango River Greenway.	
<i>Need</i>	Connect business/industry to the Greenway.	
<i>Structures</i>	None. A passive park is recommended to be developed along the Shenango River and connected to the open space located within the Corridor.	
<i>Design</i>	Existing Industrial buildings should be screened from view of Greenway users.	

-Connect and orient outdoor amenities to river trail



Implementation Strategy

An implementation strategy has been developed for the New Castle Rail Corridor, as shown in *Table 4.1D: New Castle Rail Corridor Implementation Strategy*. The recommendations contained within are designed to implement the vision for the Corridor as outlined in the conceptual drawings at the end of this Chapter.

Table 4.1D: New Castle Rail Corridor Implementation Strategy

Preserve undeveloped floodplain areas as open space

--Work with County Greenways Coordinator to include the floodplain areas as part of the Shenango River Greenway

--Work with future developer to donate floodplain areas to City as open space

<i>Responsible Party</i>	City of New Castle
<i>Potential Partners</i>	Lawrence County, Private Developers
<i>Funding Strategy</i>	City of New Castle, Lawrence County, Private Developers, Pennsylvania Department of Conservation and Natural Resources' (DCNR): Community Conservation Partnerships Program (C2P2)

Enhance landscaping along industrial uses, streets, the railroad, and the entryway

--Update the New Castle Zoning Ordinance to include buffer regulations for industrial uses

--Update the New Castle Subdivision and Land Development Ordinance to include landscaping requirements to address street trees, screening, buffers, etc.

--Work with the future developer to obtain planting easements, which can be used to improve the aesthetics along public rights-of-way

<i>Responsible Party</i>	City of New Castle
<i>Potential Partners</i>	Lawrence County, Lawrence County Conservation District, Penn State University's Cooperative Extension-Lawrence County, Western Pennsylvania Conservancy (WPC)
<i>Funding Strategy</i>	City of New Castle, Lawrence County, Pennsylvania Department of Community and Economic Development's (DCED): Land Use Technical Assistance Program (LUTAP), Private Developers

Develop a landscaped buffer zone between industrial buildings and the proposed Shenango River Greenway and River Trail

--Update the New Castle Zoning Ordinance to include buffer requirements

--Work with County Greenways Coordinator to include a landscaped buffer zone as part of the Shenango River Greenway

--Work with future developer to include landscaped buffers in site development plans

<i>Responsible Party</i>	Lawrence County Planning Department, City of New Castle
<i>Potential Partners</i>	Private Developers
<i>Funding Strategy</i>	Private Developers, Lawrence County

Develop new office/light industrial opportunities and industrial flex space that complement existing buildings

--Consider newer flex/manufacturing buildings between 200,000 to 300,000 square feet. These structures should be able to accommodate a condo-tenant approach allowing for segments of 50,000 to 150,000 square feet per tenant

--Focus on smaller development footprints with shovel ready sites to accommodate a mix of flex A/B office along with some light manufacturing operations

--Establish a marketing campaign for the Corridor, using information contained within this plan, aimed at real estate agencies and private developers to demonstrate the need for higher end industrial flex space in Lawrence County

<i>Responsible Party</i>	Lawrence County Economic Development Corporation (LCEDC)
<i>Potential Partners</i>	Lawrence County Planning Department, Private Developers, Lawrence County Chamber of Commerce, Real Estate Agencies, City of New Castle
<i>Funding Strategy</i>	Private Developers, Lawrence County Economic Development Corporation (LCEDC)

Repurpose or salvage existing brick buildings

--Institute a voluntary architectural salvage program within the City of New Castle to encourage the conservation of architectural heritage within the New Castle Rail Corridor (See Appendix C for an example program)

<i>Responsible Party</i>	City of New Castle
<i>Potential Partners</i>	Lawrence County Planning Department
<i>Funding Strategy</i>	City of New Castle

Improve Industrial Avenue

--Repave Industrial Avenue to address existing deficiencies and attract potential developers

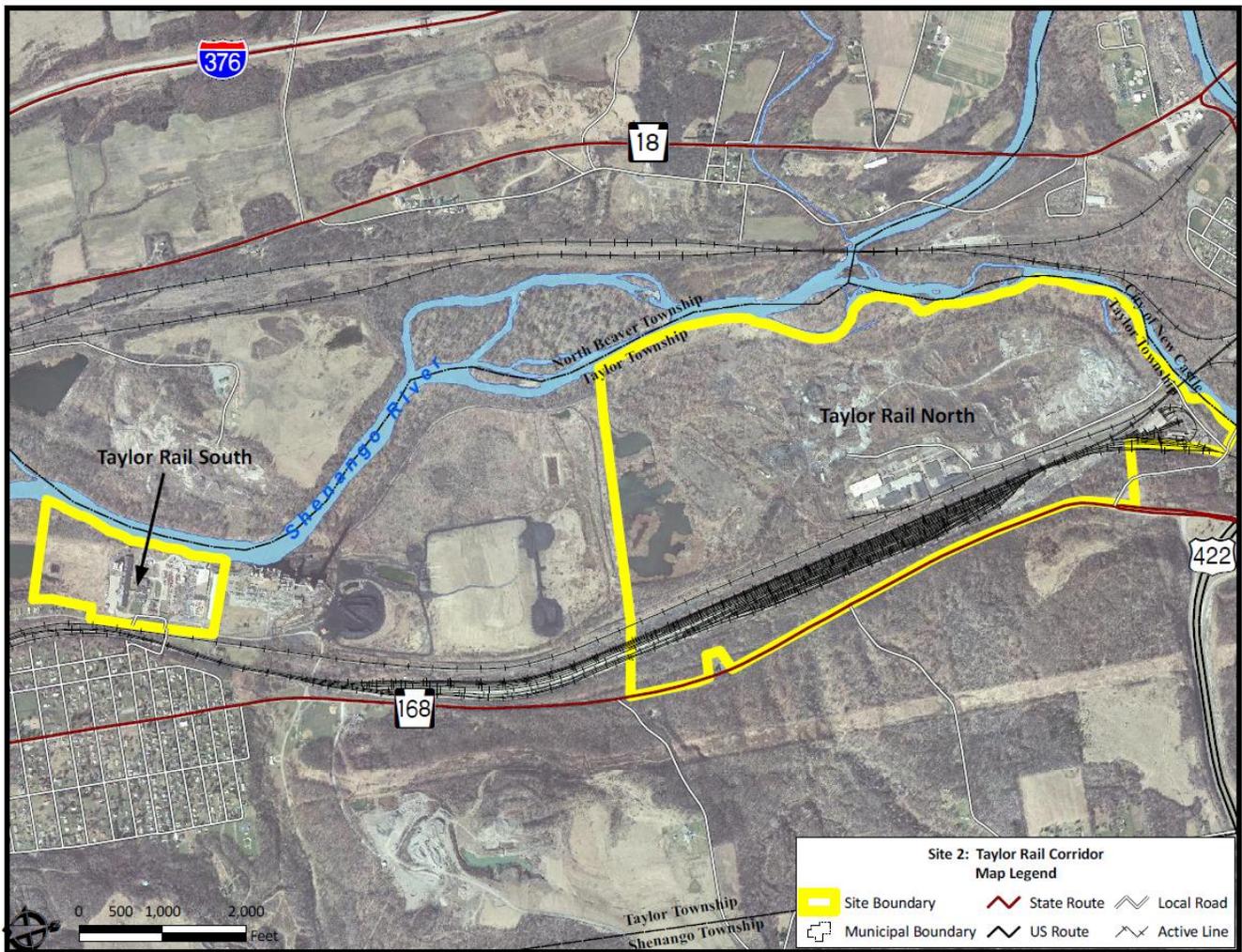
<i>Responsible Party</i>	City of New Castle
<i>Potential Partners</i>	Lawrence County
<i>Funding Strategy</i>	City of New Castle, Lawrence County, Private Developers



Site 2: Taylor Rail Corridor

The Taylor Rail Corridor is the combination of two sites, Taylor Rail South and Taylor Rail North. An asset of this site is that part of it is controlled by Lawrence County and has recently been cleaned up by the Environmental Protection Agency (EPA). The site also has Keystone Opportunity Expansion Zone (KOEZ) designation and construction of a rail spur into the site has already begun. This site will accommodate heavy industrial uses.

Figure 4.2A: Taylor Rail Corridor Location Map



For analysis purposes the two sites (South and North) are described separately. Also in order to show as much detail as possible, individual maps for the South and North sites were created.

Current Site Conditions

Existing Land Use

The entire Taylor Rail Corridor consists of 548 acres and consists of a variety of land uses. *Map 4.2A: Taylor Rail Corridor (North) Existing Land Use* depicts the existing land use within the northern portion of the Corridor. Taylor Rail Corridor North consists of approximately 497 acres with most classified as some type of Open Space.

Map 4.2B: Taylor Rail Corridor (South) Existing Land Use illustrates the existing land uses within the southern portion of the Corridor. Taylor Rail Corridor South consists of approximately 51 acres with most of the corridor classified as Industrial. *Table 4.2A: Existing Land Use in the Taylor Rail Corridor* displays the existing land uses of the North and South sites.

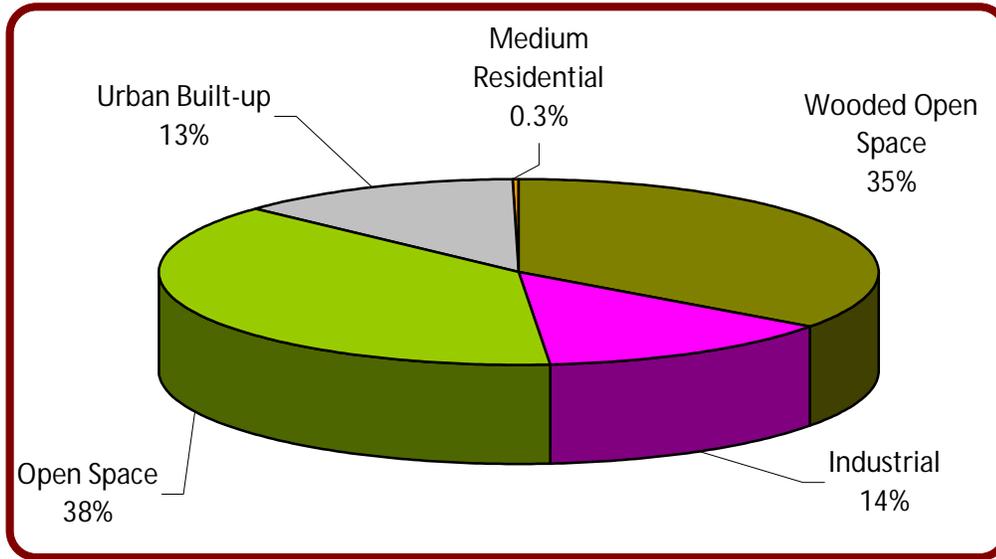
Table 4.2A: Existing Land Use in the Taylor Rail Corridor		
<i>Existing Land Use Classification</i>	<i>Taylor Rail Corridor</i>	
	<i>Taylor Rail Corridor North</i>	<i>Taylor Rail Corridor South</i>
<i>Industrial</i>	6%	83%
<i>Open Space</i>	42%	2%
<i>Wooded Open Space</i>	38%	12%
<i>Urban Built-Up</i>	14%	0%
<i>Medium Density Residential</i>	0%	3%

Source: Lawrence County Planning Department, 2010

As Taylor Rail South and Taylor Rail North sites were combined into one site, existing land use was also examined of the entire corridor, as shown on *Figure 4.2A: Taylor Rail Corridor Existing Land Use*. The entire corridor has the potential for new development as most is currently open space. There is also the potential for re-development of the existing industrial uses in place, specifically at Taylor Rail Corridor South.



Figure 4.4: Taylor Rail Corridor Existing Land Use



Source: Lawrence County Planning Department, 2010

Zoning Regulations

A review of existing land use regulations shows that the entire Taylor Rail Corridor Site falls under the Taylor Township Zoning Ordinance, which was enacted in 1999. All of the Taylor Rail Corridor is zoned Industrial (I) as shown on *Map 4.2C: Taylor Rail Corridor Zoning Districts*. The Industrial district is described below in more detail:

Table 4.2B: Taylor Rail Corridor Zoning Regulations

Zoning District	Uses	
	Permitted Uses	Conditional Uses
Industrial (I) <i>--to encourage those industrial uses most compatible with existing and projected land use, as well as to ensure harmonious development of commercial and industrial uses</i>	Building materials sales yard Civic/Municipal Use Contractors yard Railroad freight facility and warehousing Truck terminal Wholesale and warehousing Accessory uses	Adult uses Cell towers Mineral excavating Sanitary Landfills Saw mills / lumber wholesale production and storage Explosive production, storage, and warehousing

Source: Taylor Township Zoning Ordinance (Reviewed June 2010)

The Township's zoning ordinance was also reviewed to determine what additional regulations are in place that could impact revitalization within the Corridor. *Table 4.2C: Lot, Yard, and Height Requirements* displays various regulations for the Industrial District.

Table 4.2C: Lot, Yard, and Height Requirements for the Taylor Rail Corridor

<i>District</i>	<i>Industrial (I)</i>
Maximum Lot Coverage by Building (%)	75
Minimum Lot Width (ft)	5
Minimum Depth of Front Yard (ft)	250
Minimum Depth of Rear Yard (ft)	75
Minimum Total Width of Side Yards (ft)	40
Minimum Width of Least Side Yard (ft)	50
Maximum Height of Structure (ft)	35

Source: Taylor Township Zoning Ordinance (Reviewed June 2010)

There are also screening and buffering requirements for some of the Conditional Uses within the Ordinance, however most of these uses are allowed by right in the Industrial district and do not pertain to the Taylor Rail Corridor.

Subdivision and Land Development Regulations

The Taylor Rail Corridor Site falls under the Taylor Township Subdivision and Land Development (SALDO) Ordinance, which was enacted in 1975 with various amendments made throughout the years. Pre-Application Plans and submission of basic parameters (i.e. a Sketch Plan) and data are encouraged to help smooth the application process and limit possible issues with Preliminary and Final Plans.

The SALDO was also reviewed to determine what design standards and required improvements are in place that will regulate subdivisions and land developments within the Taylor Rail Corridor.

- Streets- The arrangement, character, extent, width, grade, and location of all streets shall conform to the General Community Plan and shall be considered in their relations to existing and planned streets, topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets and shall conform to Township Standards. Arrangement of streets shall provide for continuation or projection of existing principal streets in surrounding areas or conform to a neighborhood plan to meet a particular situation where topographic or other conditions make continuance or projection of existing streets impracticable.
- Sewers- Complete sanitary sewer systems shall be provided and all attempts shall be made to connect to existing or proposed municipal sewer systems.

No specific parameters on buffers, setbacks, sidewalks, or other subjects are provided.

Floodplain Regulations

Taylor Township does not have a floodplain ordinance.



Transportation Access

Roadways

The Taylor Rail Corridor is located off of State Route 168 and is one mile from US Route 422. The Corridor is approximately 10 miles from Interstate 76 and 12 miles from Interstate 80. While the Corridor is easily accessible via state roads, access to portions of the site itself is a challenge. Taylor Rail South is located right off SR 168 with access from Industrial Street. Access to Taylor Rail North is difficult as there is only one access point off of SR 168 and Cherry Street. Cherry Street is limited due to a railroad bridge above the road that has height restrictions. A further challenge is that Cherry Street tends to flood as the road is located within the floodplain.

Rail Access

The Corridor is served by CSX Transportation, which is the largest railroad east of the Mississippi River. Major commodities transported by CSX include coal, chemicals, automobiles, minerals, agricultural products, food and consumer goods, metals, forest and paper products, and phosphates and fertilizers (Lawrence County Economic Development Corporation, 2010). Currently a rail spur is being constructed into Taylor Rail Corridor North, which will be a tremendous asset to existing and new industry looking to expand and/or develop. No railroad spur currently exists into Taylor Rail Corridor South.

Pedestrian Systems

There are no sidewalks within the site due to its location in a heavy industrial area. However, the Lawrence County Greenways Plan, adopted in 2007, recommends that several greenways be developed within the County, including Taylor Township. It is recommended that three (3) greenways be developed along the Taylor Rail Corridor site:

- Shenango River Greenway- 17 mile long Conservation Greenway (second priority greenway)
- Beaver/Mahoning River Greenway- 19 mile long Conservation Greenway (second priority greenway)
- McKee Run Greenway-5 mile long Conservation Greenway (third priority greenway)

The Shenango River and Beaver River have also been classified as a Water Trail. The water trail is a boat route suitable for canoes and kayaks and will act as recreational corridor between specific locations. An access point is located within Taylor Rail Corridor North.

Public Transportation

Public transportation is not available at the Taylor Rail Corridor.

Utilities

Portions of the Corridor are served with public water and sewerage, specifically Taylor Rail Corridor South. Public water service is provided by Pennsylvania American Water Company and public sewerage is provided by the New Castle Sanitation Authority. Taylor Rail Corridor North does not have infrastructure available, however it is close to the site. Capacity of the current sewerage plant could be an issue if new development does occur.

Natural gas service is provided to the site by Columbia Gas and electric is provided by Penn Power.

Environmental Constraints

There are environmental issues associated with this site. One of the biggest issues is that Taylor Rail Corridor South previously recycled magnesium scrap into powders and granules for the steel industry. As part of the process, the plant generated magnesium and lime waste, magnesium oxide waste, and processed wastewater. In March of 2006, an inspection found several hazards at the site and the Pennsylvania Department of Environmental Protection (DEP) and the US Environmental Protection Agency (EPA) got involved. The EPA took over the site with Lawrence County as the trustee of the site. The site has undergone EPA emergency response cleanup and has been identified by the DEP as a Hazardous Substance Control Act Site.

Other environmental issues at the Taylor Rail Corridor include most of the site being located with the floodplain and the presence of wetlands. Topography of Taylor Rail Corridor South is flat and is slight (<10% slope) at Taylor Rail Corridor North.

Economic Development Potential

Portions of the Taylor Rail Corridor are located within a Keystone Opportunity Expansion Zone (KOEZ). A KOEZ is a geographic area that can provide specific state and local tax benefits. The goal of the program is to revive economically distressed urban and rural communities with one of the most powerful market-based incentives-eliminating taxes. A KOZ/KOEZ is also given priority for various state and local community-building assistance programs.



Conceptual Plan

Table 4.2D: Taylor Rail Corridor Conceptual Plan

Corridor Vision

"Located along the Shenango River, the large and flat Taylor Rail Corridor provides great potential for heavy industrial development. New development will take advantage of the riverfront location and rail access with spur extension possibilities. Investments in roadway infrastructure will be necessary to provide improved roadway conditions to and from the site. A greenway and trail system is planned along the riverfront, which new development will capitalize upon by orienting building views in the river's direction and offering pathway connections for employees and visitors."

Future Land Use Plan

The Taylor Rail Corridor desired land use arrangement consists of Heavy Industrial uses. As any type of heavy industrial business could locate at this site, many different building types are recommended.



New Castle Rail Corridor Conceptual Sketch

Key Design Concept: Heavy Industrial

<i>Location</i>	Taylor Rail South	 <p>1 Locate appealing buildings along riverfront</p>
<i>Need</i>	Heavy industrial businesses	
<i>Structures</i>	Appealing buildings should be located along the Shenango Riverfront as there is the potential for a greenway along the river.	
<i>Design</i>	Any heavy industrial use should be setback 50 feet from the greenway.	

Key Design Concept: Heavy Industrial

<i>Location</i>	Taylor Rail North	 <p>2 Offer green manufacturing opportunities</p>
<i>Need</i>	Capitalize upon the railroad spur that is currently under construction	
<i>Structures</i>	Green manufacturing, new manufacturing facilities, and industrial flex space for new tenants. Appealing buildings should be located along the Shenango Riverfront.	
<i>Design</i>	New industrial uses should be buffered and screened from view of the Shenango River Greenway. Rundle Road should be extended and improved and a loop road constructed to allow for subdivision to accommodate more development.	



Implementation Strategy

An implementation strategy has been developed for the New Castle Rail Corridor, as shown in *Table 4.2E: Taylor Rail Corridor Implementation Strategy*. The recommendations contained within are designed to implement the vision for the Corridor as outlined in the conceptual drawings located at the end of this Chapter.

Table 4.2E: Taylor Rail Corridor Implementation Strategies

Create a greenway along the Shenango River with a landscaped buffer zone (50 feet) between heavy industrial uses and the Greenway.

--Work with County Greenways Coordinator to include landscaped buffer zones as part of the Shenango River Greenway

--Update the Taylor Township Zoning Ordinance and Subdivision and Land Development Ordinance to include buffer and landscaping requirements

--Work with future developer to include landscaped buffers in site development plans

<i>Responsible Party</i>	Lawrence County Planning Department
<i>Potential Partners</i>	Taylor Township, Private Developers
<i>Funding Strategy</i>	Private Developers, Lawrence County, Pennsylvania Department of Community and Economic Development (DCED): Land Use Planning and Technical Assistance Program (LUPTAP)

Screen heavy industrial uses with solid fencing

--Update the Taylor Township Zoning Ordinance to include screening requirements

<i>Responsible Party</i>	Taylor Township
<i>Potential Partners</i>	Property Owners, Lawrence County Planning Department
<i>Funding Strategy</i>	Taylor Township, Lawrence County, Private Developers

Extend and improve Rundle Road

--Work with private developers to improve Rundle Road in order to make the site more easily accessible to serve new development

<i>Responsible Party</i>	Lawrence County Economic Development Corporation (LCEDC)
<i>Potential Partners</i>	Private Developers, Taylor Township, Lawrence County
<i>Funding Strategy</i>	Lawrence County Economic Development Corporation (LCEDC), Department of Community and Economic Development (DCED)

Construct a loop road through Taylor Rail North

--Work with private developers to construct a loop road so that the site can be subdivided to accommodate more development

Responsible Party	Lawrence County Economic Development Corporation (LCEDC)
Potential Partners	Private Developers, Taylor Township, Lawrence County
Funding Strategy	Lawrence County Economic Development Corporation (LCEDC), Department of Community and Economic Development (DCED)

Locate new buildings within the Keystone Opportunity Expansion Zone (KOEZ) Boundaries

--Advertise the advantages of the KOEZ designation within the Taylor Rail Corridor and utilize the Taylor Rail Corridor Conceptual Drawing to illustrate where buildings should be located

Responsible Party	Lawrence County Economic Development Corporation (LCEDC)
Potential Partners	Taylor Township, Lawrence County, Lawrence County Chamber of Commerce, Private Developers
Funding Strategy	N/A

Pursue industrial flex space for new tenants, offer green manufacturing opportunities, and locate appealing buildings along the riverfront

--Consider newer flex/manufacturing buildings between 200,000 to 300,000 square feet. These structures should be able to accommodate a condo-tenant approach allowing for segments of 50,000 to 150,000 square feet per tenant

--Establish a marketing campaign for the Corridor, using information contained within this plan, aimed at real estate agencies and private developers to demonstrate the need for higher end industrial flex space in Lawrence County

Responsible Party	Property Owners
Potential Partners	Taylor Township, Lawrence County, Lawrence County Economic Development Corporation (LCEDC), Lawrence County Chamber of Commerce, Private Developers, Real Estate Agencies
Funding Strategy	Private Developers, Lawrence County Economic Development Corporation (LCEDC)

Develop a Comprehensive Plan for Taylor Township

--Include the Taylor Rail Corridor Conceptual Drawing as a high priority project to further ensure implementation of the vision for this site

Responsible Party	Taylor Township
Potential Partners	Lawrence County Planning Department
Funding Strategy	Department of Community and Economic Development (DCED): Land Use Planning Technical Assistance Program (LUPTAP)



Preserve undeveloped floodplain areas as open space

--Develop a Floodplain Management Ordinance to restrict development in floodplains

--Work with County Greenways Coordinator to include floodplain areas as part of the Shenango River Greenway

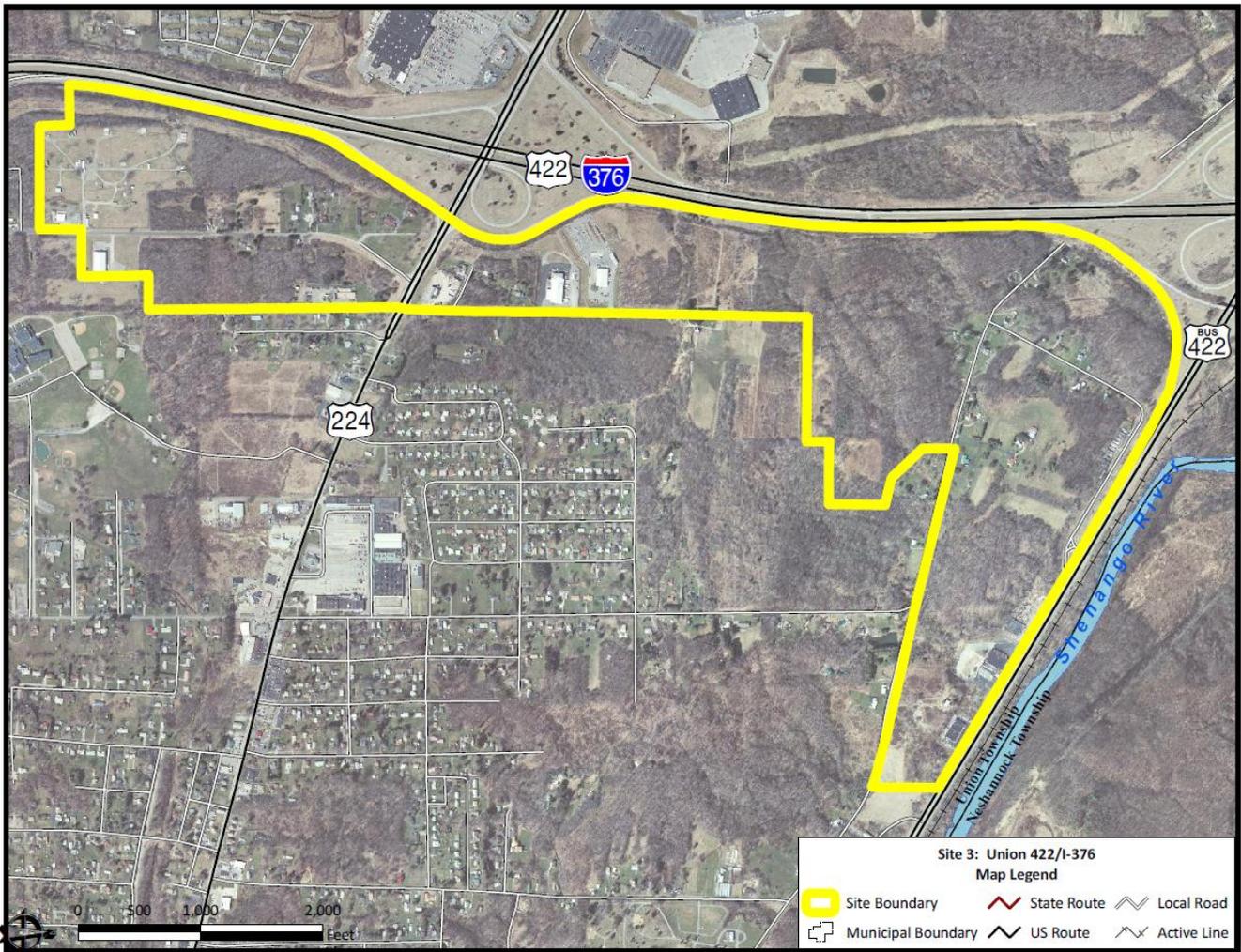
--Work with future developers to donate floodplain areas to the Township as open space

<i>Responsible Party</i>	Taylor Township
<i>Potential Partners</i>	Lawrence County Planning Department , Private Developers
<i>Funding Strategy</i>	Taylor Township, Lawrence County, Private Developers

Site 3: Union 422/I-376

The Union 422/I-376 site is slated for a mix of office and light industrial uses. The site has excellent transportation access as it is near the interchange of US 422/I-376 with high visibility along other major roadways. There is also significant development nearby that could occur that could spur development into this site, such as the potential casino and the growing community college.

Figure 4.5: Union 422/I-376 Location Map



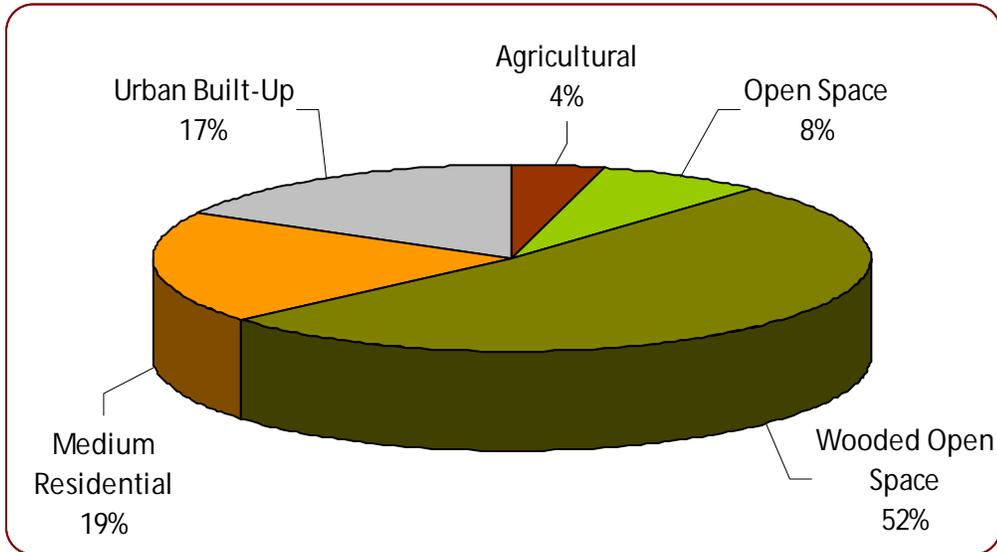


Current Site Conditions

Existing Land Use

The Union 422/I-376 site is currently a mixture of land uses, mainly open space and urban built-up uses, as shown on [Figure 4.6: Union 422 / I-376 Existing Land Use](#) and [Map 4.3A: Union 422 / I-376 Existing Land Use](#). Medium density residential uses are also scattered throughout the Corridor.

Figure 4.6: Union 422 / I-376 Existing Land Use



Source: Lawrence County Planning Department, 2010

Zoning Regulations

A review of existing land use regulations shows that the Union 422 / I-376 site falls under Union Township's Zoning Ordinance, which was enacted in 2004 with various amendments made throughout the years.

Most of the Union 422 / I-376 site is zoned Light Industrial (LI). There are a small amount of parcels along Wilson Street zoned Multi-Family Residential (R3). Also the intersection of State Street and Wilson Street is zoned Central Commercial (CC). [Map 4.3B: Union 422 / I-376 Zoning Districts](#) illustrates the location of the zoning districts within the site. The following are the definitions of the three zoning districts located within the site:

Table 4.4: Taylor Rail Corridor Zoning Regulations

Zoning District	Uses		
	Permitted Uses	Conditional Uses	Special Exceptions
<p><i>Light Industrial (LI)</i></p> <p>--to accommodate light manufacturing, office, distribution, and similar kinds of industrial activity</p>	Trucking terminals Light manufacturing Commercial laundries Dry cleaning plants Auto service and repair Cold storage plants Dairies Commercial bakery Bottling plants Self-storage Forestry No-impact home-based business Accessory uses and buildings Truck wash Communications towers	Chemical storage, sales, and distribution Contractor yards Builders supplies Communication towers Convenience stores Wholesale distributional warehousing Uses not specifically listed	Petroleum productions Billboards Truck service and repair Car wash Service station Used car sales
<p><i>Central Commercial (CC)</i></p> <p>--to provide high-density commercial and retail services as well as services for the motoring public</p>	Business Personal services Business services Laundromats Professional services Theaters Offices Financial institutions Government buildings Parking lots & Commercial garages Bowling alleys Skating rinks Restaurants, Bars & Taverns Commercial amusements Funeral homes Drive-in restaurants Motels / hotels Bed and breakfast Dental offices Forestry No-impact home-based business Accessory uses Essential services Greenhouses & Landscaping businesses Medical offices Professional offices	Churches Planned shopping Communication towers Hospitals Life care facilities Senior residences Private and public schools Convenience stores Frozen food lockers with retail Medical and dental clinics Uses not specifically listed	Veterinary clinics Service stations Used/New car sales and service Building supplies Boat/trailer sales, storage, and repair Car washes Clubs and lodges Day care centers



Multi-Family Residential (R3) <i>--intended for high density residential development</i>	Single-family dwellings Two-family dwellings Public recreation and parks No-impact home based businesses Forestry Essential services Accessory uses	Cemeteries Planned residential development (PRDs) Multi-family dwellings Professional offices Public and private schools Senior residences	Churches Funeral homes Personal care and group homes Bed and breakfasts Day care centers Conversion dwellings Home occupations

Source: Union Township Zoning Ordinance (Reviewed June 2010)

The Township's zoning ordinance was also reviewed to determine what additional regulations are in place that could impact development within the site. **Table 4.5: Lot, Yard, and Height Requirements** displays various regulations for the three zoning districts. Additional requirements, such as landscaping, parking, buffers and screening, and sign requirements, are also addressed in the Ordinance and should be reviewed prior to any development.

Table 4.5: Lot, Yard, and Height Requirements for the Union 422 / I-376 Area			
Zoning Requirements	Zoning Districts		
	Light Industrial (LI)	Central Commercial (CC)	MF Residential (R-3)
Minimum Lot Area (sq.ft.)	40,000 15,000 w/public sewers	40,000 15,000 w/public sewers	40,000 11,250 w/public sewers Two Family- 40,000 15,000 w/public sewers Each additional family- 20,000 5,000 w/public sewers
Minimum Lot Width (ft)	100 75 w/public sewer	100 75 w/public sewer	Corner- 100 Interior- 75
Minimum Front Yard (ft)			
Arterial Highway	30	30	50
Collector	30	30	35
Local Street	30	30	25
Minimum Rear Yard (ft)	N/A	N/A	Principal Building-25 Accessory Building- 10
Minimum Side Yard (ft)	When permitted uses abut, the minimum side yard is 0. When permitted uses abut an existing lot with a residential structure the minimum side yard shall be 50 feet. Permitted structures shall not be constructed closer than 100 feet from an existing residential structure.	When permitted uses abut, the minimum side yard is 0. When permitted uses abut an existing lot with a residential structure the minimum side yard shall be 25 feet. Permitted structures shall not be constructed closer than 100 feet from an existing residential structure.	Principal- 10 Accessory- 5 Lots Abutting Street: Arterial Highway-50 Collector- 35 Local- 25

<i>Maximum Structure Height (ft)</i>	45	45	45 Accessory Building- 35
<i>Maximum Lot Coverage (%)</i>	40	40	45
<i>Screening Requirements</i>	When a permitted use abuts a residential use or a residential zoning district a visual screen shall be required.	When a permitted use abuts a residential use or a residential zoning district a visual screen shall be required.	N/A

Source: Union Township Zoning Ordinance (Reviewed June 2010)

Subdivision and Land Development Regulations

The Union 422 / I-376 Site falls under Union Township Subdivision and Land Development (SALDO) Ordinance. In addition to the normal steps for a Preliminary Plan and Final Plan, the Union Township SALDO also requires a pre-application conference / consultation (with possible fee at the Township’s discretion). This is a meeting where the applicant presents informal information and plans to the Planning Commission, and some general information relative to the requirements of the SALDO and other pertinent Ordinances is discussed – issues such as utilities, easements, environmental constraints, zoning, adherence to the Comprehensive Plan, etc., and similar concerns. (It should be noted that the MPC prohibits such a conference from being required and does not permit municipalities to attach fees to such meetings). All applications shall be reviewed by the following parties: Township Solicitor, Township Engineer, Township Planning Consultant, Township Zoning Officer, Township Sewage Enforcement Officer, and others, as appropriate.

The Ordinance defines a subdivision as: the division or re-division of a lot, tract, or parcel of land by any means into or between two (2) or more lots, tracts, parcels, or other divisions of land including changes in existing lot lines or street lines for the purpose, whether immediate or future, of lease, transfer of ownership, or lot development. The SALDO was also reviewed to determine what design standards and required improvements are in place that will regulate subdivisions and land developments within the Union 422 / I-376 site.

- Stormwater Drainage, Sewage and Water – Each subdivision and / or land development shall have provided a water drainage management plan so as to prevent any damage or injury to health, safety, or property from storm or groundwater. Detailed stormwater management plans in accordance with DEP parameters are required. Any subdivision or land development shall have provided a sanitary sewage collection and treatment system as per the requirements of the Township and Township’s Sewage Enforcement Officer. Each subdivision or land development shall provide adequate and potable water supply and distribution system (including water to fire hydrants), and all attempts should be made at connecting to the existing PA American Water system – if it is within a reasonable distance (700 lineal feet or less).
- Access Management – Detailed plans for vehicular circulation and access shall be provided and shall conform to all applicable PennDOT and Township standards.
- Easements and Utilities – Easements must be 10 feet in width at a minimum on both sides of a public street beyond the ROW. Ten feet is also required on both sides of an access drive and when required, 20 feet on or adjacent to the side or rear lot lines and having access from a public street or road. Utilities should be underground as much as financially feasible.



- Sidewalks – No preliminary plan shall be approved without a plan to permit “adequate pedestrian circulation.” Sidewalks shall be provided on both sides of a street which are extensions to existing streets having sidewalks on both sides. The sidewalk shall align with existing sidewalks. If the sidewalk is only on one side of the street, the development or subdivision is permitted to only have a sidewalk on one side of the street. Any development or subdivision that is located along or adjacent to a collector street is required to provide sidewalks. If the development or subdivision is providing a local street that will serve more than 100 dwelling units, sidewalks are also required. Sidewalks are required to be five (5) feet in width and located in the Right Of Way, unless it is a commercial, industrial, or institutional use, in which case it shall be six (6) feet wide. Entrance walks and pedestrian paths are also strongly encouraged for developments requiring interior access from public streets by pedestrians. Walkways must be properly lit.
- Visual Screening – Off-street parking, loading, and other similar facilities shall have visual screens per these parameters:
 - A parking, loading, and unloading facility or area of nonresidential use shall provide a visual screen where said area of facility adjoins a residential lot, a residential use, a residential zoning district, or lot used for school, church, or public building.
 - A loading or unloading facility for retail sales, wholesale, or manufacturing shall be visually screened from a public street or public road.
 - A landscaped planting strip of a 10 feet shall be maintained between parking, loading, or similar facilities and any front lot line (i.e. any public street right-of-way).
- Preservation of Existing Natural Features – Natural features, including water bodies or water courses, hillsides, scenic vistas, woodlands, etc. that increase the desirability or quality of life in an area, may be required to be preserved (by the Township Planning Commission) to the extent that it is physically and financially feasible. This includes preserving certain mature trees or requiring only a minimum of grading be done. There is also a requirement for open space and recreation (or a fee-in-lieu of) to be set aside for any subdivision involving 10 acres or more.

No specific parameters on buffers, setbacks, sidewalks, or other subjects are provided.

Floodplain Regulations

Union Township does have a floodplain ordinance (enacted in 1992), however the site is located outside of the floodplain, and therefore the regulations are not applicable.

Transportation Access

Roadways

The Union 422 / I-376 site has excellent transportation access as it is located near the interchange of US 422 / I-376. The site also has high visibility along other major roadways, such as State Route 224 (State Street), Wilson Street, and Frenz Road. However, the intersections of Wilson Road, Frenz Drive, and State Street poses issues as it is not aligned as a typical four way intersection. Access to the portion of the site off of Sampson Street also poses problems as access is limited.

Rail Access

There is no rail access to the Union 422 / I-376 site.

Pedestrian Systems

There are currently no sidewalks located within the Union 422 / I-376 site. Also, the site does not have any existing or potential greenways or trails according to the Lawrence County Greenways Plan.

Public Transportation

Public transportation is not available to and from the Union 422 / I-376 site. However, a New Castle Area Transit Authority bus stop is located nearby at the Walmart.

Utilities

Public water is readily available and is provided by PA American Water Company. Public sewerage is not available at the site; it is approximately more than ¼ mile away.

Natural gas service is provided to the site by Columbia Gas and electric is provided by Penn Power.

Environmental Constraints

There are minimal environmental constraints at most of the Union 422 / I-376 site. One of the biggest issues of the site is the area along Sampson Street as topography is greater than 25 percent in areas.

Economic Development Potential

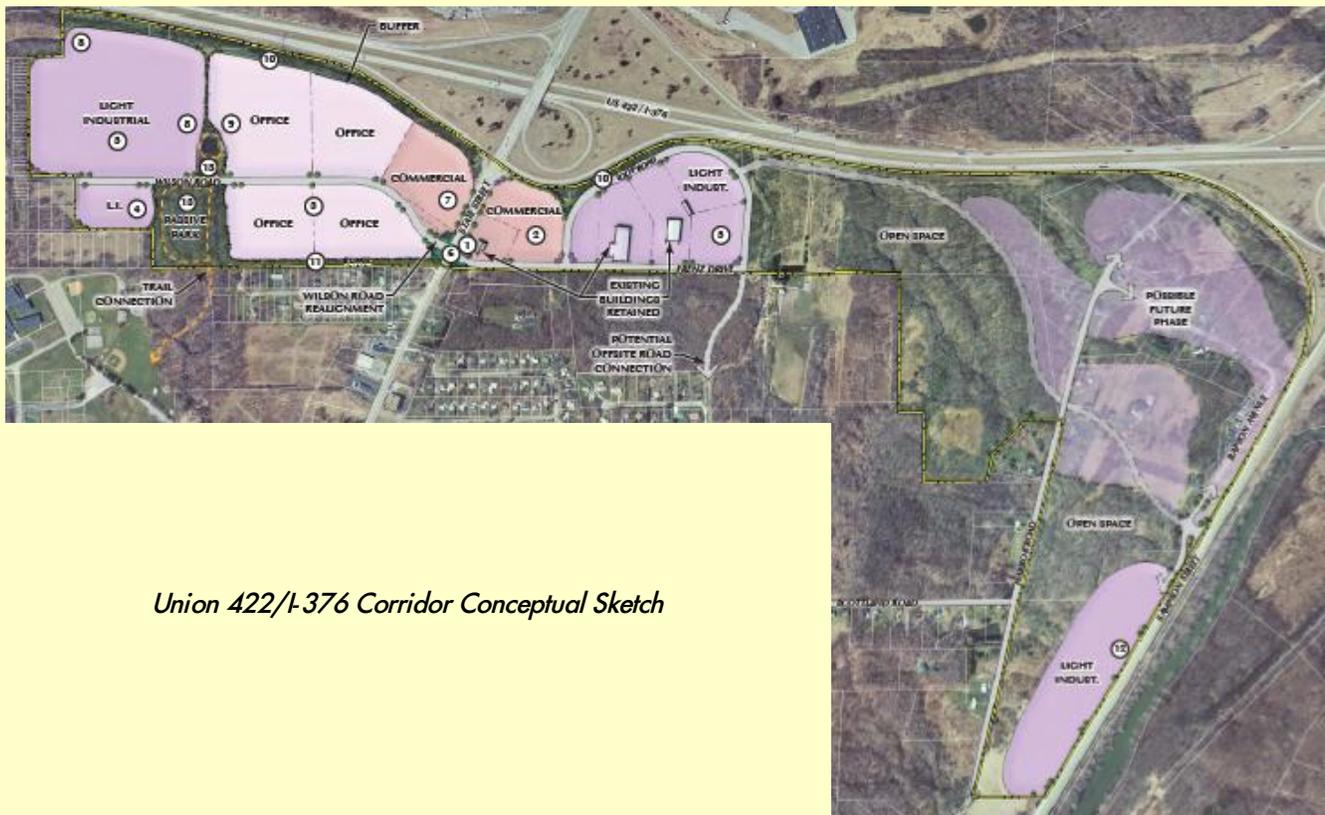
Portions of the Union 422 / I-376 area are located in an Enterprise Zone. The purpose and benefits of the Enterprise Zone Program is discussed on Page 4-7.



Conceptual Plan

Table 4.2D: Union 422/I-376 Corridor Conceptual Plan

<p><i>Corridor Vision</i></p>	<p><i>"With excellent regional transportation access and flat landforms, the Union 422/I-376 Corridor presents an excellent opportunity to develop commercial, office, and light industry uses in a complementary setting. An improved 4-way intersection with landscaping and entry signage will occur at State Street, Wilson Road, and Frenz Drive. One and two-story buildings will be attractively designed and accommodate businesses of varying sizes. Employees and visitors will enjoy surrounding views and nearby shopping and recreational opportunities."</i></p>
<p><i>Future Land Use Plan</i></p>	<p><i>The Union 422 / I-376 desired land use arrangement consists of a mix of Light Industrial, Office, and Commercial. It is recommended that the commercial businesses and light industrial uses have a "campus like feel."</i></p>



Union 422/I-376 Corridor Conceptual Sketch

Key Design Concept: Commercial

<i>Location</i>	State Street	 <p>Offer neighborhood-serving commercial retail</p>
<i>Need</i>	Neighborhood-serving retail to existing neighborhoods nearby	
<i>Structures</i>	Commercial buildings should be oriented to State Street.	
<i>Design</i>	Any heavy industrial use should be setback fifty (50) feet from the greenway.	

Key Design Concept: Office

<i>Location</i>	Wilson Road	 <p>Design office buildings at residential scale</p>
<i>Need</i>	Offer office space, as this is currently a building type that the Township does not offer.	
<i>Structures</i>	Office buildings should be designed at a residential scale near Wilson Road so they compliment the nearby residences.	
<i>Design</i>	Maintain a landscaped buffer along highway. Create a passive park with trail loop and orient views of new buildings to passive park.	



Key Design Concept: Industrial

<i>Location</i>	Wilson Road, Frenz Drive, Sampson Street.	 <p>5 Develop new light industrial/warehousing</p>
<i>Need</i>	Industrial uses should offer flex space, as this is currently a building type that the County does not offer.	
<i>Structures</i>	Orient new buildings to views and passive park.	
<i>Design</i>	Buildings could also be designed to look one story but offer two stories inside, which is currently in demand. Light Industrial Development along Sampson Street should be set back with the actual industrial use designed in the back of the property with administration offices in front.	

Implementation Strategy

An implementation strategy has been developed for the New Castle Rail Corridor, as shown in *Table 4.3E: Union 422/I-376I Corridor Implementation Strategy*. The recommendations contained within are designed to implement the vision for the Corridor as outlined in the conceptual drawings located at the end of this Chapter.

Table 4.3E: Union 422/I-376 Corridor Implementation Strategies

Re-align the Wilson Road, State Street, and Frenz Drive intersection

--Work with PennDOT and the Southwest Pennsylvania Commission (SPC) to get this project included on the next Transportation Improvement Program (TIP)

<i>Responsible Party</i>	Union Township, Lawrence County Planning Department
<i>Potential Partners</i>	PennDOT District 11
<i>Funding Strategy</i>	Southwest Pennsylvania Commission's (SPC): Transportation Improvement Program (TIP)

Develop a gateway at the entrance to the Corridor: The intersection of Wilson Road, State Street, and Frenz Drive

--The gateway should include a sign as well as landscaping to improve the aesthetics and welcome visitors to the Corridor

<i>Responsible Party</i>	Union Township
<i>Potential Partners</i>	Lawrence County
<i>Funding Strategy</i>	PennDOT's: Transportation Enhancements (TE) program

Create a passive park with a trail loop that connects to the Union Area Middle/High School

--Work with private developers to either donate or develop a passive area within the Corridor that can be used by tenants as open space

--Develop a trail network that connects the Corridor to the school

<i>Responsible Party</i>	Union Township
<i>Potential Partners</i>	Lawrence County Planning Department, Union Area School District
<i>Funding Strategy</i>	Department of Conservation and Natural Resources (DCNR), Federal Safe Routes to School Program



Maintain landscaped buffer along the highway

*--Update the Union Township Zoning Ordinance to include buffer requirements along major roadways
 --Union Township Planning Commission should require future developers to preserve the natural areas within the Corridor during the site plan review/approval process*

<i>Responsible Party</i>	Union Township, Private Developers
<i>Potential Partners</i>	Lawrence County Planning Department
<i>Funding Strategy</i>	Department of Community and Economic Development's (DCED): Land Use Planning and Technical Assistance Program (LUPTAP)

Buffer loading and storage areas from nearby homes

-- Union Township Planning Commission should ensure that all site plans are complete with visual buffers/screening of loading and storage areas from the nearby residential areas

<i>Responsible Party</i>	Union Township Planning Commission, Private Developers
<i>Potential Partners</i>	Lawrence County Planning Department
<i>Funding Strategy</i>	N/A

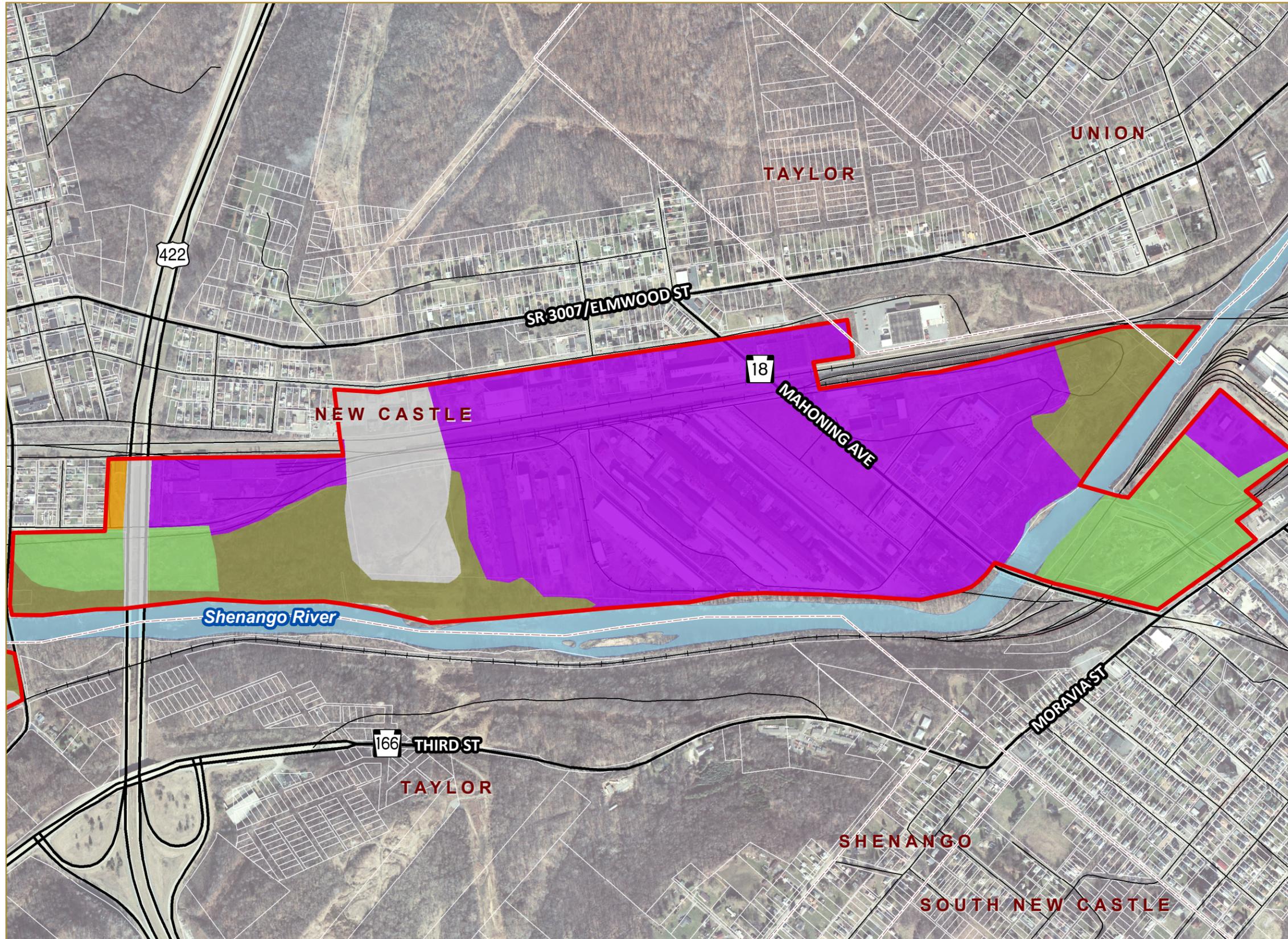
Offer neighborhood serving retail, design office buildings that are residential in scale, offer industrial flex space, and develop new light industrial / warehousing

*--Consider newer flex/manufacturing buildings between 200,000 to 300,000 square feet. These structures should be able to accommodate a condo-tenant approach allowing for segments of 50,000 to 150,000 square feet per tenant
 --Focus on smaller development footprints with shovel ready sites to accommodate a mix of flex A/B office along with some light manufacturing operations
 --Establish a marketing campaign for the Corridor, using information contained within this plan, aimed at real estate agencies and private developers to demonstrate the need for higher end industrial flex space in Lawrence County*

<i>Responsible Party</i>	Lawrence County Economic Development Corporation (LCEDC)
<i>Potential Partners</i>	Lawrence County Planning Department, Lawrence County Chamber of Commerce, Real Estate Agencies, Union Township
<i>Funding Strategy</i>	Private Developers, Lawrence County Economic Development Corporation (LCEDC)



Map 4.1A: New Castle Rail Corridor Existing Land Use

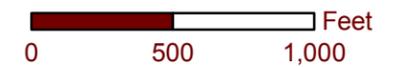


Legend

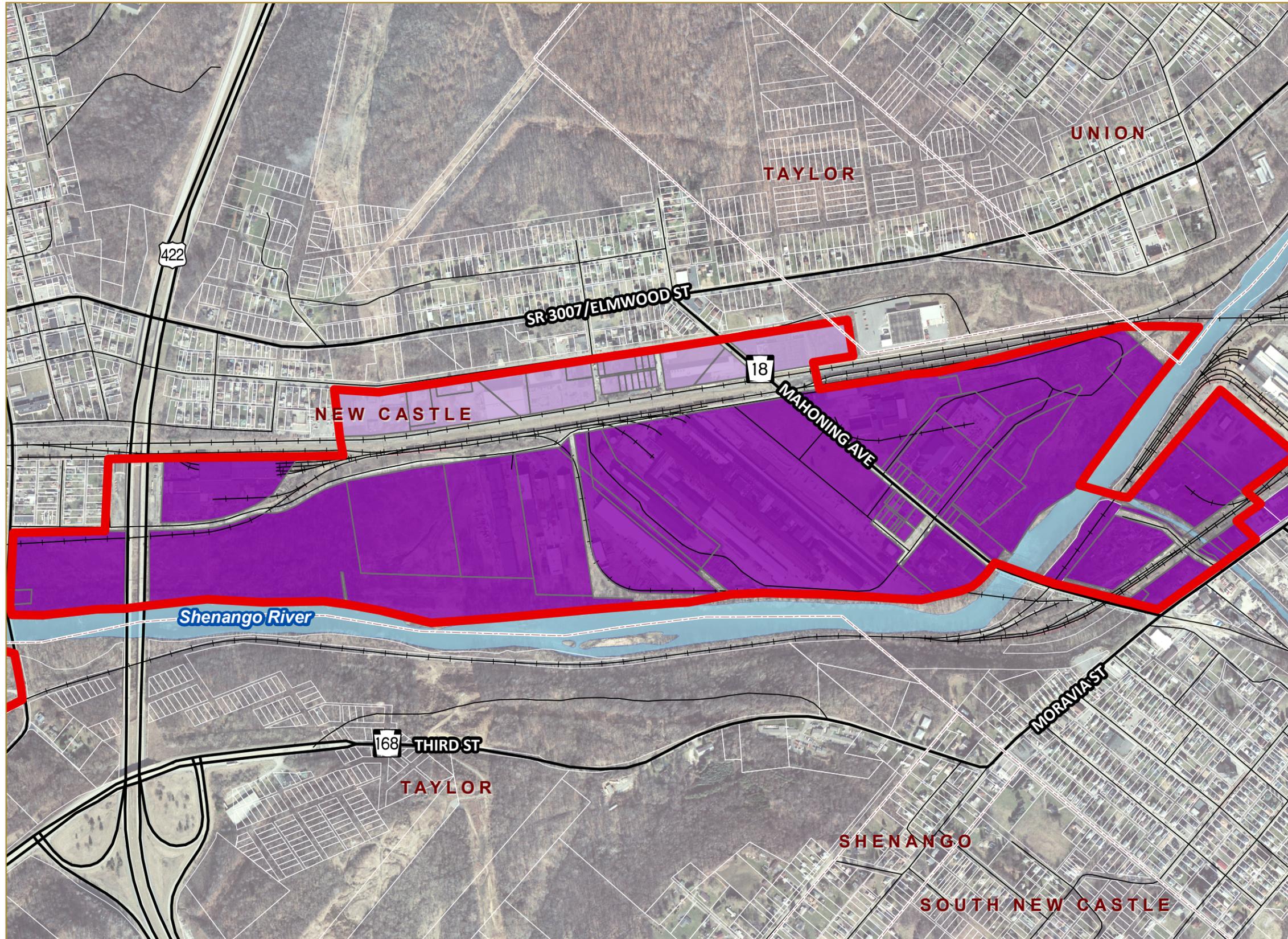
- Municipal Boundary
- Waterway
- Major Roadway
- Local Road
- Active Rail Line
- High Priority Site

Existing Land Use

- Open Space
- Wooded Open Space
- Industrial
- Medium Density Residential
- Urban Built-Up



Data Source: Lawrence County Planning Department.

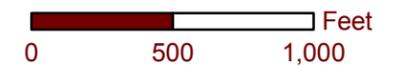


Legend

- Municipal Boundary
- Waterway
- Major Roadway
- Local Road
- Active Rail Line
- Parcels
- High Priority Site

Zoning District

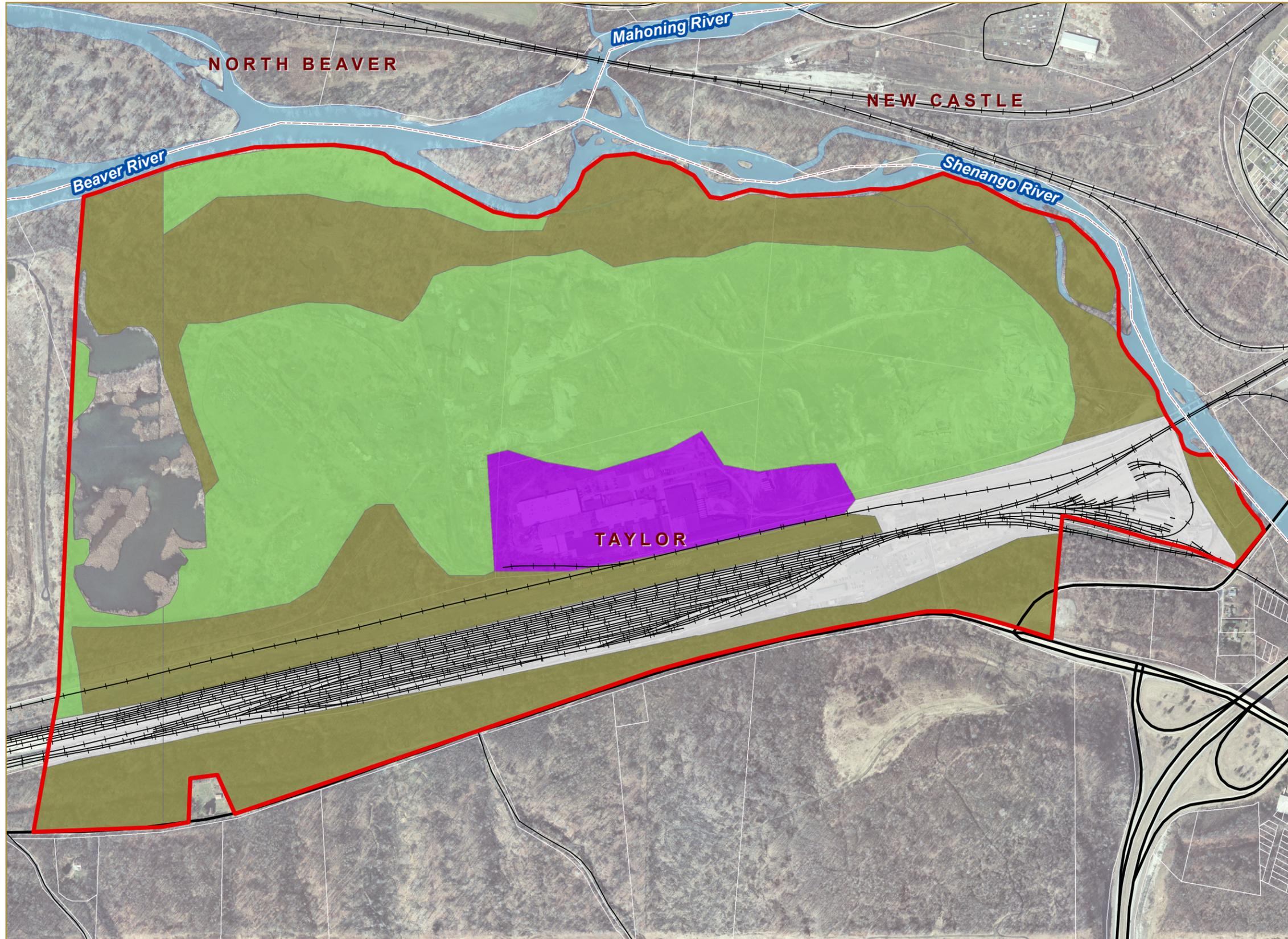
- Light Industrial (M-1)
- Heavy Industrial (M-2)



Data Source: Lawrence County Planning Department.



Map 4.2A: Taylor Rail Corridor (North) Existing Land Use



Legend

- Municipal Boundary
- Waterway
- Major Roadway
- Local Road
- Active Rail Line
- High Priority Site

Existing Land Use

- Open Space
- Wooded Open Space
- Industrial
- Urban Built-Up

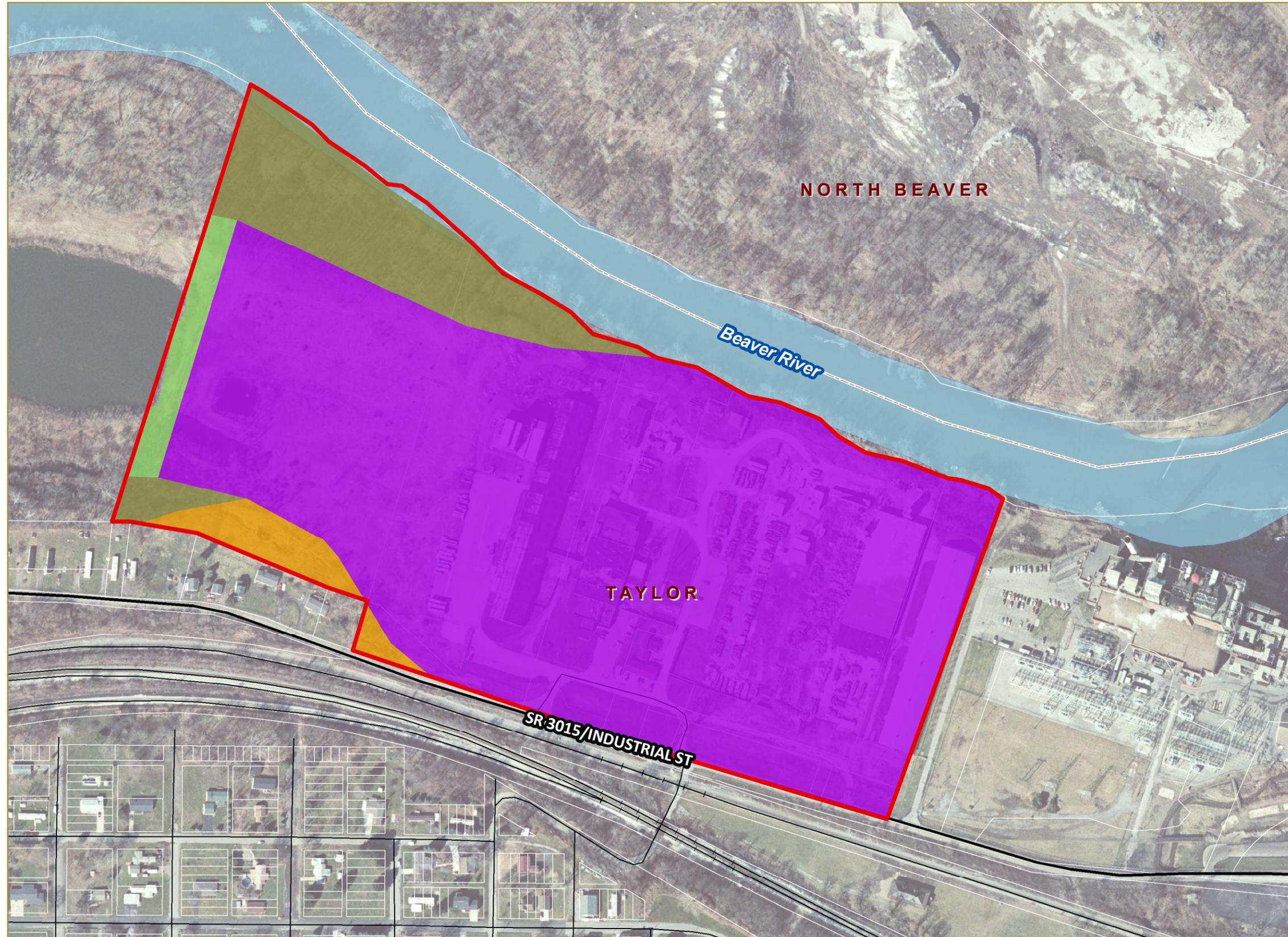


0 500 1,000 Feet

Data Source: Lawrence County Planning Department.



Map 4.2B: Taylor Rail Corridor (South) Existing Land Use

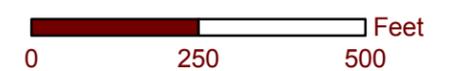


Legend

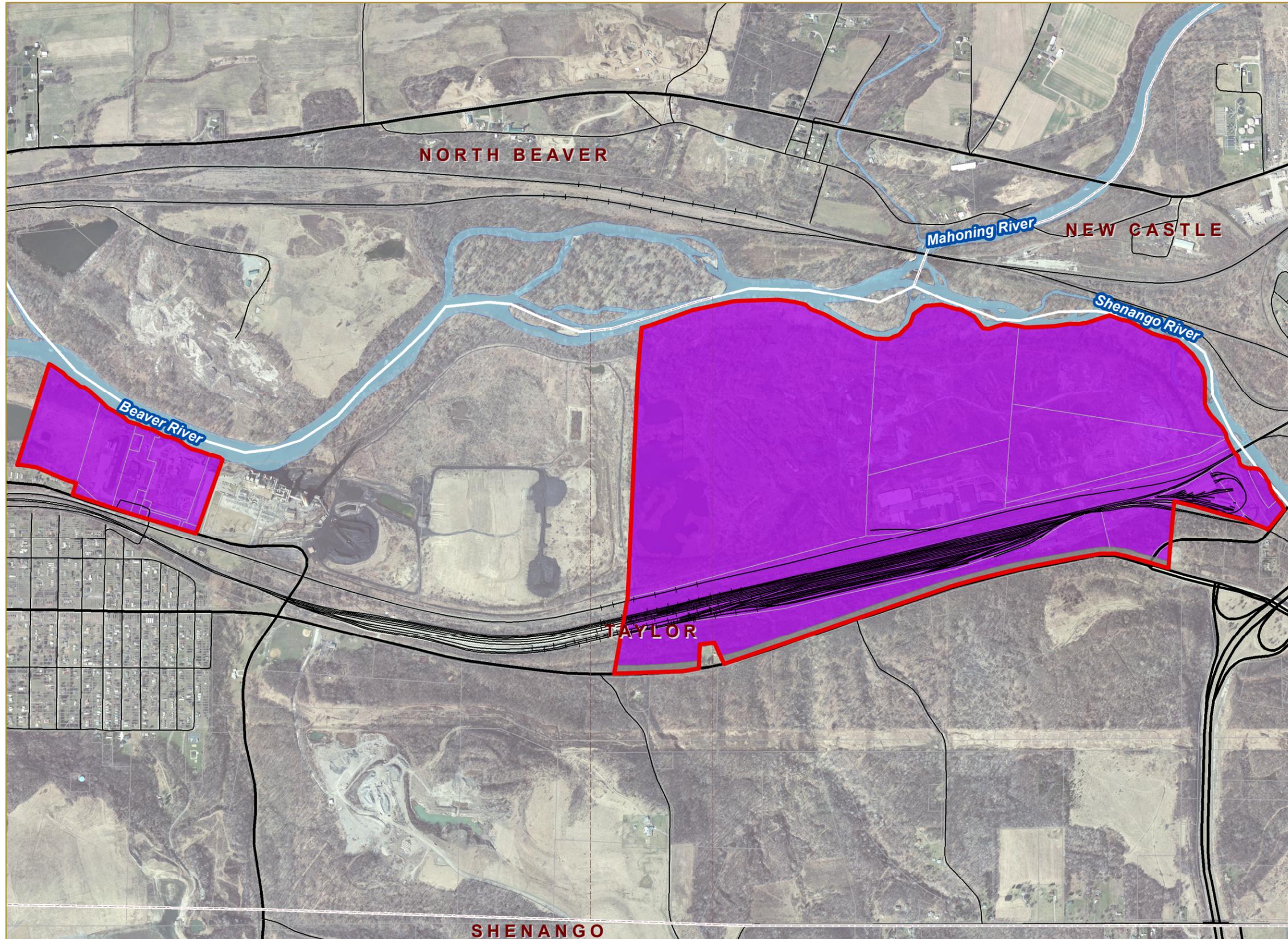
- Municipal Boundary
- Waterway
- Major Roadway
- Local Road
- Active Rail Line
- High Priority Site

Existing Land Use

- Open Space
- Wooded Open Space
- Medium Density Residential
- Industrial



Data Source: Lawrence County Planning Department.



Legend

- Municipal Boundary
- Waterway
- Major Roadway
- Local Road
- Active Rail Line
- Parcels
- High Priority Site
- Zoning District**
 - Industrial (I)

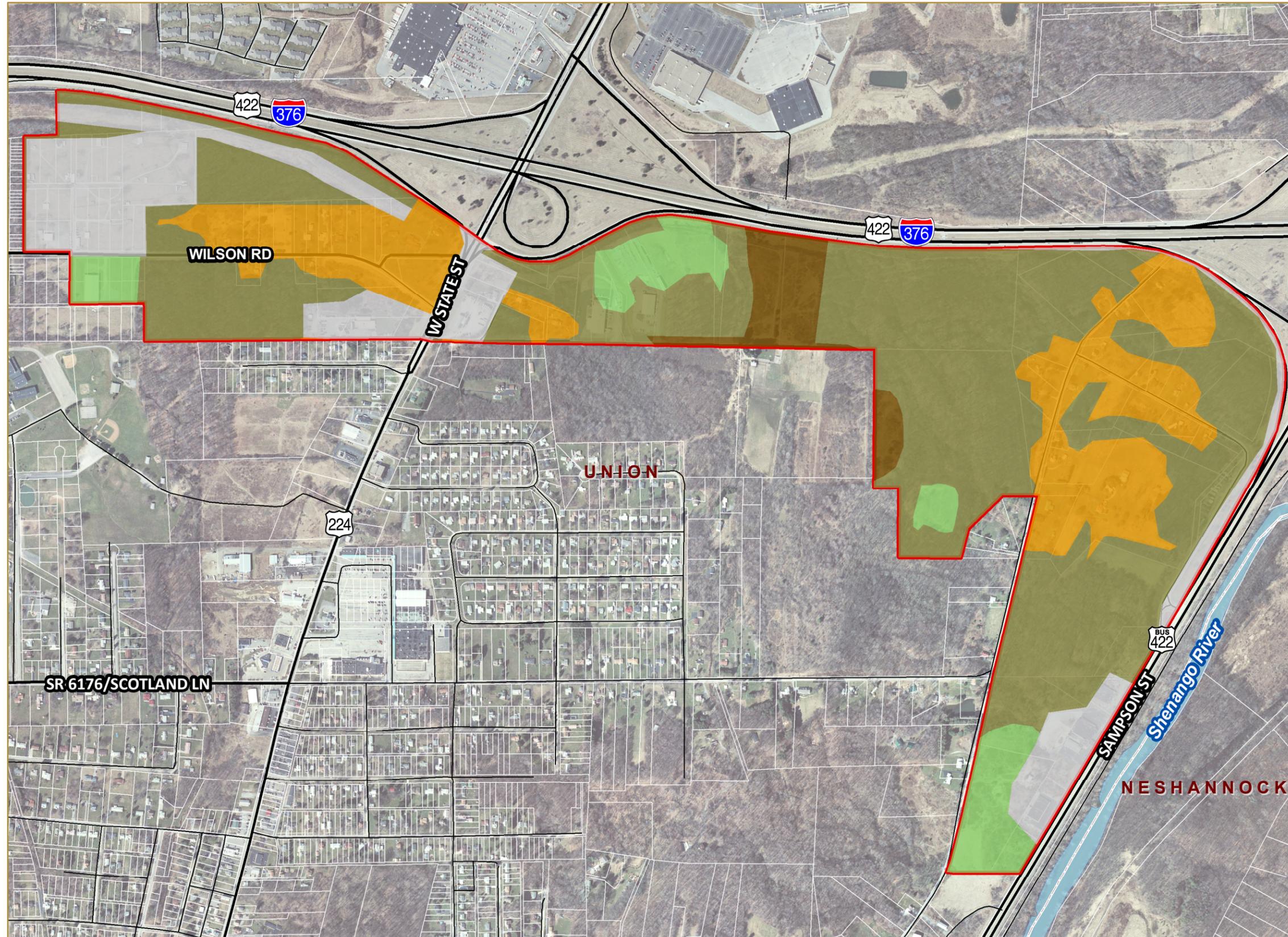


0 500 1,000 1,500 2,000 Feet

Data Source: Lawrence County Planning Department.



Map 4.3A: Union US 422 / I-376 Existing Land Use

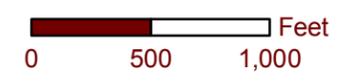


Legend

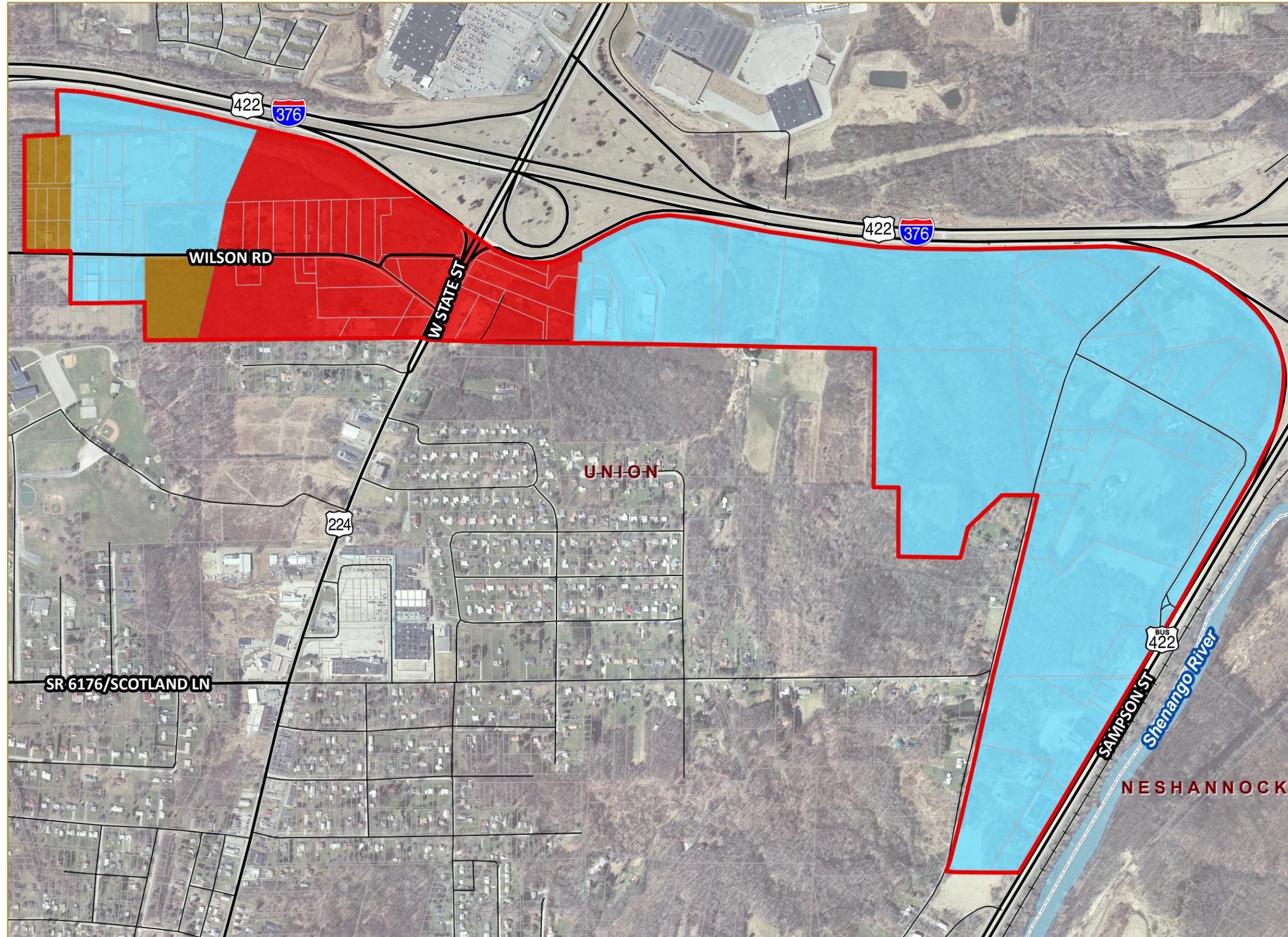
- Municipal Boundary
- Waterway
- Major Roadway
- Local Road
- Active Rail Line
- High Priority Site

Existing Land Use

- Agricultural
- Open Space
- Wooded Open Space
- Medium Density Residential
- Industrial
- Urban Built-Up



Data Source: Lawrence County Planning Department.

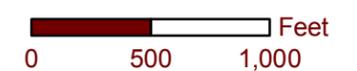


Legend

- Municipal Boundary
- Waterway
- Major Roadway
- Local Road
- Active Rail Line
- Parcels
- High Priority Site

Zoning District

- Central Commercial (CC)
- Light Industrial (LI)
- Multi-Family Residential (MF)



Data Source: Lawrence County Planning Department.



Site Ranking Form

Site Identification Form:

Site Location Information	
Site Name	_____
Site Address	_____

Municipality	_____
School District:	_____

Site Ownership Information

	Name	Parcel ID #s	Owner Contact Info.	Size	Key Anchor
1					
2					
3					
4					
5					
6					
7					

A. Owner Participation and Site Description

1 Anticipated Level of Key Anchor Owner Interest in Participating Site Revitalization Process (Circle One):					
	Don't Know	Definitely None	Potentially Some	Very Interested	
	0	-10	10	20	
1a. Number of Owners		>5 0	3-4 5	1-2 10	
1b. Name of Most Interested:					
1c. Name of Least Interested					
2 (circle one):	Site Size <60 acres	61 to 100 acres	101 to 200 acres	201 to 300 acres	>300 acres
	5	10	15	20	25
3 Current Site Land Use:					
Current Use consistent with highest best Use				Yes	No
				5	15
4 Existing Structures Present(#, type, size, condition)? :					
	none/varies	yes - poor	yes good		
	10	-5	20		
5 Historical Land Use (e.g., metals manufacturing, gasoline station, etc.): (0-10)					

B. Economic Development Potential

6 KOZ, KIZ, KOEZ?	Yes	No		
	20	0		
7 Enterprise Zone?	Yes	No		
	20	0		
8 Included in more than one zone (from questions 6 & 7)				
	yes	no		
	10	0		
9 Site Zoning (circle one):				
Agricultural	Residential	Institutional	Commercial	Industrial
0	0	5	10	15

10 Surrounding Area (circle all that apply):				
Agricultural 0	Residential 0	Institutional 5	Commercial 10	Industrial 15
11 Availability of Public Utilities (gas, water, electric, sewage) (Circle One):				
Gas	On-Site 40	<1/4 mile 20	>1/4 mile or don't know 0	Limited Capacity -10
Electric	On-Site 40	<1/4 mile 20	>1/4 mile or don't know 0	Limited Capacity -10
Water	On-Site 40	<1/4 mile 20	>1/4 mile or don't know 0	Limited Capacity -10
Sewage	On-Site 40	<1/4 mile 20	>1/4 mile or don't know 0	Limited Capacity -10
12 Access to Major Roadways:				
<1/4 mile 20	1/4 to 2 miles 10	2 miles to 5 miles 5	>5 miles 0	
13 Rail Access:	On-site 15	<1/4 mile 10	1/4 to 1 mile 5	>1 mile 0
14 Level of Private Developer Interest				
Very Much 20	Some 10	None -10	Don't Know 0	
15 Level of Municipal Interest in Development				
Very Much 20	Some 10	None -10	Don't Know 0	
16 Level of Public Interest in Development				
Very Much 10	Some 5	None -10	Don't Know 0	
17 Additional Comments: (0-10)				

C. Environmental Factors

18 Known or Suspected Release of Hazardous Substance at Site? If yes, please describe (owner name & issue):	Yes 5	No 10	Don't Know 0
19 Known or Suspected Release of Petroleum Substance? If yes, please describe (owner name & issue):	Yes 5	No 10	Don't Know 0
20 Any Involvement with Site by (permits, cleanup actions, etc.)? If yes, please describe:	Yes 10	No 0	Don't Know 0
21 Proximity of Surface Water Features (e.g., wetlands, streams, rivers, lakes):			
On-site/adjacent 0	<1/4 mile 5	1/4 to 1 mile 10	>1 mile 15
22 Topography Flat (<10%) 10	Slight (11-24%) 5	Steep (>25%) -5	
23 Additional Comments:			



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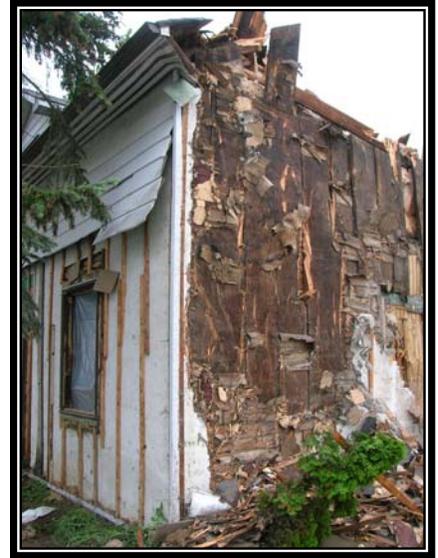
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Example of an Architectural Salvage Program

AURORA'S ARCHITECTURAL SALVAGE PROGRAM



A PROJECT BY:
THE HERITAGE ADVISORY COMMITTEE OF AURORA





Aurora Architectural Salvage Program

Background

While a principle objective of heritage conservation is the preservation of heritage resources, occasionally, due to various reasons it is not possible to preserve a resource on site.

The recent changes to the Ontario Heritage Act, passed on April 28, 2005, which gives municipalities the ability to prevent the demolition of heritage resources under the Act should help to limit the number of buildings that are demolished in Aurora.

The Provincial Policy Statement, which sets the policy foundation for regulating the development and use of land, should also assist the municipality to protect heritage resources through section 2.6.1 which states that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved”.

Occasionally, however, there will be circumstances such as new road construction or widening, etc., where it is not possible to preserve a heritage resource on its original site, and where applications for demolition are received.

By establishing a clear, objective policy for addressing such circumstances, the Heritage Advisory Committee of Aurora can be certain that all possible options for retention of a resource have been exhausted prior to issuance of a demolition permit, and that if a demolition permit is issued, the resource will be adequately documented, made available for salvage and commemorated where appropriate.

Purpose

The purpose of Aurora’s Architectural Salvage Program is to encourage the conservation of Aurora’s architectural heritage by identifying, salvaging, and managing the adaptive re-use of heritage materials from buildings proposed for demolition.

Objectives

The underlying objectives of Aurora’s Architectural Salvage Program are:

1. To develop a process for salvaging heritage building materials from properties proposed for demolition
2. To consider options for encouraging property owners to donate salvageable materials to the Town of Aurora and to discourage them from disposing of the materials in local landfills.

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Aurora Architectural Salvage Program

3. To develop a program for the re-use of heritage building materials in the possession of the Town of Aurora.
4. To ensure the salvaged heritage building materials are distributed in a fair and consistent manner.

Preferred Preservation

The purpose of salvaging heritage building materials is to preserve portions or features of buildings or structures which have significant historical, architectural, or cultural value to the Town of Aurora and divert them from the landfill. Please note that the Aurora Architectural Salvage Program is a last resort only after the following options have been considered by the Town of Aurora and the property owner:

1. Retention of entire or part of the heritage building on the original site.
2. Relocation of entire or part of the heritage building to a different site.

Criteria for Salvage Material

Should no acceptable alternatives to demolition of the heritage property exist, then the property owner will allow the Town of Aurora to photo-document the building's exterior and interior. The property owner will then be requested to salvage whole or part of their heritage building and donate it to the Town of Aurora, should it meet the following criteria:

1. The building has heritage value to the Town of Aurora; that is, it has historical, cultural or architectural significance.
2. The building has elements that are suitable for re-use in other buildings. Material should not be irreparably damaged or infested. Suitable elements include (but are not limited to):
 - Window sashes and panes
 - Doors, interior and exterior
 - Interior trim and wainscoting, baseboards, casings, corner base blocks, brackets, columns, crown, chair & picture rails
 - Timber framing and beams
 - Wooden exterior cladding – vertical and horizontal planks, logs
 - Floorboards
 - Exterior trim, columns, posts, finials, barge boards, corbels, eaves, brackets, dentil moldings & gingerbread
 - Hardware

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Aurora Architectural Salvage Program

- Fireplaces
 - Fences and gates
 - Shutters
 - Light fixtures
 - Historic brick, slate, marble, granite
 - Signage
 - Railings, balusters, spindles, columns, posts
 - Tin ceiling tiles
3. The cost of dismantling, transporting, and storing the material should not be prohibitive to the Town of Aurora or the property owner.

Transportation and Storage of Salvage Material

The donor of the property to be demolished is responsible for the removal of the salvaged material before or during the demolition process, and its transportation to the appropriate storage facility. In necessary, the Town of Aurora can arrange for the removal of the salvaged material to the appropriate storage facility.

Inventory of Salvage Material

An inventory listing all salvaged heritage building material will be available from the Heritage Advisory Committee of Aurora, or the Community Planner. The inventory will list the each item in storage, with a brief description, including dimensions and material of each item, as well as a photograph. Each item in the inventory will also be assigned a collection number.

When items are removed from the inventory, the list will be updated in a reasonable amount of time.

Distribution of Salvaged Material

The material salvaged from heritage buildings will be distributed by the Town of Aurora through a set process. Priority will be given to applicants who plan to use the materials on designated property (under Part IV or Part V of the Ontario Heritage Act). The following process will be used to distribute all salvaged in the Town of Aurora's possession.

1. A brief application form will be filled out by the owner of the property which the salvaged materials will be used for. Application forms will be available from the Planning Department at Aurora Town Hall.

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Aurora Architectural Salvage Program

2. Applicants will be required to briefly describe the project, its location, and where the salvaged materials will be used. A site plan showing the salvaged heritage materials in relation to new/original materials is encouraged.
3. Owners of designated property (under Part IV and Part V of the Ontario Heritage Act) who will be using the salvaged material *on the designated property* will be exempt from all fees. Other applicants are welcome to apply, but will be required to pay for their requested materials. Prices for items will be set at the discretion of the Community Planner and Heritage Advisory Committee of Aurora. All monies received from Aurora's Architectural Salvage Program will be directed back to the Heritage Advisory Committee of Aurora for use in heritage education, promotion and events.
4. Applications are submitted to the Community Planner, who presents them to the Heritage Advisory Committee of Aurora for approval. The criteria for evaluating applications will be as follows:
 - Priority will be given to owners of designated property (under Part IV and Part V of the Ontario Heritage Act) who will be using the salvaged material *on the designated property*.
 - The use of the salvaged heritage materials will be used in a context or manner which enhances or compliments its heritage value
 - The salvaged heritage materials will preferably remain in Aurora, or surrounding region.
 - Demonstrated financial need on behalf of the applicant may also be considered.
5. Applicants will be notified by mail by the Heritage Advisory Committee of Aurora, or the Community Planner. Successful applicants will be required to sign an agreement with the Town of Aurora that outlines the recipient's responsibilities. Once the agreement has been signed, the applicant may arrange to pick up the specified building materials.

Responsibilities of the Recipient

Recipients are responsible for the following:

1. Transportation of the heritage material from the Town of Aurora's storage facility.

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Aurora Architectural Salvage Program

2. All costs associated with the project.
3. Using the materials in the manner approved by the Heritage Advisory Committee of Aurora.
4. Appropriate care and preservation of the salvaged heritage materials once installed in the project.

Conclusion

Aurora's Architectural Salvage Program recognizes the inevitability of change, and provides a last resort tool for the preservation of heritage building elements, and diversion of waste to local landfills. Without a strategy to identify, salvage and re-use heritage buildings proposed for demolition, these historical, cultural and architectural connections to Aurora's past would be lost forever.

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Aurora Architectural Salvage Program

Salvage Program Cataloguing System

Doors (D)

- Interior (D-I)
- Exterior (D-E)

Hardware (H)

- Interior (H-I)
- Exterior (H-E)

Windows (W)

- Sash (W-S)
- Casement (W-C)
- Stained/Coloured Glass (W-SG)
- Shutters (W-SH)

Fireplaces (FP)

Floorboards (FB)

Fencing (F)

- Gates (F-G)

Timber (T)

- Framing (T-F)
- Beams (T-B)

Stairway Systems (SS)

- Railings (SS-R)
- Balusters (SS-B)

- Posts/Columns (SS-P)

Trim (TR)

- Interior (TR-I)
- Exterior (TR-E)

Light fixtures (L)

Exterior Cladding (EC)

- Wooden (EC-W)
- Brick (EC-B)
- Stone (includes slate, marble, granite, cut stone, limestone) (EC-S)

Signage (S)

Ceiling (C)

- Tin (C-T)
- Wood (C-W)

I.e. Catalogue # D-I-1106-1 = Door, Interior, catalogued in November 2006, first in series

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Aurora Architectural Salvage Program

Inventory Sheet Sample

Catalogue number: D-I-1106-1
Item Description: Door, interior, 4 panels
Date of Inventory: November 29, 2006
Date of Delivery: November 28, 2006
Location in Storage: West wall, north half
Dimensions: 2'6 wide x 7'0 high 1 ¾ thick
Materials: Wood - oak
Original Location: 111 Wellington Street East, Aurora
Previous Owners: Pine Ridge School Board
Original Owners: Seth Burnham
Historical Notes: Seth Burnham built a one room schoolhouse in 1848 on Leslie Street. The building was moved to 111 Wellington Street East in 1958 and used as office space by the Pine Ridge School Board. It was converted into a residence in 1976, and demolished on November 27, 2006.
Photograph Number: DI001

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