

A Vibrant Tomorrow

*Planning the community's next decade
of positive, coordinated growth*

**South Fayette Township's
2012 Comprehensive Plan**

Volume I

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“Before everything else; getting ready is the secret of success.”

Henry Ford



South Fayette’s residents, businesses and leaders are committed to the philosophy of preparation. As a result, the community offers its residents **affordable** public services, **distinct** suburban and rural character as well as a **notable** quality of life. Over the past decade, growth in the Township has continued: foremost, its population increase, a 17.5% between 2000 and 2010. As the community’s growth and development continues, so does the appreciation for its quietude and knowing your neighbors. The way in which these valued assets can remain at the forefront of the Township’s identity. Evidenced through this planning process, the community of South Fayette provides its residents and businesses many advantages and opportunities. The Township Comprehensive Plan builds on these attributes to present a series of recommendations aimed to ensure the continued desirability of living, working and playing in South Fayette.

Comprehensive Plan Volume I: Growth Management

includes three Parts:

- Part One: Core Strategies for Action
- Part Two: Community Trends
- Part Three: Supporting Background Information (Appendix)

Comprehensive Plan Volume II: Actions for Implementation

summarizes the Plan’s key recommendations and primary stakeholders for seeing these actions through.



Introduction

This Comprehensive Plan represents a milestone in South Fayette’s history. The reasons are two-fold: the community evaluated what its long-term growth, commonly referred to as “build-out,” could be. Uniquely, this assessment is not based on projections from past population trends but from the capacity that the land has in concert with the Township enacted policies. Build-out is going to take many, many decades – in fact, there is no specific timeframe established; what is most important to consider is that long beyond this Comprehensive Plan and many other updates to it, policies and plans established will over time shape the community’s character and quality of life.

*In order to help develop a successful strategy for community and economic development, public input was gathered and analyses were completed. In determining trends current community and economic development environment in the Township, a number of key planning factors emerged all of which focused on one thing: **maintaining and/or enhancing the quality of life in South Fayette.***

In turn, as part of the build-out assessment, several significant technical models were conceived and performed to determine potential demands: land use, transportation and infrastructure. Furthermore, the traditional components of the Comprehensive Plan have been pursued with a policy-changing Act 209 Transportation Study. Using information from these models, Part One of the Comprehensive Plan summarizes the Township’s policies and plans with respect to future growth and development. Within this discussion, an overview of preferred direction, or vision, is outlined

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followed by a series of strategies for realizing the vision. To continue strengthening South Fayette's livability and to achieve the community's goals, several key actions must occur.

All in all, the Comprehensive Plan's recommendations are based on dialogue, public outreach and technical analyses completed as part of this planning process. The actions outline preferred directions to implement the Comprehensive Plan's goals. "Piecemeal" implementation could result in confusion, inappropriate development or potential challenges. Key recommendations, identified as Core Actions, outlined as part of this Plan incorporate opportunities for planning, policy development, enhanced operations, capital improvements as well as collaboration. The Township Planning Commission should update the status and priority of these Core Actions annually and should include them in the Planning Commission's Annual Report.

A Common Belief

Plan participants, representing a broad spectrum of interests, identified several common themes that are relative to the positive trends the municipality possesses and on which it can capitalize. When asked to sum up their overall feelings towards South Fayette Township (more

specifically, “Why do you live in South Fayette Township?”), the overwhelming response was “because of the quality of the school district.” Residents generally feel that the quality and reputation of the school district is perhaps the strongest selling point for new residents moving to South Fayette Township and for keeping residents here. Many participants themselves are products of the South Fayette Township school system, and several have children or relatives currently being schooled in the system. Residents are pleased with the good reputation of the School District and its continued efforts to improve and be competitive with other area school districts.

The geographic location of the Township is also considered to be a positive quality of South Fayette Township. It is in proximity to Downtown Pittsburgh and other regional cities as well as regional-scale shopping centers without having to deal with their traffic. Also, the Township has easy access to interstates, as well as the Pittsburgh International Airport.

South Fayette Township has been referenced as a “well-guarded secret in western Pennsylvania.” Whether a life-long citizen of South Fayette Township or a newer resident raising a family, many agree the community’s overall rural and family-based atmosphere is considered to be one of the Township’s most endearing and attractive

qualities. Residents are appreciative of South Fayette’s quiet, family-oriented character that comes with a rural community, and residents agree that South Fayette Township is a considerably safe community found to be a good location to raise a family and develop long-term friendships. The agricultural presence, or “country” atmosphere, coupled with a rich history and a variety of incomes and traditional neighborhoods represented throughout the community, dispels the homogeneous-type community atmosphere that can easily be found in surrounding communities. As part of the Comprehensive Plan discussions, these characteristics are believed to be at the heart of the good value of an investment in South Fayette Township.

Comprehensive Plan Goals

Whether playing a game, building a house or planning for growth, there is a set of goals for any endeavor. The Comprehensive Plan goals were refined throughout the planning process to ensure that desires were matched with the realities of the community’s capacity to see them through. These goals include:

- ❖ Promote development which respects existing land use patterns and conserves sensitive natural resources.

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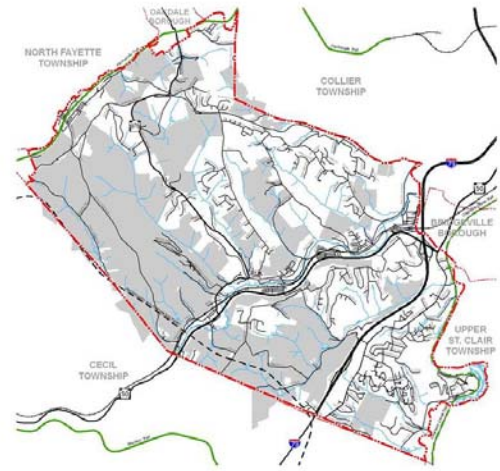
- ❖ Encourage a continued diversity of housing types to support long-term residency.
- ❖ Coordinate expansion of municipal services and staff concurrent with community growth.
- ❖ Cooperate with local and regional entities to improve the aesthetics, functionality and safety of the community's key transportation corridors.
- ❖ Develop a community-wide trail system which links residents to recreation in the Township and beyond its borders.
- ❖ Maintain the community's appeal, attractiveness and quality of life with respect to land use, civic amenities and environmental resources.
- ❖ Balance development impacts relative to municipal and school district revenues, costs and services.
- ❖ Pursue short-term planning and policy initiatives in context of their long-term potential.

Overall Planning Recommendations

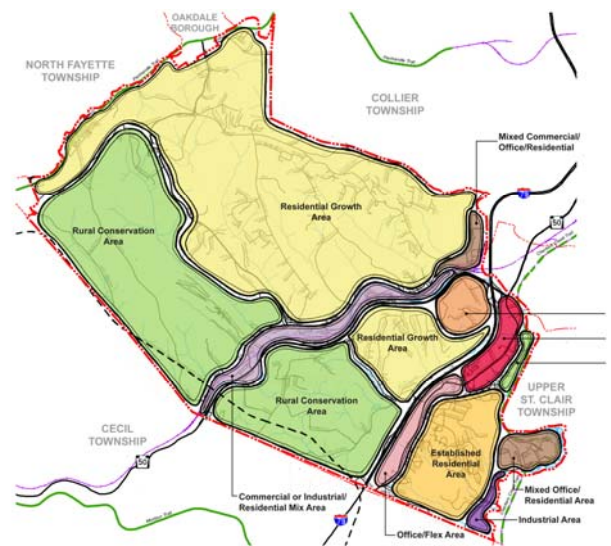
The Comprehensive Plan’s recommendations are highlighted in four topics: future land use and housing, infrastructure and energy resources, transportation and civic amenities. These recommendations consider what the effect of future development could be in context of today and at build-out. While each of these topics is an important discussion in its own right, their collective effect will shape how everyday Township life interfaces with development, desired conservation of natural resources and its overall community character.

Future Land Use and Housing

Land use and housing assumptions were made based on population, permitting and development trends, input from a community-wide survey, citizen participation and potential build-out/development scenarios under current zoning. Based upon current land characteristics and policies, there is capacity at build-out for an additional 20,000 residents within the Township. While most would agree that South Fayette’s population may never reach that number, the land capacity and policies in place provide the opportunity for such. The Future Land Use map depicts the potential Future Land Use for South Fayette Township. Included in this map are areas designated for Residential Growth, Rural



As of 2010, about 6,000 acres in the Township were undeveloped or classified as open space.



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Conservation, Mixed Office / Commercial / Residential, Mixed Commercial / Industrial / Residential, Office / Residential, Office / Community Services / Local Commercial, Local Commercial Area, Rural Residential, Office / Flex, Industrial, and Established Residential.

Residential Growth Area

Residential Growth land use includes single family, town homes/duplexes, and multi-family housing. Located along the north / northwest portion of the Township, as well as land areas situated between Route 50 and I-79, this land use designation makes up approximately 40% of the total Township. The larger piece of land, currently largely residential, agricultural, and open space, lends itself to residential development due to easy accessibility to a majority of the major thoroughfares, as well as the already established roadway network. The smaller piece of land nearer the center of the Township is easily accessible to a potential town center and also currently contains a useful established utilities infrastructure.

Rural Conservation, Rural Residential

Two blocks of land along the Southwest border of the Township are designated as a Rural Conservation Area, while one small piece of land at the west of the Township would exist as Rural Residential. These pieces of land are currently

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largely established as agricultural, residential, wooded or open space. The limited development that has taken place within this area, combined with the topographical conditions, makes it best suited for minimal future development and/or conservation land.

Mixed- Commercial or Industrial / Residential

The land along the Route 50 corridor contains great value by virtue of its accessibility and high traffic volume. The accessibility makes for a prime location for commercial, industrial developments, and also for higher-density (multi-family) residential uses. Also, by combining these three types of uses together, an increase in potential for attracting people interested in living, working, and shopping exists all without needing to travel great distances.

Mixed-Office / Commercial / Residential

Land near the junction of Route 50 and I-79 is some of the most commercially valuable land within the Township, given the amount of visibility afforded from the busy thoroughfares. By combining Office, Commercial, and Residential land uses within this space, a wide variety of development types are available, ensuring that potentially valuable land does not go wasted. This land use may also attract commuters looking for a place to live with easy direct access to I-79.

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Mixed-Office / Community Services / Local Commercial

Located directly adjacent to the Route 50 / I-79 interchange, Office / Community Services / Local Commercial could provide for an easily accessible Town Center. By centralizing all Community Services (Municipal Building, Police, Community Center, EMS), and combining with office space and Local Commercial (largely, smaller, locally-owned, non-franchised) uses a diverse central point for the Township could be defined.

Local Commercial

Concentrating the commercial uses primarily in one area, along Washington Pike in this case, defines the consumer experience to one central location and bolsters the overall traffic and visibility to all commercial businesses.

Office / Flex

Office / Flex land use combines primarily office space along with potentially some medical or other special uses. Similar to Local Commercial, this land use would be located along Washington Pike, where the existing vehicular circulation infrastructure would provide easy access to the major roadways in the Township. By locating this relatively quiet '9-5' land use adjacent to Existing Residential Development and Rural Development,

the risk of conflicts between the two land uses is minimal.

Established Residential

This land use, Established Residential, is exactly as its name suggests, a large block of land, near the southeast corner of the Township, that has become successfully established as residential use. The area is primarily single-family, with some multi-family uses near its center. Because of how well this area works, along with the existing functional infrastructure, it is suggested that no major modifications take place within this land use.

Mixed-Office / Residential

At the far eastern edge of the Township, where the currently-vacant Mayview Hospital facilities exist, there lies potential for mixed office and residential space. Existing, although aged, utilities and vehicular circulation infrastructures are present, and the proximity to Chartiers Creek provides an inviting environment for combined uses of office space and residential development.

Industrial

Industrial land use currently exists successfully at the southeastern corner of the Township, along Chartiers Creek. Due to the viability of this land for industrial space, such land uses should be encouraged to continue.

Transportation

In addition to understanding how the Township's land use patterns may ultimately change with continued growth, the Comprehensive Plan considered growth impacts on the community's transportation network. Recommendations for the roadway network emerge in context of the Act 209 evaluation completed concurrently with the Comprehensive Plan. Both build-out and the future year 2030 were considered as part of the planning efforts. The Act 209 study involved:

- ❖ Appointment of a transportation impact fee advisory committee (TIFAC) and designation of the geographic areas of the municipality that will be subject to the transportation impact fee ordinance by resolution of the Board of Commissioners
- ❖ Meeting minutes prepared by the TIFAC
- ❖ Development and adoption of a land use assumptions report (LUAR) for the Township and its designated geographic areas, called transportation service areas (TSA's), which together with existing development are the subject of the roadway sufficiency analysis and development of a transportation capital improvements plan (CIP).
- ❖ Completion and approval of a roadway sufficiency analysis for the TSA's, identifying traffic deficiencies and needed improvements

attributable to existing traffic, future traffic not originating from the service areas (i.e., pass-through traffic), and future traffic originating from new development within the service areas for preferred levels of service in terms of desired traffic operations during the designated peak-hour of study.

Historic data research and presentation, basic permitting and land use trend analysis, and future land use assumptions based on community consensus were all considered. Population and land use data were collected from South Fayette Township, the Southwestern Pennsylvania Commission, and the United States Census Bureau. Current land use data are based on South Fayette Township GIS database updates as of September 2009 and field verified for accuracy. Basic trend analysis and land use assessments were developed in partnership between South Fayette Township officials and employees, consultants, and members of the Comprehensive Plan Steering Committee and members of the Traffic Impact Fee Advisory Committee.

A full copy of the Act 209 Study and recommendations is included in Part Three.

Infrastructure and Energy Resources

The third component of ensuring that coordinated growth, whether in the coming decade or beyond, occurs within South Fayette is to proactively address infrastructure. A detailed infrastructure capacity model and in-depth analysis was created in context of the calculated build-out population. The following summary presents the type and extent of improvements necessary to accommodate the potential additional infrastructure demand which build-out conditions would produce. The complete in-depth Infrastructure Assessment is included in Part Three.

Oakdale Lift Station Tributary Interceptor

To accommodate potential additional infrastructure demand without surcharging the interceptor sewer, the entire sewer interceptor would need to be increased in size. The approximate lengths and sizes of sewer required are as follows: 1,700 LF of 48" sewer, 3,700 LF of 36" sewer, 800 LF of 30" sewer, 6,400 LF of 27" sewer, 1,900 LF of 24" sewer

Thoms Run Interceptor

This sewer receives flow from both within South Fayette and North Fayette Townships. Based on this evaluation, no improvements are needed to

accommodate potential additional infrastructure demands.

Sygan Hollow Interceptor

To accommodate potential additional infrastructure demand without surcharging the interceptor sewer, most of the sewer interceptor would need to be increased in size. The approximate lengths and sizes of sewer required are as follows: 1,350 LF of 18" sewer, 3,700 LF of 15" sewer, 3,400 LF of 12" sewer.

Morgan Hollow Interceptor

To accommodate potential additional infrastructure demand without surcharging the interceptor sewer, the entire sewer interceptor would need to be increased in size. The approximate lengths and sizes of sewer required are as follows: 650 LF of 15" sewer, 1,500 LF of 12" sewer.

Dolphin Run Interceptor

Based on this evaluation, no improvements are needed to accommodate potential additional infrastructure demands.

Fishing Run Interceptor

To accommodate potential additional infrastructure demand without surcharging the interceptor sewer, the entire sewer interceptor would need to be

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increased in size. The approximate lengths and sizes of sewer required are as follows: 10,000 LF of 18" sewer, 800 LF of 15" sewer, 3,000 LF of 12" sewer.

Millers Run Interceptor

This sewer receives flow from the Sygan Hollow, Morgan Hollow, Dolphin Run, Fishing Run Interceptors as well as from adjacent sewer subshed areas. To accommodate potential additional infrastructure demand without surcharging the interceptor sewer, the entire sewer interceptor would need to be increased in size. The approximate lengths and sizes of sewer required are as follows: 8,900 LF of 42" sewer, 8,700 LF of 36" sewer, 1,300 LF of 30" sewer, 4,250 LF of 24" sewer, 2,500 LF of 18" sewer, 400 LF of 15" sewer.

Unnamed Tributary to Coal Run Interceptor (between Bowman Rd. and Alpine Rd.)

To accommodate potential additional infrastructure demand without surcharging the interceptor sewer, the entire sewer interceptor would need to be increased in size. The approximate lengths and sizes of sewer required are as follows: 4,600 LF of 15" sewer.

Unnamed Tributary to Coal Run Interceptor
(Alpine Rd.)

To accommodate potential additional infrastructure demand without surcharging the interceptor sewer, the entire sewer interceptor would need to be increased in size. The approximate lengths and sizes of sewer required are as follows: 3,200 LF of 10" sewer.

Coal Run Interceptor

To accommodate potential additional infrastructure demand without surcharging the interceptor sewer, the entire sewer interceptor would need to be increased in size. The approximate lengths and sizes of sewer required are as follows: 3,100 LF of 21" sewer, 10,100 LF of 18" sewer, 400 LF of 12" sewer.

Energy Resources

South Fayette Township has been at times at the center of the Western Pennsylvania oil and natural gas discussion. Dialogue has focused on a broad community desire to control the locations and types activity associated with the industry. Minimizing unwanted impacts on quality of life, residential patterns as well as ensuring opportunities for other types of future non-residential development are of utmost importance to the overall community.

Civic Amenities Plan

The Civic Amenities Plan is an overall depiction of the public places (places of worship, cemeteries, places of education, as well as public administration and health/safety facilities) available within the community. The future quantity, location and service areas of these facilities are highly dependent upon the population and the patterns of land use. As the population increases or the land use patterns shift, it may become necessary to re-evaluate the types and locations of services that are provided as well as the means of funding such civic improvements or enhancements.

Trails

Based on information gathered, the lack of pedestrian connections between neighborhoods, commercial areas and other recreation facilities was noted as an untapped opportunity. One item that may largely define a unified network for pedestrian access is the natural topography and conservation corridors within the community. By utilizing areas that are already designated for limited development and/or not viable for development due to slopes or proximity to waterways/wetlands. A clearly defined system of pedestrian-oriented paths (including trails, bike lanes, bikeways and conservation easements)

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could enable residents to safely bike, run or walk throughout South Fayette Township.

Where opportunities exist, the communities should explore the feasibility of strategically incorporating conservation easements into future subdivisions/land developments where practical. Through this process, the community can turn its share-the-road routes (designated in the short-term) into a distinctive system inter-connecting residential, non-residential and institutional uses. Concurrently, the Township may want to evaluate the feasibility of amending its ordinances to ensure that pedestrian facilities such as sidewalks, bike paths or other such publicly accessible easements are incorporated into future development.

In addition to several trail/greenway links, cooperative effort trails are a unique opportunity for the Township. In developing these types of trails, the Township should work with the utility companies to address any security issues that may be present. Several examples of these types of relationships exist and could be used as guides in successfully completing this joint project.

Community Gateways

Gateways establish a unique identity for communities and provide memorable visual icons. Whether through signage, special landscaping, or another common element, gateway designs

should complement the character and quality of South Fayette Township's other amenities. To further build community pride, publicly service-oriented groups, such as Boy Scouts, garden clubs, etc., could help design, construct and/or maintain the various gateways. Potential major gateways are primarily located along arterial roads and the I-79 interchange. Minor gateways are generally proposed at the intersections of collector roads and the Townships' boundaries.

Public Facilities and Recreation Areas

The extent and quality of municipal services and community-oriented facilities contribute to the communities' perception of "livability." The Civic Amenities Plan identifies Township municipal administrative buildings, facilities geared toward protecting public safety, places of worships, open spaces and recreation facilities. To ensure that the continued level of civic outreach can be maintained as the Townships' populations expand, South Fayette Township should periodically evaluate and plan for the expansion of these types of facilities as necessary.

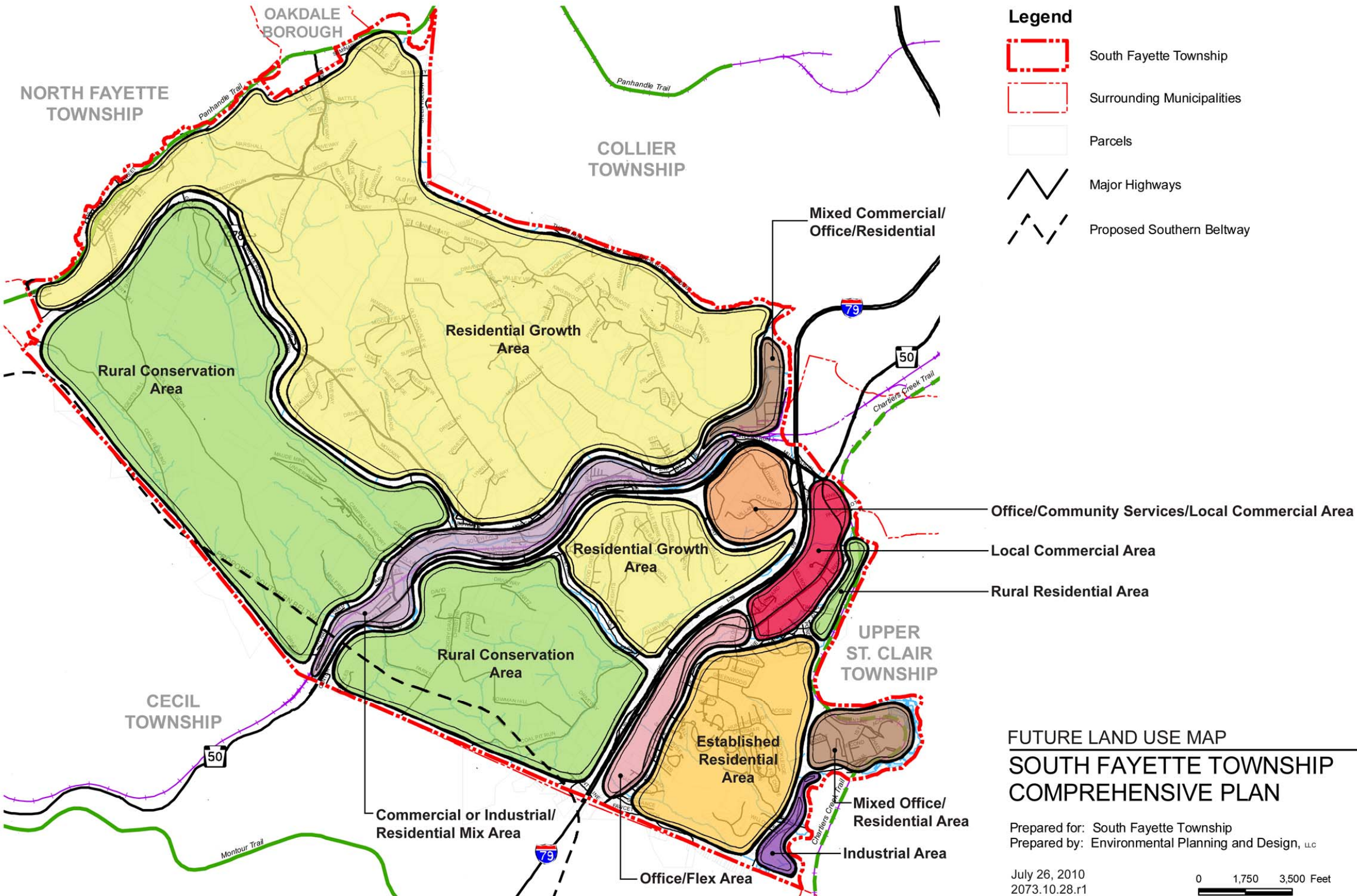
Rather than define specific private properties that could be suitable for future park use, the Civic Amenities Plan focuses on Township-controlled parcels. One example includes land near the I-79 interchange and Route 50, which is designated as the South Fayette Civic Center. Throughout the

coming years, the Township should continue to collaborate with developers to expand this network. Expansion and enhancement of park and recreation facilities should be made in context of the Township's Comprehensive Parks, Recreation and Open Space Plan.

Education

The residents of South Fayette Township are aware of the benefits of quality within public schools, as well as the costs associated with maintaining a high standard for schools. As the Township's school-age population continues to grow it will be important for Township leadership and residents to proactively work with the school district to plan for adequate facilities and educational opportunities as well as to identify ways that school facilities can be shared for athletic and special events where practical.

The South Fayette Township Library, located at the Township Building, is another important facility not only for the collections and distribution of information and resources but for community activities. The facility serves as a meeting spot for all age groups and for many community groups conducting regular meetings as well as special events.



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Core Strategies

To ensure the community's vibrancy today continues on through the coming decade, a series of recommendations have been created. The recommendations are the essential strategies for the community to reach its long-term goals set out as part of this Comprehensive Plan process. While build-out is a consideration, these strategies should be pursued over the next decade to ensure the impacts of continued growth are shaped in the way the community desired.

Overall Community Planning

- ❖ Promote the development of a conceptual plan and update related provisions/guidelines for the western PED land in the Township. Meet with landowners to cooperatively evaluate the trade-offs of different land use scenarios.
- ❖ Encourage more frequent, formalized discussions between the Township and the South Fayette School District to track physical and fiscal impacts of population growth on both entities.
- ❖ Evaluate all planning and capital improvements efforts in context of "How does this project uphold or enhance the quality of life in South Fayette?"

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- ❖ Promote semi-annual events that join older residents and school-aged children/families together in exploring something past and present that is interesting about the community.
- ❖ Continue promoting a diverse residential housing stock that complements established neighborhood development, responds to various price/age interests.
- ❖ Support non-residential development and redevelopment in concert with balanced transportation and infrastructure improvements.

Zoning and Subdivision Ordinances

- ❖ Require applicants to map and calculate associated resources applicable to designated Natural Infrastructure Corridor criteria.
- ❖ Update the equation for developable area, open space and pedestrian circulation systems and document on a plan.
- ❖ Create incentives for developers for redevelopment in targeted near-term growth areas.
- ❖ Target strategic underutilized areas along Washington Pike concurrent to roadway improvements.

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- ❖ Expand Planning Commission involvement by requiring conceptual plan review prior to subdivision and/or land development application.
- ❖ Adopt design guidelines to shape safety and improvement of the Township's various roadway corridors.
- ❖ Revise land use regulations and/or introduce ordinance process diagrams in a manner that makes the regulations easily navigable by users.

Operations and Capital Improvements

- ❖ Develop a community-wide walking and bicycle trail system which can be financed through a combination of municipal capital improvements and private-sector development.
- ❖ Promote community-wide pedestrian connection to the South Fayette Township Civic Center
- ❖ Construct a unified Township-wide wayfinding/gateway system.
- ❖ Prepare and update budget estimates for the capital improvement projects suggested by the Comprehensive Plan.

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- ❖ Provide annual updates to the Township's capital improvement program in anticipation of upcoming Comprehensive Plan actions.

Governmental Collaboration

- ❖ Establish a procedure to insure continuous and on-going coordination with respect to the long-range planning efforts of South Fayette Township.
- ❖ Create a Communications Diagram and Responsibilities Matrix to facilitate communication and cooperation between the Township's Board of Supervisors, the Planning Commission, the Municipal Staff, the general public as well as the Municipal Authority, School District and Allegheny County.
- ❖ Define a proactive agenda with neighboring communities and public agencies to coordinate "developments/redevelopment of regional impact" that may adversely affect the Township's traffic network.

South Fayette Township appeals to many – young, old, individuals, families. The issues and opportunities which emerge as part of this appeal are predominately related to community growth, civic amenities, commercial development, traffic control and taxes and government control. Part Two highlights these attributes in context of completed analysis and feedback received throughout the process including key person interviews, public meetings and a community-wide opinion survey. Following the key issues and opportunities discussion, detailed findings of the completed build-out analysis are provided.

Key Issues and Opportunities

Community Growth

As South Fayette Township continues to increase its population, residents agree that efforts need to be made in order to continue to provide the same quality, if not better, of service to citizens while still remaining a competitive and attractive community throughout the region. It has been suggested on numerous occasions during the planning effort that commercial growth and residential growth should remain tied to their existing areas throughout the Township. This pattern is aimed at avoiding any new commercial centers disrupting the character of the more rural areas of the Township.

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With a growing population, it was also consistently noted that opportunities need to be provided throughout the Township for designated public open spaces and recreation areas. Many are currently satisfied with the level of sports leagues and organized recreation opportunities offered, but caution that a growing population will stress the current system, so a plan for expanded opportunities should be taken into consideration. Currently, many of the sports organizations within the Township use a combination of the sports facilities offered at the schools, as there are few opportunities to use other facilities. Additionally, it is important to continue and expand non-sports community activities (such as the Easter Egg Hunt, Halloween Parade and Light Up Night) that appeal to residents of all ages, as they are already successful and well-done activities for the community. A variety of summer time recreation opportunities is also important to those interviewed, and specialized education and recreation opportunities (such as an environmental or agricultural learning camp) were suggested as opportunities that could fit seamlessly into the natural culture and character of South Fayette.

While there is generally support of the current residential growth levels within the community, others are cautious in pointing out that a great increase in the number of residents in the area will

raise school taxes and Township taxes in general; therefore, housing developments should be limited in number to avoid a “too much too soon” effect. It is important to recognize the impact that incoming new “commuter” residents would have on the current residents of the Township, and so considerations should be made to ensure that South Fayette Township remains an appealing and preferred community to its long-term residents.

Significant interest exists about bringing future development into South Fayette Township, but only if it is done responsibly and will not tarnish the character of the community.

Commercial Development

Although opinion varies among the community at large on what opportunities for revitalization efforts are, consistent goals and objectives for important. Significant interest exists about bringing future development into South Fayette Township, but only if it is done responsibly and will not tarnish the character of the community.

It is generally agreed upon that there is plenty of “room to grow” regarding development but that the location of further commercial development should occur in the areas where there is already commercial development, and it should not encroach further into the rural areas of the Township. Development along the new Route 50 loop could be considered a positive addition to the community, assuming that provisions are made for traffic increase in and around this area.

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Consideration for stores of all sizes, large and small, should continue to be evaluated and introduced in corresponding zoning districts. For trips to restaurants and large specialty stores (or “suburban” stores) like Target and Whole Foods, residents have to travel outside of the community; bringing in these types of stores in a responsible way could help to develop the tax base and encourage Township residents to shop within their own community. Additionally, mixing in areas for local growers and craftsmen to sell their goods within these more commercial areas will help to forge any gap between local agriculture and larger chain retail. A balance of commercial development and housing development will allow the community to reduce the stress of a rapidly increasing population on the school system and associated taxes.

Road Network

With the natural increase in population, as well as an anticipated increase in commercial development, road network issues (both current and foreseeable) need to be addressed in order for the Township to remain attractive to current and incoming residents. The new GetGo gas station along Washington Pike is an example often cited as an illustration of the importance of this issue. Additionally, as development is planned, future renovations to the existing roadways should

continue to be studied (such as increasing lane numbers, width, turning lanes, etc.) especially in relationship to the Plan's Act 209 findings.

Civic Amenities

With growth, there is need for increased civic development throughout the Township. Continued interest in realizing the benefits of a civic/community center should be encouraged. Improvements and expansion to the existing library should also be considered to assure the size and programs offered by the library keep up with the increasing demand by a growing community. Additionally, further improvements and enhancements to the existing park system and facilities would be welcome aspect of civic life as well as the development of a more comprehensive park and open space network with the addition of public accessible open spaces distributed throughout the Township so that residents do not have to drive so far to get to a recreation facility.

During the Comprehensive planning process, civic amenities such as a senior center and a community garden were discussed as the types of features that exist in nearby communities that may also be well-served in South Fayette Township. Although the number of overall amenities that exist may seem low when compared to surrounding

communities, residents expressed they are generally satisfied with the current care and quality of the existing facilities and generally supportive of the expansion of these facilities to match the growing population of the Township.

The limited comprehensive sidewalk and pedestrian network within the Township provides the opportunity to include sidewalks in all new development as well as to “retrofit” older developments to accommodate pedestrian circulation and connections. Because of the open rural nature of parts of the Township, motorists in these areas often have a tendency to drive too fast to make walking safe; incorporating sidewalks and buffers could potentially increase pedestrian and bicycle circulation in the more rural areas. Although different in character, nearby Mount Lebanon is often cited as an example of a local community in which pedestrian and bicycle circulation (especially amongst children) is successfully achieved. Upper St. Clair is taking initiatives to retrofit sidewalks into existing neighborhoods.

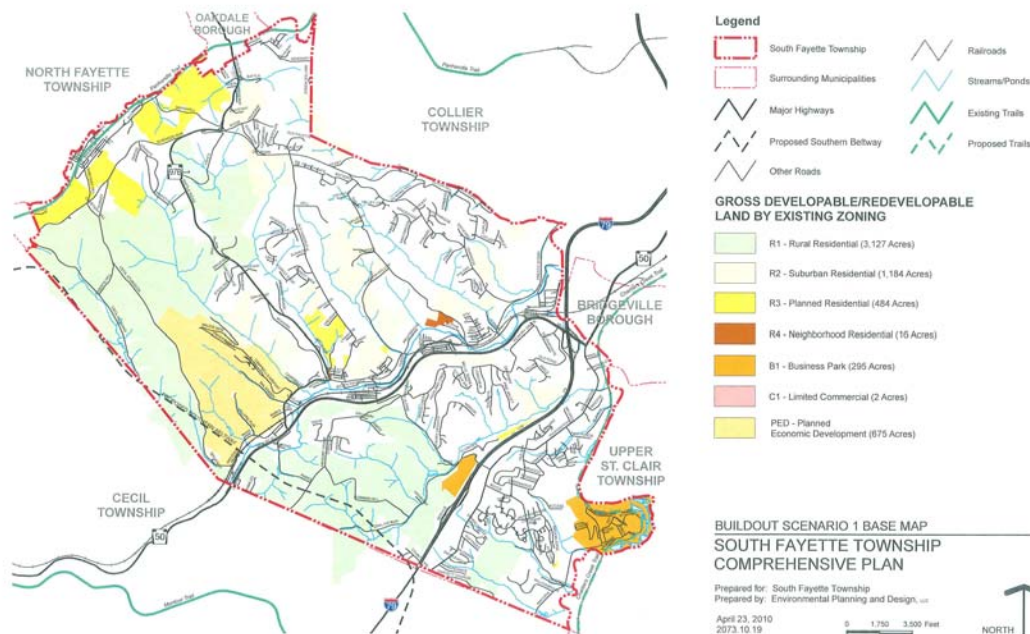
Taxes and Government Control

Among the residential population, opinions on taxes and the municipal government from key persons were not as clear-cut as those regarding the future development of the Township. While most residents feel that the taxes are too high in

South Fayette, they all seem to realize that having a high-quality community with a reputable school system comes at a price. In order to keep the dialogue moving forward in a positive direction, the community could develop and “everyday man’s guide” to explain exactly where taxes are going. This helps establish justification if and/or when tax increases are being made for the right reasons.

Comprehensive Plan Build-Out Analysis

The build-out analysis was a fundamental tool used in this planning process to determine the capacity of potential growth of the Township. Available land for development or redevelopment and the zoning district in which it resides is used as the starting point. Factors that limit the amount



of land that can be developed such as floodplains, the Township's open space requirement and infrastructure are considered as part of the analysis.

Saleable area was determined using GIS analysis of agricultural, woodland, and re-developable areas. Utilizing Plan Advisory Team and Township staff input, these areas were defined as part of the build out analysis scenario to best reflect potential long-term development opportunities.

Developable area was then calculated based on a series of resource and planning considerations. The zoning ordinance requires the subtraction of floodplains, wetlands, and the Township's open space requirement from the total saleable area. Space typically needed for infrastructure, such as roads and utilities, has also been removed from the developable area using an average ratio of 15% commonly applied to broader-scale planning initiatives. The non-residential zoned areas are not required to have any open space dedication according to the Township's ordinances.

Township-wide Analysis

Table 1: Overall Acreage Adjustments

Chart #1: Overall Acreage Adjustments

	A	B	C	D	E	F	G	H	I
	Gross Saleable Area (acres)	Floodplains & Wetlands (acres)	Saleable Area (acres) [=A-B]	Open Space Dedication (Subdivision Ord. percent)	Open Space Requirement (acres) [=C x D]	Remaining Saleable Area (acres) [=C-E]	Infrastructure Area Adjustment Factor ^e	Infrastructure Area [=F x G]	Developable Area (acres) [=F-H]
R1	3,247	128	3,119	10%	312	2,807	15%	421	2,386
R2	1,240	58	1,181	10%	118	1,063	15%	159	904
R3	496	13	484	10%	48	435	15%	65	370
R4	17	2	16	10%	2	14	15%	2	12
B1	295	115	180		0	180	15%	27	153
C1	2	1	2		0	2	15%	0	1
PED	697	191	506		0	506	15%	76	430
C2 ⁱ	5	5	0		0	0			
<i>Total^l</i>	6,000		5,488		480	5,008		751	4,257

Steep slopes were not removed as part of the calculation determining developable area. According to the Township's zoning ordinance, portions of steep slope areas may not be disturbed; however, they may be included within developable area as they do not impact any initial density calculations.

Key Impacts of the Township-wide Analysis

Within most zoning districts, developable area is approximately 75% of the saleable land. The areas zoned B1 are significantly less than this percentage because of the large amount of floodplains in these areas.

A VIBRANT TOMORROW |

Residential growth accounts for over 80% of the total developable area in the Township.

Nearly 80% of all non-residential developable area is in the PED zoning district.

Community residential growth could potentially increase by two and a half times if full build out is realized. A breakdown of this calculation for residential and non-residential patterns follows.

Residential Analysis Process

The residential analysis calculates potential impacts of future development by considering the increases in additional:

- dwelling units;
- residents;
- number of new school-aged students; and
- infrastructure demands.

The permissible density for future residential development is based on the density allowed by the zoning ordinance for each zoning district.

PED's permissible density for residential development is uniform across all types of development.

Table 2: Potential Residential Impacts

Chart #2: Potential Residential Impacts

	A	B	C	D	E	F	G
	Developable Area (acres) [as calculated on chart #1]	Permissible Density (DUs per acre)	Additional Dwelling Units (Total DUs) [=A/B]	Additional Overall Population ^b [=C x avg. persons per household]	Additional Student-aged Population ^c [=C x avg. students per household]	Additional GPD Infrastructure Demand ^d [=C x 100 GPD]	Additional Average Daily Trips [=C x rate per development type]
R1	2,386	0.51	4,725	11,292	1,890	1,129,159	40,444
R2	904	0.46	1,968	4,704	787	470,435	18,429
R3	370	0.24	1,535	3,670	614	366,957	13,787
R4	12	0.14	87	207	35	20,694	910
B1							
C1							
PED	86	1.00	86	205.611	34	20,561	905
C2 ⁱ							
<i>Total^j</i>	<i>3,758</i>		<i>8,401</i>	<i>20,078</i>	<i>3,360</i>	<i>2,007,806</i>	<i>74,475</i>

Key Impacts of Residential Analysis

The greatest potential residential growth is projected to occur in the R1 residential districts. Although the permissible density for R1 residential is lower than other residential districts, the total R1 developable land is far greater than R2, R3, or R4 combined.

The highest potential for residential growth occurs in the western half of the Township because of the current zoning and the amount of undeveloped land. Residential development could be higher in this area of the Township if residential is included in new development in the PED zoning district.

Non-Residential Analysis Process

Non-residential impacts of future growth are based on projected floor area ratios (density assumption), infrastructure usage, and additional traffic generated as a result of development.

Density assumptions are the primary difference between two Options. Option A uses a density ratio similar to that of the Cranberry Woods Development (0.14) while Option B is based on a density ratio similar to that of the Abele Business Park (0.29). The range was identified for reference given the varying scale and types of development which have occurred within Western Pennsylvania. The additional GPD demand calculates additional sewage and water needs.

The GPD demand was calculated using International Building Code, PA code, and International Plumbing Code requirements. The average daily trips are based on Institute of Transportation Engineers' standards.

Table 3: Potential Non-Residential Impacts

Chart #3: Potential Non-Residential Impacts

	Option A					Option B			
	A	B	C	D	E	F	G	H	I
	Developable Area (acres) [as calculated on chart #1]	Density Assumption (Floor Area Ratio) ^a	Developable Square Footage [=A x B x 43,560]	+ GPD Infrastructure Demand [=C x rate per dev. type]	+ Average Daily Trips [=C x rate per dev. type]	Density Assumption (Floor Area Ratio) ^h	Developable Square Footage [=A x F]	+ GPD Infrastructure Demand ^k [=G x rate per dev. type]	+ Average Daily Trips [=G x rate per dev. type]
R1									
R2									
R3									
R4									
B1	153	0.14	934,869	171,081	8,513	0.29	1,936,515	354,382	14,913
C1	1	0.14	9,020	1,651	1,422	0.29	18,683	3,419	2,282
PED	344	0.14	2,098,578	220,351	27,354	0.29	4,347,054	456,441	46,450
C2 ⁱ									
Total ^j	499		3,042,467	393,082	37,289		6,302,253	814,242	63,645

Key Impacts of Non-Residential Analysis

Option B's ratio produces twice the additional development of that in Option A. The density assumption ultimately impacts the amount of traffic generated and water needed for future non-residential development. Traffic is measured by average daily trips; each time a person leaves a location it is considered one trip.

The largest potential non-residential growth is likely to occur in the Planned Economic Development District (PED). The potential development in this district is 2½ times greater than B-1. This is not surprising because of the large amount of land zoned for PED that is currently undeveloped.

The potential growth for areas zoned as PED could vary significantly because of the large amount of uses allowed (college campus, residential, offices, etc.)

The only potential C1 development occurs in the northwestern area of the Township. The majority of potential R3 development also occurs in this area.

Existing Transportation Network

Roadway Sufficiency Analysis, as well as an inventory of physical and operational characteristics of the existing Township transportation system required for the completion of the Roadway Sufficiency Analysis, was completed.

Roadway Characteristics

The South Fayette Township roadway system consists primarily of two-lane, undivided roadways with the exception of Route 50 and Washington Pike. Existing average daily traffic (ADT) volumes were collected on several of the main roadways within the Township. Major regional access to/from the Township is provided via I-78, Route 50, and Washington Pike (S.R. 3003).

The roadway network, including both roadway segments and intersections, constitutes the transportation roadway network analyzed pursuant to Act 209 Study. The operating characteristics of each of the major study roadways are summarized in Table 4.

Table 4: Existing Transportation Network Summary

Roadway	Class	Ownership	Posted Speed Limit (mph)
Washington Pike (S.R. 3003)	Urban Minor Arterial	State	35
Route 50 (S.R. 0050)	Urban Principal Arterial	State	40-55
Millers Run Road (S.R. 3026)	Urban Collector Street	State	35
Union Avenue Extension (S.R. 0978)	Urban Collector Street	State	35
Battle Ridge Road (S.R. 0978)	Urban Collector Street	State	40-45
Robinson Run Road (S.R. 3024)	Urban Collector Street	State	40
Boyce Road (S.R. 3006)	Urban Collector Street	State	35
Presto-Sygan Road (S.R. 3028)	Urban Collector Street	State	25
I-78 NB Ramp (S.R. 8003)	Urban Principal Arterial	State	45
I-78 SB Ramp (S.R. 8003)	Urban Principal Arterial	State	45

Existing Transportation Conditions

The evaluation of the existing transportation network is based on the physical (i.e., intersection geometry, lane usage, etc.) and operational (i.e., traffic control, traffic volumes, signal timing/phasing) characteristics of the study intersections and roadways during the weekday afternoon peak hour. Weekday afternoon peak hour was selected as the basis of this Roadway Sufficiency Analysis due to the mix of anticipated residential and commercial development, which typically have a shared peak during the weekday afternoon peak hour.

Infrastructure

An evaluation of the available existing sanitary sewer capacity was completed to compare available capacity with the capacity necessary to accommodate additional sewage infrastructure demand. A series of sewershed zones were defined in conjunction with completed traffic analysis. The associated downstream sanitary sewers were the focus of this evaluation. The eastern portion of the Township, almost entirely developed at this time, anticipates that no additional sewage flow would be generated in these areas and study was not completed. The basis of this capacity analysis was the Allegheny County Sanitary Authority (ALCOSAN) provided

Chartiers Creek Planning Basin Hydraulic and Hydrologic (H&H) Model.

Background

To facilitate meeting the objectives of their Consent Decree with the Department of Justice, the Environmental Protection Agency and the Pennsylvania Department of Environmental Protection, ALCOSAN divided their service area into seven planning basins. The area in question for potential land development is located within the Chartiers Creek Planning Basin (CCPB), specifically South Fayette Township. One of ALCOSAN's objectives was to construct an H&H Model of certain portions of their service area that reasonably replicated existing sewer conveyance system conditions observed during an extensive flow monitoring program undertaken by the region in 2008.

Fortunately, the ALCOSAN H&H Model for the CCPB included a significant portion of the sewer system located downstream of the areas identified for potential future development, which became the basis for this analysis. However, since the provided H&H Model did not extend completely into the areas of interest, the model was extended through the use of GIS information as provided by the Client as follows. The map (within Part Three)

depicts the original H&H Model extents (purple lines), the areas where the model was extended (orange lines) and the remaining sanitary sewer lines not included in the model (green lines).

Flow monitoring data was available from the 2008 regional flow monitoring program for ALCOSAN's Basin Planner in development of this H&H Model.

Evaluation Methodology

The purpose of this evaluation is to determine available capacity, or lack thereof, in sanitary sewers located downstream of potential development areas. Typically during dry weather, sanitary sewer systems are more than capable of conveying observed sewage flows. However, during periods of wet weather, certain systems can become induced with an influx of flow that can cause basement backups and/or overtopping manholes.

Therefore, for this analysis, the ALCOSAN provided H&H Model, modified as described above, was simulated under certain wet weather design conditions. A 2-year, 24-hour SCS Type II design storm during a summer period and the same design storm return frequency utilizing a locally developed rainfall distribution during a winter period was utilized.

Sewage flow is made up of three components: 1) Base Wastewater Flow (BWFF), i.e. sewage; 2) Groundwater Infiltration (GWI); and 3) Rainfall Dependent Inflow/Infiltration (RDII). Throughout the year BWFF remains fairly constant while both GWI and RDII fluctuate seasonally. This seasonal fluctuation in GWI and RDII can have a significant impact on observed peak flow rates. Therefore, it is typical for any design storm analysis to be performed during both a winter and summer period to account for this fluctuation.

The existing sanitary sewer system was analyzed by estimating existing flows in areas where the model was extended based on meter data and relative sewershed sizes. Potential additional infrastructure impacts were then added to this model and the model was run to determine the impact of additional loading on the sewer systems.

Estimating Existing Flows

Because the ALCOSAN model and flow data were not prepared with the intent of analyzing sanitary sewers for future potential development, it is necessary to make some adjustments to the model and flow information. Specifically, in many cases the flow meters are placed such that they record flow from large sewersheds incorporating several smaller sewersheds. In some cases, in

order to analyze the sanitary sewer systems in a more discrete manner relative to potential development areas, it is necessary to divide flow logically into smaller sewersheds. This was done by comparing the aggregate quantity of inch-miles (diameter of pipes multiplied by length of pipe) in a given subshed with the total number of inch-miles in the meter sewershed. For instance, if a subshed contains 20 inch-miles of sewers and the entire sewershed contains 100 inch-miles of sewers, then it is reasonable to estimate that the subshed represents 20% of the total flow from the sewershed. Refer to Part Three – Estimates of Existing Sanitary Sewer Loading for Sewer Subsheds for a summary of the estimated flow percentages based on this methodology.

Estimating Additional Infrastructure Demand

The next task in completing this analysis is to add estimated additional infrastructure demand to the model to determine if existing pipes have capacity. The potential additional infrastructure demand from both potential residential and potential commercial/industrial development was estimated.

Refer to Part Three – Estimates of Potential Sanitary Sewer Infrastructure Demand for Sewer Subsheds for a summary of the potential additional infrastructure demands based on this methodology.

Evaluating Pipe Capacities

In order to evaluate pipe capacities and determine if the existing sewer system is adequate to accommodate existing and potential flow, three steps were taken. First, the existing pipe capacities (full flow capacity) were calculated using the Mannings Equation based on pipe material, slope, and pipe diameter. Next, the sewage flow was determined using the H&H model. In order to estimate total flow without any surcharge or backing up of the sewer system (no pressure flow), the pipes in the model extents were artificially increased in size to allow all flows to pass through the system by gravity only. Finally, required pipe diameters were determined using the Mannings Equation based on the slopes of the existing pipes, assuming that in most cases that where an increase of sewer size is required, the new sewer would be replaced in a similar alignment to the existing sewers. In addition, where it was necessary to increase the size of a particular pipe segment, but downstream segments could technically remain a smaller size (due to steeper slope), all downstream pipe segments were increased in size. This was done in accordance with sound engineering practice—larger pipes should not flow into smaller ones. Reference the Sanitary Sewer Pipe Capacity

Analysis spreadsheets included in Part Three for detailed calculations.

Water

Water is supplied to South Fayette Township by the Pennsylvania American Water Company (PAWC). PAWC provides public water supply to 26 Boroughs and Townships in Washington County along with two Municipalities in Beaver County and 9 Wards of the City of Pittsburgh as well as 30 Boroughs and Townships in Allegheny County which includes South Fayette Township. In South Fayette Township PAWC provides Potable Water for residential, commercial, industrial, and fire protection uses. Some of the larger water users are Cintas Uniform Co. and the former Reichold Chemicals.

PAWC has two Water Treatment Facilities in the Pittsburgh area with the Monongahela River being the Source of Supply. The Hays Mine Water Treatment Facility is located 4 miles upstream from the Point in Pittsburgh and is rated for 60 Million Gallons per Day (MGD). The E. H. Aldrich Water Treatment Facility is located 25 miles upstream from the Point and is rated for 48 MGD.

In 2008 the Average Day for the PAWC Pittsburgh Water System was 72.4 MGD with a Peak Day at 91 MGD and a Min. Day of 68.4 MGD. The

PART TWO: COMMUNITY TRENDS |

Historic Peak Day occurred in June 1999 which was 105 MGD.

PAWC operates four Hydraulic Gradients in South Fayette Township area which consist of the Rocky Ridge Tank Gradient, Chartiers Valley Low Service Gradient, South Fayette Booster Gradient and the Sturgeon / McDonald Gradient.

Several larger PAWC transmission facilities pass through South Fayette Township, providing for ample opportunities for expansion of the PAWC system to accommodate any additional development in the Township. In the eastern portion of the Township a 36" Waterline runs along the Boyce Road, Alpine Road, Abele Drive, and Presto Sygan Road area. This 36" Waterline supplies a 16" Waterline that runs west along Hickory Grade Road towards Cecil Township. A 24" Waterline is also supplied by the 36" Waterline and runs west towards the McDonald area along Millers Run, Sygan Road, various Rights of Ways and Robinson Run Road. The majority of South Fayette Township has a Public Water Supply except for portions of certain areas along Alpine Road, Cecil Sturegon Road, Mohawk Road and Morgan Hollow Road.

Over the last 15 years PAWC has either replaced or upgraded portions of the water distribution

system in the South Fayette Township. A few of the larger project are as follows:

- Replacement of 6” Waterline along Washington Pike with a 12” Waterline from Boyce Road to Route 50.
- Replacement of 6” and 8” Waterline along Millers Run Road from Cecil Township to Route 50.
- Replacement of 6” Waterline along SR 978 with a 12” Waterline from Battle Ridge Road to Oakdale Borough.
- Installation of the South Fayette Booster Station and 8” Waterline from Sygan Road to Old Oakdale Road.

As a private water utility, PAWC continues to maintain and upgrade their treatment and distribution systems within their service area, including South Fayette Township. Expansions and upgrades to the system are planned on an ongoing basis to improve service to existing customers as well as provide for service to future development.

Existing Conditions Mapping

A number of existing conditions maps were generated as part of the planning effort to provide context for decisions and to capture a picture of current activity and influence.

Existing Land Use Highlights

This map depicts the current Land Use for South Fayette Township. Included in this map are single family, residential, town homes/duplexes, multi-family residential, institutional, office, commercial, office/commercial, industrial, agricultural land, park/open space, vacant lot, vacant lot with structure, and wooded lot.

Residential

Residential land uses including single family, town homes/duplexes, and multi-family make up 25% of the total land use. Parcels hosting single-family residential development account for 23% of residential use. The remaining residential use is composed of 1% town houses/duplexes, and 1% supporting multi-family residential uses.

Residential land use accounts for 3,081 of the Township's 12,434 acres.

Office and Commercial

Commercial parcels are generally found in the Southeast section of the Township. Office and

commercial property accounts for only 1.6% of the parcels in the Township.

Industrial

The concentration of industrial development occurs in along Highway 50 and the eastern boundary of the Township. Parcels, and consequently, building footprints, in this area are generally larger and possess access to major roadways. Industrial parcels make up 6% of the total land use, a large portion which is the existing airport property.

Agricultural Land

Approximately 24% of the land in South Fayette Township has characteristics generally synonymous with agricultural activities.

Existing Zoning

The majority of the Township, approximately 69%, is zoned for residential, including rural, suburban, and planned residential. The majority of non-residential zoning exists adjacent to the existing thoroughfares, specifically, RT-50 and the I-79 interchange. A large single piece of land, 959 acres, near the South-central portion of the community has been zoned for Planned Economic Development.

Population Analysis

As of the US 2010 Census, South Fayette Township is home to approximately 14,400 residents. Of these people, the majority reside near the Eastern edge of the study area, near to I-79, with a density between 1.5 to over 2 persons/acre. The next highest area of population density is in the Northern portion of the Township, where the density is, on average, between 1-1.5 persons/acre. Nearly half of the study area, located in the largely undeveloped Southwest portion of the Township, contains the lowest population density with less than .5 person/acre.

Community Facilities

South Fayette Township contains within its boundaries no less than five (5) public parks, three (3) schools, six (6) churches, a library, three (3) post offices, a golf course, and a civic center. For the most part, these facilities are located primarily in areas of higher population density, with many of the facilities located along or near Route 50. Potential remains for an even greater amount of these types of facilities, given the amount of non-developed land currently present in South Fayette Township.

Historic Resources

A number of historical locations dot South Fayette Township. Most are no longer function in their

original capacity, and many of those are little more than crumbling foundations and the stories from within their walls passed on from generation to generation. Cemeteries, schools, hospitals, relics from the Cold War, and even the site of a former Speedway are contained in South Fayette Township. These sites possess a good deal of potential for historical preservation and possible tourism opportunities.

Slope Analysis

The slope map depicts the location and extent of grade changes in the South Fayette Township. The severity, or percent slope, is represented through a range of colors. Steeper slopes are represented with dark colors.

Based on an analysis of 2-foot contour intervals, approximately 44% of the land has a gradient of 15% or less. Given the general soil types found in the area, development on 0-15% slopes is typically unrestricted unless there is a presence of environmentally sensitive areas. Approximately, 26% of the Township possess slopes >25% in gradient; these slopes, located predominantly near streams, creeks or other water bodies, are generally more costly to develop and can present greater development challenges than slopes <25% in gradient.

Landform Analysis

The Landform map portrays the topography of South Fayette Township. Elevations ranging from less than 850 feet to greater than 1350 feet are represented on the map illustrating the hills and valleys of the area.

The lowest elevations are typically along the eastern boundary of the Township near Chartiers Creek. Higher elevations are found along the ridges in the western parts of the study area. There is roughly 450 vertical feet of elevation change from low point to high point within the Township.

Hydrology and Watersheds

The hydrology and watersheds map illustrates the streams and ponds in the area as well as watersheds which shows land areas that drain to a common point. South Fayette is composed of seven watersheds of generally similar size, with the exception of the larger Millers Run Watershed. Watersheds are defined by the ridges located in the Township.

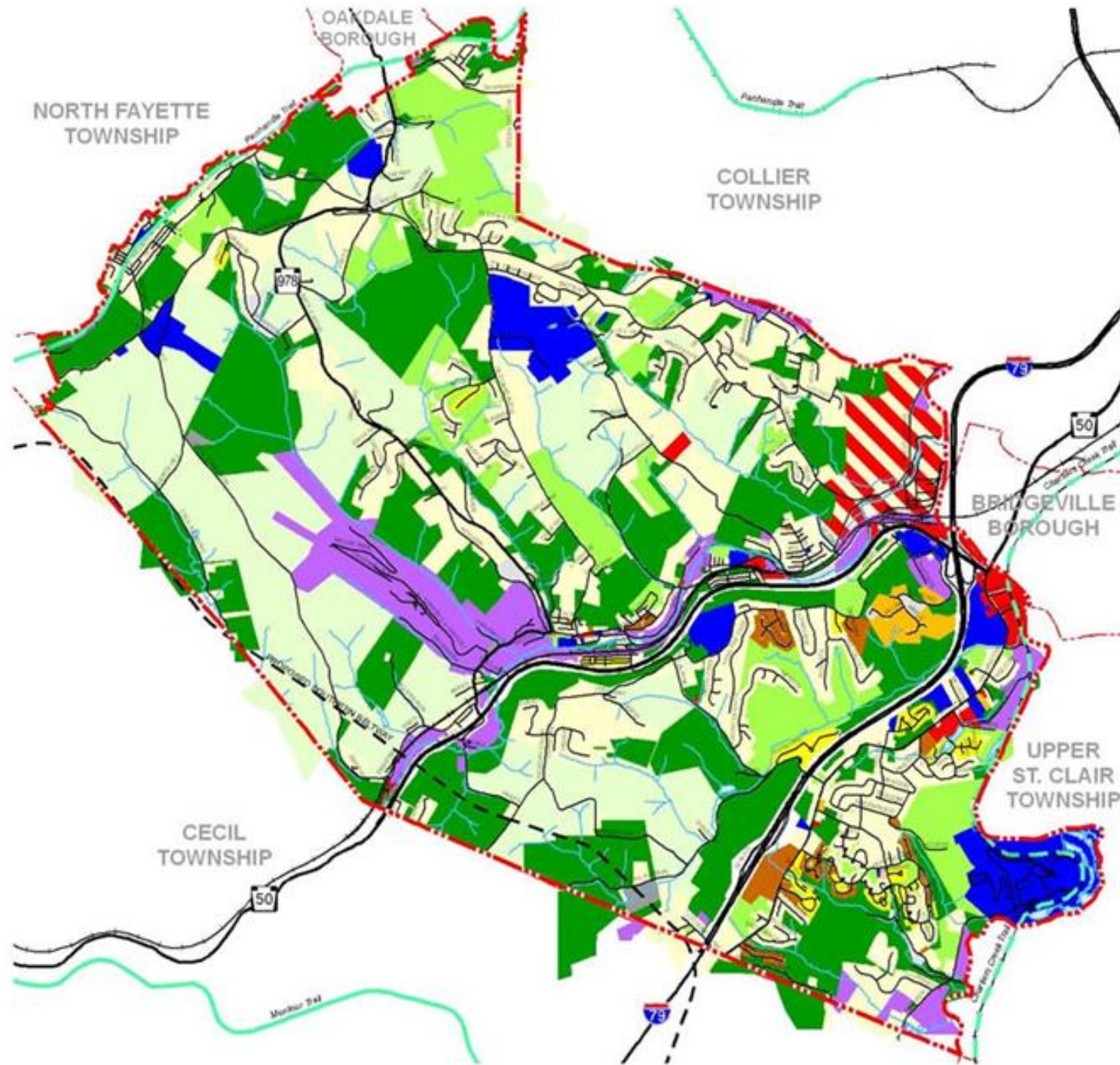
Oil and Gas Resources

The majority of the land in the Township has been deep mined as determined by the Pennsylvania Geologic Survey. The only areas not deep mined occur in the corridor along Route 50.

As of 2009, approximately 125 active and inactive/abandoned Oil/Gas Mining sites are located within the Township. Of the total sites, approximately 30 mines are active, and the majority of these are located near the far Western corner of the Township.

Vacant and Potentially Developable Land

The vacancy map uses three classifications to describe vacancy: vacant lots, vacant structures, and open/wooded lots. Approximately 62% of the parcels, or 3,454 acres, in South Fayette Township are, by at least one of the three definitions listed above, classified as vacant. A majority of this vacant land is classified as open / wooded, and exists among the ridges and valleys at the Southeast portion of the study area. It is noted that some vacant lots have structures, or have in some other way been previously developed, but are currently not being used for any identifiable purpose. Only 1% of the land was classified as vacant lot or vacant structure. One vacant area of note is the former Mayview State Hospital at the far Eastern corner of the Township. This piece of land, at approx. 335 acres, contains existing transportation infrastructure, a number of existing structures of varied degrees of maintenance, as well as an existing utilities network.



Legend

- South Fayette Township
- Surrounding Municipalities
- Major Highways
- Proposed Southern Beltway
- Other Roads
- Railroads
- Streams/Ponds
- Existing Trails
- Proposed Trails

EXISTING LAND USE

- Single Family Residential
 - Town Homes/Duplexes
 - Multi-Family Residential
 - Institutional (School, Municipal, Church, Cemetery, Fire Hall)
 - Office
 - Commercial
 - Office/Commercial
 - Industrial
 - Agricultural Land
 - Park/Dedicated Open Space
 - Vacant Lot
 - Vacant Lot with Structure
 - Wooded Lot/ Non-Dedicated Open Space
 - Right of Way
 - Newbury Mixed Use Project*
- * The Newbury Mixed Use Project is currently under development.

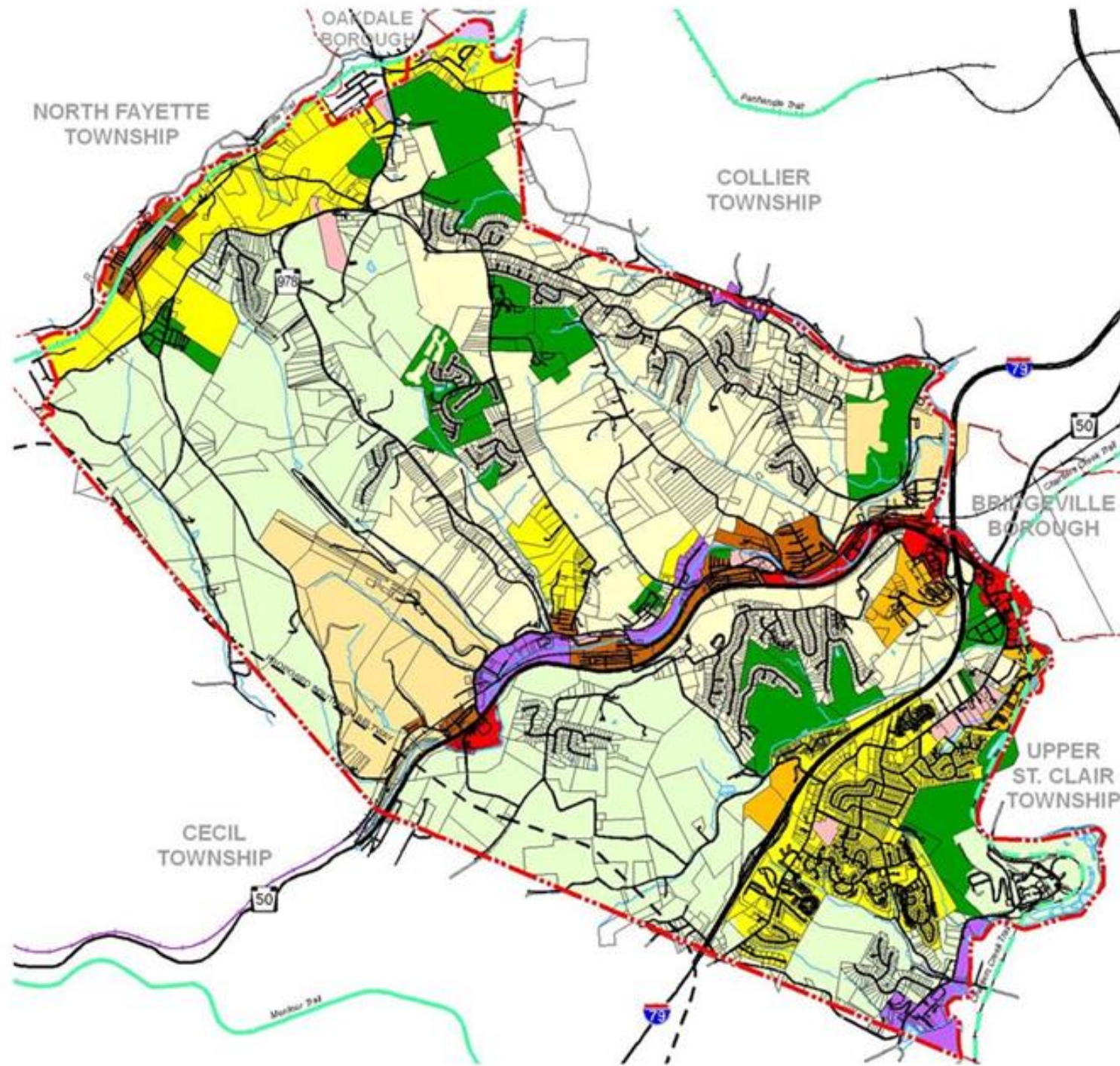
**EXISTING LAND USE MAP
SOUTH FAYETTE TOWNSHIP
COMPREHENSIVE PLAN**

Prepared for: South Fayette Township
Prepared by: Environmental Planning and Design, LLC

April 7, 2010
2073.10.04r3

0 1,750 3,500 Feet





Legend

- South Fayette Township
- Surrounding Municipalities
- Parcels
- Major Highways
- Proposed Southern Beltway
- Other Roads
- Railroads
- Streams/Ponds
- Existing Trails
- Proposed Trails

EXISTING ZONING

- R1 - Rural Residential
- R2 - Suburban Residential
- R3 - Planned Residential
- R4 - Neighborhood Residential
- B1 - Business Park
- C1 - Limited Commercial
- C2 - Highway Commercial
- I - Industrial
- I-P - Industrial Park
- PED - Planned Economic Development
- CD1 - Conservation

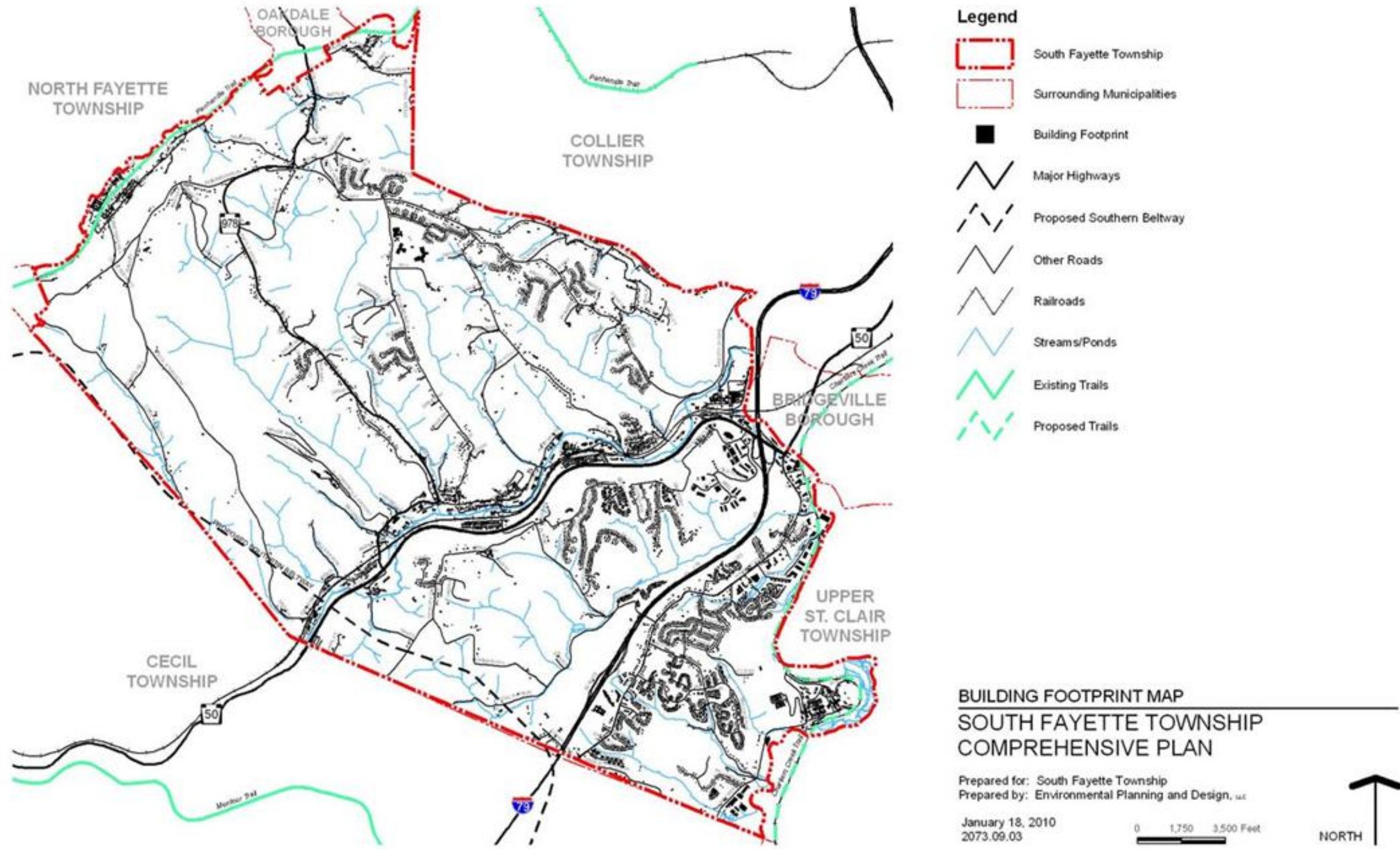
Note: The Existing Zoning Map is for planning purposes only and is not intended to update or replace the Official Zoning Map. The Official Zoning Map of South Fayette Township is available for viewing at the Township Building.

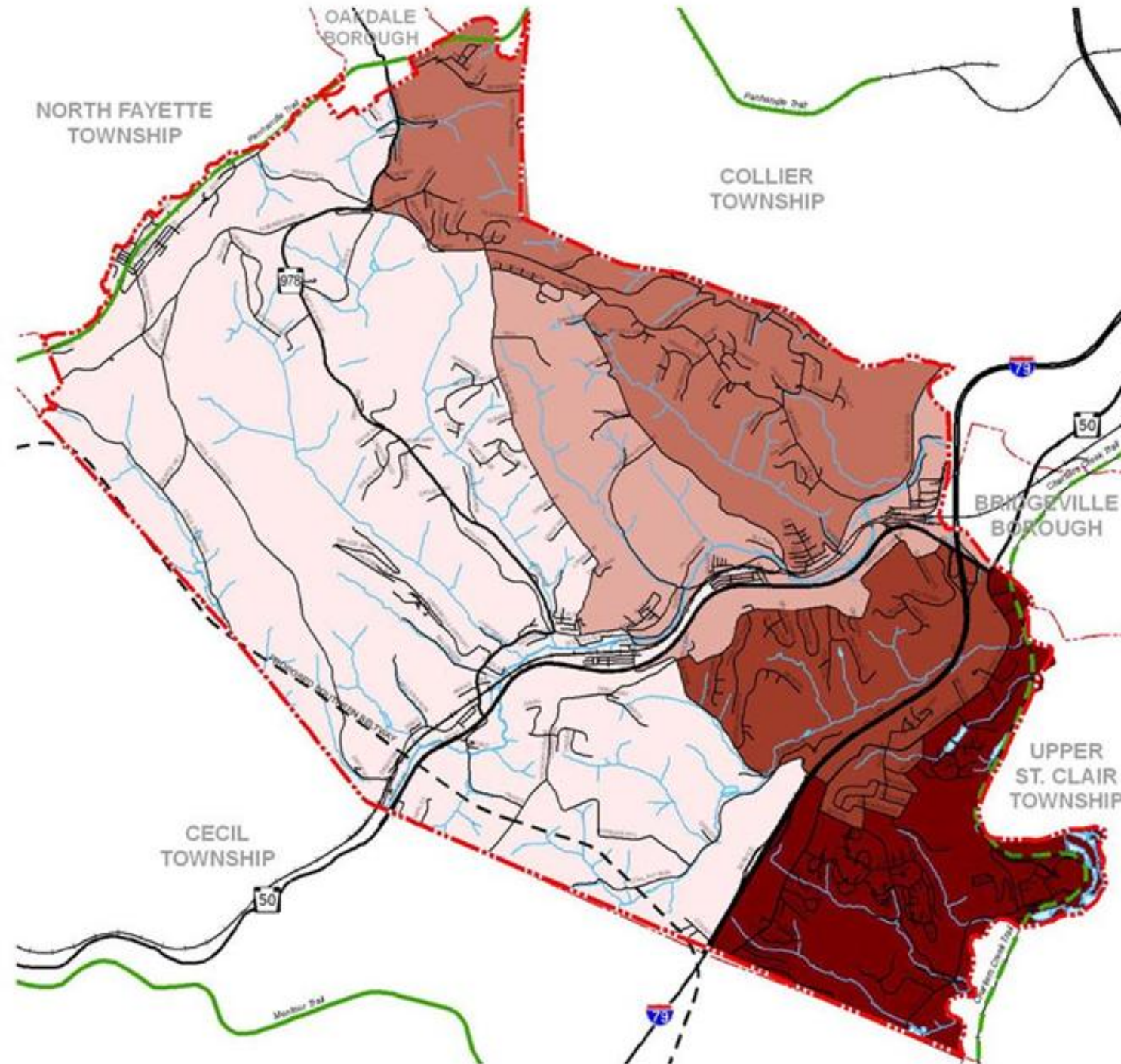
**EXISTING ZONING MAP
SOUTH FAYETTE TOWNSHIP
COMPREHENSIVE PLAN**

Prepared for: South Fayette Township
 Prepared by: Environmental Planning and Design, LLC
 April 7, 2010
 2073.10.05r1

0 1,750 3,500 Feet

NORTH





Legend

- South Fayette Township
 - Surrounding Municipalities
 - Parcels
 - Major Highways
 - Proposed Southern Beltway
 - Other Roads
 - Railroads
 - Streams/Ponds
 - Existing Trails
 - Proposed Trails
- POPULATION DENSITY**
(persons/acre based on Year 2000 Census)
- < 0.50
 - > 0.50 - 1.00
 - > 1.00 - 1.50
 - > 1.50 - 2.00
 - > 2.00

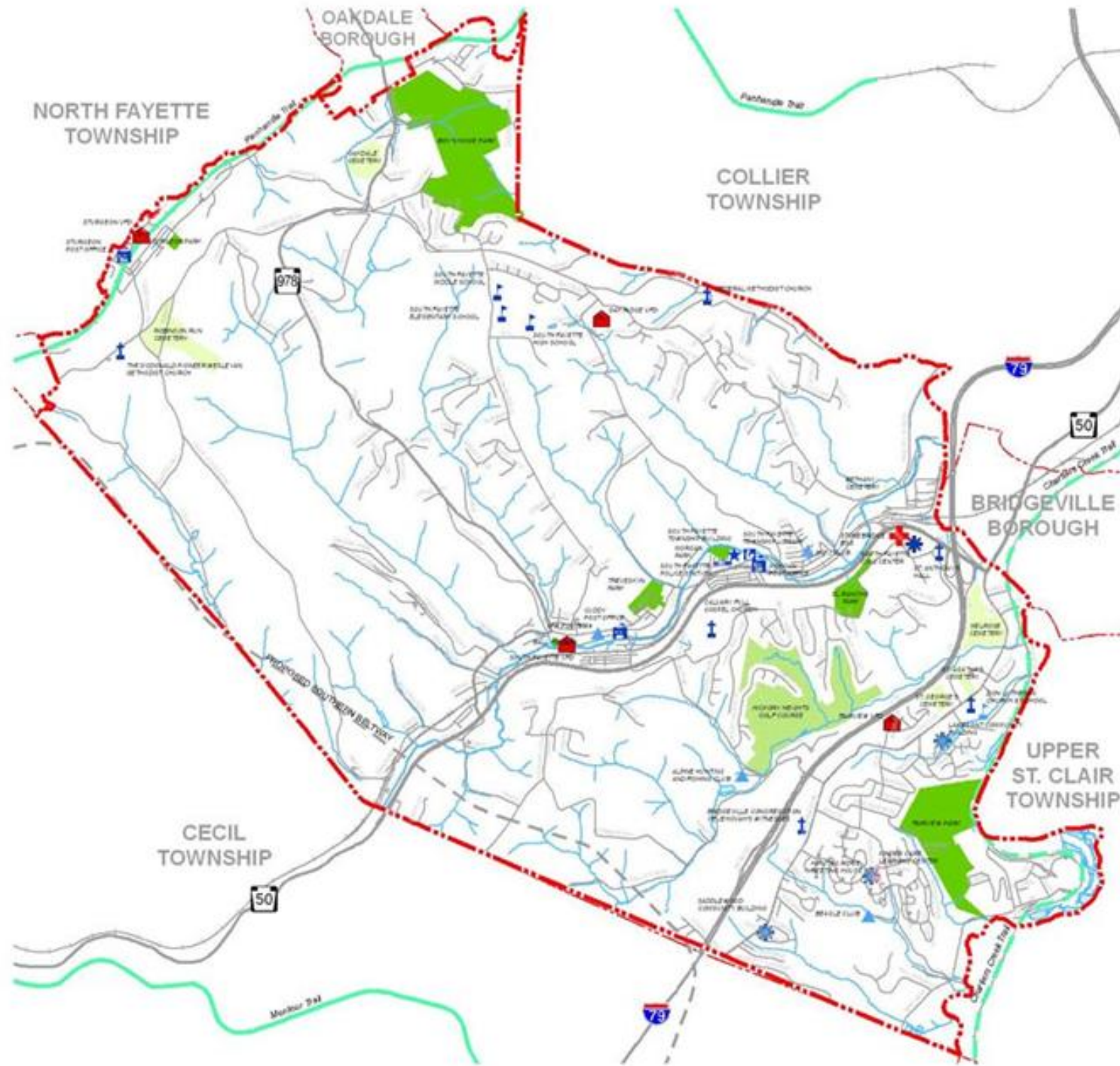
POPULATION DENSITY MAP
SOUTH FAYETTE TOWNSHIP
COMPREHENSIVE PLAN

Prepared for: South Fayette Township
Prepared by: Environmental Planning and Design, LLC

April 7, 2010
2073.10.15

0 1,750 3,500 Feet





Legend

- South Fayette Township
- Surrounding Municipalities
- Major Highways
- Proposed Southern Beltway
- Other Roads
- Railroads
- Streams/Ponds

COMMUNITY FACILITIES

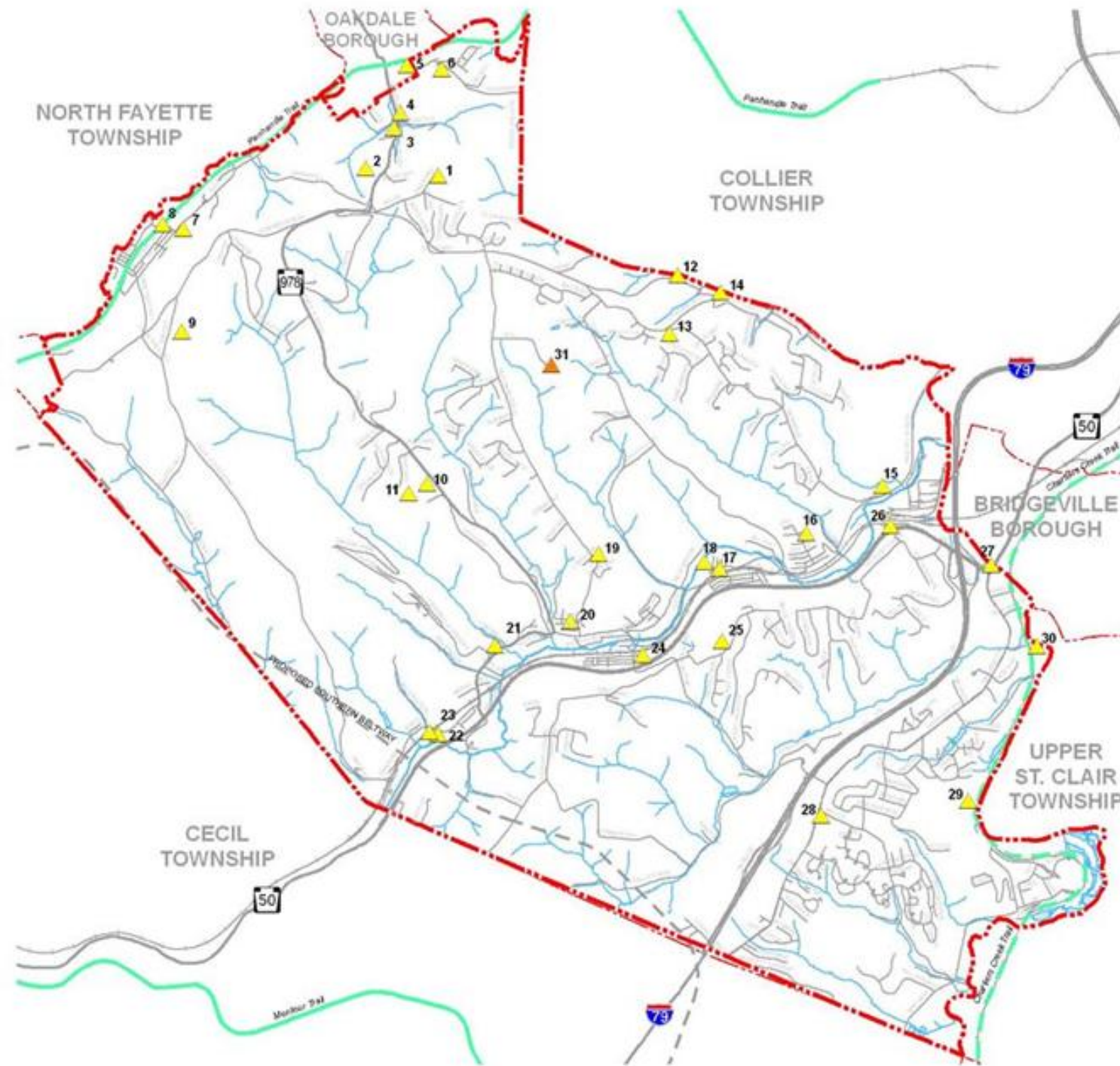
- Emergency Medical Service
- Fire Station
- Library
- Places of Whorship
- Police Station
- Township Building
- U.S. Post Office
- Schools
 - Public
 - Private
 - Early Education/Day Care
- Open Space
 - Cemetery
 - Golf Course
 - Park
- Community Centers
 - Private
 - Public
 - Private Clubs/Recreation
- Trails
 - Existing Trail
 - Proposed Trail

COMMUNITY FACILITIES
SOUTH FAYETTE TOWNSHIP
COMPREHENSIVE PLAN

Prepared for: South Fayette Township
 Prepared by: Environmental Planning and Design, LLC

April 7, 2010
 2073.10.16





Legend

- South Fayette Township
- Surrounding Municipalities
- Major Highways
- Proposed Southern Beltway
- Other Roads
- Railroads
- Streams/Ponds
- Existing Trails
- Proposed Trails

HISTORIC RESOURCES

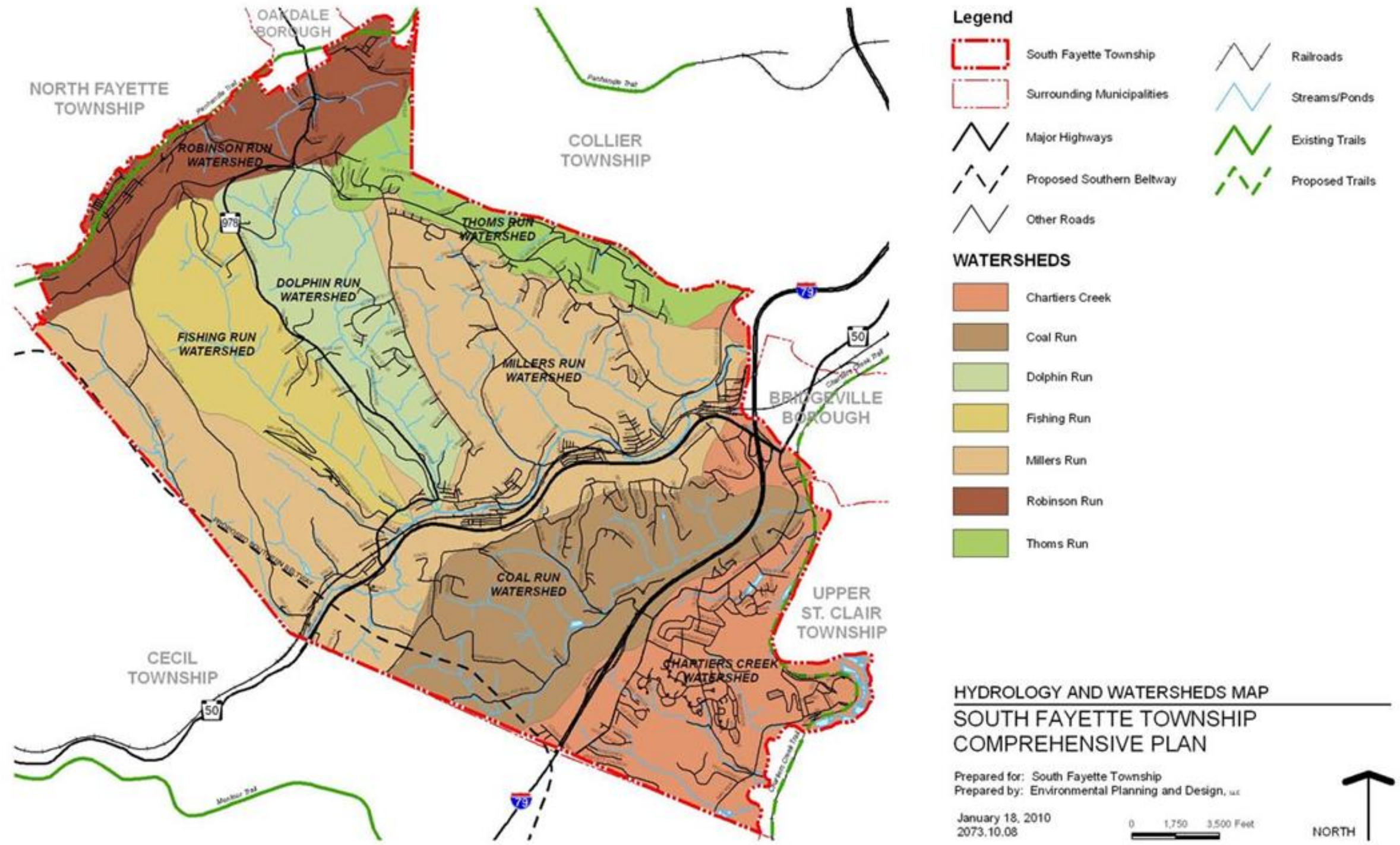
- ▲ Eligible for NRHP
- ▲ Locally Known Historic Sites (NRHP Status - Ineligible or Undetermined)
- 12** Historic Site ID

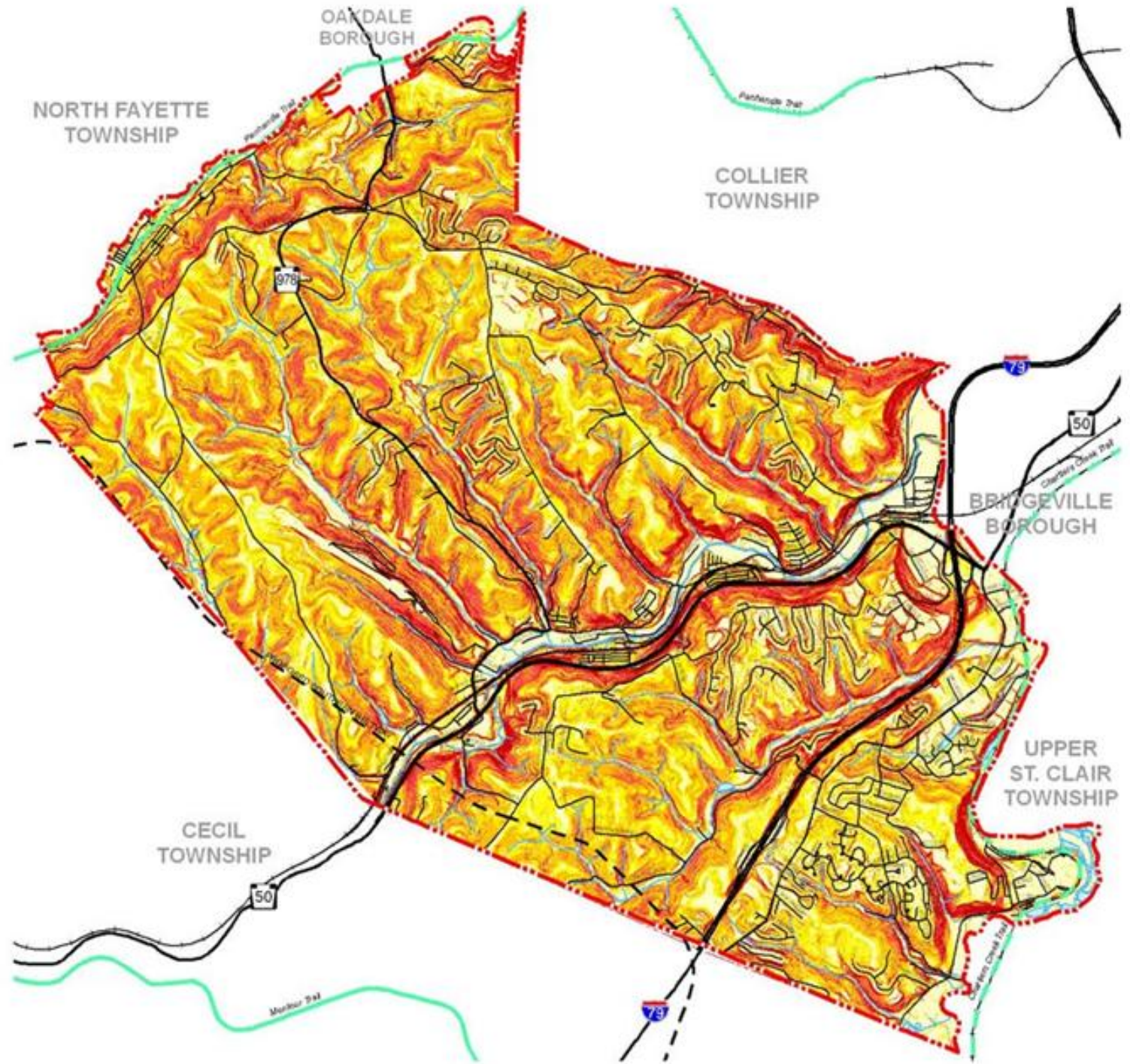
ID	NAME	ID	NAME
1	Boy's Industrial Home of Western PA 1900-72	17	Former site of Brown's Hotel 1900
2	Oakdale Cemetery	18	LaFayette High School est. 1928
3	Old German Cemetery	19	Old Gas Derrick
4	No 5 Oakdale School	20	Cusley School
5	Site of Oakdale Elementary School	21	McClane Mining Co.'s Maude Mine
6	Site of Aetna Chemical Explosion of 1918	22	Gladden U.P. Church est. 1897
7	Surgeon School	23	Site of Gladden Primary School
8	Franco-American Club	24	Site of Trevesky School
9	Robinson Run Cemetery	25	Calvary Full Gospel Church
10	Mohawk School	26	Site of Valley School
11	Dunlevy Campbell House 1834	27	Former site of Pittsburgh Bridgeville Speedway 1827
12	Probable site of Federal Mine Springs	28	Site of Fairview School
13	Site of Centennial School	29	Quarry Cave
14	Federal School	30	Colussy Chevrolet est. 1918
15	Bethany Cemetery	31	Oakdale Nike Site
16	SNPJ Club		

HISTORIC RESOURCES
SOUTH FAYETTE TOWNSHIP
COMPREHENSIVE PLAN

Prepared for: South Fayette Township
 Prepared by: Environmental Planning and Design, LLC
 April 7, 2010
 2073.10.13

0 1,750 3,500 Feet
 NORTH ↑





Legend

- South Fayette Township
- Surrounding Municipalities
- Major Highways
- Proposed Southern Beltway
- Other Roads
- Railroads
- Streams/Ponds
- Existing Trails
- Proposed Trails

SLOPES

- 0% - 8%
- > 8% - 15%
- > 15% - 25%
- > 25% - 40%
- > 40%

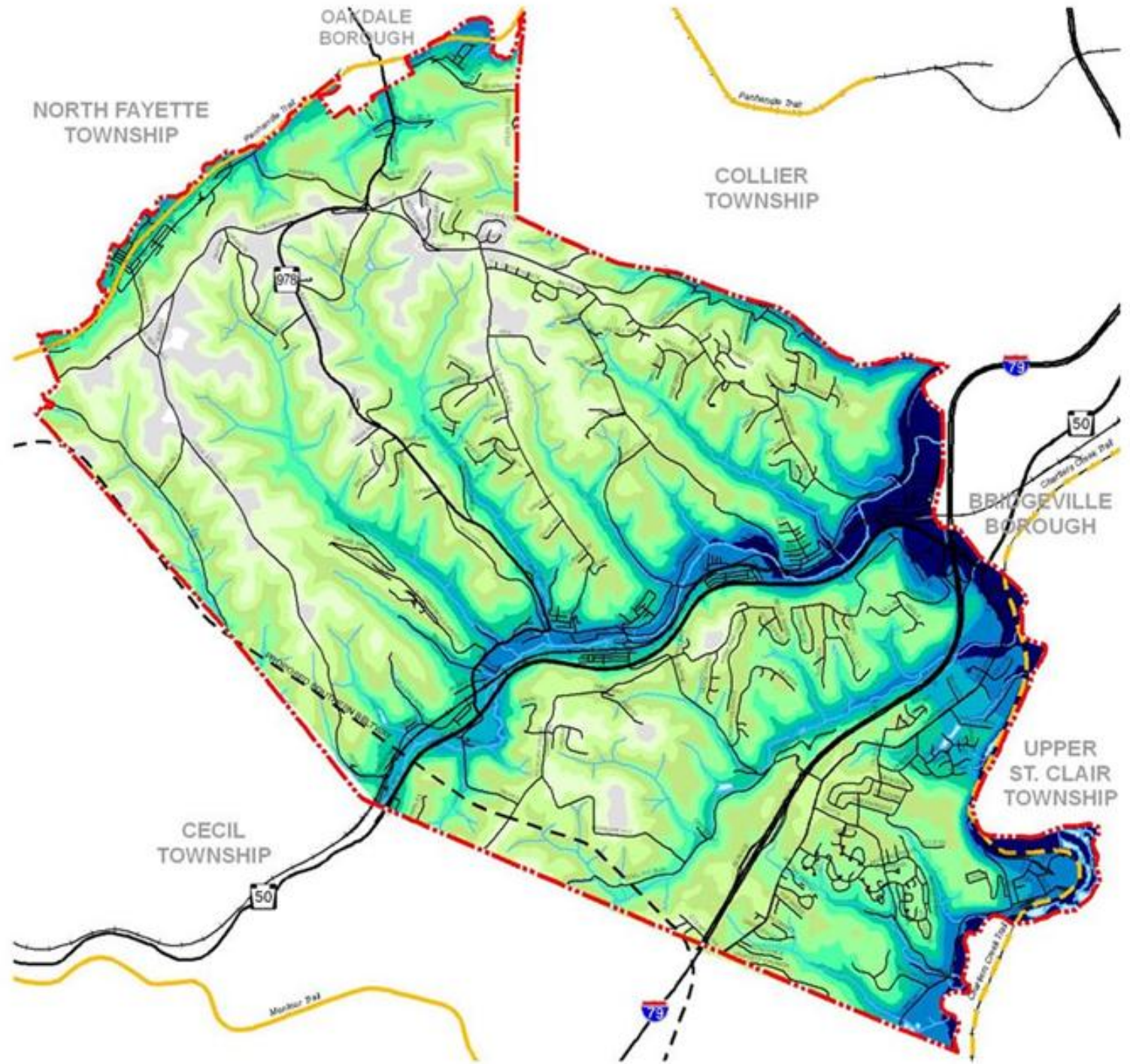
SLOPE ANALYSIS MAP
SOUTH FAYETTE TOWNSHIP
COMPREHENSIVE PLAN

Prepared for: South Fayette Township
 Prepared by: Environmental Planning and Design, LLC

January 18, 2010
 2073.10.12

0 1,750 3,500 Feet

NORTH



Legend

- South Fayette Township
- Surrounding Municipalities
- Major Highways
- Proposed Southern Beltway
- Other Roads
- Railroads
- Streams/Ponds
- Existing Trails
- Proposed Trails

ELEVATION

- < 850'
- ≥ 850' - 900'
- ≥ 900' - 950'
- ≥ 950' - 1,000'
- ≥ 1,000' - 1,050'
- ≥ 1,050' - 1,100'
- ≥ 1,100' - 1,150'
- ≥ 1,150' - 1,200'
- ≥ 1,200' - 1,250'
- ≥ 1,250' - 1,300'
- ≥ 1,300' - 1,350'

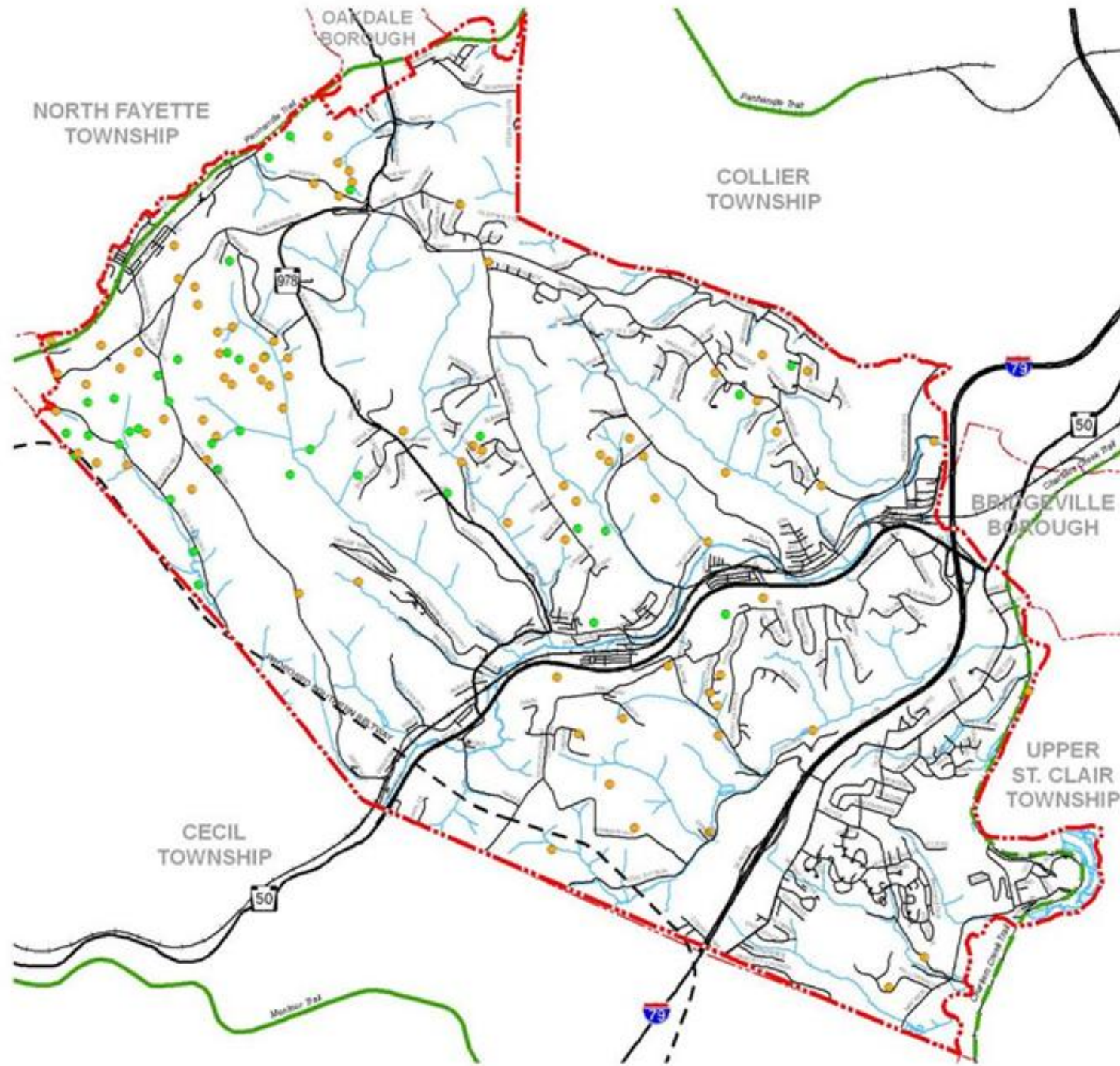
LANDFORM ANALYSIS MAP
SOUTH FAYETTE TOWNSHIP
COMPREHENSIVE PLAN

Prepared for: South Fayette Township
 Prepared by: Environmental Planning and Design, LLC

April 7, 2010
 2073.10.11r1

0 1,750 3,500 Feet

NORTH ↑



Legend

- South Fayette Township
 - Surrounding Municipalities
 - Parcels
 - Major Highways
 - Proposed Southern Beltway
 - Other Roads
 - Railroads
 - Streams/Ponds
 - Existing Trails
 - Proposed Trails
- OIL/GAS WELLS**
- Active
 - Inactive/Abandoned

Source: The Oil and Gas Resources Map is based on the Digital Oil and Gas Well Location Map prepared by the Pennsylvania Bureau of Topographic and Geologic Survey, 9/30/2009. More detailed data is available from South Fayette Township.

**OIL AND GAS WELL RESOURCES MAP
SOUTH FAYETTE TOWNSHIP
COMPREHENSIVE PLAN**

Prepared for: South Fayette Township
Prepared by: Environmental Planning and Design, LLC

April 7, 2010
2073.10.14



