

COMPREHENSIVE PLAN

**Harrison Township
Allegheny County, Pennsylvania**

HARRISON TOWNSHIP, ALLEGHENY COUNTY, PENNSYLVANIA

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THE COMPREHENSIVE PLAN

During the final quarter of this century, growth and development in Harrison Township may consume the great majority of available land. To many observers, this conclusion seems inevitable. A major new highway radiating outward from Pittsburgh will traverse Harrison Township and will provide the shortest automobile route between Pittsburgh and New York City. A new high school and a key County Regional Park have just been installed. Water and sewer lines will be extended to invite new development. Where the population of the Township was only 15,000 in 1960, it is likely to stand between 25,000 and 30,000 by the end of this century. Indeed, the limits on the extent of growth within the Township are mostly set by the shortage of land which yet remains in the Township.

Although the roadway, new Highlands High School, utility extensions, and Harrison Hills County Park have been completed, Harrison Township has lost a significant amount of its population—about 1/3 since the first comprehensive plan was developed in 1968. The collapse of the steel industry hit Harrison Township, the Allegheny Valley and the entire Pittsburgh region hard and population declined rapidly in the late decades of 1970 and 1980. Today (2008), Harrison Township has a population of slightly over 10,000 people.

The Comprehensive Plan for the Township has been prepared to serve as a guide to the private citizen as well as to public officials in order to coordinate developmental efforts during the coming decades. The Plan establishes patterns of land use so that a larger population can live without undue conflict from incompatible buildings and uses.

This statement is still correct and is to be carried out through future recommendations found later in this Comprehensive plan update.

The Plan proposes a system of open spaces composed primarily of the wooded hillsides which will serve not only to separate districts and provide a natural setting for neighborhoods, but also to tie together the parks and public facilities of the Township. The Plan indicates roads which will be required as a major traffic carriers and the extent of improvement which is anticipated for these roads. It also indicates areas where the use of land is expected--and can be allowed--to be intensive enough to require public water and sewerage systems.

Linkages between open spaces and Harrison Hills County Park have never been formally developed. This can be said of the township's own park system as well. There are roadway connections to these facilities, however, connections via bikeways, greenways, and trails are lacking.

The Plan will serve as a legal basis for zoning and for review and approval criteria and procedures. Innovation in design and construction techniques for new projects is anticipated by this Plan and is indeed encouraged.

This statement remains unchanged with this comprehensive plan update.

The Plan is not intended to be a literal blueprint, but a generalized document indicating policies with respect to future growth. It must remain general in nature since no overall plan can anticipate the infinitely varying requirements of individual developers. As a general plan, it is intended to provide unvarying policies and principles which can be applied dynamically to the unfolding needs of the Township

This statement remains unchanged with this comprehensive plan update

STATEMENT OF GOALS and OBJECTIVES (LEE)

The objectives for the development of Harrison Township are categorized under the following general headings: Health and Safety; Environmental Excellence; Prosperity; Pride in Community; and Efficiency.

Health and Safety

Objectives and policies which seek to protect the health and safety of the expanding population of the Township are aimed toward prevention of overcrowding of land and facilities, protection from unnecessary traffic, fire, or structural hazards, inadequacy of utility systems, and conservation objectives.

Overcrowding will be controlled by setting maximum limits on the density of population in the different districts of the Township. These densities may vary from one district to another in accordance with the level of facilities which are provided. For example, if sanitary sewerage is not provided and is not planned for the future--as in steep slope or remote areas--a much lower density is necessarily imposed. These varying standards are stated in the Plan for Future Land Development and are regulated by a zoning ordinance and other developmental controls.

Safety from traffic hazards is served in part by the prevention of overcrowding but also requires the separation of high speed and commercial or industrial traffic from residential areas and the provision of traffic handling facilities which offer maximum possible safety. To reduce congestion on the streets and to reduce the hazards inherent in an automotive society, the Township will require that every building or land use hereafter established must provide off-street parking facilities which will be sufficient to accommodate their minimum reasonable needs, and that off-street loading spaces will be provided to meet foreseeable future requirements.

Building codes, including plumbing and fire codes and housing codes, will be adopted and enforced to ensure safe and healthful building standards to the residents of the Township. Existing units which are substandard should be improved to meet standards, or eliminated.

Environmental Excellence

It is the broad goal of the Township to take maximum advantage of the opportunities to develop the outstanding neighborhoods for residential, commercial, and industrial activities, and to provide for this urban development so that it will be adapted to the ecology and the topography of the land.

These ends engender objectives to protect the woods, the slopes, the top soils, the water drainage channels, and the quality of ground and surface water, purity of the water and the air serves to achieve pleasing, efficient, harmonious and safe pattern of development.

Environmental excellence requires separation of industrial, commercial and residential areas; adaptation of land use according to topography; the avoidance of repetition of building height, design or setting in neighborhoods; and the use of steep slopes and wooded areas as natural settings for urban development and as divisions between contrasting land use patterns.

Environmental excellence also calls for the protection of presently existing neighborhoods. The future land use pattern should be adapted to compliment existing development by adding to and expanding desirable environments. Additionally, environmental excellence requires a high level of educational, recreational and other supporting community facilities.

Prosperity

This objective aims at protecting the economic well-being of the people of the Township. It calls for the promotion of sound development in economic terms, including the accommodation of present industry and provision to allow new industrial growth. In addition, sound commercial development should be encouraged and commercial patterns which are not conducive to long-term economic strengths should be discouraged.

Environmental excellence is interwoven with this objective insofar as the protection of property values and the protection of past investment is a key and goal of the Planning Commission.

Pride in Community

Future physical development should engender a sense and pride of community which will help residents feel both protected by and responsible to the community. This can be accomplished in part by the visual effect and physical patterns for the community. Neighborhoods should be developed for total area, not as ribbons which utilize only frontage. The entire center of the neighborhoods should be considered to provide such identify and to avoid the row-town aspect which many of our suburbs have assumed.

Efficiency

The application of foresight in public planning should result in efficiency in the arrangement of streets and public facilities with respect to the convenience of the public and the durability and economy of construction.

A PLAN FOR THE FUTURE USE OF LAND

The Land Use Plan grows out of the existing land use patterns, the topography and natural character of the land, and the objectives which were previously stated.

Existing Land Use

The existing use of land as determined by a field survey is shown on the adjacent plate. It shows that only about one-quarter of the land is intensively developed and that these developed areas are along the river terrace in Natrona and the ridgetops of Natrona Heights from Brackenridge to just north of Saxonburg Road.

The land use patterns in Harrison have changed since the 1968 comprehensive plan. Today, 2008, about sixty percent (60%) of the township is developed as compared to twenty-five (25 %) in 1968. The land development patterns are reflected on the Existing Land Use Map. Areas of the township have seen land uses change with the development of highways (PA 28), change in heavy manufacturing (Allegheny Ludlum Steel), and new tract housing (Oakridge Estates and Tara Ridge) being built on the fringes of the Village of Natrona Heights.

Today (2008), the Village of Natrona is still primarily a “mill” town with its roots in the steel industry, Natrona Heights has become a bedroom suburb of Pittsburgh rather than a “mill community,” there are several Planned residential developments to the east and north of Natrona Heights, and low density residential subdivisions near Harrison Hills County Park.

The earliest development in the Township was for farming in the beginning of the 19th Century. Some of these farm houses still stand and are structures of historic merit. These were among the first buildings in Western Pennsylvania outside of the settlements at the frontier forts. They were developed primarily because of the access to the river and the relatively easy transportation routes to these lands.

The Burtner House is now listed on the Pittsburgh History and Landmarks Association.

The river also served as a generating force for the second and more intensive phase of development which settled the river terraces in a pattern of industry and compact residential communities. This second phase brought about the development of the community of Natrona to provide housing and facilities for workers for the industries which spreads along the flat lands abutting the river. These industrial uses extended along the river because of river access and because the railroads followed the rivers. The Allegheny Ludlum plants were developed on sites both downriver and upriver from Natrona. The railroad located at the base of the hills rising up from the river terrace sets the western boundary for the industrial terrace. Housing extended on the hillside to the

west of the railroad where land was not so steep as to preclude such development and where these homes could be within easy walking distance of the plants.

The Village of Natrona has remained in tact through the past four decades, but has seen a decline in the housing stock and quality of life offered to its residents. Today, 2008, it is being given a grant through the Allegheny County Department of Economic Development for a Revitalization Plan to combat the decline of the village's housing and commercial base.

The extension of Route 28 along the ridge top followed the advent of the private passenger automobile and brought the third phase of development--the suburban expansion phase. This 20th Century phenomenon has been the dominant factor in the present land-use patterns of the community. The majority of the land in the Village of Natrona Heights has been developed as a consequence of this force.

The residential development of the Village Natrona Heights as a bedroom community to Pittsburgh continued at a slow pace between 1968 and 2008. There have been moderate extensions of the village, in particular on its eastern and northern borders. These areas required little in the way of utility expansions and street extensions.

This pattern is more specialized with less mixing of commercial and residential uses than occurs in Natrona. The residential neighborhoods are predominantly single-family and uses other than single families are clustered into specialized developments. Commercial development is concentrated in the Plaza Heights Shopping Center on the east side of Route 28. The majority of multiple-family development occurs in Sheldon Park behind the Plaza Heights Shopping Center. The Allegheny Ludlum Research Plant stands independently on a large parcel. Other commercial uses are lined up along the frontage of Route 28 and these tend to fall into clusters.

These land use patterns continue in 2008, with the exception that the Village of Natrona has become primarily residential with few commercial establishments. The concentration of commercial uses is located along Freeport Road, Bakerstown Road (PA 908), and Broadview Boulevard.

While the Natrona Heights area is fairly compact and rational in its general organization of land uses, the northern half of the Township is less organized and much less compact. Commercial and industrial uses are still focused along the frontage of major roads such as Route 28 and Saxonburg Boulevard, but they are less well-organized and more inter-mixed with residential uses. The residential uses are less compact than in either Natrona or Natrona Heights area due largely to a lack of adequate utilities to sponsor compact development. A major land use in the northern part of the Township is the new Allegheny County park--the Harrison Hills Regional Park. Large acreage is also consumed by cemeteries, steep hillsides, and wooded and rural land.

These land use patterns continue in 2008.

The opportunities for land development have been assisted in Harrison Township by the favorable topographic conditions. The level river terrace was ideal for industrial expansion during the era prior to the advent of the private passenger automobile, the fairly level ridge tops of the Natrona Heights area favored suburban development at this middle point of the 20th Century. Moreover, the ridge top extends with only slightly increased slopes to the north allowing for relatively economical extension of water and sewerage facilities to accommodate continued growth.

The expansion of water and sanitary sewage facilities by both the Harrison Township Water Authority and the Upper Allegheny Joint Sanitary Authority have guided growth and development in the township since the last comprehensive plan was developed. Areas that extensions have occurred include:

- ◆ **Eastern side of Natrona Heights**
- ◆ **Northern side of Natrona Heights**

These extensions have had little effect on the overall population of Harrison Township as the township has seen a significant decline in population since the last comprehensive plan was completed in 1968.

Transportation

The first major transportation system after the railroad as represented by Route 28 which follows the spine of the ridge extends through Natrona Heights. Following the ridge top provides a fairly level highway route although not as level as that provided by the terrace along the river.

The next generation of transportation for the region is already programmed in the Allegheny Valley Throughway which will follow the alignment of the valley along Little Bull Creek. This provides a parallel route to the river and to developments extending along the Allegheny, while at the same time allowing optimum grades and least interference with developing land use patterns in the region. The highway will, where possible, follow the favorable alignment of the valleys since these alignments provide optimum grades. In addition, the valley alignment has least disruption of the higher residential development patterns and the separation of industrial and commercial traffic is most readily accomplished. In Harrison Township, the new super highway can follow the valley floor and still parallel the river. Such advantageous location of valley floors, as was noted above, is not normal and the alignment of highways commonly has a greater impact on land use patterns.

In 1969, construction began on the section of PA 28 from 910 north to the Armstrong County line. There are two interchanges in Harrison Township. One is located in Natrona Heights and the second is the Butler Valley Interchange in the northwest corner of the township. Both have been improved since the 1968 plan was completed. Exit 15 for Natrona Heights and Brackenridge provides access for food, fuel, and Allegheny Hospital and is located in the center of Harrison

Township. Exit 16 is located on Harrison's border with Butler County and Buffalo Township and provides gas, food, lodging, and a truck route to Natrona Heights.

These interchanges have allowed Harrison to remain economically viable through modes of vehicular transpiration.

Non-Residential Development

To facilitate the separation of residential and commercial traffic, non-residential development has been planned where most direct access to highway will be obtained. The river terrace development of the Allegheny Ludlum plants utilizes both river and rail transportation and keeps heavy trucking out of residential neighborhoods. The development of commercial facilities at selected points along Route 28 will tend to group commercial traffic on a highway that can accommodate such traffic. In addition, opportunities for commercial development will be created by the opening of the new Allegheny Valley Expressway at points where traffic access is most optimum. Relatively little of the land near interchanges can be utilized because of unfavorable topography, but the broad bottom valley along Altar Road in the northern portion of the Township provides opportunities for light industrial development and for commercial development.

There are several roadways that serve as truck routes through Harrison Township. These roads include: Alter Road, Springhill Road, and Saxonburg Road. While these roads are not officially designated truck routes, they carry the majority of heavy truck traffic through the township to the two interchanges on PA 28.

Commercial Development Plan

Major commercial development is anticipated as being clustered in three locations: 1) around the Plaza Heights Shopping Center in Natrona Heights, 2) along Route 28 midway between the Plaza Heights Shopping Center and the intersection of Route 908 at a point where shopping facilities are now grouped along the main highway extending to land recently rezoned to accommodate the development of a shopping center, and 3) along the northeast quadrant of the interchange of the Allegheny Valley Expressway with Route 908.

Commercial development patterns developed as predicted in the 1969 comprehensive plan. They have remained that way to date. There is a much higher degree of commercial development in Natrona Heights than anywhere else in the township. There was very little commercial development found during a windshield survey of the Village of Natrona in 2008. There was sporadic commercial development found along the Bakerstown Road/Route 908 corridor.

FUTURE PLAN ELEMENTS

FUTURE LAND USE PLAN

Future Land Use Categories

Agricultural

Agricultural land use is categorized as land being used as large-scale farming, hobby farms, tree farms and other agrarian activities. These parcels are five (5) or more acres in size. Lands that are listed as agricultural security areas or under the PA Clean and Green program are also listed as agricultural. The color green is used to illustrate agricultural land uses on the Future Land Use Map. These land uses are found in the northwest area of the township.

Commercial

These land uses are encouraged to be clustered together for traffic, pedestrian circulation, and signage, lighting, landscaping, and aesthetic reasons. Land uses in this category include small-scale retail and service establishments. These uses are suggested for the Freeport Road and Bakerstown Road corridor.

Residential

Low

This land use classification is designed to provide areas that preserve the existing characteristics of single-family detached dwelling units. Lot size in these areas is typically one or more acres in size. The overwhelming majority of the township's land use is in this category.

Medium

This land use classification is designed to provide areas that preserve the existing characteristics of single-family detached dwelling units. Public utility service is a prerequisite for development within this land use district. These areas should have direct access to collector roads. Lot size in these areas is typically between one-half acre and one acre in size. Areas of medium density residential can be found at the Harrison Village complex and in the western section of the township.

Mixed

Mixed residential land uses are those that are a combination of commercial and residential. Lot sizes in vary for these land uses. These land uses are found in the Village of Natrona and are not prevalent in the township.

High

High-density residential land uses include apartments, carriage homes, duplexes, and townhouses. High-density residential uses require public utility service, should have open space requirements based on the size and scale of the development, and need to be on or near collector roads. Institutional land uses such as churches, cemeteries, municipal structures, fire halls and their substations, utility company locations and substations, schools, and other civic uses will be recommended in these areas due to the number of residents per square mile they service. The only area of high density housing was the tower at the Harrison Village complex.

Village

This land use category is primary focused on the Village of Natrona. The village land use category allows for a mix of land uses to abut one another in a high density development pattern. Natrona has a mix of both commercial and residential land uses in a concentrated area along the Allegheny River between two heavy manufacturing sites.

Public/Semi Public

These land uses include parks, churches, cemeteries, municipal structures, fire halls and their substations, utility company locations and substations, schools, and other civic uses. These land uses are found throughout the township and are not found in a cohesive pattern. Examples of these types of land uses are Harrison Hills County Park, the Township Municipal Building, Natrona Recreation Property, Dan Bushman Field, Citizens Hose Company No. 2, Community Library of Allegheny Valley, Highlands High School, Harrison Township Water Authority Filtration Plant, and Saint Josephs High School.

Industrial

This land use classification provides for areas that allow commercial, greenways, and light and heavy manufacturing activities. Odor, noise, dust, point and non-point source pollution, and lighting are limited and/or prohibited in these areas. An example of this type of land use is the Allegheny Ludlum Plant.

EXISTING LAND USE CONTROLS

Local land use controls in Harrison, as with all municipalities, have guided its past and current development patterns. The Pennsylvania Municipalities Planning Code [PA MPC] (Act 67/68 of 2000) grants local land use controls. Article VI of the PA MPC provides the framework for zoning regulations. Local subdivision and land development requirements are addressed in Article V of the PA MPC.

The township has two primary land use control tools: its Zoning Ordinance and the Subdivision and Land Development Ordinance. These land use controls determine what can be built on land and at what density and how the land will be developed. The ordinances were last comprehensively updated on April 12, 1970.

Many of this plan's goals and objectives can be implemented through subdivision and land development regulations. The PA MPC allows municipalities to amend their ordinances by chapter as well as overall updates.

Movement of Goods and People

Roads

Arterial

PA Route 28 is classified as an arterial roadway. It has an average daily traffic count above 10,000 vehicles per day. This road carries vehicles at a higher speed than that of other roads.

Collector

Collector streets such as Freeport Road and Bakerstown Road are roads that collect traffic from arterial roadways. These roads feed traffic to local roads.

Local

Local roads such as Dallas Avenue and Pennsylvania Avenue are fed by collector roads. These roads have little traffic and primarily serve residential areas of the township.

Rail

The existing Conrail line serves the two large-scale industrial uses located along the Allegheny River in Harrison Township. There are no future plans to expand this rail line.

River

There are no river facilities other than the lock used for transportation. Recreational Boating and use as a river trail may be considered as river use for transportation; however, commercial river use does not exist in the township other than the Allegheny Ludlum Plant.

Greenways

There are no greenways connecting facilities in Harrison Township.

Bike paths

There are no bike paths in Harrison Township.

Pedestrian

Sidewalks are prevalent in both Natrona Heights and the Village of Natrona. Sidewalks can also be found in the newer subdivisions such as Oakridge as well. The undeveloped and sparsely populated areas of the township lack sidewalks and footpaths.

Community Facilities and Utilities

- Municipal Building
- Police
- Fire
- EMS
- Schools
- Parks
- Potable Water
- Sanitary Sewer
- Gas
- Cable
- Fiber Optic

Cultural and Historic Resources

Field studies revealed the Burtner House to be of local historic significance to Harrison Township. This structure, built in 1821, is a two-story colonial style farmhouse. It is found as such on the Pittsburgh History and Landmarks Foundation's list.

Housing

- Elderly
- Affordable

Environmental Features

- Soils
- Wetlands and Watercourses
- Topography

Implementation

- USE Franklin Park Format**

Interrelationships of Plans

Contiguous Municipalities Statement

Future commercial land use is organized to 1) extend present patterns, 2) to best utilize programmed highway improvements, 3) to minimize traffic confusion and hazard, and 4) to protect residential neighborhoods from intrusion of incompatible uses.

The Plan calls for the concentration of commercial uses at specific locations rather than having them spread evenly along the frontage on principal highways. By organizing them into compact shopping districts, traffic movements can be controlled and organized. Congested, confusing, and dangerous traffic conditions will have less area in which to occur and turning movements can be more effectively handled. Commercial development is limited to main streets in order to eliminate commercial traffic in residential neighborhoods. Moreover, even on main highways such as Freeport Road, uncontrolled access by traffic to ribbon commercial development must be avoided to minimize unsafe driving conditions.

The concentration of shopping facilities, therefore, is recommended in the three general centers shown on the Land Use Plan. With the addition of two large shopping center sites, ample space for commercial facilities to accommodate the expanding population of the Allegheny Valley is provided.

The Plan also allows continuation of the commercial activities in Natrona. The separation of uses in this older community is not as clear as in the more recently developed parts of the Township. While there is some concentration of commercial uses at Chestnut Street, small shops and stores are scattered throughout the community. Such uses can continue provided they remain small and their market is limited to the surrounding neighborhood.

Industrial Land Use

Industrial development is programmed for the river terrace and for the level land stretching to the south of Route 908 and to the east of the alignment for the Allegheny Valley Expressway. This latter area is designated as a light industrial park complex since the land is level and suitable and for this use and since access to the highway is favorable. The industrial land usage along the river terraces is anticipated as being extended northward from the Natrona area to Sligo. New land is being created in this area in conjunction with the removal of Jack's Island. Jack's Island is being removed to provide sand and gravel and, with its removal, the Corps of Engineers has agreed to extend the river terrace north of Natrona into the river one additional foot for each foot the island is removed. The island is now nearly gone and this will warrant the extension of that terrace by 600-700 feet from the old shore line. Such filling operations are underway.

Long term programs should also probably call for the clearance of Natrona to provide for the extension of industrial usage along the entire terrace. The community is old and is characterized by dilapidation of housing units. However, the community of Natrona still provides a sound and desirable environment which serves the residents of the area well. No extensive alteration of this community is therefore anticipated. Instead, the Plan calls for protection of this area as a residential community with programs to provide improved community facilities and to offset the deleterious effects of aging housing units and structures.

The industrial districts shown on the Land Use Plan utilize available topographic conditions by taking level land suitable for industrial development, and by separating industrial districts from residential districts by steep slopes. The steep slope land shown on the Steep Slope Map serves as a division between the industrial river terrace and the residential development along Natrona Heights. The development of the light industrial park at the interchange of 908 and the Allegheny Throughway will also utilize topography to separate residential and industrial development. The residential development located to the west of the throughway will be separated by the wide right-of-way of the Throughway itself. Zoning provisions will require that future commercial and industrial construction provide buffer strips separating such buildings adjacent to residential land.

Residential Land Use

The most significant factor in the future development of Harrison Township will lie in the extension of intensive suburban development through the northern portion of the Township. The pattern which has developed and which now exists in Natrona Heights along the ridges will be continued to the northern reaches of that same ridge system in Harrison Township. This additional residential growth will derive from the growth of employment opportunities both in industry and commerce in Harrison Township and in the surrounding areas, from the construction of the Allegheny Valley Throughway, and from the extension of utilities and the installation of the new County and Township parks to serve these expanded residential areas.

It is assumed that the growing market for housing in Harrison Township will result in the development of large planned residential developments. A planned residential development is any large tract of land which is conceived of as a single unit or a single neighborhood and is designed so as to provide certain built-in amenities--such as open space, recreation land and the like--which will enhance every residential property in the development. Such developments may be town house or garden apartment developments held under single ownership, or they may be subdivisions which have common open space which is owned in shared by each individual property holder. In the latter case, a neighborhood association is organized to maintain the property in a manner which is copied from the organizational structure of a golf club. The Township may also become the owner of such common open space and may utilize such land as a part of its overall park and recreation system.

The planned residential development is eminently sensible as a method of land development in Harrison Township. In addition to the usual advantage of more efficient development, a better visual impression of the total development, the economy of construction, the availability of common open space, such development fits rolling and steep topography ideally. Routine subdivisions require extensive earth moving and grading of streets to provide access to every corner of the land being developed. Such grading usually removes all standing trees, and wastes topsoil and creates erosion problems. Under planned residential development, by contrast, units can be clustered compactly on the more accessible and usable land and the greater density on this parcel can be offset by untouched wooded and steep slope areas. This development protects the open spacious character by protecting and conserving slopes and forests and still allows for the full use of the land without overcrowding.

A planned residential development must be approved in its entirety by the Township, and the approval is contingent upon strict standards and conditions. Substantial investment in architecture and engineering is required from the developer prior to approval and this investment, together with the extensive review and approval requirements, are the major handicaps to planned residential developments.

Architects, builders and planners have nevertheless remained excited about the prospects and opportunities offered by such developments. Planners are interested in the provision of usable open space, the separation of pedestrian and vehicular traffic to a greater extent, and the grouping of land areas in better functional relationships. Architects have been interested in the unifying, aesthetic qualities that can be derived from such development as well as the better working relationships of the different parts of the development. Builders have been attracted by the prospects of being able to market more desirable housing units in a controlled community, in deriving benefits of more economical cost of installing utilities and streets, and by reduced cost for earth moving and the reservation of natural wooded areas and other attractive features of the land that they acquire for development. The same principles have been applied most commonly to shopping centers where overall unit design has produced successful developments.

An illustration of a planned residential development which was proposed but not built in a neighboring community is shown on the adjacent plate. The plan shows a tract of 78 acres where garden apartments were to be clustered in two specific areas. Clustering of these housing units opened a considerable amount of open space around the apartment buildings since the overall density of the entire tract of land was restricted. The open space was to be dedicated to the municipality for the construction of a nine-hole golf course. The course was to have been municipally owned and operated and would have served as a buffer area between an industrial area and a single-family residential district. Income from the golf course would have supported a very handsome recreation program in the municipality. The proposal was rejected by the residents surrounding the area who feared the addition of apartments in a single-family area. The land was subsequently developed with the same number of housing units as single-family homes with much greater mileage of public streets to be maintained, a higher

number of school children, and no sense of space or recreation land made available to the municipality.

The areas in Harrison Township which are designated for planned residential developments are those which have easy access to Freeport Road and to the Allegheny Valley Expressway. They occur for the most part in the relatively undeveloped northern portion of the Township where topography is somewhat steeper and more uneven than in the Natrona Heights area. Sewer and water facilities are programmed for extension into this area so that unified residentially developed lands can be built with no hazard to health or safety. The Land Use Plan does call for a variety of residential types in these areas so that town houses and garden apartments would be acceptable when proposed as part of a large land residential development.

A PLAN FOR THE MOVEMENT OF PEOPLE AND GOODS

Transportation has been a major factor in the development of the Allegheny Valley and will continue to be an important factor bearing on the future development of Harrison Township. Transportation focused early attention on the area since the Allegheny River was the principal waterway into Pittsburgh and into the Midwest. The Pennsylvania System of rail and canal was a short-lived effort to provide the major east-west traffic transportation system for the United States through Pittsburgh. The canal system extended through Natrona along the river terrace in Harrison Township. It was soon replaced by the Pennsylvania Railroad which has more recently become the Penn Central Railroad serving most of the industrial Northeast.

Route 28 follows the ridgetop and parallels the river and railroad. It is the chief access spine which has placed most of the new growth for the Allegheny Valley on the ridges in Harrison Township. The highway, which was originally installed as a facility serving long-range regional traffic, has become obsolescent and inadequate for major regional through-traffic handling because of access to abutting land uses. It is being replaced by the Allegheny Valley Expressway paralleling it, the railroad and the river.

The Allegheny Valley Expressway is located approximately a half-mile to the west of Route 28 and about a mile-and-a-half west of the river. It follows the valley of Little Bull Creek along the western boundary of the Township and the valley provides optimum gradient and least interference with existing land-use patterns. Since it is a deep, narrow valley, the highway will be nicely separated from the major development areas of the Township and will not interfere with residential neighborhoods. There will be three interchanges which will be used by the residents of the neighborhoods--one in Tarentum just to the south of Harrison Township boundaries; a second at Burtner Road to the west of Natrona Heights; and a third just inside the northern boundaries of the Township at the interchange with State Route 908.

The highway is now programmed for construction from Pittsburgh to Kittanning primarily to facilitate the revitalization of the economy in Armstrong County and through the Allegheny Valley Area. The highway will subsequently be extended to the northeast to tie into the Keystone Shortway near Brookville. When this link is finally completed, it will constitute the shortest highway connection from Pittsburgh to New York and New England and will carry substantial through-traffic from the Pittsburgh area to the northeast. Even with these major regional movements, however, the highway's major function will be that of a principal highway facility serving the Pittsburgh Metropolitan Area and serving the industries located along the Allegheny Valley. Its construction to date has played a major part in the establishment of new and expanded industries along the Allegheny River.

The Expressway will provide high-speed access into and away from Downtown Pittsburgh for residents of the Township. In addition, it will, with its connection to the Pennsylvania Turnpike in Harmar Township, provide for the high-speed lateral movement of traffic to the suburban and outlying metropolitan areas. At Freeport, just to the north of the Township line, Route 28 merges with Route 356 providing direct access through central Westmoreland County. This highway is programmed for improvement to an interstate level which will have an effect of focusing more developmental attention on Harrison Township. In addition, proposals have been considered for extending a new major traffic-carrier from Freeport across the southern tier of Butler County to form a northern arc for a circumferential highway around Pittsburgh. Such proposals are too vague for use in preparing highway planning proposals for Harrison Township, but they do reiterate the strategic position which Harrison Township has always maintained in the regional transportation picture. Kiskiminetas Junction, just to the northeast of the Township, was the turning point of the canal system which tied Pittsburgh to Philadelphia in the 1830's. That same point today will lie close to the junction of the regional highway network in the future.

The transportation needs for industries located on the river terrace are reasonably well-provided for then by the Pennsylvania Railroad located on the western boundary of the terrace, the Allegheny River located on the eastern end of the terrace, and by the provision of a new interstate thruway paralleling both the river and the railroad. Unfortunately, the ridge system on which the residential areas of Natrona Heights have been developed lies between the industrial river terrace and the new interstate highway. The closest interchange on the new highway to the river terrace is that at Burtner Road. This road is not continuous, crosses the major business route at the crest of the ridge, traverses residential neighborhoods enroute, and rises over 250 feet in less than half a mile. The highway is not acceptable as a major carrier of industrial traffic.

The recommended industrial route from the river terrace to the highway will utilize the river road through Brackenridge and Tarentum and gain access to the Expressway at the Tarantum interchange. This route provides for a grade separation where the route crosses the Pennsylvania Railroad, eliminates the need to climb and descend the ridge system, and moves around residential neighborhoods rather than through residential neighborhoods. Truck traffic on Spring Hill Road and on Burtner Road should be limited to traffic terminating in the commercial centers on Route 28. Major volumes presently occur along Freeport Road, Route 28, with the maximum traffic of about 18,000 vehicles per day through the center of Natrona Heights. These traffic volumes will be reduced slightly after opening of the Allegheny Valley Expressway, but it can be expected that local traffic volumes will increase to that level and beyond within a few years after the opening of the highway due to the increased development and increased commercial activities spawned by the improved expressway. The quality of traffic on Route 28 will change, however, with fewer trucks and fewer long distance traffic located along Freeport Road. The road will revert to a more locally-oriented business route providing access to the shopping centers and residential areas in Harrison Township. It will still remain the principal thoroughfare for traffic in the Township.

An additional change which can be expected will be the increased lateral traffic leading to the interchange roads on the interstate highway. Increased truck volumes on Burtner Road, on Route 908, and around the New Kensington Bridge and the Tarentum interchange will be an obvious result of the completion of the highway. The widening of Spring Hill Road will accommodate expanded traffic and is a necessary initial step to accommodate these increasing traffic ties in the Township. In addition, Burtner Road will have to be considerably improved and its connection to Spring Hill Road will require improvement.

To alleviate this heavy cross traffic movement, collector roads are proposed to tie residential areas of the Township together and provide alternate access with reduced congestion for passenger vehicles. These alignments are shown on the Major Thoroughfare Plan. One parallels the expressway and follows the eastern floor of Little Bull Creek. It ties into Freeport Road just above Silver Lake at the southern end of the Township and across from the Harrison Hills Regional Park toward the northern end of the Township. A second collector route extends northward from the settlement of Sligo on the Allegheny River at the northern end of the river terrace through the foothills of Harrison Hills to connect with Freeport Road at the intersection of 908. This parkway-type road would be built to accommodate passenger cars only and to provide alternate access, low congestion routes to residential areas. The principal collector streets are shown on the Major Thoroughfare Plan and they should be designated, maintained and improved to provide fairly continuous access from residential neighborhoods to the major traffic arteries.

Transit, which is presently provided by the Port Authority of Allegheny County, may hopefully be expanded considerably during future years. Many rapid transit systems are presently under study by the Port Authority and initial facilities are expected to be programmed during the next few years. The Pennsylvania Railroad right-of-way through Natrona and adjacent to the principal industrial concerns in the area may provide some opportunity for future transit facilities. The present system relies extensively upon private automobiles and places those unable to drive because of age, health, or economic circumstances at a substantial disadvantage. Pedestrian access in Natrona, plus Natrona and Natrona Heights, is the only alternate to those who cannot drive. Until improved transportation facilities are made available, special consideration should be given to pedestrian movements and the safe and convenient movement of pedestrians should be favored over vehicular movement. Urgent vehicular movements have been isolated and direct onto the expressways so that the favorable treatment of pedestrians does not impose unduly upon the driver. A continuity of trails for walking, hiking, and cycling should be encouraged not only for recreational ends, but also to facilitate the mechanically disenfranchised.

A PLAN FOR COMMUNITY FACILITIES AND UTILITIES

Harrison Township is reasonably well-provided for with respect to municipal utilities and facilities in its developed areas--that is, in the southern half of the Township. Most of this area is presently sewered and is served by public water supply. Schools, fire stations, and other community facilities are all located within this southern half of the Township.

During the coming two decades, major emphasis will be shifted to the provision of facilities to support the expected growth in the northern portion of the Township. Some expansion of facilities has already been programmed in this area, and more will be required. In addition, some expansion and improvement of facilities in the southern portion of the Township is also expected. While there are problems and expenses attached to the provision of these utilities, no unusual difficulty is foreseen. The ability of the public to provide these facilities is not seen as a limitation on future growth.

Sewerage

Harrison Township is a member of the Upper Allegheny Joint Sanitary Authority. Other members of the Upper Allegheny Joint Sanitary Authority include East Deer Township and Tarentum and Brackenridge Boroughs. The Authority has installed and operates a treatment plant located in Creighton in East Deer Township. The plant has a capacity of 8 million gallons per day, and it is presently handling an average of 3 million gallons per day. The plant has been in operation for about eight years.

Sewage from Harrison Township is collected by two main interceptor sewer lines. One begins upriver from Natrona and follows the Allegheny River, while the other runs along the Little Bull Creek to Bull Creek and Tarentum. Where these two interceptors join at Tarentum, they are connected by a pump station and a force main to the treatment plant. Prior to this plant's operation, sewage was discharged directly into the Allegheny River.

A system of laterals extend from these interceptors to serve the developed area of the Township. The areas in the northern half of the Township are not served by this sewerage system and must rely on septic tanks or other on-lot disposal systems. A plan for the expansion of the present service area to cover the future potential development area of the Township has been prepared by Green Engineering Company. This plan would serve all potential developed area except for the Harrison Hills Regional County Park and the area north of this park. The areas where future sewerage facilities will be located are shown on the Municipal Utilities Plan.

Water

Public water is provided by the Clearview Water Company, and--as with sewerage--service is to the predominately developed areas in the southern half of the Township. The extent of water service is shown on the Municipal Utilities Plan.

Programs for the continuing expansion of this water system to serve the new development areas of the Township have been formulated. An overall policy with respect to the areas to be served is set forth on the Municipal Utilities Plan. It calls for the extension of water along the industrial river terrace area from Natrona to Sligo, for the extension of water service to the potential developed areas along the valley of Little Bull Creek, along the ridgetop to the west of the new highway adjoining Fawn Township. In this latter area, water service alone is expected and sewerage facilities are not expected to be provided on a community basis. Instead, with a public water supply, sewage is anticipated to be accommodated by on-lot treatment. Cemeteries and the County Park are not expected to be intensively developed for purposes which would require an extensive water supply, so that no heavy laterals are expected to be provided

Fire Stations

There are presently three fire stations located in the Township as shown on the Community Facilities Map. One is located near the hospital, one in Natrona, one opposite the Natrona Heights Shopping Plaza. These provide good coverage to the presently developed area but they do not provide the required coverage for intensive development in the northern portion of the Township.

On the Municipal Facilities Map, a radius of $\frac{3}{4}$ of a mile has been drawn around the existing fire stations to show the area of primary coverage. The $\frac{3}{4}$ mile radius is a standard developed by the National Board of Fire Underwriters. No major industrial or commercial building should be located outside of that area of $\frac{3}{4}$ mile coverage. However, due to the hilly terrain, the use of a radius must be tempered by the location of good roads and the limitations of hills and other topographic breaks. The areas along the Natrona Heights ridgetops are well-covered by two fire stations along Route 28 which provides the fastest possible access along the center of this ridge.

The fire station in Natrona Heights covers the heavy industrial and residential development along the river terrace. Additionally, fire stations on Route 28 provide reasonably rapid access to commercial buildings located along Route 28 north of the $\frac{3}{4}$ mile arc. Even with this favorable location of highways to provide fast access into the northern reaches of the Township, an additional fire station must be provided to serve this area of new development. One fire station should be sufficient if it is located centrally with respect to highways and the area in the northern portion of the Township. The generalized location recommended is near the entrance to Harrison Hills Regional Park.

Municipal Building

A new Township Building is under construction near the Plaza Heights Shopping Center off Spring Hill Road. This location is central to the entire Township and the new facility will certainly be a desirable addition to the Township. Upon its completion, the Municipal Building in Natrona will no longer be required for use as municipal offices. This building could very well be converted to use as a community center to provide for recreation and other community needs for the residents of Natrona. The public ownership of this building should be continued.

Schools

With the completion of the new High School, Harrison Township is very well served by educational facilities. A ten-year plan has been prepared by the Highlands School District, and it proposes to continue with two secondary and four elementary schools in the Township. In addition to the present new high school, the older high school will continue as a facility for secondary education. The four elementary schools are located in a fairly compact cluster around the high school, with the northernmost elementary school being the Birdville School located less than half the distance toward the northern boundary of the Township.

An additional elementary school should be provided in the northern part of the Township to supplement the excellent secondary facilities. The addition of the elementary school in the approximate area shown on the Municipal Facilities Plan would keep elementary educational facilities within reasonable walking distance of most of the residents of the Township. A five-eighths mile arc to show the service area for the elementary schools has been struck off on the Municipal Facilities Plan. This Plan shows that a relatively limited area is within the potential walking distance of elementary schools and that the schools overlap one another on basis of a five-eighths mile radius.

The proposed site for the new elementary school would be midway between Freeport and Saxonburg Roads about one mile south from the northern boundary of the Township. Enough additional residential growth is anticipated in this area to support an elementary school of 14 classrooms. While this school may not be required within the coming ten-year period, it could be expected to become a reasonably early need in the next ten-year period. The acquisition and retention of a site of not less than ten acres in area is recommended to the School District.

Parks

The Park and Open Space Plan for Harrison Township shows three major Township Parks and six Neighborhood Parks in addition to playgrounds and ballfields. These Township and Neighborhood Parks are tied together by a system of open space which includes steep slopes, cemeteries and other semi-public facilities, and the Harrison Heights Regional Park. The open space system provides a continuous line of open wooded areas which surrounds the major residential areas in the Township and separates them into identifiable neighborhoods in which urban development is contrasted with areas of natural wooded beauty.

The Park and Open Space Plan is based upon the need for 250 acres of recreational space in the Township by the year 1990. This need is required by the ultimate population in the Township of 25,000 people and upon an estimate of 10 acres per thousand population for recreational facilities. Most recreational sources indicate that at least 20 acres per thousand population should be provided, and further specify that ten of these acres should be in large natural preserve areas. Since the Harrison Hills Regional Park provides a major day use recreational facility available for nature study, picnicking, and the like, the standard for future park provision has been reduced to ten acres per thousand future population.

The Township parks are planned as the major recreational facilities to serve the Township. They should be 20 to 40 acres in size, and with three parks proposed, each will serve a third of the population. These parks would normally include recreational buildings, swimming pools, field games, court games, playground equipment, baseball fields, natural wooded areas, parking and sanitary facilities.

Two sites have already been acquired for major township parks. One is along Bull Creek at Silver Lake in the southwestern corner of the Township. The second is located at the northern end of the Township opposite the County Regional Park. A third site is proposed in the center of the Township on a fortunately available tract of ground near Burtner Road.

Three additional Neighborhood Parks are proposed by the Park and Open Space Plan. One is proposed in the Natrona Heights area near the golf course, and two will be in the northern portions of the Township. The latter two should be acquired to suit the development of that portion of the Township. These three neighborhood parks will supplement the three already owned by the Township. Two of these are at Natrona, with the one located next to the river intended to serve adults and senior citizens as well as children. Facilities for children are located on the hillside site on the north edge of Natrona, and at the playground adjacent to the Birdville School.

Existing playfields are also indicated. The majority of these are provided in connection with school facilities. A small playground is located in Sheldon Park and ballfields are provided by the Volunteer Fire Department on the river terrace near Karns.

HARRISON TOWNSHIP AND ITS NEIGHBORS (REPLACE WITH CONTIGUOUS MUNICIPALITIES STATEMENT)

Harrison Township occupies the northeastern most corner of Allegheny County at a point where four counties--Butler, Armstrong, Westmoreland, and Allegheny--come together. The long river frontage in Harrison Township is opposite Westmoreland County, and the topographic characteristics of the banks along the river obviate concern over conflicting development patterns between the two counties. Freeport, in Armstrong County, is separated by topography, drainage, and a major highway. Of more concern with respect to adjacent physical development area the municipalities of Brackenridge, Tarentum, and Fawn Township in Allegheny County, and Buffalo Township in Butler County.

Tarentum, Brackenridge, and Fawn Township have undertaken planning programs and have published comprehensive plans. No plan has been prepared for Buffalo Township, but Butler County has a generalized plan for that area. The land use policies incorporated in these plans are shown on the map "Regional Relationships". The map shows no conflicting land use patterns.

Brackenridge and Tarentum are closely related to Natrona and Natrona Heights, and development patterns and planned uses are compatible for these areas. The expansion of commercial and industrial development as planned in Harrison Township will not conflict with the communities in Allegheny County.

The Harrison Plan calls for commercial and industrial development adjacent to the northern interchange on the Allegheny Freeway and this abuts the Butler County line. A trailer park is presently located at the northern end of this district in Buffalo Township. Some extension of this commercial pattern, or a transitional use should be anticipated in Buffalo Township.

The long Western boundary of Harrison Township abuts Fawn Township and, because of the rural hilly character of the land, little conflict is anticipated. Some future residential properties in Harrison Township will require access through Fawn Township. Coordination of development of local streets and other facilities should be of joint concern to both Township Planning Commissions.

Harrison Township is served by the Southwestern Pennsylvania Regional Planning Commission representing six counties, including Butler, Armstrong, Westmoreland, and Allegheny. Strong planning programs are also being carried out by each of the counties in the region. Harrison Township is a member of the Northeast Allegheny Regional Planning Commission together with Brackenridge, Tarentum, and Fawn Township. Active involvement in this local Planning Commission in order to best effect sound development and efficient governmental services should be a continuing part of Harrison Township's planning administration.

APPENDIX A POPULATION GROWTH POTENTIAL

Harrison Township was created from Fawn Township in 1863 so there are no statistics on its growth prior to the Civil War. It can be assumed, however, that early growth was slow and based primarily upon agriculture and trade activities from Pennsylvania Canal System located along the River. In 1850, Tarentum had only 509 persons, and by 1870 Harrison and Tarentum together had a population of less than 3,000. Harrison passed 2,000 persons in 1875 and has grown steadily according to Census Reports during every ten year period since its founding. Its most rapid rate of increase was in the decade of the 1880's when it doubled its population from 2,352 to 4,685. By 1900, 6,320 persons resided in the Township.

The greatest numerical growth occurred during the 1910's and 1920's. During those two decades, the population nearly doubled from 6,700 in 1910 to 12,400 in 1930. The growth accompanied the industrialization of the Valley, and the influx came from the last large waves of European immigrants who rushed into the Country before the McCarran Immigration Act closed the door.

This large influx of population still influences the Township. In 1960, six percent of the population was foreign born and an additional one-quarter of the population were first generation offspring of immigrants. The 1960 Census reports nearly 5,000 persons of foreign stock, with about 40 percent of them being of Polish extraction, about 20 percent from Czechoslovakia and the remainder also primarily from middle Europe. This large immigration ended nearly 40 years ago. In 1930, the population of the Township was much younger because of the dominant youth of these immigrants, and the median age was about 27 years. By 1960, the population had aged substantially as this population group aged. The median age increased by nearly five years to 31.5 and the number of persons over age 45 increased from under 1,800 to over 4,500.

The 1920's were the last decade that the Township grew as a result of net immigration of population. Since 1930, the population has increased as a result of high birth rates and low death rates, but the out-migration of young adults has largely offset these gains. The total population increased by only 6 percent during the 1930's, by 15 percent during the 1940's, and by 4 percent during the 1950's. If there had been no out-migration, natural increases in population would have amounted to an increase of roughly 15 percent per decade, and the 1930 population would have increased to 21,000 by 1960. By 1960, the actual population of the Township stood at only 15,710.

This slower rate of growth must be judged in context with total Allegheny Valley region which has shown a substantial drop in population since 1950. The growth in Harrison Township is a result or restructuring of the developmental pattern of the region, with a thinning out of the population in the older established communities of Tarentum, Brackenridge, and Natrona; with this thinning out offset in some measure by suburban growth in Harrison Township. During the 1950's, Tarentum lost 1,308 persons and Brackenridge, 481. Harrison, Fawn, and Frazier Townships all gained, but the total population for the northeastern corner of Allegheny County dropped from 37,700 in 1950 to 37,200 in 1960.

For the whole region this was a total population loss of only 1.2 percent which may appear to be a trifling ratio. Unfortunately, the consequences were heightened by the selectivity of out-migration. Most of those moving away were the young adults who had just finished their education and moved elsewhere to find employment. The aging of the population which would have been especially noticeable already from the large influx of young immigrants in the 1920's, was heightened by the removal of young people at the other end of the age group. This has been particularly notable in Tarentum and Brackenridge, where the median age in 1960 was 36 to 37 years old. Even with suburbanization and new growth in Harrison Township, it is a considerable factor. For example, in 1930 the number of young adults between 15 and 34 years of age stood at 4,055, while in 1960 there were only 3,761 persons in the same age group. The higher post-war birth rates kept the age down. The number of adults in 1930 resulted in 4,708 children under the age of 15, while the lesser number in 1960 accounted for a few more--4,839.

The static population and out-migration for the region has been diagnosed as the result of a static industrial and economic base in Western Pennsylvania during the 1950's, and in the Allegheny Valley in particular. In the Allegheny Valley, poor highway transportation has been a major deterrent to economic expansion. The Allegheny Valley Expressway has been programmed in response to this demand, and new economic growth has resulted from the prospects of improved highway transportation resulting from this highway and from other highway improvements in Westmoreland County. Several new industries have been brought into the Valley area and existing industries have been expanded substantially. The major adjustments from a declining coal and agricultural economy have been completed, and employment losses resulting from increased mechanization and automation have been offset. The economy has been expanding in recent years, and it is reasonable to anticipate that such expansion will continue on a sound basis through the coming decades.

As a result of this increasing economy and in conjunction with the new highway being extended through Harrison Township, the rate of growth in the Township is expected to turn upward again during the 1970's and 1980's. The growth is expected to be a result of expanded housing construction in the Township with the suburban real estate market based upon improved access, expanded facilities, and a growing economic base.

The population project was based upon detailed projections for each age group with estimates made for each decade through 1990. The projections were based upon survival rates, upon expected changes in migration rates, and upon a declining birth rate measured with specific reference to the number of potential parents who are expected to reside in the Township. The estimates anticipate that some out-migration will continue for both male and female in the late teens when an increasing proportion of the youth will be moving away for higher education. It anticipated that the in-migration will increase amount both male and female in their late 20's and early 30's; and to a lesser degree during the early 40's. It assumes that there will be little change in the population aged 45 and above due to migration during the coming decades.

The estimates show a total population of 16,000 in 1970, a population of 19,400 in 1980, and a major jump to 24,200 by 1990.

PAST AND PROJECTED POPULATION BY AGE GROUPS

	<u>1930</u>	<u>1960</u>	<u>1990</u>
Under 5	1,470	1,714	2,160
5-14	3,238	3,125	4,340
15-24	2,302	1,875	3,450
25-34	1,753	1,886	3,260
35-44	1,738	2,516	3,970
45-64	1,544	3,306	4,630
65 and over	342	1,281	1,350
Total	12,387	15,710	24,160

The specific changes in total age by population are shown on the above table. It compares the reported population by age groups for Harrison Township in 1930 and in 1960 with the estimates for 1990.

Pre-Schoolers

Pre-schoolers will increase at a slightly faster rate during the coming thirty years than in the past thirty years. In 1960 there were fewer potential parents, but the birth rate with reference to these parents--or the fertility ratio--was very high. There were 3,320 women between the ages of 15 and 44 in 1960, and of this number of potential parents, there were 1,720 children under the age of five, for a fertility ratio of 518 children under five per 1,000 women. By 1990, this fertility ratio is expected to stand at about 400. The number of women in the child-bearing years will have increased substantially, however, to 5,400 so that even with a substantially reduced birth rate, a larger number of young children should result.

School-Age Children

Those aged 5-14 decreased somewhat between 1930 and 1960, but are expected to increase by more than a third by 1990. This increase will result primarily from the influx of young families into the developing areas of the Township.

Young Adults

The group aged 15 to 34 have decreased slightly by 1960, but is expected to increase substantially by 1990. The total in this group is expected to reach 6,700 by 1990.

Middle Age

This age group, 35 to 64, has been a rapidly growing sector of the population. It is expected to continue to grow though at a somewhat reduced rate. This group is expected to number 8,600 people by 1990.

Retired

Those over 65 have been the most rapidly growing group for the past generation. They increased by 215 percent between 1930 and 1960, but this rate of increase is not expected to be maintained. About 1,350 persons are expected by 1990 in this age group. This reduced rate of increase is a result of three factors: 1) the low birth rates of the depression years, 2) the reduction in immigration, and 3) the out-migration of the youth of the area.

Total Population	10934
Male	5055
Female	5879
Under 5 years	617
5 to 9 years	596
10 to 14 years	647
15 to 19 years	654
20 to 24 years	513
25 to 34 years	1187
35 to 44 years	1716
45 to 54 years	1546
55 to 59 years	569
60 to 64 years	474
65 to 74 years	1144
75 to 84 years	1006
85 years & over	265

**Table 1
Sex and Age**

Median Age (years)	42.6
18 years and over	8642
Male	3881
Female	4761
21 years and over	8312
62 years and over	2700
65 years and over	2415
Male	919
Female	1496

According to Table 1 there were a total of 10,934 residents in Harrison Township in 2000. Of this population, 5,055 (46.2%) were males and 5,879 (53.8%) were females.

There were 617 or 5.6% of the population under five (5) years of age. This group represents the number of people who will be entering the school system and is indicative of an aging population.

The age group between 5 and 19 (or school age children) was 1,897 or 17.35%. This suggests a moderately young population when coupled with the under age five (5) age group.

The age 20 to 44 year old bracket had a total of 3,416 or 31.24% of the total population. This age group had the highest concentration of population in the township.

The 45 to 64 age group had 2,589 persons or 23.66% of the total population.

The age group of persons 65 and older accounted for 2,415 or 22.09% of the total population. This suggests an older population with a low employment and other needs such as housing that accommodates aging persons.

The median age of people in Harrison Township was 42.6 in 2000.

**Table 2
Relationship**

RELATIONSHIP	
Total Population	10934
In households	10867
Householder	4796
Spouse	2320
Child	3041
Own child under 18 years	2148
Other relatives	365
Under 18 years	106
Nonrelatives	345
Unmarried partner	200
In group quarters	67
Institutionalized population	14
Noninstitutionalized population	53

Of the 10,934 persons in Harrison Township in 2000, 10,867 or 99.4% were in households. There were 4,796 householders, 2,320 spouse households in Table 2.

**Table 3
Housing Occupancy**

Housing Occupancy	
Total housing units	5246
Occupied housing units	4796
Vacant housing units	450
For seasonal, recreational, or occasional use	7
Homeowner vacancy rate (percent)	2.1
Rental vacancy rate (percent)	12.3

As per Table 3, there were 5,246 housing units in Harrison Township in 2000. Of these, 4,796 or 91.4% were occupied housing units. There were a total of 450 vacant housing units or 8.6% of the total. In addition, there were seven (7) housing units used for seasonal, recreational, or occasional use. This was less than 1% of the total housing units in the township.

There is a low vacancy rate for homeowner vacancy rates in Harrison Township (2.1%). However, there was a significantly higher vacancy rate for renter occupied housing units (12.3%). This statistic indicates that homeownership is much higher than renter occupied units in the township.

**Table 4
Housing Tenure**

Housing Tenure	
Occupied housing units	4796
Owner-occupied housing units	3465
Renter-occupied housing units	1331
Average household size of owner-occupied units	2.34
Average household size of rented-occupied units	2.08

Table 4 indicates there were 4,796 occupied housing units in Harrison Township in 2000. Of these 3,465 or 72.2% were owner-occupied housing units. There were 1,331 renter-occupied housing units in Harrison in 2000 or 27.8% of the total occupied housing units. The overwhelming majority of Harrison's housing is owner occupied suggested a stable housing stock.

The average household size of owner occupied units was 2.34, while the average household size for renter-occupied units was 2.08. The average household size of owner-occupied units is higher than that of renter-occupied units suggesting that more larger families tend to live in owner-occupied housing.

**Table 5
Educational Attainment for persons age 25 and over**

EDUCATIONAL ATTAINMENT	
Population 25 years and over	7910
Less than 9th grade	337
9th to 12th grade, no diploma	892
High school graduate (includes equivalency)	3466
Some college, no degree	1288
Associate degree	607
Bachelor's degree	881
Graduate or professional degree	439
Percent high school graduate or higher	84.5
Percent bachelor's degree or higher	16.7

The total population of persons 25 years of age and older in Harrison was 7,910 in 2000 as per Table 5. Of this group, 337 or 4.3% had less than a 9th grade education. There were 892 people or 11.3% between 9th and 12th grade with no diploma. High school graduates totaled 3,466 or 43.8% of the population. There were 1,288 people with some college, no degree, and 607 people with associate's degrees. Harrison had 881 people with Bachelor's degrees and 439 persons with graduate or professional degrees.

A high percentage (84.5%) had high school degrees or higher and 16.7% had bachelor's degrees or higher. This suggests a highly educated population.

Table 6
Residence in 1995
Population 5 years and older

RESIDENCE IN 1995	
Population 5 years and over	10321
Same house in 1995	7202
Different house in the U.S. in 1995	3108
Same county	2132
Different county	976
Same state	665
Different state	311
Elsewhere in 1995	11
Percent in same house	

Of the 10,321 persons over age 5 in Harrison, 7,202, or 69.8% lived in the same house. There were 3,108 persons over age 5 living in a different house in the US in 1995 per Table 6. Of these, people 2,132 lived in Allegheny County. 976 lived in a different county (Harrison is adjacent to Butler County and across the Allegheny River from Westmoreland County). There were 311 persons who lived in another state and 11 who lived abroad in 1995.

This demonstrates residential stability in Harrison.

**Table 7
Employment Status**

Employment Status	
Population 16 years and over	8974
In labor force	5039
Civilian labor force	5039
Employed	4756
Unemployed	283
Percent of civilian labor force	5.6
Armed Forces	-
Not in labor force	3935
Females 16 years and over	4907
In labor force	2398
Civilian labor force	2398
Employed	2332
Own children under 6 years	729
All parents in family in labor force	453

Table 7 demonstrates that there were 8,974 persons over the age of 16 in Harrison in the year 2000. Of this, there were 5,039 persons in the Labor Force in 2000. All of these people were in the civilian labor force. Employed persons accounted for 4,756 of the labor force. Unemployed persons accounted for 283 people. The unemployment percent of Harrison was 5.6 % in 2000. This was about double the national average.

There were 3,935 persons not in the labor force in 2000. This was 43.8% of the total. This suggests both high unemployment and a high number of retired persons and an aging population in Harrison.

**Table 8
Commuting to work
Worker age 16 and over**

Commuting to Work	
Workers 16 years and over	4647
Car, truck or van -- drove alone	3754
Car, truck or van -- carpoled	371
Public transportation (including taxicab)	156
Walked	244
Other means	53
Worked at home	69
Mean travel time to work (minutes)	22

Of Harrison's 4,647 commuters, 3,754 or 80.8 % drove alone according to Table 8 above. 371 of 8% carpoled. There were 165 persons using public transportation or 3.4%. There were 244 people who walked to work or 5.3% and 69 people worked at home in 2000. This suggests most people in Harrison used their own auto to get to and from work.

The average commuting time was 22.0 minutes. This can be attributed to having direct access to PA 28.

**Table 9
Income in 1999
Households**

INCOME IN 1999	
Households	4783
Less than \$10,000	520
\$10,000 to \$14,999	448
\$15,000 to \$24,999	727
\$25,000 to \$34,999	804
\$35,000 to \$49,999	844
\$50,000 to \$74,999	884
\$75,000 to \$99,999	359
\$100,000 or \$149,999	160
\$150,000 to \$199,999	8
\$200,000 or more	29
Median household income (dollars)	33482

Table 9 shows that there were 4,783 households in Harrison in 2000. Of these 520 or 10.9% made less than \$10,000 annually. Another 448 households made between \$10,000 and \$14,999 in income; while 727 households or 15.2% made between \$15,000 and \$24,999 per year. This represents a high number of households living below the poverty level in 2000.

The majority of households in Harrison were in the \$ 25,000 and \$74,999 range. The number of households in this bracket (2,532 or 52.9%) was in the \$ 25,000 to \$ 74,999 income bracket. There were 882 households or 10.5% in the \$ 75,000 and above income level.

The median household income was \$ 33,482 in 2000.

**Table 10
Families Income**

Families	3177
Less than \$10,000	221
\$10,000 to \$14,999	159
\$15,000 to \$24,999	309
\$25,000 to \$34,999	532
\$35,000 to \$49,999	597
\$50,000 to \$74,999	806
\$75,000 to \$99,999	327
\$100,000 or \$149,999	145
\$150,000 to \$199,999	8
\$200,000 or more	13
Median household income (dollars)	42309

There were 3,117 families in Harrison in 2000 as per Table 10. Of these families, 221 had incomes of less than \$10,000. Another 486 or 15% had incomes between \$10,000 and \$24,999. The majority of families in Harrison Township made between \$25,000 and \$49,999 or 36.3% in 2000. 806 families or 25.9% had incomes between \$50,000 and \$74,999. There were 327 families making \$75,000 to \$99,999 in 2000. And 166 families or 5.4% of the total making \$100,000 or above.

Median family income was \$42,309 in 2000. Per capita income was \$18,011.

This suggests Harrison Township is made up of middle income families.

**Table 11
Units in Structure**

Total housing units	5246
UNITS IN STRUCTURE	
1-unit, detached	3795
1-unit, attached	348
2 units	235
3 or 4 units	329
5 to 9 units	171
10 to 19 units	140
20 or more units	226
Mobile home	2
Boat, RV, van, etc.	0

There were 5,246 total housing units are in Harrison during 2000 as per Table 11. Of these 3,795 were 1-unit detached dwellings or 72.3% of the total (single-family units). There 348 1-unit attached dwellings or duplexes housing single-families in 2000. In 2000, there were 235 2-unit dwellings, and 329 3-4 unit dwellings. These represented smaller apartments, usually in the form a single-family home conversions. In 2000, 311 units had between 5 and 19 units of attached housing. There were 226 units of 20 or more units of attached housing at the last census. This can be attributed to the public housing tower at the Harrison Hills Public Housing Project. Lastly, there were two mobile homes used as housing in Harrison in 2000.

It is clear that the overwhelming majority of housing in Harrison Township is single-family detached dwelling units. The existing land use map further supports this.

**Table 12
Year Structure Built**

YEAR STRUCTURE BUILT	
1999 to March 2000	13
1995 to 1998	29
1990 to 1994	47
1980 to 1989	209
1970 to 1979	475
1960 to 1969	677
1940 to 1959	2038
1939 or earlier	1758

This table (12) indicates new housing construction in Harrison over the past 60 years. The table reveals that there has been little in the way of new home construction in Harrison between 1980 and 2000. About 10% of Harrison's housing stock was built between 1970 and 1980. Another decade of note for housing construction was between 1960 and 1970 with 677 units being built.

The majority of Harrison housing stock was built before 1959 (67.3%). This represents an older housing stock that grew with the heavy industry peak years.

Table 13
Value

VALUE	
Less than \$50,000	737
\$50,000 to \$99,999	1923
\$100,000 to \$149,999	462
\$150,000 to \$199,999	135
\$200,000 to \$299,999	59
\$300,000 to \$499,999	31
\$500,000 to \$999,999	0
\$1,000,000 or more	5
Median (dollars)	76,500

Housing values for the 3,352 owner-occupied dwelling units in Harrison averaged \$76,500 in 2000. There were 737 or 22% of the township's homes valued at under \$ 50,000 in 2000. The majority of the township's dwelling units were in the \$ 50,000 to \$ 99,000 range (\$ 57.4%) There were 14% in \$ 100, 000 to \$ 149,999 range and 135 in the \$150,000 to \$ 199,999 category. A total of 90 units were in the \$ 200,000 to \$ 499,999 range and there were 5 over \$1,000,000.

This information provides an analysis that housing in Harrison Township is affordable.