

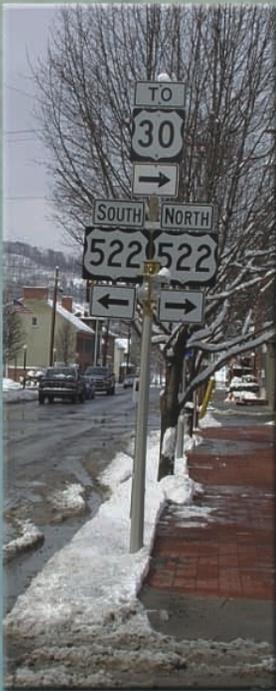
Moving Fulton Forward

A Joint Comprehensive Plan

Presented to:

Fulton County

Department of Community & Economic Development



-
- Ayr Township
 - Belfast Township
 - Bethel Township
 - Brush Creek Township
 - Dublin Township
 - Licking Creek Township
 - McConnellsburg Township
 - Taylor Township
 - Thompson Township
 - Todd Township
 - Union Township
 - Wells Township
-

Prepared by:

RETTEWSM

AYR TOWNSHIP

Resolution # 11-27-06

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Ayr Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Ayr Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Ayr Township Board of Supervisors on November 27, 2006.

NOW THEREFORE BE IT RESOLVED by the Ayr Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 27th day of November, 2006.

AYR TOWNSHIP BOARD OF SUPERVISORS



Marlin Harr, Chairman



Gary Hopkins



Thurman Nesbitt, III

ATTEST:



Township Secretary

BETHEL TOWNSHIP**Resolution # 02 of 2007**

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Bethel Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Bethel Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Bethel Township Board of Supervisors on December 4, 2006.

NOW THEREFORE BE IT RESOLVED by the Bethel Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

RECEIVED

JAN 2 2007

ADOPTED this 2nd day of January, 2007.

RECEIVED

BETHEL TOWNSHIP BOARD OF SUPERVISORS

Ray E. Powell
Ray Powell, Chairman

Mark Refsberg
Mark Refsberg

Robert D. Strait
Robert D. Strait

ATTEST:

Dorothy J. Lynch, Sec. Treasurer
Township Secretary

BELFAST TOWNSHIP

Resolution # 7 of 2006

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Belfast Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Belfast Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Belfast Township Board of Supervisors on November 20, 2006.

NOW THEREFORE BE IT RESOLVED by the Belfast Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 20th day of November, 2006.

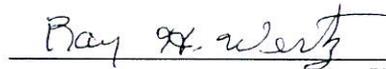
BELFAST TOWNSHIP BOARD OF SUPERVISORS



Richard Harr, Chairman

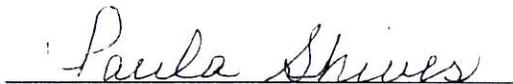


William Shives



Ray H. Wertz

ATTEST:


Township Secretary

BRUSH CREEK TOWNSHIP

Resolution # 10-601021

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Brush Creek Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Brush Creek Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

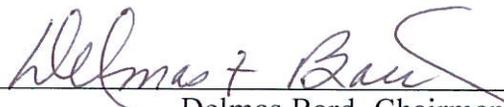
WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

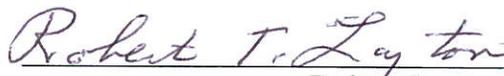
WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Brush Creek Township Board of Supervisors on December 1, 2006.

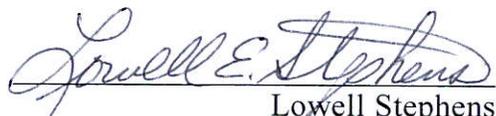
NOW THEREFORE BE IT RESOLVED by the Brush Creek Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 1st day of December, 2006.

BRUSH CREEK TOWNSHIP BOARD OF SUPERVISORS


Delmas Bard, Chairman


Robert Layton


Lowell Stephens

ATTEST:


Township Secretary

DUBLIN TOWNSHIP

Resolution # 13

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Dublin Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Dublin Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Dublin Township Board of Supervisors on November 16, 2006.

NOW THEREFORE BE IT RESOLVED by the Dublin Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 16th day of November, 2006.

DUBLIN TOWNSHIP BOARD OF SUPERVISORS



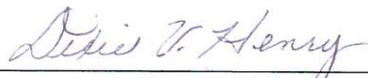
Robert Cromer, Chairman

Larry Dillman



Derrick Winegardner

ATTEST:



Township Secretary

LICKING CREEK TOWNSHIP

Resolution # 13

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Licking Creek Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Licking Creek Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

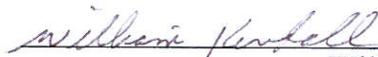
WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Licking Creek Township Board of Supervisors on November 28, 2006.

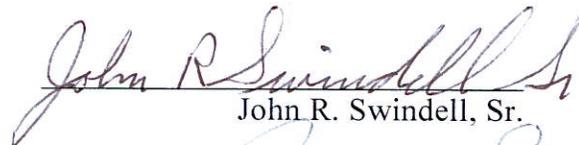
NOW THEREFORE BE IT RESOLVED by the Licking Creek Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 28th day of November, 2006.

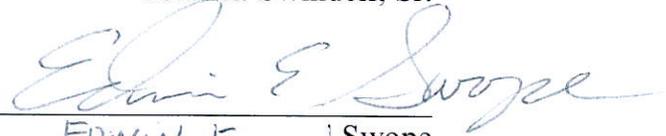
LICKING CREEK TOWNSHIP BOARD OF SUPERVISORS



William Kendall

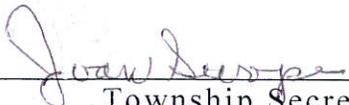


John R. Swindell, Sr.



EDWIN E. Swope

ATTEST:



Township Secretary

BOROUGH OF MCCONNELLSBURG

Resolution # 2

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Borough Council of the Borough of McConnellsburg recognized that the Borough is experiencing growth that will affect its quality of life, and;

WHEREAS, The Borough Council of the Borough of McConnellsburg voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc. to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Borough of McConnellsburg Borough Council on December 6, 2006.

NOW THEREFORE BE IT RESOLVED by the Borough of McConnellsburg Borough Council that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 6th day of December, 2006.

MCCONNELLSBURG BOROUGH COUNCIL

A handwritten signature in cursive script, appearing to read "Rick Buterbaugh", written over a horizontal line.

Rick Buterbaugh, President

ATTEST:

A handwritten signature in cursive script, written over a horizontal line. The signature is partially obscured by the text "Borough Secretary" below it.

Borough Secretary

TAYLOR TOWNSHIP

Resolution # _____

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Taylor Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Taylor Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

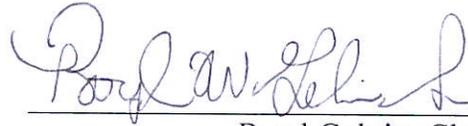
WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Taylor Township Board of Supervisors on November 20, 2006.

NOW THEREFORE BE IT RESOLVED by the Taylor Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 20th day of November, 2006.

TAYLOR TOWNSHIP BOARD OF SUPERVISORS



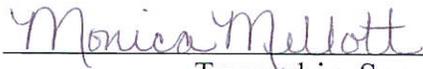
Boyd Gelvin, Chairman



Blaine Fix

Murray Romig

ATTEST:



Township Secretary

THOMPSON TOWNSHIP

Resolution # _____

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Thompson Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Thompson Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Thompson Township Planning Commission on November 10, 2006, and;

WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Thompson Township Board of Supervisors on November 10, 2006.

NOW THEREFORE BE IT RESOLVED by the Thompson Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 10th day of November, 2006.

THOMPSON TOWNSHIP BOARD OF SUPERVISORS



Robert Swadley, Chairman



Carl T. Younker



D. Gene Mellott

ATTEST:


Township Secretary

TODD TOWNSHIP

Resolution # 10 of 2006

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Todd Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Todd Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

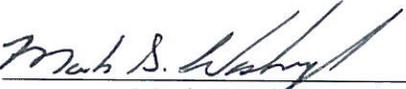
WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Todd Township Board of Supervisors on November 16, 2006.

NOW THEREFORE BE IT RESOLVED by the Todd Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 16th day of November, 2006.

TODD TOWNSHIP BOARD OF SUPERVISORS



Mark Washabaugh, Chairman



Mack Clevenger



Stanley Mellott

ATTEST:



Township Secretary

UNION TOWNSHIP

Resolution # 2006-R1

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Union Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Union Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

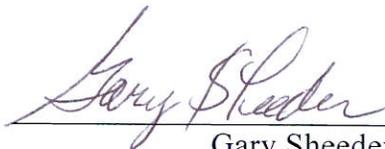
WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Union Township Board of Supervisors on December 4, 2006.

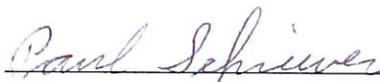
NOW THEREFORE BE IT RESOLVED by the Union Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 4th day of December, 2006.

UNION TOWNSHIP BOARD OF SUPERVISORS



Gary Sheeder, Chairman



Paul Schriever



R. Victor Wilson

ATTEST:



Township Secretary

WELLS TOWNSHIP

Resolution # 9-06

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P. L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning, and;

WHEREAS, The Board of Supervisors of Wells Township recognized that the Township is experiencing growth that will affect its quality of life, and;

WHEREAS, The Board of Supervisors of Wells Township voted to authorize the formation of a Fulton County Comprehensive Plan (the "Comprehensive Plan") Steering Committee along with eleven other Fulton County municipalities to oversee the preparation of the Fulton County Comprehensive Plan, and;

WHEREAS, The Fulton County Board of Commissioners contracted with RETTEW Associates Inc to prepare the Comprehensive Plan with guidance from the Steering Committee, and;

WHEREAS, a public meeting, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan involving the Fulton County Planning Commission and Thompson Township Planning Commission on September 13, 2006, and;

WHEREAS, the Comprehensive Plan was reviewed and recommended for approval by the Fulton County Planning Commission on October 11, 2006, and;

WHEREAS, a joint public hearing of participating municipalities' elected officials pursuant to public notice thereof, was conducted regarding the Comprehensive Plan on October 25, 2006, and;

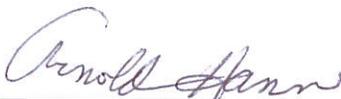
WHEREAS, a public hearing, pursuant to public notice thereof, was conducted regarding the Comprehensive Plan with the Wells Township Board of Supervisors on December 4, 2006.

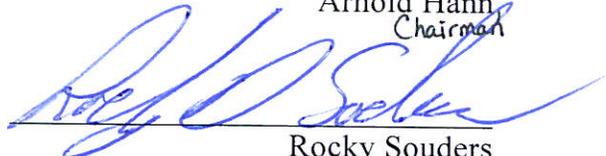
NOW THEREFORE BE IT RESOLVED by the Wells Township Board of Supervisors that the Fulton County Comprehensive Plan is hereby adopted, together with the maps, charts, text, and other matters intended to form the whole of the plan and such action shall be recorded in the adopted plan.

ADOPTED the 4th day of December, 2006.

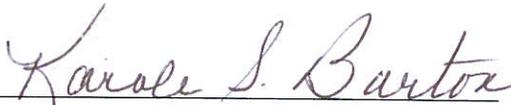
WELLS TOWNSHIP BOARD OF SUPERVISORS


Tina Ford


Arnold Hann
Chairman


Rocky Souders

ATTEST:


Township Secretary

Moving Fulton Forward

Acknowledgements

Moving Fulton Forward: Fulton County's Joint Comprehensive Plan is the result of the efforts of a public planning process involving the residents of the region, community stakeholders, public and private institutions, public officials and professional individuals. As participants in the planning process, their hard work and dedication to the future of the region is reflected in a living document that not only values and celebrates the region's rich history but also looks to the future by creating a vision that will provide a unique quality of life that our residents and visitors can enjoy for future generations. Even though their names are not individually listed below, acknowledgement and appreciation are extended to all citizens, community groups, organizations, and volunteer organizations who have participated in the Comprehensive Plan planning process and review, and who provided input and attended numerous public meetings over the past sixteen months of plan development. Their interest and suggestions have helped create a plan which represents the wishes of the region's residents and without which this plan would not have been possible.

"This is an exciting opportunity for municipal leaders, county, and residents to determine how they will move Fulton County Forward."

-concerned citizen who participated at the daylong workshop held at the Fulton Theater in February 2005

Fulton County Commissioners:

Daniel H. Swain Jr., Chairman
Bonnie Mellott Keefer
Ellis L. Yingling

Fulton County Planning Commission:

Mary K. Seville, Director
Steven J. Thomas, Land Use Planner
Fred Fleming, Chairman
Rick Leese, Vice Chairman
Jeremy Fletcher
Marlin Lynch



Figure 1: Citizens participating in public charrette

Center for Land Use at Shippensburg University:

Dr. George Pomeroy, Director

Ebenezer Agbobli, student
Sujitha Akiti, student
Prasanthi Boppana, student
Christina Bohensky, student
Jeremy Hollinshead, student

Nicholas L. Imbrigiotta, student
Jeannette McBryan, student
Carla Palavecino, student
Kyle Smith, student
Jinnieth Woodward, student

Moving Fulton Forward

Joint Comprehensive Plan Steering Committee:

Ayr Township:
Marlin Harr
Thurman Nesbitt

Belfast Township:
Rick Harr
Bill Shives

Bethel Township:
Jack Reed
Ray Powell

Brush Creek Township:
Robert Layton
Delmas Bard

Dublin Township:
Robbie Cromer
Derrick Winegardner

Licking Creek Township:
Bill Kendall
John Swindell

McConnellsburg Borough:
Mike Chilcote
Travis Bard

Taylor Township:
Murray Romig
Blaine Fix

Thompson Township:
Bob Swadley
Carl Younker

Todd Township:
Stanley Mellott
Mack Clevenger

Union Township:
Marvin Oakman
Gary Sheeder

Wells Township:
Rocky Souders
Tina Ford

Fulton County Conservation District:

Seleen Shives
Scott Alexander
Greg Reineke

Plan Consultant

RETTEW



Figure 2: Project Committee participating in regional bus tour

Project Funding:

Department of Community and Economic Development (DCED)
Fulton County Planning Commission
Fulton County Conservation District
Community Development Block Grant (CDBG)

Moving Fulton Forward

Foreword

By the year 2030, the twelve municipality region of Fulton County will add five thousand more residents. From Burnt Cabins to Fort Littleton and Hustontown to Warfordsburg, Fulton residents' breathe the same air, share common water sources and use the same roads as we drive to work, shopping and recreation. Just as the founders planned for the future of our region, we must work together today to preserve the quality of life in our growing communities.

The overall growth of the region has been and continues to be influenced by many factors, both internal and external. Externally, the southern portion of the joint comprehensive plan region is experiencing growth pressures similar to other municipalities within central Pennsylvania that lie along the Mason Dixon Line. These growth pressures are associated with people moving from the Washington and Baltimore areas to Pennsylvania due to lower housing costs and commuting back to Maryland for employment. Due to these growth pressures, it is paramount comprehensive planning occurs to Union, Bethel, and Thompson Townships so as to control growth within the region.

Internally, the Borough of McConnellsburg serves as the greatest population density and commercial/industrial nucleus for the region. The Borough also serves as a focal point for the region and provides a "sense of place" for the region. Many historic structures and streetscapes have been retained and distinguish the Borough over many municipalities in the State. Typical of suburban municipalities within Pennsylvania, Ayr and Todd Townships have witnessed growth over the last few decades with development radiating out from the Borough along the primary road corridors of U.S. Route 522 and PA 16. Subsequently, utility networks have expanded and have evolved into independent growth areas. Finally, U.S. 30 which traverses the region east to west from Ayr, Todd, Licking Creek, and Brush Creek Townships has witnessed commercial and residential growth pressures which has affected the level of service for this transportation corridor.

This region is at a critical crossroads where growth pressures are being experienced and should they be ignored could lead to haphazard development practices and unmanaged infrastructure improvements.

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In February 2005, seventy residents met to take the first step in what could be the proverbial thousand-mile journey to determine what the county will look like in another thirty years. The overall theme of the day was that “change is inevitable.” And while that change cannot be controlled, how we anticipate, respond and plan for it can be controlled. From that meeting, representatives of Fulton County’s townships and the borough of McConnellsburg formed to guide the development of a broadly and publicly supported Joint Comprehensive Plan that will, provide a framework for growth and development and preserve the quality of life for generations to come. Over the next eighteen months, research and public involvement have helped bring the topic of planning and preparing for growth to the forefront of the public mind. With the help of Fulton residents, the region has developed a Joint Comprehensive Plan that will help preserve critical lands, promote water conservation and clean air, improve our region-wide transportation systems, and provide housing options for all residents and Move Fulton Forward.

Moving Fulton Forward is the brand that was selected for the twelve municipality joint comprehensive plan. Moving Fulton Forward is an overall identity and image; it is what the public perceives about not only the document, but also the planning process. While a major component of the plan process is to develop a multi-municipal comprehensive plan for the Fulton County region, a primary emphasis in the process will be to conserve the small-town character and appearance, the agricultural prosperity, and the unique rural landscape of your community.

Throughout the plan development, part of the process has been to involve key decision-makers and the community to gain support at the ground level. Building grass roots support for the project will ensure successful implementation. The Moving Fulton Forward effort has included research concerning core values of Fulton residents, research conducted by students of Shippensburg University of Pennsylvania, a bus tour that included state, county, and local elected officials, a future land use design charrette, workshops with a steering committee representing the twelve municipalities to address where and how to grow, and extensive public awareness and education efforts asking Fulton residents to express their preferences for their communities’ future.

Through the exhaustive involvement of the public, local and state elected officials, the business and civic communities, and other key stakeholders, Moving Fulton Forward has gathered information about what Fulton residents value and how they think growth should be accommodated. Based on this information, Moving Fulton Forward identified eight primary goals that need to be addressed in the Fulton Region if we are to protect our environment and maintain our economic vitality and quality of life as we accommodate anticipated growth:

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CHAPTER 1: *GOALS AND PLAN CONSISTENCY*

Goals

To assist in Moving Fulton Forward, the following goals have been prepared to guide the plan development and should be used for plan implementation:

Regional Cooperation

Establish informal processes or formal methods of communication and coordination among various public and private stakeholders regarding existing and future social, cultural, environmental and economic issues facing communities, in order to provide services, facilities and programs in an efficient and economical manner.

Housing

Provide for a wide range of housing types and levels of affordability in a variety of well planned, sustainable development styles at appropriate densities with respect to the surrounding environment and access to and adequacy of infrastructure and services.

Economic Development

Attract and maintain a healthy and diverse business mix to provide for sound, sustainable economic growth and community development and a high quality of life in both the designated growth and rural resource areas by capitalizing on local assets such as existing employment opportunities, an abundance of natural resources, a well trained and flexible workforce and strong work ethic.

Land Use

Preserve and enhance the diversified mix of rural and natural landscapes and uses, including well-planned, low density residential development, in the designated rural resource areas by providing for and accommodating a healthy mix of residential, institutional, industrial, commercial land uses within and around designated growth areas which are planned for and are to be provided with a wide range of community facilities, services and infrastructure.

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Transportation

Ensure a safe, adequate, diversified multi-modal transportation system and network, serving both the existing and future transportation needs of the residents and business owners, as well as accommodating through traffic in order to protect and enhance local communities as well as the various modes desired levels of service.

Community Facilities, Services and Infrastructure

Ensure accessibility to and the provision of adequate community facilities, services and programs to meet the needs of existing and future residents and business owners, through the coordination and communication between various public and private stakeholders in accordance with the goals, objectives and strategies identified in this Plan.

Parks, Recreation, and Greenway

Provide for a coordinated and comprehensive network and system of parks, recreation, open space and greenway areas, connected to and disbursed among not only the rural resource areas, but in and around the designated growth areas, that will meet the active and passive recreation needs of existing and future residents, as well as generate opportunities for tourism and attract outdoor enthusiasts from all over.

Natural and Cultural Resources

Preserve, sustain and enhance important natural, scenic, cultural and historical assets and resources for the benefit of existing and future generations, while planning for, accommodating and guiding more intense growth, development and uses away from these important assets.

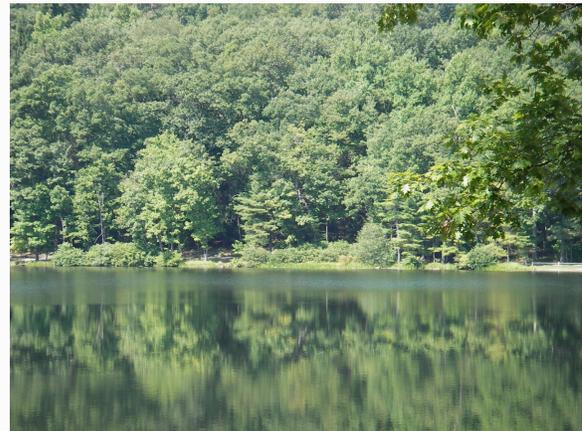


Figure 3: Cowan's Gap State Park

Plan Consistency

As required by the Pennsylvania Municipalities Planning Code (PAMPC), the Region consulted with a number of stakeholders including school districts, surrounding municipalities, Fulton County Planning Department, Building Association, and Economic Development Authority, and various state officials. The County Planning Commission served as an ex-officio member of the Steering Committee.

The recommendations that are found within this joint comprehensive plan have been found to be generally consistent with those of the County and other public partners and stakeholders.

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The plan elements that follow have been reviewed and found to be generally consistent and in balance with one another. Because many of the recommendations contained within are not generally consistent with the current ordinances and planning philosophy the Plan recommends a holistic ordinance and code update. Specific recommendations have been outlined in the subsequent chapters to bring the Region within compliance with the above mentioned goals.

County and Adjacent Municipality Consistency Analysis

In order to achieve uniform planning across municipal boundaries, the Commonwealth of Pennsylvania, through the Pennsylvania Municipalities Planning Code, requires that the County review planning and zoning doctrines within contiguous municipalities to determine consistency. Municipalities in Pennsylvania hold the greatest amount of authority for planning and therefore hold the greatest weight in the review process. In Maryland, however, the county holds the authority for planning and shall be the reviewing agency. A copy of the draft multi-municipal comprehensive plan has been forwarded to the adjacent municipalities in Bedford County, Huntingdon County, and Franklin County, Pennsylvania and Washington and Allegany Counties in Maryland. Draft copies have also been sent to Forbes Road, Central Fulton and Southern Fulton School Districts. The following outlines Fulton County's consistency review with adjacent municipalities.

Broad Top Township, Bedford County

Bedford County is currently in the process of creating and adopting an updated Comprehensive Plan to be finished in 2007. Broad Top Township will fall under the planning recommendations of the new plan. The land uses in Broad Top Township that abut Fulton County are predominantly Forest and Agricultural uses, which is consistent with the designated Fulton County uses of Rural Landscape, Preserved Open Space, and Restricted Open Space.

East Providence Township, Bedford County

East Providence Township will also fall under the new Bedford County Comprehensive Plan. In addition to land uses of Forest and Agricultural, East Providence also has identified the Breezewood area as Commercial development. US Route 30 has been identified as a major transportation corridor that needs extra consideration when planning for the region. The Forest and Agricultural areas are compatible with the Fulton County classifications of Rural Landscape, Preserved Open Space, and Restricted Open Space. The commercial zone around Breezewood will not affect Fulton County substantially because the natural features of Fulton County in that area dictate the density of development. US Route 30 in Fulton County will also not be suitable for heavy development because of the preserved forested areas and steep slope terrain.

Mann Township, Bedford County

Mann Township adopted a Comprehensive Plan in 2004 along with Monroe Township and Southampton Township. The western side of Mann Township that borders Fulton County is classified as Forest, Camp/Recreation, and State Forest/Gamelands under the Future Land Use portion of the Comprehensive Plan. These lands are to be preserved

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because of topography, and state and private ownership. An Area of Predicted Growth has also been delineated on the Future Land Use Map in the southern section of the township. The designated uses are consistent with the Fulton County Future Land Use Plan of Preserved Open Space, Restricted Open Space, and Rural Landscape. The Area of Predicted Growth will not have a major impact on Fulton County because the layout of roads will not be conducive to major growth.

Monroe Township, Bedford County

Monroe Township adopted a Comprehensive Plan in 2004 along with Mann Township and Southampton Township. The areas bordering Fulton County are designated as Forest and State Forest/Gameland on the Mann Township Future Land Use Map. These designations are consistent with the Fulton County Future Land Use designations of Preserved Open Space and Restricted Open Space.

Metal Township, Franklin County

The Franklin County Comprehensive Plan covers Metal Township. The areas of Metal Township that border Fulton County are classified as Conservation Areas. The Conservation Areas are not necessarily key preservation areas, but are areas whose geography is not conducive to development. These areas are heavily wooded, have rocky soils, and steep slopes. This classification is consistent with the future land use plan of Fulton County.

Peters Township, Franklin County

Peters Township is covered by a multi-municipal comprehensive plan involving Peters Township, Montgomery Township and Mercersburg Borough. The Plan, adopted in 1972, outlines recommended growth patterns for the area and seeks to maintain the rural characteristics of the region. The area of Peters Township that abuts Fulton County is steep terrain forest land, the same land cover as in Fulton County. Peters Township recommends this area be preserved because of both natural conservation reasons as well as difficult building restrictions. This recommendation is consistent with what is proposed within the future land use plan for the Fulton County municipalities.

Warren Township, Franklin County

Warren Township is also covered under the Franklin County Comprehensive Plan. Like Metal Township, the areas of Warren Township that abut Fulton County are classified as Conservation Areas. These are consistent with the classification of Preserved Open Space and Restricted Open Space in Fulton County.

Clay, Dublin, Springfield, and Wood Townships, Huntingdon County

Clay Township, Dublin Township, Springfield Township, and Wood Township are all covered under Continuity Through Conservation II, Huntingdon County Comprehensive Plan, Phase II, adopted in July 2000. The Plan proposes various development patterns for wooded, agricultural, residential and industrial areas and incorporates a land use map to illustrate the point. While the Plan recognizes that adequate room for future development must be allowed, it is also important to preserve natural resources and the cultural heritage of the County.

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The bordering areas of Clay Township and Fulton County are both designated as wooded and agricultural use areas. The Huntingdon Plan and Fulton County Plan are consistent in discouraging large-scale development in these areas to maintain rural character.

The regions of Dublin Township that border along Fulton County are planned as agricultural and low intensity development. Both Dublin Township and Fulton County have identified US 522 as a major transportation corridor where planning is needed to prevent strip-mall style development. In addition, Fulton County has identified the town of Burnt Cabins as a hamlet, ideally suited for low-intensity development, which is consistent with the proposed uses in Dublin Township.

Springfield Township's land use that abuts Fulton County has been designated as agricultural, low intensity development and public open space. These designations correspond appropriately and are consistent to the Fulton County future land use map that indicates those areas as Rural Landscape, Restricted Open Space, and Preserved Open Space.

Wood Township abuts Fulton County on the north-western edge of the County. Wood Township is classified as low-intensity development and agricultural with some abutment of low-density residential leading to Broad Top City Borough. The low-intensity and agricultural regions are consistent with Fulton County's classifications of Rural Landscape and Preserved Open Space. The low-density residential is not consistent within Fulton County, however, this proposed designation will be along New Grenada Highway and will not overflow into Fulton County.

Allegany County, Maryland

Land Use in Allegany County, Maryland is governed by a zoning ordinance adopted in 2002. Allegany County's future planning is guided by the recently adopted Comprehensive Plan in March 2002. Main goals of both plans are to provide suitable areas for development, protect sensitive areas, and protect natural resources. Allegany County borders Fulton County on the south-east edge. The zoning regions of Allegany County that border or are in proximity to Fulton County are Agricultural, Conservation, General Residential, General Urban, and Major Business.

The Agricultural district is intended to protect farmland and open space by limiting growth and development and the Conservation district seeks to protect natural resources and is often controlled by steep slopes, state forests, and other physical characteristics not conducive to development. The General Residential and General Urban districts seek to provide a variety of housing and housing densities. The Major Business district seeks to control heavy commercial development such as shopping centers and major commercial uses.

The Agricultural and Conservation districts that border Fulton County are consistent with Fulton County's analysis of Rural Landscape. The General Residential district that abuts Fulton County is not where development is, but where it could be. It is important to keep this in mind as updates are made to the Comprehensive Plan. The General Urban and Major Business districts do not adjoin Fulton County but should be noted because of

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future development pressures. Future Fulton County plans may need to address these issues to prepare properly.

Washington County, Maryland

Washington County, Maryland adopted a zoning ordinance in April 1973 and adopted a Rural Rezoning Ordinance in July 2005. The zoned areas that abut Fulton County in Washington County are listed as Preservation, Environmental Conservation, and Urban and Town Growth areas in the city of Hancock. According to the Washington County Zoning Ordinance, the purpose of the Environmental Conservation Zone is to conserve open space, water resources, woodlands and wildlife resources. The purpose of the Preservation zone is similar to that of the environmental conservation zone, but it also includes federal lands, state and local parks, and other wildlife areas. The Town Growth and Urban Growth areas have been designated as concentrations of population and economic growth around already existing city areas.

The zoning districts Preservation and Environmental Conservation correspond adequately with the Fulton County land uses of rural landscape and restricted open space. However, the zones of Town Growth and Urban Growth do not correspond with the Fulton County land uses. A reason for this disparity may be that although the regions around Hancock, Maryland are zoned for development, there is actually very little development occurring at this time. In future updates, the Fulton County land uses may need to be adjusted to meet the developing needs of the Hancock area.

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CHAPTER 2:

Intergovernmental Cooperation

REGIONAL COOPERATION GOAL

Establish informal processes or formal methods of communication and coordination among various public and private stakeholders regarding existing and future social, cultural, environmental and economic issues facing communities, in order to provide services, facilities and programs in an efficient and economical manner.

Decisions on Cooperation

For local governments, providing local services involves three levels of policy decisions.

1. The local governing body must determine whether or not it will provide a given service.
2. If the services are to be provided, a decision must be made setting the level at which the service will be provided.
3. Policy makers must select the appropriate means through which the service will be provided or delivered to residents.

All three levels of decision have an impact on the budget.

Local governments can approach how services are provided to residents in different ways. Many local governments decide to simply provide a needed service themselves, usually by a government employee or department. Other local governments decide to provide a service, but try to limit or reduce demand for the service through educational programs and use of their regulatory and taxing powers. When it is appropriate for a particular service, some governments provide the service and charge a fee, which recovers some or all of the cost, and may also help reduce demand for, or excessive use of, the service.

“By cooperating, the municipalities can identify common needs and focus on common solutions to larger issues like land use and economic development.”

-Steve Thomas, Fulton County Land Use Planner

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Types of Cooperation

More and more, local governments are cooperating with neighboring local governments to provide services. Cooperation can be provided based on the following levels:

1. Multiple municipalities agree to participate in a jointly owned and operated facility or program.
2. One municipality providing services for another to meet resident needs.
3. In smaller geographic areas that span two or more municipalities, local governments have approved the formation of a special district to manage a program or service.
4. Municipalities can also use consolidation between two or more municipalities to form a single local government unit providing services.

Not all cooperation involves cooperating with other governments. Public/private partnerships and privatizations have become increasingly popular in recent years. Local governments may involve the private sector in providing services in a variety of ways, including contracts with private companies, franchises, and vouchers.

Potential Impacts of Intergovernmental Agreements

Entering into regional cooperation is not a panacea for the study area's problems but not collaborating would be a case of missed opportunities. Each municipality needs to weigh the positive and negative impacts before entering into intergovernmental agreements. After the agreements are made they should be monitored and evaluated. Some potential impacts include:



Figure 4: Municipal officials working together for a common future.

1. **Economies of scale can be achieved.** Less duplication of personnel and equipment and lower per unit costs of services can save tax dollars. This provides the opportunity of expanded and better services.
2. Services uniformly needed throughout an area encompassing multiple jurisdictions can be **coordinated and uniformly administered**, while local control is maximized.
3. Administrative effectiveness can be improved through specialization of tasks and the introduction of new technologies. Larger organizations can **afford well-trained administrators and technicians and improved equipment**.
4. **Little or no loss in autonomy and community control** should result from involvement in intergovernmental agreements. Government integrity can be maintained, and smaller jurisdictions can become more viable.

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5. **Expanded cooperation can occur.** Local governments that have had positive experiences in cooperating with other local governments on one issue often seek cooperation with partners on other issues.
6. **Greater equity** in both the cost and delivery of services can be expected. Government is usually more concerned with equality and fairness than is the private sector.
7. **Greater Flexibility** (especially through shared services and intergovernmental contracting) in tailoring services to particular business needs can help foster economic development and expansion.

Barriers to Intergovernmental Cooperation

Sometimes municipalities find it difficult to collaborate and discover barriers in cooperation with other governmental units. Awareness of other governmental unit's needs that may be jointly pursued with other local governments in the area is often the largest barrier.

Competition with other local governments within a region is another barrier to intergovernmental cooperation. Competition in attracting development and jobs and preserving land are some examples of how competition stymies cooperation potential.

Perhaps the most serious barrier to cooperation occurs when consolidation and annexation worries are present. While both consolidation and annexation can be beneficial, the discussions and process must be carefully facilitated and monitored so as to not lose site of reasons for consideration in the first place.

Generally, where intergovernmental cooperation has been successful local cooperation must identify underlying problems and find solutions to them. Common areas where cooperation exists between local governments can benefit all the parties involved.

Trends and Concerns

Municipalities within the region have been collaborating on many types of services ranging from code and sewage enforcement to fire and emergency services. These collaborative efforts have been predominantly two or more municipalities working together. The region's greatest collaborative effort to date would have to be the process and creation of this twelve municipality comprehensive plan. From this effort, municipal officials have been educated on:

- What trends and concerns are occurring within the region on topics ranging from demographics, housing, transportation, utilities, environmental and cultural features and numerous other topics associated with the development of a comprehensive plan;
- What trends and concerns are occurring in neighboring counties and throughout the state of Pennsylvania in regards to planning;
- What similarities and differences they have with one another;
- Modern planning techniques that can be applied to the region; and
- The existing and potential capacity of implementing items stemming from this comprehensive plan or other efforts.

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As part of the comprehensive plan process, an intergovernmental cooperation survey was taken by the steering committee that identified on-going cooperative efforts and services and programs that a municipality would consider participating in and with whom.

Building Collaboration among the Region

The 12 municipalities that comprise the region need to maintain their autonomy so as to continue to listen to local citizen's needs. However the region's citizens deserve efficient, effective governance. Citizens should not have to pay more money for less services or allow others to slip through the cracks because of the notion that the municipality needs to provide all things to all people alone. Rather, this plan proposes a **performance-driven government services approach** that focuses on citizen's needs and not political boundaries.

The partnerships and implementation capacity that was initiated as part of this process needs to be nurtured and built upon to construct a government for the future that addresses resident's requests on a regional basis.

Council of Governments

While the region's municipalities do not need to continue to meet on a monthly basis, failure to meet as an organized effort would be an opportunity lost. **Therefore, the plan recommends the establishment of a Council of Governments (COGs) that would meet on a quarterly basis.** COGs are general or multipurpose organizations. They are established to enable a group of municipalities to work together on whatever programs are in their mutual interest.

A major function of the COG is to provide a forum for the discussion of regional issues. Regional issues are those that cross municipal boundaries and impact upon more than one jurisdiction and can include any of the many responsibilities of the participating municipalities.

A COG is an ideal organization for such discussions. The COG consists of community leaders who serve on the municipal governing bodies and are faced with the responsibility of finding solutions to numerous problems. Many times, officials have not even realized others have the same problem until it is discussed at a COG meeting. The COG then serves not only to address recognized regional problems, but also to help officials identify common problems that they may have thought were isolated, unique problems limited to their own jurisdiction. It is precisely because of this potential that a COG works best when it consists of dedicated and interested elected officials from participating municipalities.¹

¹ Intergovernmental Cooperation Handbook, DCED Governor's Center for Local Government Services, page 11

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Some possible cooperative programs the COG could consider include: joint purchasing, equipment sharing, police/fire/emergency services, recreational facilities and programming, economic development, on-lot sewage disposal management and insurance.

Circuit-Riding Manager

While the region's municipalities continue to grow, none of the individual municipalities necessitate the need for a stand alone municipal manager based on their current population. However, the amount of administrative duties municipalities are responsible for has and continues to grow over the last decade. **To offset the financial burden borne by the individual municipality the plan recommends the use of a circuit-riding manager to assist in day-to-day activities for the region's municipalities.** The cost associated with hiring and maintaining the salary and benefits of this professional position can be spread across several municipalities. Over some time given the size of the region several circuit-riding managers will be needed to cover the amount of land area within the region but over the next plan period the region should focus on hiring one position. So as to not show favoritism towards one municipality the COG should be the body of government responsible for employment. Some of the duties the circuit-riding manager would oversee would include:

1. serve as a contact to the citizens;
2. preparation of grants, loans, and other financial assistance for projects, programs and services within the region;
3. preparation and presentation of municipal budgets;
4. representation at public meetings and forums; and
5. communicate with the media.

Incentives to Collaborate

Making sure citizens problems do not fall through the cracks and making sure that neighboring governmental bodies don't duplicate services are problems governments face elsewhere in the State. Therefore, it is recommended that the membership municipalities start with the following items to determine where cooperation can take them:

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	Strategy	Why	Who	How
I1	Establish a Council of Government	Foster intergovernmental cooperation to support plan implementation and other efforts.	1. Fulton County Planning Commission 2. Local Officials	1. Through the facilitation of the Fulton County Planning Commission establish a Council of Government to support plan implementation. 2. Once the Council of Government is established begin a quarterly meeting schedule.
I2	Educate citizens on local concerns and opportunities.	Through increased education efforts the residents will be able to make more informed decisions.	1. Council of Government	1. Determine a list of educational topics and work to host education seminars on those topics at a minimum twice a year. 2. Develop a newsletter to be circulated semi-annually to inform the residents of the Council of Government Activities and other topics.
I3	Create and finance the position of circuit rider manager.	1. To increase government administrative efficiency. 2. To pursue grant opportunities. 3. To serve as a liaison between the region and the citizens.	1. Council of Government 2. Legal Council 3. Fulton County Planning Commission	1. Create financing for the position. 2. Create a job description which indicates percentages of participation in local municipal functions. 3. Interview available candidates and hire circuit rider manager. 4. Reevaluate the need for more than one manager based on job demands.

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Summary

The Region's municipalities are currently serving its existing residents adequately but over the course of this plan's implementation period a strain on local governmental services is anticipated. The Steering Committee established as part of this joint comprehensive plan has witnessed first hand the benefits of working together as a group. Therefore, this chapter has suggested methods of continued cooperation through the life of this plan and beyond. Without the carrying capacity of the recommendations within this chapter the joint comprehensive plan's implementation program will likely not be executed.

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CHAPTER 3: *Demographics*

Introduction

In order to make sound planning decisions and to develop appropriate planning policies that involve the physical, social and economic development of the county, and the allocation of municipal resources, it is important to review and analyze the county's population. A quantitative analysis of population trends and a qualitative analysis of population characteristics are needed to make reasonable projections for future population growth and needs. Land area requirements for future residential, recreation, commercial, industrial and other needs are directly related to the requirements of the population to be served. Service demands of the projected population will also determine the number and placement of future schools, transportation facilities and other public infrastructure. The correlation of these elements is vital to ensure the most desirable environment for the current and future residents of Fulton County.

Migration into and out of Fulton County, as well as the natural change in population from one decennial to the next, show that shifts and changes are constantly occurring. For a better understanding of the make-up of the municipalities of Fulton County, data from the 1990 and 2000 U.S. Census have been used, along with information from the Fulton County Comprehensive Plan of 2000. For further analysis, the study area has been approached as a whole, at the school district level, and at the municipal level.

“Many of Pennsylvania’s fastest growing counties are located in the state’s south-central region, close to Baltimore-Washington metropolitan area and just east of Fulton County, which is beginning to feel development pressures knocking at its front door.”

-Concerned Citizen of the region in January 2006 public meeting

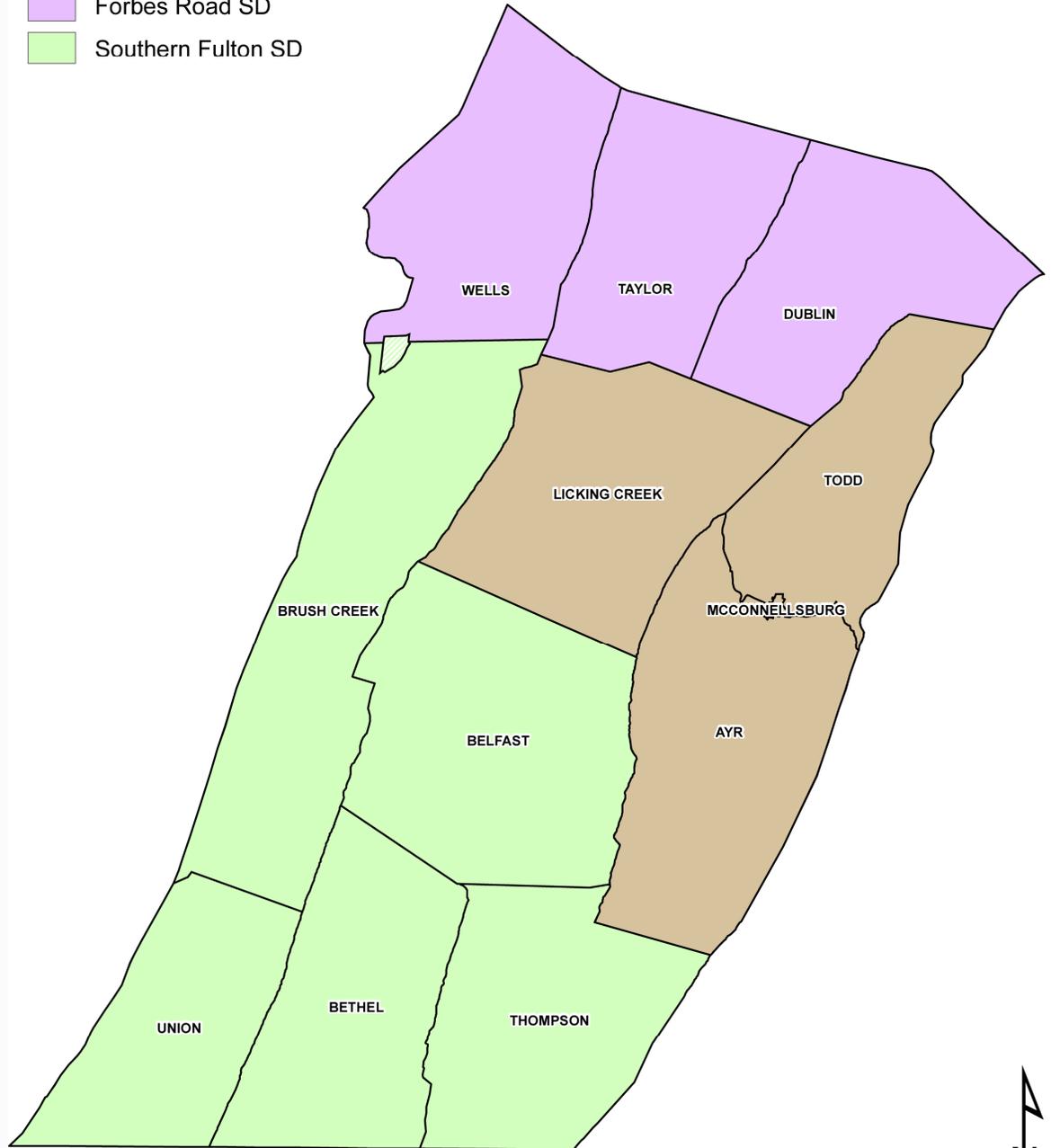
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Study Area

Legend

School Districts

- Central Fulton SD
- Forbes Road SD
- Southern Fulton SD



1 inch equals 20,000 feet

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Analysis of Trends

The following occurring trends are apparent in examining demographic trends in the municipalities in Fulton County. These trends are recognizable in the data presented in this chapter.

Fulton County

- Fulton County has maintained a lower population density than its contiguous and neighboring counties.
- At the municipal level, it can be seen that areas of denser population are concentrated around transportation corridors, specifically, Interstate 81, in Pennsylvania, Maryland, and Virginia, and the junction of Interstate 81 and Interstate 70, in Maryland.
- Fulton County's population increase at a rate of 2.97 percent between 1990 and 2000 was slightly lower than the growth rate in Pennsylvania of 3.4 percent, but this area is expected to grow in coming decades. Growth pressures are expected to be felt along the Maryland border, especially along Interstate-70.
- Median household income and per capita income lagged behind the state in 1989 and 1999.
- Per capita incomes are highest in the southeastern portion of the county and decrease to the northwest. The highest per capita income is in Thompson Township and lower per capita incomes exist in Wells Township and Brush Creek Township. Poverty rates are the highest in Wells and Brush Creek Townships.

School Districts

- The Forbes Road School District grew by the highest percentage between 1990 and 2000, but the district contains the least amount of people. Wells Township contains the least amount of people of the municipalities in the county.
- Poverty rates are higher in the Forbes Road School District and the median age of residents is higher while per capita income is lower than the other school districts in the county. Wells Township represents the extreme case of these characteristics.
- Population in the Central Fulton School District declined between 1990 and 2000. Population decreased in Ayr Township and McConnellsburg Borough and increased in Todd Township and Licking Creek Township in the Central Fulton School District. These characteristics could either represent migration within the school district, from McConnellsburg Borough and Ayr Township to Todd and Licking Creek Townships; or external migration from outside of the district coupled with the general movement out of McConnellsburg Borough.
- McConnellsburg Borough contains a large percentage of older citizens, while Licking Creek Township contains a considerable amount of children and younger adults.

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- The Southern Fulton School District added the most residents between 1990 and 2000. All municipalities in the District saw increases in population except Thompson Township. Thompson Township is expected to rebound and increase in population.
- The Southern Fulton School District is expected to experience the greatest population growth in coming decades due to growth pressures exerted along the Maryland line.
- Per capita incomes are generally higher and poverty rates are generally lower in the Southern Fulton School District, with the exception of Brush Creek Township.
- The municipalities in the Southern Fulton School District generally have younger populations, indicating that families with children are settling in these areas.

Historic Population Trends

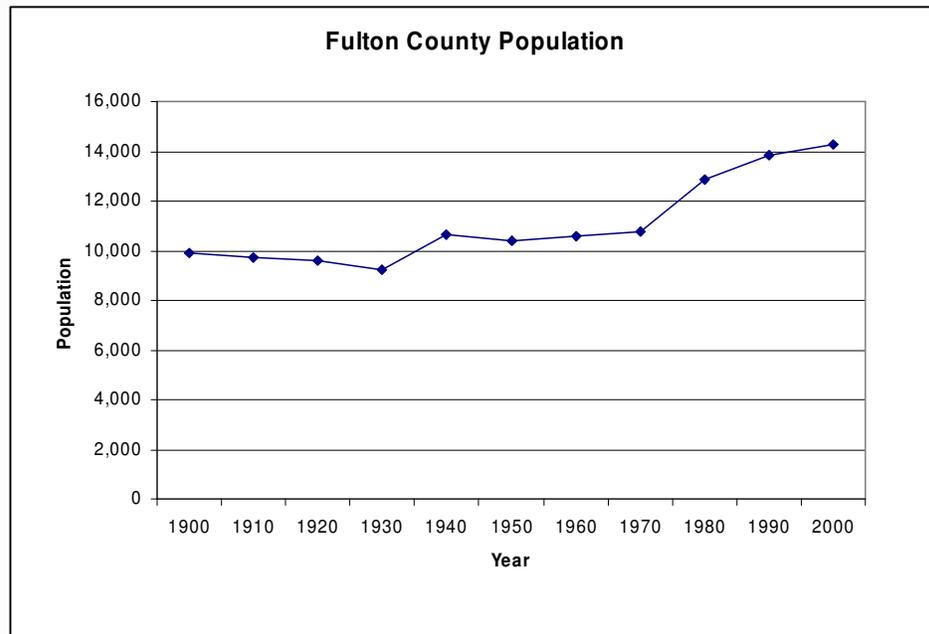
Located in the south-central portion of the commonwealth along the Pennsylvania and Maryland state border, Fulton County has experienced an overall continuous growth trend since the 1930s. Prior to the 1930s, the county's population experienced periods of decline. From 1900 to 1930, the county experienced a 7.0 percent decrease in population but attained a 15.6 percent increase from 1930 to 1940. These fluctuations are attributed to the out-migration of the rural labor force up until the 1930s and a subsequent return of people to the rural areas during the 1930s due to economic hardships caused by the Great Depression. By 1940, Fulton County had a total population of 10,673. From 1940 to 1990, the county experienced an approximate 30 percent increase in population, with the most significant increase (19.17 percent) occurring during the 1970s. This large influx is attributed to the exceptional economic growth experienced during this period; specifically, during the 1970s and 1980s (Fulton County Comprehensive Plan). Fulton County continued to grow during the 1980s and 1990s, but at progressively slower rates.

“One major factor that shaped the region was the building of the JLG Lift Manufacturing Plant. This plant produced thousands of jobs in the county and therefore hundreds of new residents moved into the region.”

-Population Profile paper, Center for Land Use Shippensburg University students

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Historic Population Trends



Source: Fulton County Comprehensive Plan, 2000; U.S. Census, 1900-2000

Recent Population Trends

	1990 Population	2000 Population	Absolute Change	1990-2000 Percent Change
Fulton County	13,837	14,261	424	2.97%
Forbes Road School District	2,862	3,043	181	5.95%
Dublin Township	1,146	1,277	131	10.26%
Taylor Township	1,172	1,237	65	5.25%
Wells Township	544	529	-15	-2.84%
Central Fulton School District	6,117	6,075	-42	-0.69%
Ayr Township	2,167	1,982	-185	-9.33%
Licking Creek Township	1,410	1,532	122	7.96%
McConnellsburg Borough	1,106	1,073	-33	-3.08%
Todd Township	1,434	1,488	54	3.63%
Southern Fulton School District	4,839	5,123	284	5.54%
Belfast Township	1,208	1,341	133	9.92%
Bethel Township	1,317	1,420	103	7.25%
Brush Creek Township	643	730	87	11.92%
Thompson Township	1,048	998	-50	-5.01%
Union Township	623	634	11	1.74%

Moving Fulton Forward

Forbes Road School District

- The Forbes Road School District saw the greatest relative increase in population between 1990 and 2000, but contained the least amount of total residents each of these years.
- Dublin Township saw the greatest growth in the District, 10.26 percent, and the second greatest growth rate in the study area.
- Wells Township was the only municipality in the district to lose population between 1990 and 2000, -2.84 percent. Wells Township also has the lowest population in the study area, with 529 people in 2000.

Central Fulton School District

- Ayr Township lost the greatest percentage of people between 1990 and 2000, -9.33 percent, but retained its position of having the largest population in the study area with 1,982 people in 2000.
- McConnellsburg Borough also lost population during the years 1990 to 2000 at a rate of -3.08 percent, bringing their total population to 1,073.
- Licking Creek Township saw an increase in population of 7.96 percent to bring them into the position of having the second highest population in the School District and the study area, with 1,532 people in 2000.
- Todd Township grew in population at a rate of 3.63 percent, which rendered being surpassed in population by Licking Creek Township, but allowed them to remain the third largest Township in population in the study area and in the School District with 1,488 people in 2000.

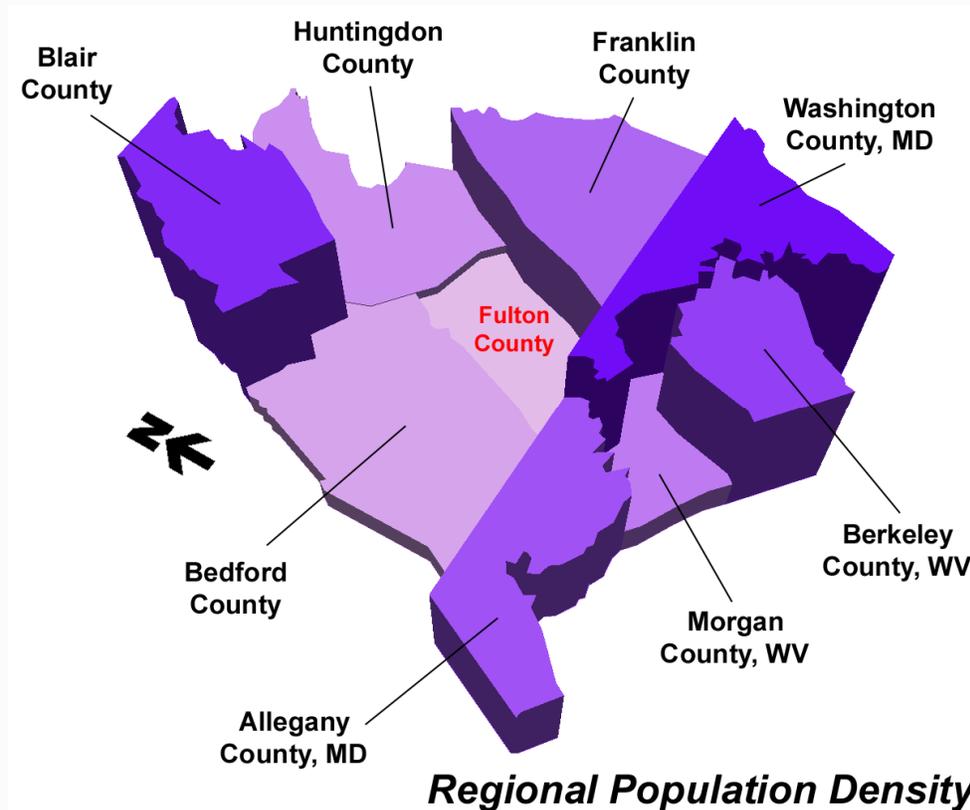
Southern Fulton School District

- All municipalities in the Southern Fulton School District grew between 1990 and 2000 except Thompson Township, which lost population at a rate of -5.01 percent during this time period.
- Brush Creek Township grew by the largest percentage in the study area, 11.92 percent, but the total population remained under 1,000.
- Bethel Township and Belfast Township have the highest and second highest populations in the School District, 1,420 and 1,341, respectively. Belfast Township grew by 9.92 percent and Bethel Township grew by 7.25 percent during this time period.

Regional Trends

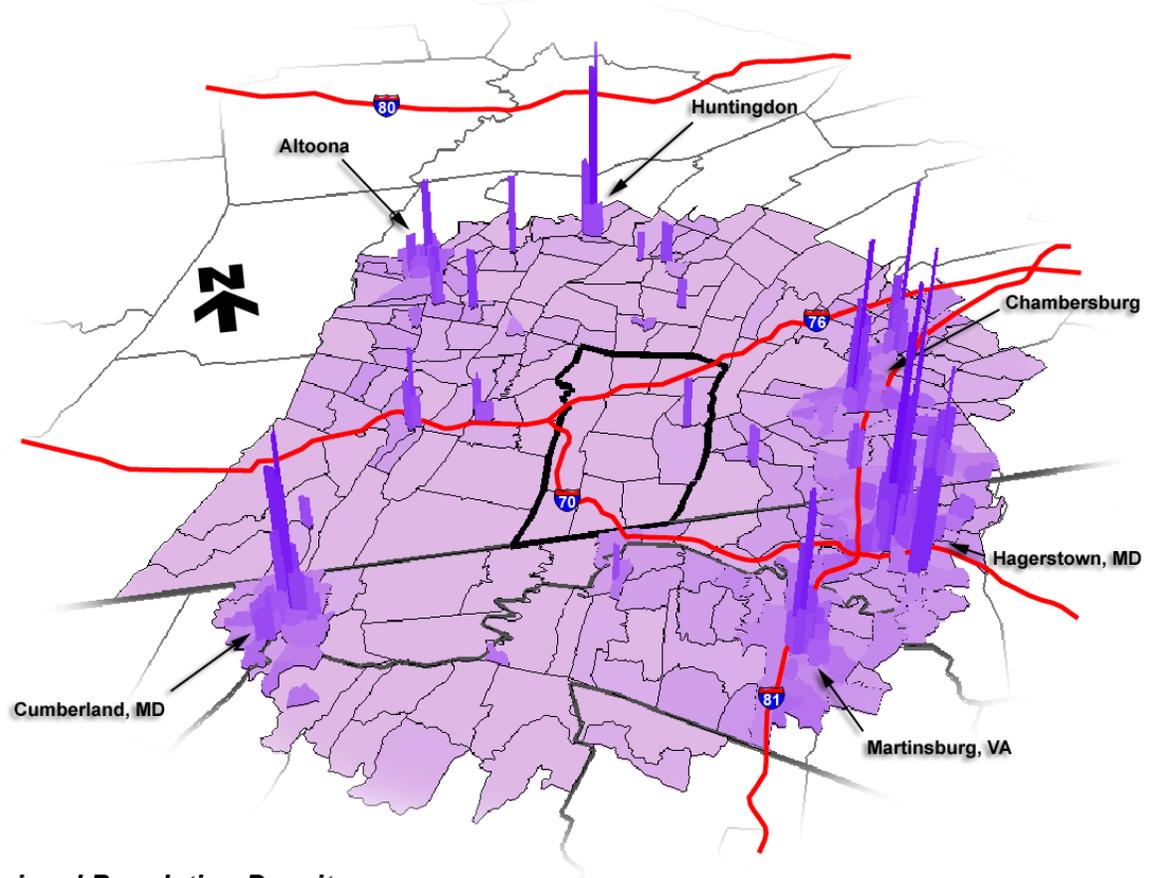
- In Fulton County, at least one municipality in every school district lost population between 1990 and 2000.
- Forbes Road School District and Southern Fulton School District both saw population increases between 1990 and 2000, but the Central Fulton School District saw a decrease in population during this time period.
- Fulton County maintains a lower population density than its contiguous and neighboring counties.
- The greatest population densities in the region are located in Washington County, Maryland.

Moving Fulton Forward



- At the municipal level, it can be seen that areas of denser population are concentrated around transportation corridors, specifically, Interstate 81, in Pennsylvania, Maryland, and West Virginia, and the junction of Interstate 81 and Interstate 70, in Maryland.

Moving Fulton Forward



Regional Population Density

Moving Fulton Forward

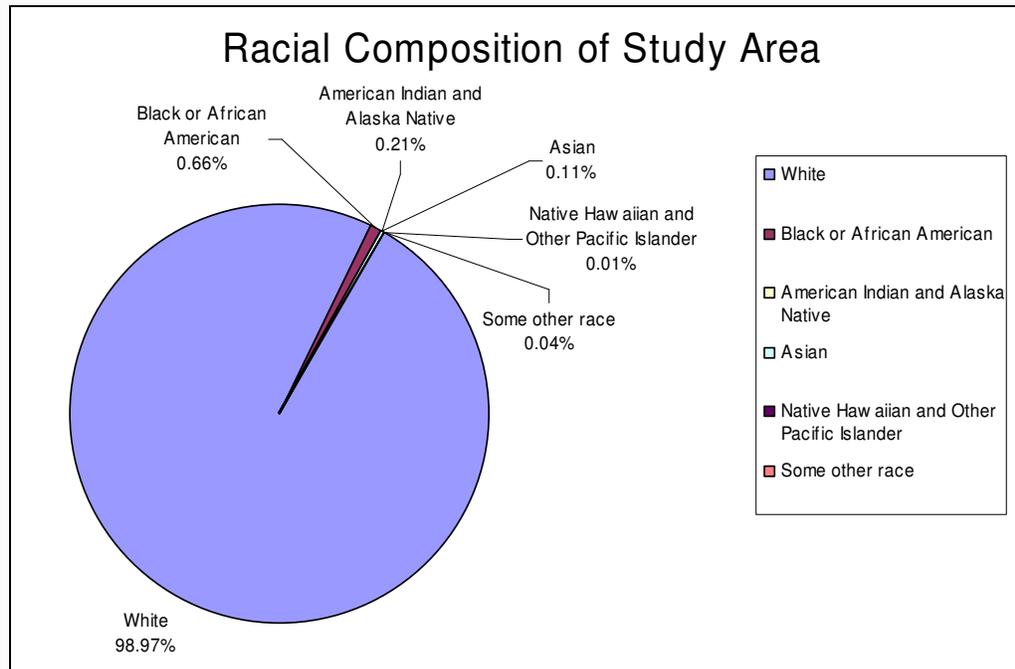
Racial Population Characteristics

	Total	Population of One Race	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Population of Two or More Races
Fulton County	14,261	14,158	14,012	94	29	15	2	6	103
Forbes Road School District	3,043	3,033	3,017	7	7	1	0	1	10
Dublin Township	1,277	1,277	1,270	6	0	1	0	0	0
Taylor Township	1,237	1,234	1,226	1	6	0	0	1	3
Wells Township	529	522	521	0	1	0	0	0	7
Central Fulton School District	6,075	6,015	5,904	81	16	10	2	2	60
Ayr Township	1,982	1,962	1,930	21	5	5	1	0	20
Licking Creek Township	1,532	1,520	1,514	0	2	3	0	1	12
McConnellsburg Borough	1,073	1,054	1,041	9	2	1	1	0	19
Todd Township	1,488	1,479	1,419	51	7	1	0	1	9
Southern Fulton School District	5,123	5,090	5,071	6	6	4	0	3	33
Belfast Township	1,341	1,336	1,334	0	1	1	0	0	5
Bethel Township	1,420	1,408	1,395	4	4	2	0	3	12
Brush Creek Township	730	718	717	0	1	0	0	0	12
Thompson Township	998	998	996	1	0	1	0	0	0
Union Township	634	630	629	1	0	0	0	0	4

Source: U.S. Census

- The majority of the population in the study area is of the white race.
- The greatest amount of racial diversity occurs in the Central Fulton School District, namely in Ayr and Todd Townships.
- Within the study area, people of the white race comprise 98.97 percent of the population. Other races each account for less than one percent of the population.

Moving Fulton Forward



Source: U.S. Census

Ethnic Population Characteristics

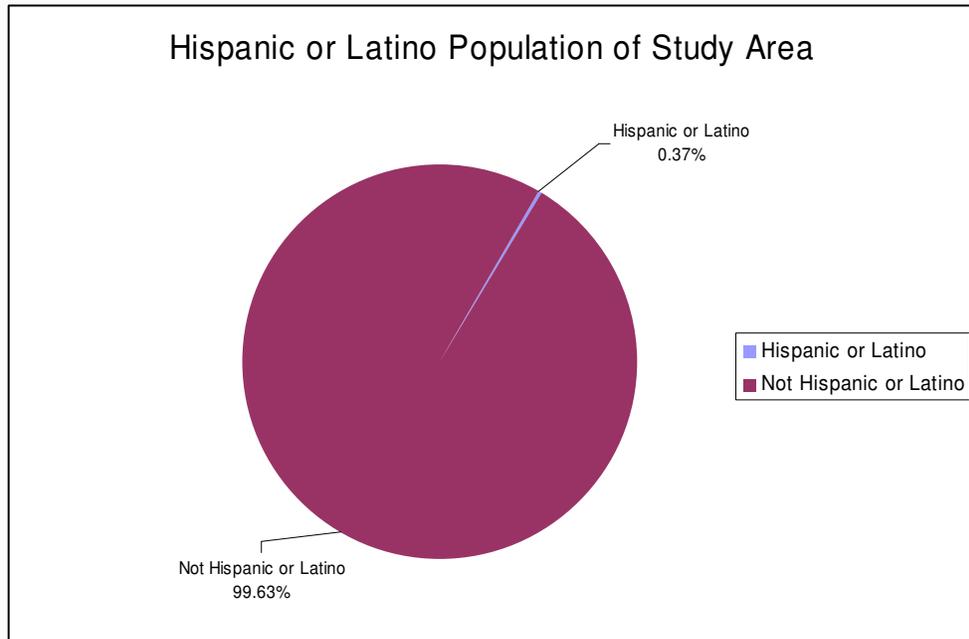
	Total	Hispanic or Latino	Percent Hispanic or Latino	Not Hispanic or Latino
Fulton County	14,261	52	0.36%	14,209
Forbes Road School District	3,043	5	0.16%	3,038
Dublin Township	1,277	2	0.16%	1,275
Taylor Township	1,237	3	0.24%	1,234
Wells Township	529	0	0.00%	529
Central Fulton School District	6,075	29	0.48%	6,046
Ayr Township	1,982	13	0.66%	1,969
Licking Creek Township	1,532	2	0.13%	1,530
McConnellsburg Borough	1,073	6	0.56%	1,067
Todd Township	1,488	8	0.54%	1,480
Southern Fulton School District	5,123	18	0.35%	5,105
Belfast Township	1,341	2	0.15%	1,339
Bethel Township	1,420	8	0.56%	1,412
Brush Creek Township	730	7	0.96%	723
Thompson Township	998	1	0.10%	997
Union Township	634	0	0.00%	634

Source: U.S. Census

- "Hispanic Origin" is considered an ethnic classification, not racial, and therefore can encompass many races

Moving Fulton Forward

- Every municipality in the study area has less than one percent of its population consisting of individuals with a Hispanic origin.
- In the study area, 99.63 percent of the population is not of Hispanic origin. Only 0.37 percent of the population is made up of Hispanic or Latino individuals.



Source: U.S. Census

Median Age of Population

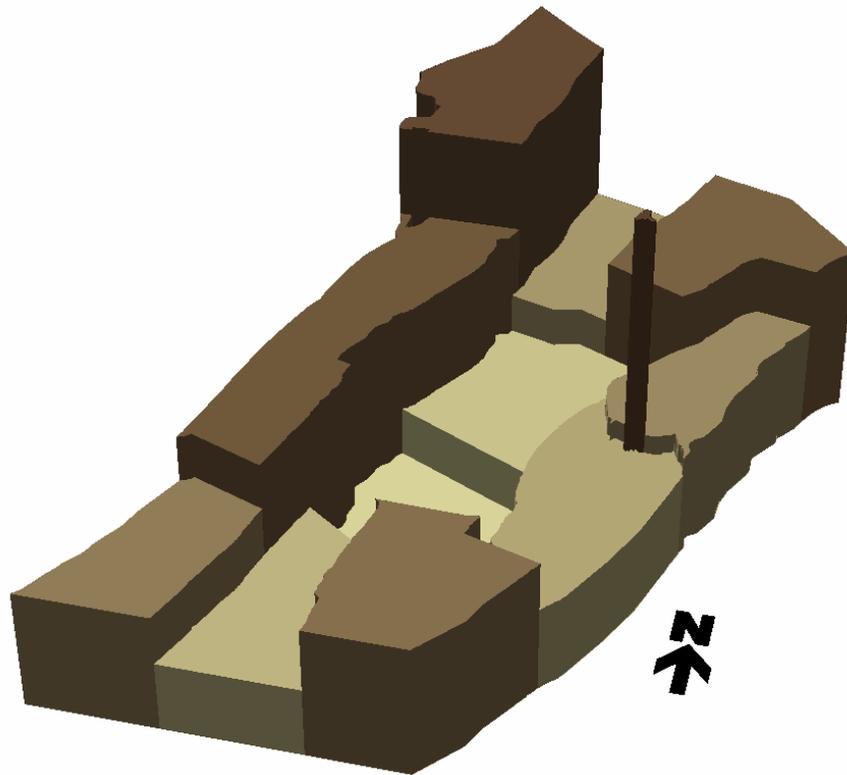
	Total	Male	Female
Pennsylvania	38.0	36.5	39.4
Fulton County	38.2	37.1	39.3
Forbes Road School District			
Dublin Township	39.3	38.7	40
Taylor Township	37.7	36.8	38.6
Wells Township	41.7	40.7	42.5
Central Fulton School District			
Ayr Township	37.3	36.4	37.9
Licking Creek Township	36.7	36.4	37.5
McConnellsburg Borough	43.5	39.1	47.8
Todd Township	37.8	36.5	38.9
Southern Fulton School District			
Belfast Township	35.4	33.7	37.2
Bethel Township	36.9	37	36.8
Brush Creek Township	39.4	38.3	40.5
Thompson Township	38.6	38	39.3
Union Township	38.2	37.2	39.6

Source: U.S. Census Bureau

Moving Fulton Forward

- The median age of the population is highest in McConnellsburg Borough, where the median age is 43.5.
- The lowest median age in the study area occurs in Belfast Township, where the median age is 35.4.

Median Age of Population, 2000



Moving Fulton Forward

Age Cohorts

Age	Fulton County			
	Male	Female	Total	Percent
0 to 4	448	450	898	6.3%
5 to 9	493	470	963	6.8%
10 to 14	535	519	1,054	7.4%
15 to 19	506	411	917	6.4%
20 to 24	392	359	751	5.3%
25 to 29	467	453	920	6.5%
30 to 34	485	453	938	6.6%
35 to 39	543	524	1,067	7.5%
40 to 44	591	523	1,114	7.8%
45 to 49	464	484	948	6.7%
50 to 54	462	497	959	6.7%
55 to 59	472	422	894	6.3%
60 to 64	349	403	752	5.3%
65 to 69	324	290	614	4.3%
70 to 74	250	326	576	4.0%
75 to 79	171	223	394	2.8%
80 to 84	106	169	275	1.9%
85+	67	140	207	1.5%
Total	7,125	7,116	14,241	100.0%

Forbes Road School District

Age	Dublin Township				Taylor Township				Wells Township			
	Male	Female	Total	Percent	Male	Female	Total	Percent	Male	Female	Total	Percent
0 to 4	25	36	61	4.8%	49	36	85	6.9%	16	21	37	7.0%
5 to 9	44	42	86	6.7%	41	42	83	6.7%	14	31	45	8.5%
10 to 14	53	50	103	8.1%	47	44	91	7.4%	21	8	29	5.5%
15 to 19	45	38	83	6.5%	55	47	102	8.2%	14	10	24	4.5%
20 to 24	33	31	64	5.0%	22	17	39	3.2%	11	6	17	3.2%
25 to 29	29	37	66	5.2%	37	49	86	7.0%	12	10	22	4.2%
30 to 34	44	44	88	6.9%	38	32	70	5.7%	18	18	36	6.8%
35 to 39	44	56	100	7.8%	53	56	109	8.8%	20	18	38	7.2%
40 to 44	59	54	113	8.8%	56	42	98	7.9%	25	22	47	8.9%
45 to 49	34	38	72	5.6%	30	32	62	5.0%	15	15	30	5.7%
50 to 54	43	44	87	6.8%	39	45	84	6.8%	18	15	33	6.2%
55 to 59	48	47	95	7.4%	39	33	72	5.8%	15	17	32	6.0%
60 to 64	31	47	78	6.1%	34	37	71	5.7%	16	17	33	6.2%
65 to 69	33	26	59	4.6%	37	18	55	4.4%	14	20	34	6.4%
70 to 74	15	22	37	2.9%	13	39	52	4.2%	13	15	28	5.3%
75 to 79	11	24	35	2.7%	21	19	40	3.2%	9	9	18	3.4%
80 to 84	12	21	33	2.6%	8	11	19	1.5%	6	4	10	1.9%
85+	6	11	17	1.3%	5	14	19	1.5%	6	10	16	3.0%
Total	609	668	1,277	100.0%	624	613	1,237	100.0%	263	266	529	100.0%

Moving Fulton Forward

Central Fulton School District

Age	Ayr Township				Licking Creek Township			
	Male	Female	Total	Percent	Male	Female	Total	Percent
0 to 4	58	62	120	6.1%	48	48	96	6.3%
5 to 9	74	51	125	6.3%	62	58	120	7.8%
10 to 14	84	68	152	7.7%	52	63	115	7.5%
15 to 19	82	80	162	8.2%	59	37	96	6.3%
20 to 24	67	56	123	6.2%	41	38	79	5.2%
25 to 29	58	61	119	6.0%	48	50	98	6.4%
30 to 34	65	63	128	6.5%	61	54	115	7.5%
35 to 39	81	71	152	7.7%	59	54	113	7.4%
40 to 44	75	81	156	7.9%	67	55	122	8.0%
45 to 49	74	86	160	8.1%	51	57	108	7.0%
50 to 54	68	63	131	6.6%	47	51	98	6.4%
55 to 59	74	51	125	6.3%	47	37	84	5.5%
60 to 64	40	56	96	4.8%	39	41	80	5.2%
65 to 69	45	45	90	4.5%	30	29	59	3.9%
70 to 74	37	41	78	3.9%	30	29	59	3.9%
75 to 79	17	14	31	1.6%	26	20	46	3.0%
80 to 84	10	17	27	1.4%	11	18	29	1.9%
85+	3	4	7	0.4%	9	6	15	1.0%
Total	1,012	970	1,982	100.0%	787	745	1,532	100.0%

Age	McConnellsburg Borough				Todd Township			
	Male	Female	Total	Percent	Male	Female	Total	Percent
0 to 4	29	28	57	5.3%	51	34	85	5.7%
5 to 9	32	31	63	5.9%	47	52	99	6.7%
10 to 14	26	34	60	5.6%	61	64	125	8.4%
15 to 19	30	18	48	4.5%	42	38	80	5.4%
20 to 24	26	33	59	5.5%	46	45	91	6.1%
25 to 29	39	40	79	7.4%	52	51	103	6.9%
30 to 34	31	26	57	5.3%	48	44	92	6.2%
35 to 39	32	40	72	6.7%	62	66	128	8.6%
40 to 44	33	26	59	5.5%	71	58	129	8.7%
45 to 49	23	30	53	4.9%	51	56	107	7.2%
50 to 54	24	31	55	5.1%	47	43	90	6.0%
55 to 59	28	24	52	4.8%	51	53	104	7.0%
60 to 64	29	30	59	5.5%	41	44	85	5.7%
65 to 69	16	29	45	4.2%	31	28	59	4.0%
70 to 74	30	46	76	7.1%	15	34	49	3.3%
75 to 79	20	56	76	7.1%	12	20	32	2.2%
80 to 84	18	33	51	4.8%	4	12	16	1.1%
85+	11	41	52	4.8%	5	9	14	0.9%
Total	477	596	1,073	100.0%	737	751	1,488	100.0%

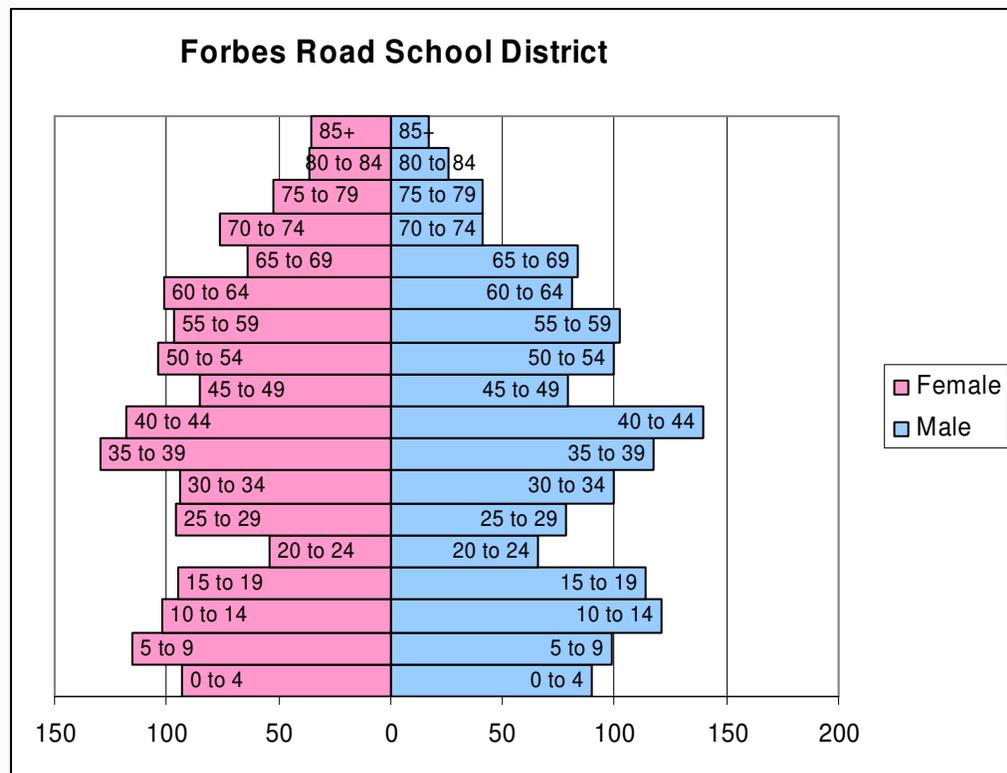
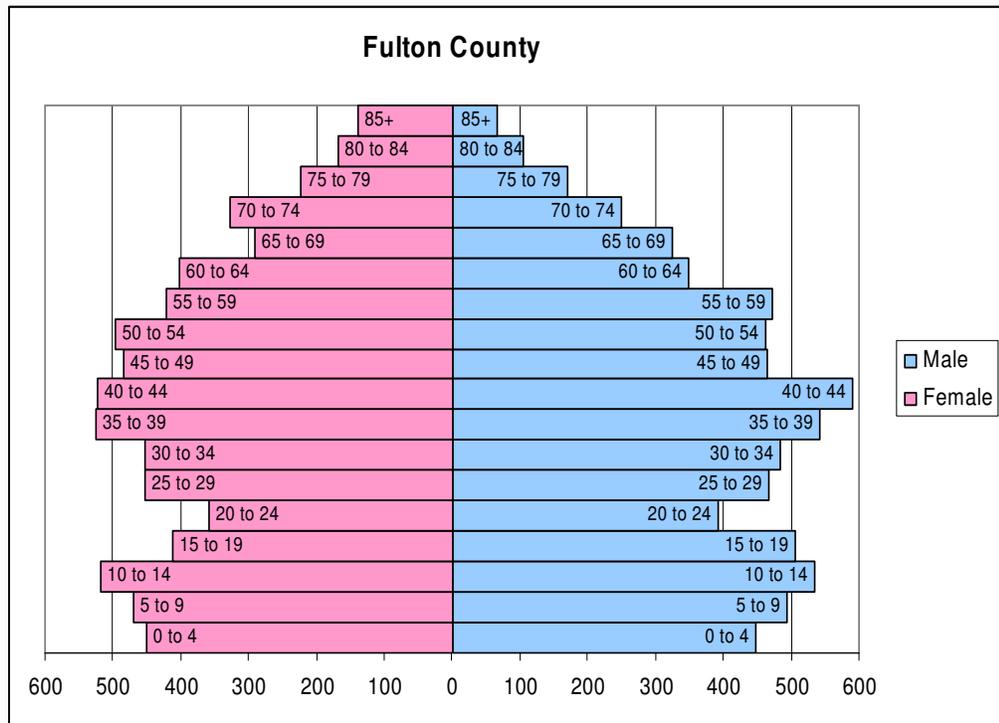
Moving Fulton Forward

Southern Fulton School District

Age	Belfast Township				Bethel Township				Brush Creek Township			
	Male	Female	Total	Percent	Male	Female	Total	Percent	Male	Female	Total	Percent
0 to 4	53	55	108	8.1%	49	41	90	6.3%	20	32	52	7.1%
5 to 9	48	53	101	7.5%	43	46	89	6.3%	22	21	43	5.9%
10 to 14	57	38	95	7.1%	47	62	109	7.7%	30	26	56	7.7%
15 to 19	48	35	83	6.2%	43	46	89	6.3%	28	22	50	6.8%
20 to 24	41	25	66	4.9%	40	53	93	6.5%	22	18	40	5.5%
25 to 29	59	48	107	8.0%	62	44	106	7.5%	20	14	34	4.7%
30 to 34	53	47	100	7.5%	51	41	92	6.5%	23	28	51	7.0%
35 to 39	45	44	89	6.6%	53	40	93	6.5%	23	20	43	5.9%
40 to 44	51	46	97	7.2%	48	48	96	6.8%	37	27	64	8.8%
45 to 49	46	42	88	6.6%	49	55	104	7.3%	23	18	41	5.6%
50 to 54	34	43	77	5.7%	55	65	120	8.5%	24	30	54	7.4%
55 to 59	36	48	84	6.3%	50	42	92	6.5%	22	21	43	5.9%
60 to 64	32	34	66	4.9%	33	31	64	4.5%	20	20	40	5.5%
65 to 69	27	25	52	3.9%	34	26	60	4.2%	19	19	38	5.2%
70 to 74	29	31	60	4.5%	29	26	55	3.9%	10	18	28	3.8%
75 to 79	16	14	30	2.2%	14	13	27	1.9%	12	13	25	3.4%
80 to 84	11	13	24	1.8%	10	16	26	1.8%	6	6	12	1.6%
85+	10	4	14	1.0%	3	12	15	1.1%	4	12	16	2.2%
Total	696	645	1,341	100.0%	713	707	1,420	100.0%	365	365	730	100.0%

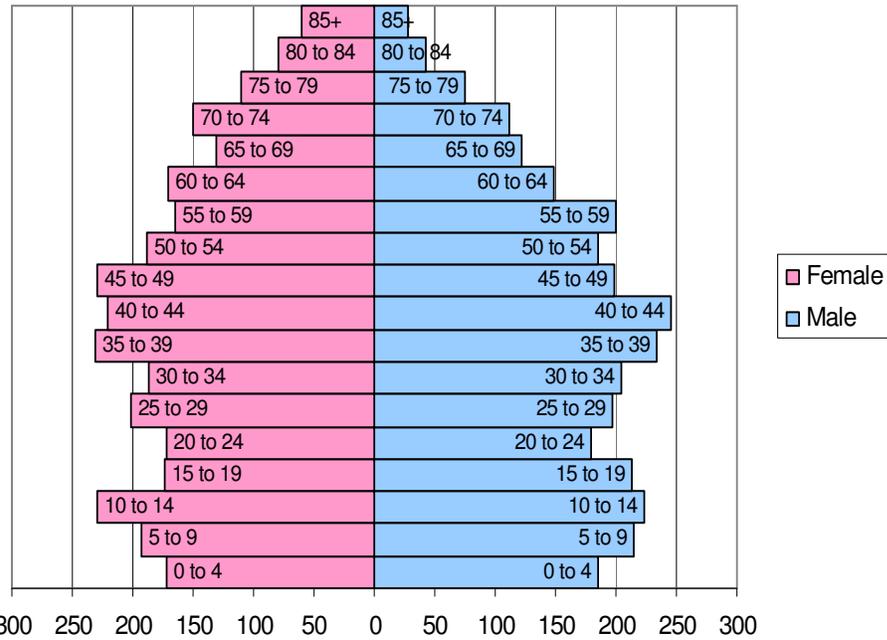
Age	Thompson Township				Union Township			
	Male	Female	Total	Percent	Male	Female	Total	Percent
0 to 4	29	33	62	6.2%	21	24	45	7.1%
5 to 9	37	30	67	6.7%	29	13	42	6.6%
10 to 14	30	43	73	7.3%	27	19	46	7.3%
15 to 19	39	26	65	6.5%	21	14	35	5.5%
20 to 24	28	21	49	4.9%	15	16	31	4.9%
25 to 29	28	30	58	5.8%	23	19	42	6.6%
30 to 34	35	30	65	6.5%	18	26	44	6.9%
35 to 39	45	37	82	8.2%	26	22	48	7.6%
40 to 44	43	43	86	8.6%	26	21	47	7.4%
45 to 49	44	33	77	7.7%	24	22	46	7.3%
50 to 54	40	41	81	8.1%	23	26	49	7.7%
55 to 59	37	26	63	6.3%	25	23	48	7.6%
60 to 64	16	30	46	4.6%	18	16	34	5.4%
65 to 69	26	16	42	4.2%	12	9	21	3.3%
70 to 74	14	16	30	3.0%	15	9	24	3.8%
75 to 79	9	15	24	2.4%	4	6	10	1.6%
80 to 84	7	11	18	1.8%	3	7	10	1.6%
85+	1	9	10	1.0%	4	8	12	1.9%
Total	508	490	998	100.0%	334	300	634	100.0%

Moving Fulton Forward

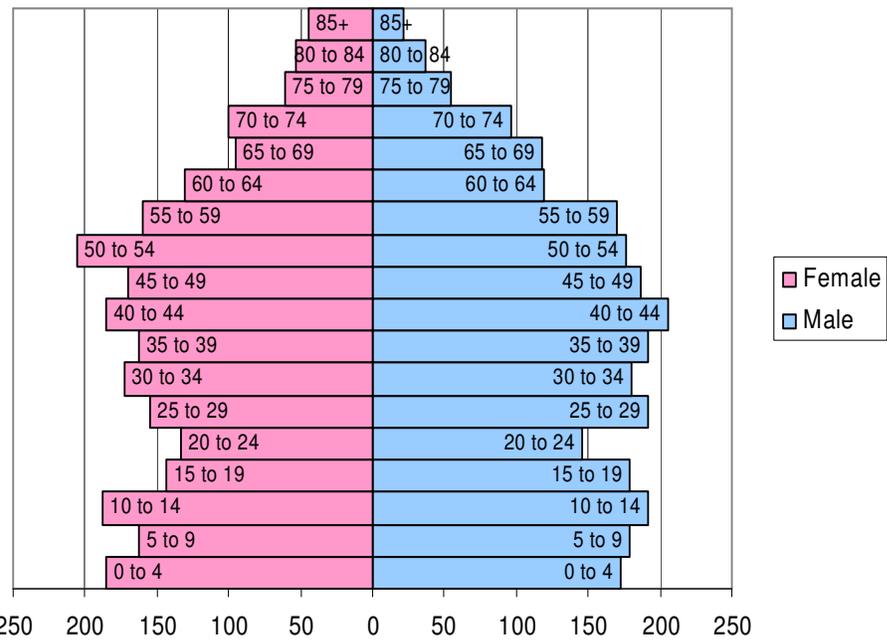


Moving Fulton Forward

Central Fulton School District



Southern Fulton School District



Moving Fulton Forward

Median Household Income

	Median Household Income 1989 (1999 dollars)	Median Household Income in 1999	1989-1999 Change	1989-1999 Percent Change
Pennsylvania	\$39,056	\$40,016	\$960	2.46%
Fulton County	\$31,890	\$34,882	\$2,992	9.38%
Forbes Road School District				
Dublin Township	\$31,909	\$35,469	\$3,560	11.16%
Taylor Township	\$27,582	\$34,013	\$6,431	23.32%
Wells Township	\$31,490	\$27,917	-\$3,573	-11.35%
Central Fulton School District				
Ayr Township	\$33,207	\$36,211	\$3,004	9.05%
Licking Creek Township	\$32,621	\$36,141	\$3,520	10.79%
McConnellsburg Borough	\$27,787	\$25,987	-\$1,800	-6.48%
Todd Township	\$34,384	\$37,292	\$2,908	8.46%
Southern Fulton School District				
Belfast Township	\$32,664	\$36,116	\$3,452	10.57%
Bethel Township	\$32,592	\$36,518	\$3,926	12.05%
Brush Creek Township	\$28,411	\$31,827	\$3,416	12.02%
Thompson Township	\$34,708	\$38,854	\$4,146	11.95%
Union Township	\$34,336	\$35,865	\$1,529	4.45%

Source: U.S. Census Bureau

- Median household income values increased between 1989 and 1999 in all but two municipalities in the study area. Median household income values decreased in Wells Township by -11.35 percent and in McConnellsburg Borough by -6.48 percent.

Forbes Road School District

- In 1989, Taylor Township had the lowest median income value in the study area.
- Taylor Township increased median family income by 23.32 percent between 1989 and 1999, to \$34,013.
- Median household incomes decreased in Wells Township between 1989 and 1999 by -11.35 percent, resulting in Wells Township having the second lowest median household income in the study area at \$27,917.

Moving Fulton Forward

Central Fulton School District

- Median household income in McConnellsburg Borough decreased between 1989 and 1999 by -6.48 percent to bring the median household income to \$25,987, which was the lowest value in the study area.
- Median household incomes in Ayr Township, Licking Creek Township, and Todd Township all increased between 1989 and 1999.

Southern Fulton School District

- With the exception of Union Township, median household incomes increased by more than 5 percent in all municipalities in the Southern Fulton School District.
- The highest median income values in the study area occurred in the Southern Fulton School District.
- Thompson Township had the highest median income value in the study area, \$38,854. This municipality also saw the highest absolute increase.

Per Capita Income

	Per capita income 1989 (1999 Dollars)	Per capita income in 1999	1989-1999 Change	1989-1999 Percent Change
Pennsylvania	\$18,901	\$20,880	\$1,979	10.47%
Fulton County	\$13,794	\$16,409	\$2,615	18.96%
Forbes Road School District				
Dublin Township	\$12,960	\$15,984	\$3,024	23.33%
Taylor Township	\$13,898	\$15,461	\$1,563	11.25%
Wells Township	\$12,146	\$13,746	\$1,600	13.18%
Central Fulton School District				
Ayr Township	\$13,575	\$17,380	\$3,805	28.03%
Licking Creek Township	\$14,309	\$15,940	\$1,631	11.40%
McConnellsburg Borough	\$15,390	\$16,884	\$1,494	9.71%
Todd Township	\$14,834	\$16,726	\$1,892	12.75%
Southern Fulton School District				
Belfast Township	\$13,088	\$16,853	\$3,765	28.77%
Bethel Township	\$13,362	\$15,999	\$2,637	19.74%
Brush Creek Township	\$13,919	\$13,643	-\$276	-1.98%
Thompson Township	\$13,699	\$19,279	\$5,580	40.73%
Union Township	\$13,098	\$16,448	\$3,350	25.57%

*All Income values represent 1999 Dollars
Source: U.S. Census Bureau

- Per capita income increased between 1989 and 1999 in all municipalities except Brush Creek Township, where per capita income decreased by -1.98 percent.
- In Fulton County, per capita income ranged from \$13,643 in Brush Creek Township to \$19,279 in Thompson Township.
- Per capita income increased by more than 20 percent in 5 municipalities between 1989 and 1999.

Moving Fulton Forward

Forbes Road School District

- Per capita income increased by more than 10 percent in all municipalities in the Forbes Road School District between 1989 and 1999.
- Wells Township had the second lowest per capita income in the study area, \$13,746 in 1999.

Central Fulton School District

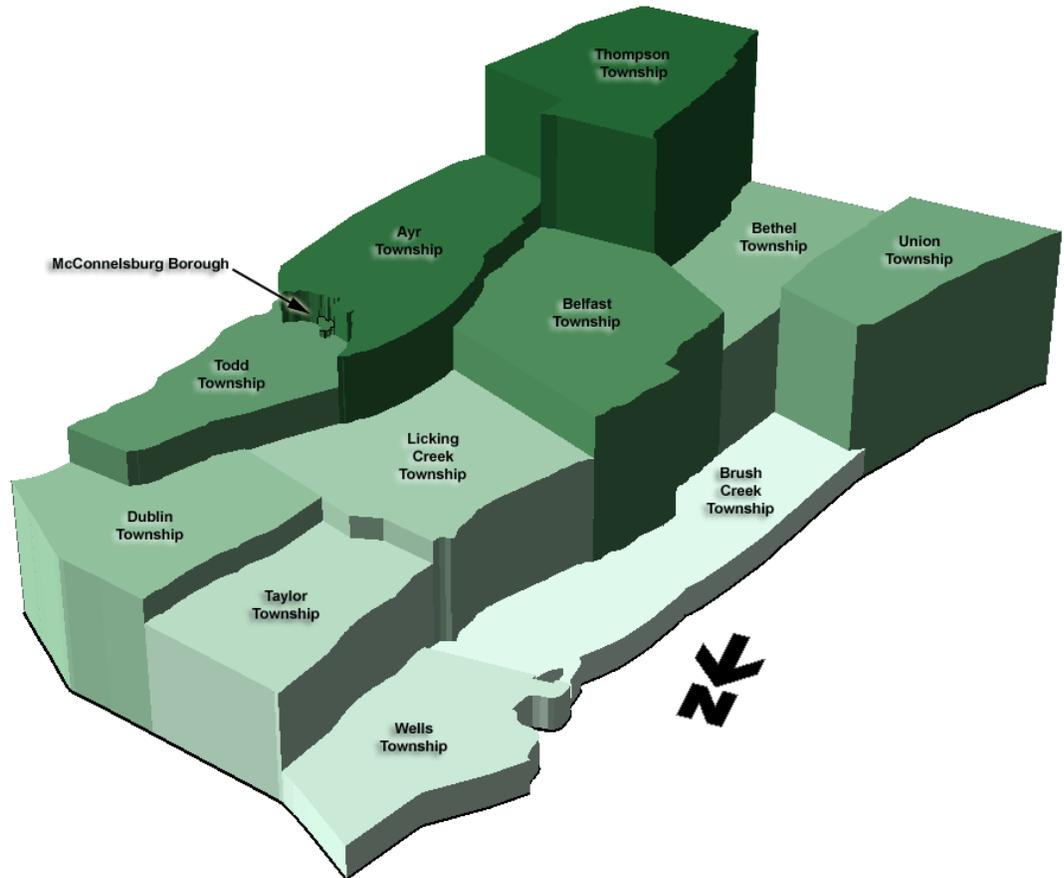
- The per capita income increased by 28.03 percent in Ayr Township between 1989 and 1999, bringing the per capita income for the Township to \$17,380; the highest in the district and the second highest in the study area.
- McConnellsburg Borough had the highest per capita income in the study area in 1989; \$15,390 and the third highest in 1999.

Southern Fulton School District

- Brush Creek Township saw a decrease in per capita income between 1989 and 1999 of -1.98 percent and had the lowest per capita income in 1999 in the study area, \$13,643.
- Thompson Township had the highest per capita income in the study area, \$19,279 and saw the greatest increase in per capita income between 1989 and 1999, an increase of 40.73 percent.
- Belfast Township, Union Township, and Bethel Township also had notable increases in per capita income between 1989 and 1999, 28.77 percent, 25.57 percent, and 19.74 percent, respectively.

Moving Fulton Forward

Per Capita Income, 2000

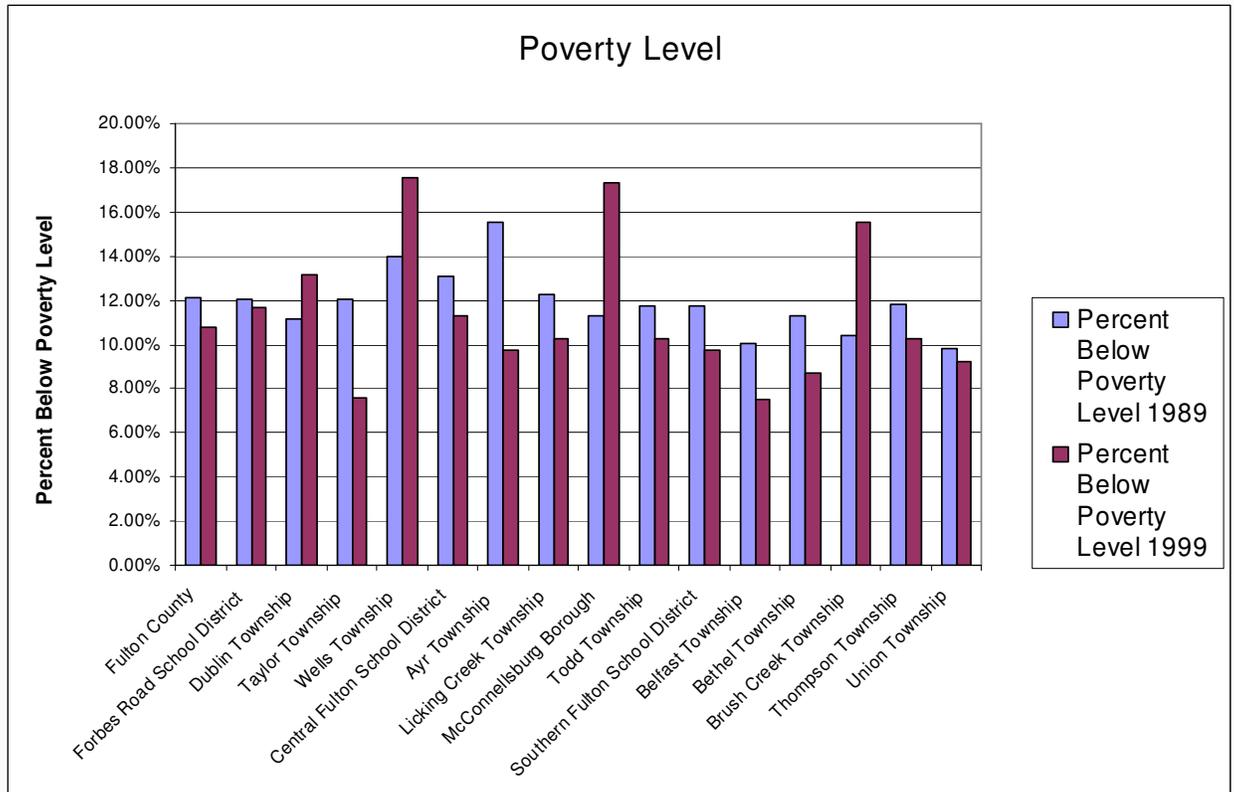


Moving Fulton Forward

Poverty Statistics and Trends

	Total Population 1990	Below Poverty Level 1989	Percent Below Poverty Level 1989	Total Population 2000	Below Poverty Level 1999	Percent Below Poverty Level 1999
Fulton County	13,837	1,675	12.11%	14,140	1,529	10.81%
Forbes Road School District	2,862	345	12.05%	3,044	355	11.66%
Dublin Township	1,146	128	11.17%	1,272	167	13.13%
Taylor Township	1,172	141	12.03%	1,230	93	7.56%
Wells Township	544	76	13.97%	542	95	17.53%
Central Fulton School District	6,117	802	13.11%	5,988	676	11.29%
Ayr Township	2,167	336	15.51%	1,975	193	9.77%
Licking Creek Township	1,410	173	12.27%	1,522	156	10.25%
McConnellsburg Borough	1,106	125	11.30%	1,016	176	17.32%
Todd Township	1,434	168	11.72%	1,475	151	10.24%
Southern Fulton School District	4,839	522	11.72%	5,082	494	9.72%
Belfast Township	1,208	121	10.02%	1,339	101	7.54%
Bethel Township	1,317	149	11.31%	1,414	123	8.70%
Brush Creek Township	643	67	10.42%	707	110	15.56%
Thompson Township	1,048	124	11.83%	993	102	10.27%
Union Township	623	61	9.79%	629	58	9.22%

Moving Fulton Forward



- Poverty levels were higher in 1999 than 1989 in Brush Creek Township, McConnellsborg Borough, Wells Township, and Dublin Township.
- These four townships also had the four highest percentages of individuals below the poverty level in 1999 in the study area.

Forbes Road School District

- The percentage of people below the poverty level increased between 1989 and 1999 in the District and was the highest in the study area.
- Wells Township had the highest percentage of individuals below the poverty level in the study area in 1999, while Taylor Township had the lowest percentage of individuals below the poverty level.

Central Fulton School District

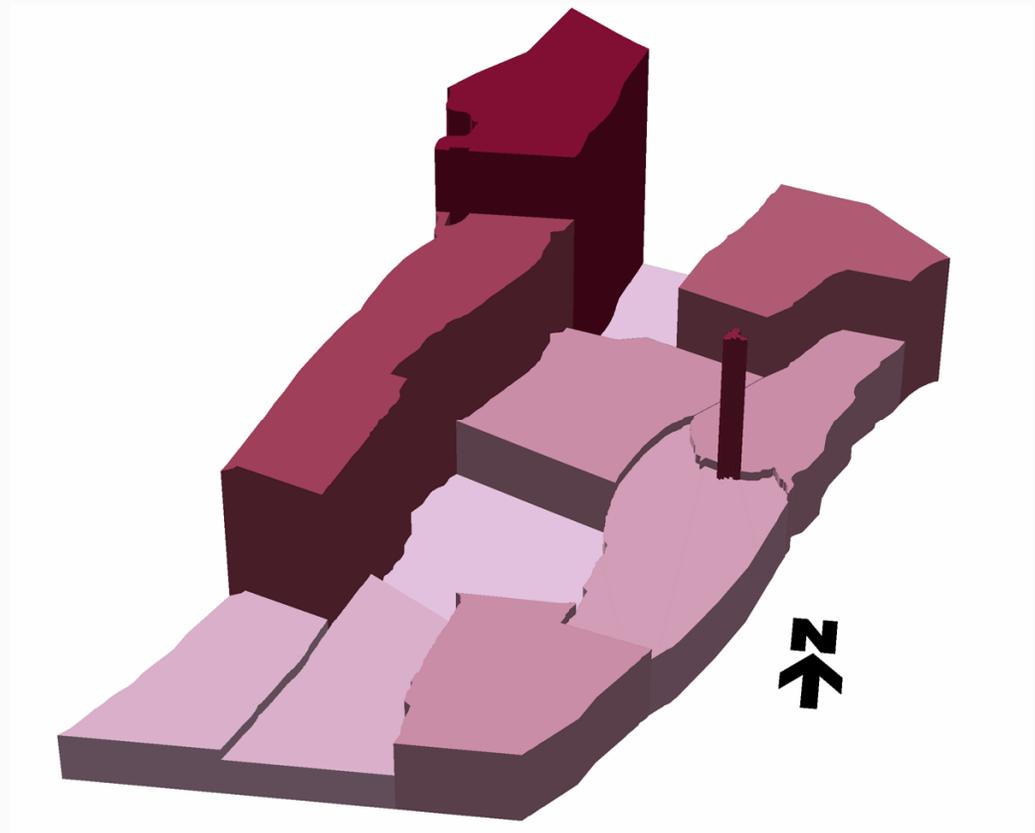
- With the exception of Ayr Township, all of the municipalities in the Central Fulton School District had poverty levels above 10 percent.
- McConnellsborg Borough had the highest percentage of individuals below the poverty level in the School District and the second highest percentage of individuals below the poverty level in the study area, 17.32 percent.

Moving Fulton Forward

Southern Fulton School District

- Brush Creek Township had the highest percentage of people below the poverty level in 2000 in the District, 15.56 percent.
- Belfast Township had the lowest percentage of people below the poverty level, 7.54 percent.
- The Southern Fulton School District had the lowest percentage of people below the poverty level in the study area.

Poverty Levels, 2000



Population Projections

Four methods have been used to estimate future population in the municipalities in Fulton County and are provided below. The linear projection model determines future growth based on a steady rate (m) of increase/decline from historic population figures. The exponential method calculates future population based on an assumed exponential increase/decrease from historic population trends. The cohort projections, with and without migration, look at specific age groupings of individuals and try to assess natural increases and decreases in the population. The cohort projection with migration assesses migration patterns into and out of the region in addition to natural increases.

Moving Fulton Forward

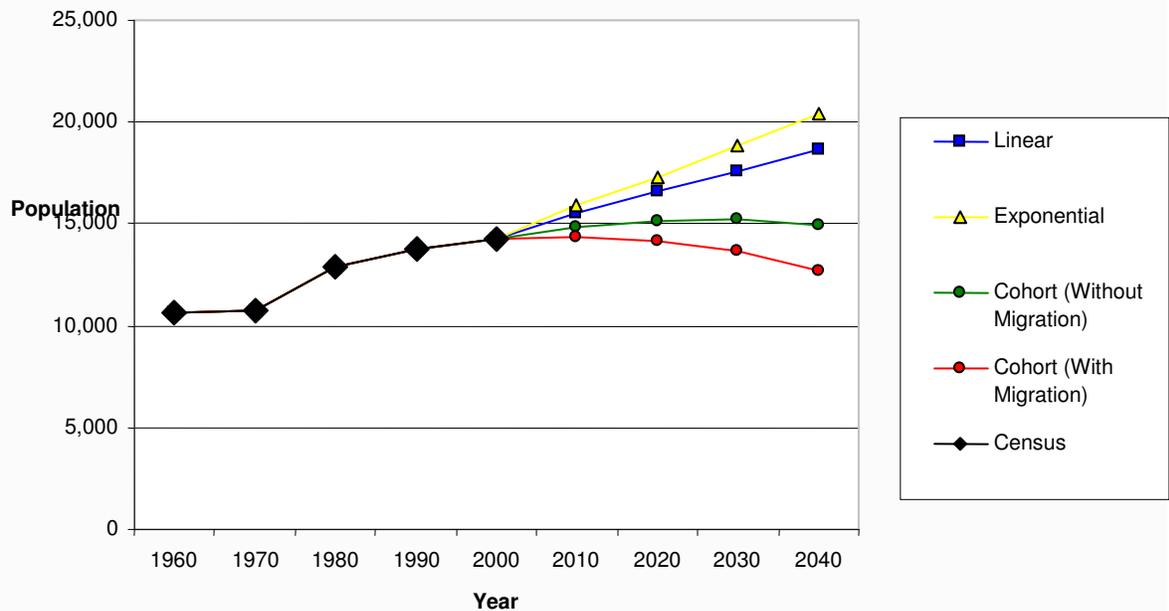
The Region

In looking at the different projections for Fulton County, the cohort projection with migration, best represents future population trends. This method takes into account both natural increases, and increases or decreases that occur as a result of people coming into or leaving the area. The cohort projection with migration shows that the area will continue to grow as it experiences growth pressures from surrounding counties in Pennsylvania and Maryland, but that the population will level off and experience slight decline closer to mid-century. Development potential exists in Fulton County, but because of topography and natural features, the scope of development is limited. For the purposes of this planning exercise the Region will utilize the linear projection.

Regional Population Projections

Year	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	10,597	10,597	10,597	10,597	10,597
1970	10,776	10,776	10,776	10,776	10,776
1980	12,842	12,842	12,842	12,842	12,842
1990	13,818	13,818	13,818	13,818	13,818
2000	14,241	14,241	14,241	14,241	14,241
2010		15,554	15,902	14,800	14,340
2020		16,587	17,295	15,166	14,154
2030		17,620	18,811	15,202	13,646
2040		18,653	20,458	14,917	12,720

Regional Population Projections



Moving Fulton Forward

Forbes Road School District

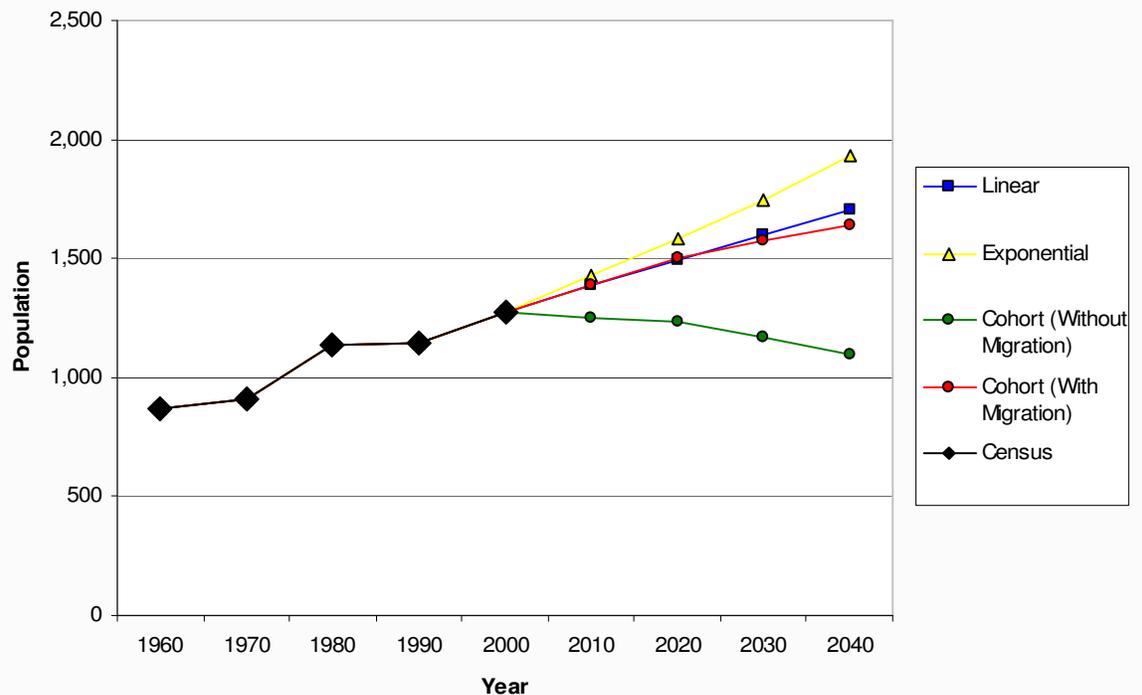
Dublin Township

The recommended projection for Dublin Township is the cohort projection without migration. Dublin Township has been increasing in population since the 1960s, and this trend is expected to continue due to surrounding growth pressures. The population is expected to level off and experience slight decline closer to 2040.

Dublin Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	865	865	865	865	865
1970	913	913	913	913	913
1980	1,140	1,140	1,140	1,140	1,140
1990	1,146	1,146	1,146	1,146	1,146
2000	1,277	1,277	1,277	1,277	1,277
2010	***	1,385	1,429	1,248	1,389
2020	***	1,491	1,580	1,232	1,499
2030	***	1,597	1,748	1,167	1,575
2040	***	1,702	1,933	1,095	1,641

Dublin Township Population Projection



Moving Fulton Forward

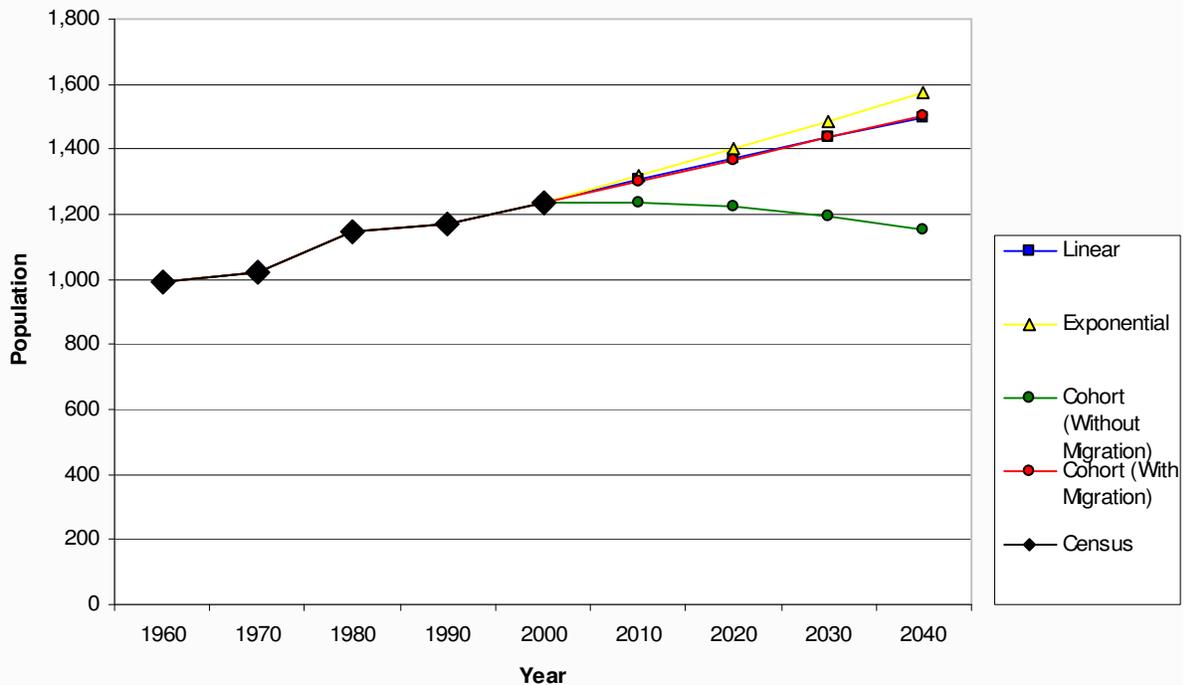
Taylor Township

In the case of Taylor Township, the cohort projection with migration and the linear projection predict very similar scenarios. Because both of these methods closely portray what the population might be in future years, it is the recommendation that either of these methods be utilized.

Taylor Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	991	991	991	991	991
1970	1,021	1,021	1,021	1,021	1,021
1980	1,148	1,148	1,148	1,148	1,148
1990	1,172	1,172	1,172	1,172	1,172
2000	1,237	1,237	1,237	1,237	1,237
2010	***	1,307	1,321	1,233	1,299
2020	***	1,371	1,400	1,226	1,369
2030	***	1,435	1,484	1,196	1,439
2040	***	1,500	1,573	1,155	1,502

Taylor Township Population Projection



Moving Fulton Forward

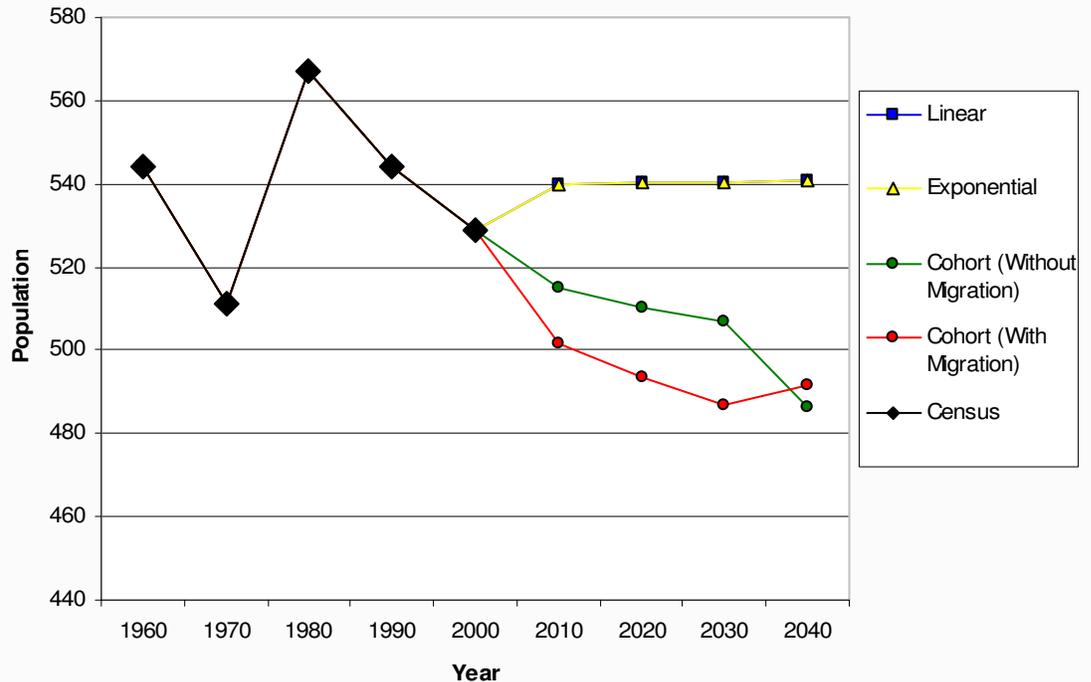
Wells Township

Population in Wells Township declined from 1980 to 2000. The recommended methods of projection are the linear projection and the exponential projection. Although population has historically been declining, it is not expected that this trend will continue and the population will drop dramatically, as shown in the cohort projections. This is mainly due to growth pressures from surrounding counties. At the same time, the population is not expected to see dramatic growth. As displayed in the linear and exponential patterns, the population in the township is expected to remain fairly constant.

Wells Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	544	544	544	544	544
1970	511	511	511	511	511
1980	567	567	567	567	567
1990	544	544	544	544	544
2000	529	529	529	529	529
2010	***	540	540	515	502
2020	***	540	540	510	494
2030	***	540	540	507	487
2040	***	541	541	486	491

Wells Township Population Projection



Moving Fulton Forward

Central Fulton School District

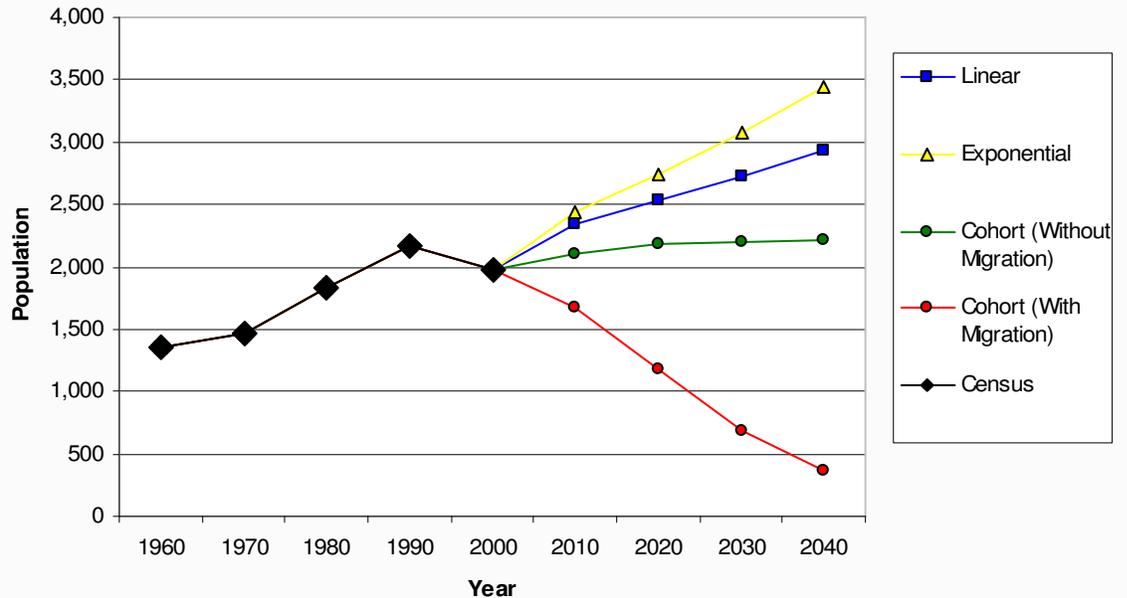
Ayr Township

The cohort projection without migration is recommended for Ayr Township. It is expected that the population will increase slightly in the coming decades, but at a slow rate. The other projected scenarios are not probable given that they all project rather extreme population changes.

Ayr Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	1,360	1,360	1,360	1,360	1,360
1970	1,473	1,473	1,473	1,473	1,473
1980	1,833	1,833	1,833	1,833	1,833
1990	2,167	2,167	2,167	2,167	2,167
2000	1,982	1,982	1,982	1,982	1,982
2010	***	2,344	2,443	2,110	1,665
2020	***	2,538	2,738	2,176	1,183
2030	***	2,732	3,069	2,194	684
2040	***	2,926	3,439	2,213	373

Ayr Township Population Projection



Moving Fulton Forward

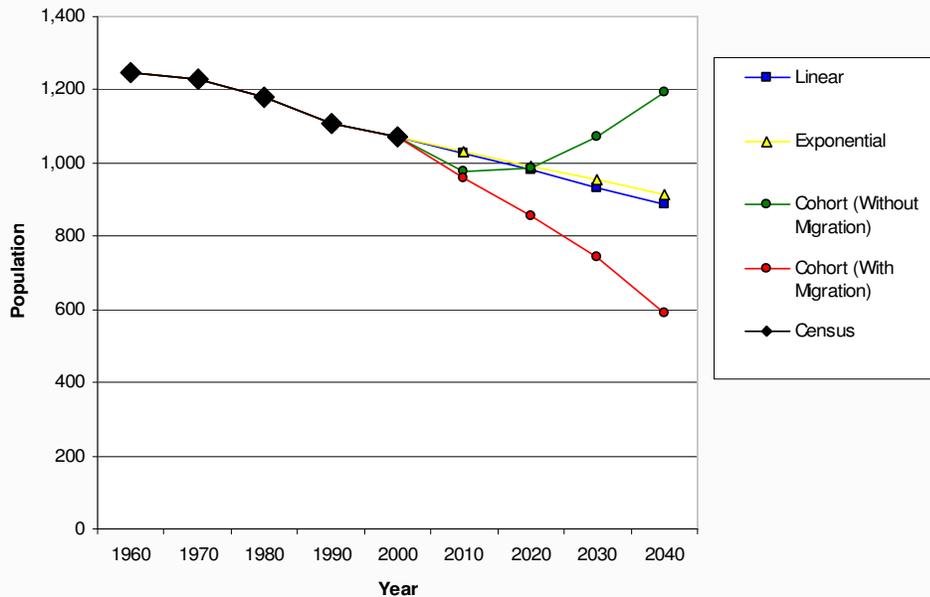
McConnellsburg Borough

McConnellsburg Borough has experienced a decline in population in every decade since 1960. McConnellsburg also has a relatively older population than the surrounding townships in the county. Also, residents have been moving out of the borough to the surrounding townships. Therefore, the recommended projection for McConnellsburg Borough represents a decline in population. The recommended projection for McConnellsburg Borough is the linear projection.

McConnellsburg Borough Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	1,245	1,245	1,245	1,245	1,245
1970	1,228	1,228	1,228	1,228	1,228
1980	1,178	1,178	1,178	1,178	1,178
1990	1,106	1,106	1,106	1,106	1,106
2000	1,073	1,073	1,073	1,073	1,073
2010	***	1,026	1,032	976	960
2020	***	980	991	988	856
2030	***	933	952	1,073	742
2040	***	886	915	1,194	590

McConnellsburg Borough Population Projection



Moving Fulton Forward

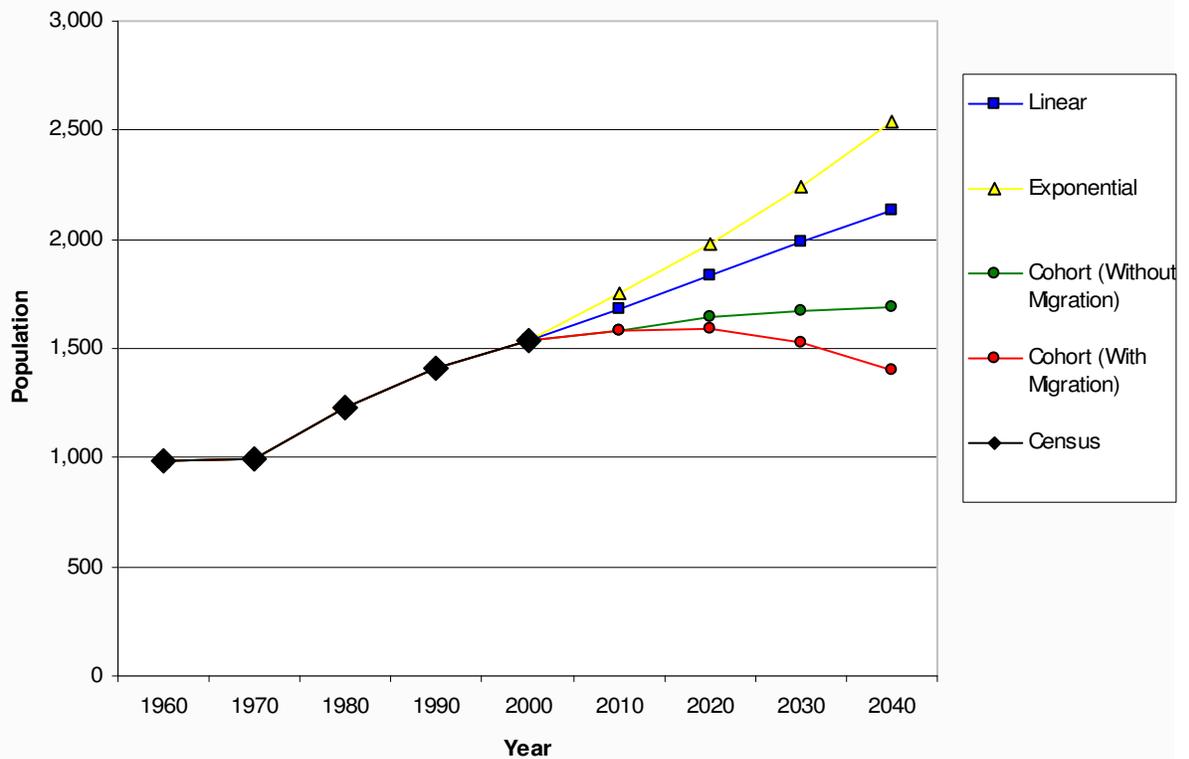
Licking Creek Township

Licking Creek has experienced population growth in every decade since 1960. Due to growth pressures from surrounding municipalities, it is expected that this general trend will continue in the coming decades. Therefore, the recommended method of projecting the population is the linear method.

Licking Creek Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	987	987	987	987	987
1970	991	991	991	991	991
1980	1,231	1,231	1,231	1,231	1,231
1990	1,410	1,410	1,410	1,410	1,410
2000	1,532	1,532	1,532	1,532	1,532
2010	***	1,683	1,752	1,580	1,584
2020	***	1,834	1,982	1,642	1,586
2030	***	1,985	2,242	1,672	1,525
2040	***	2,136	2,535	1,687	1,399

Licking Creek Population Projection



Moving Fulton Forward

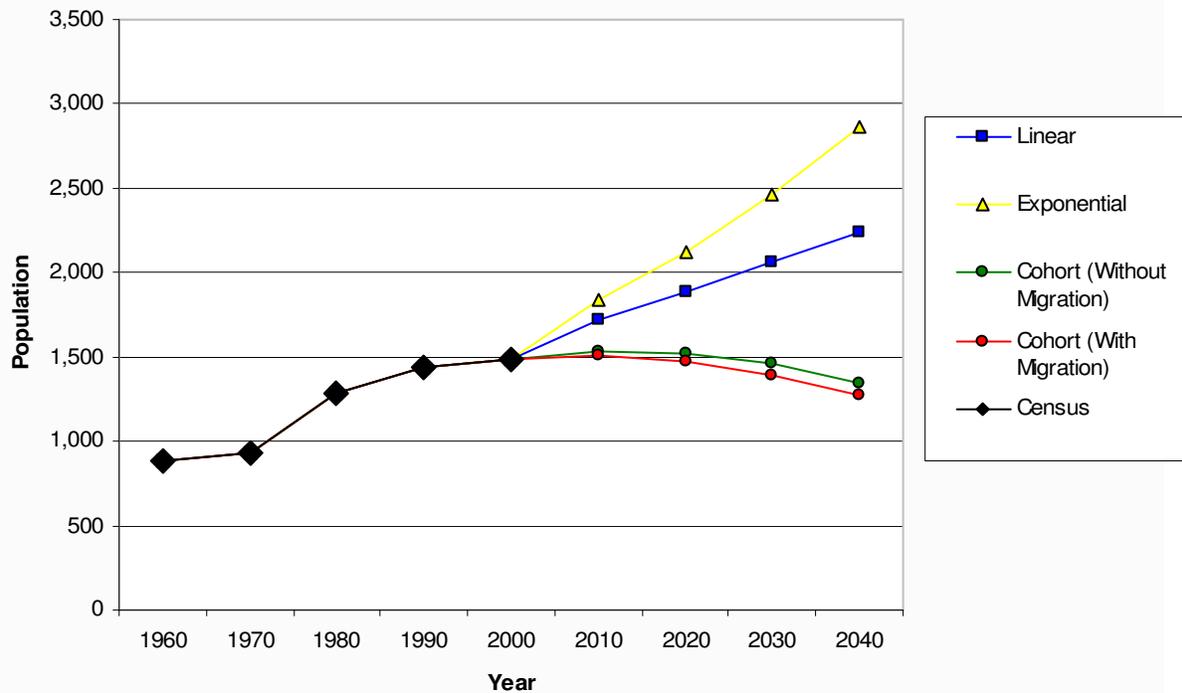
Todd Township

Todd Township has experienced growth in every decade since 1960. It is expected that this trend will continue as people move out of McConnellsburg Borough and into the surrounding townships and the area experiences growth pressures from surrounding counties. The recommended projection is the linear projection method in this instance.

Todd Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	880	880	880	880	880
1970	929	929	929	929	929
1980	1,281	1,281	1,281	1,281	1,281
1990	1,434	1,434	1,434	1,434	1,434
2000	1,488	1,488	1,488	1,488	1,488
2010	***	1,719	1,833	1,526	1,506
2020	***	1,891	2,127	1,524	1,476
2030	***	2,063	2,467	1,456	1,393
2040	***	2,235	2,862	1,342	1,278

Todd Township Population Projection



Moving Fulton Forward

Southern Fulton School District

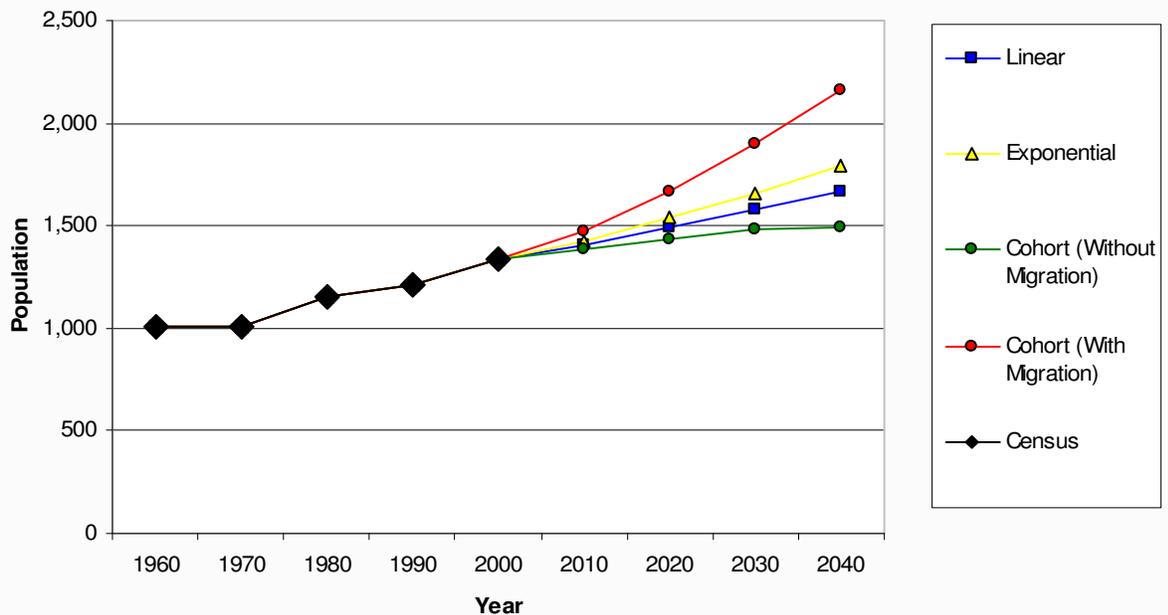
Belfast Township

Population has increased in Belfast Township in every decade since 1960. It is expected that Belfast Township will increase rapidly in population in the coming decades. The recommended method of projecting the population in Belfast Township is the Cohort Projection with migration.

Belfast Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	1,004	1,004	1,004	1,004	1,004
1970	1,008	1,008	1,008	1,008	1,008
1980	1,151	1,151	1,151	1,151	1,151
1990	1,208	1,208	1,208	1,208	1,208
2000	1,341	1,341	1,341	1,341	1,341
2010	***	1,405	1,426	1,383	1,474
2020	***	1,492	1,539	1,433	1,666
2030	***	1,579	1,660	1,479	1,896
2040	***	1,667	1,791	1,497	2,162

Belfast Township Population Projection



Moving Fulton Forward

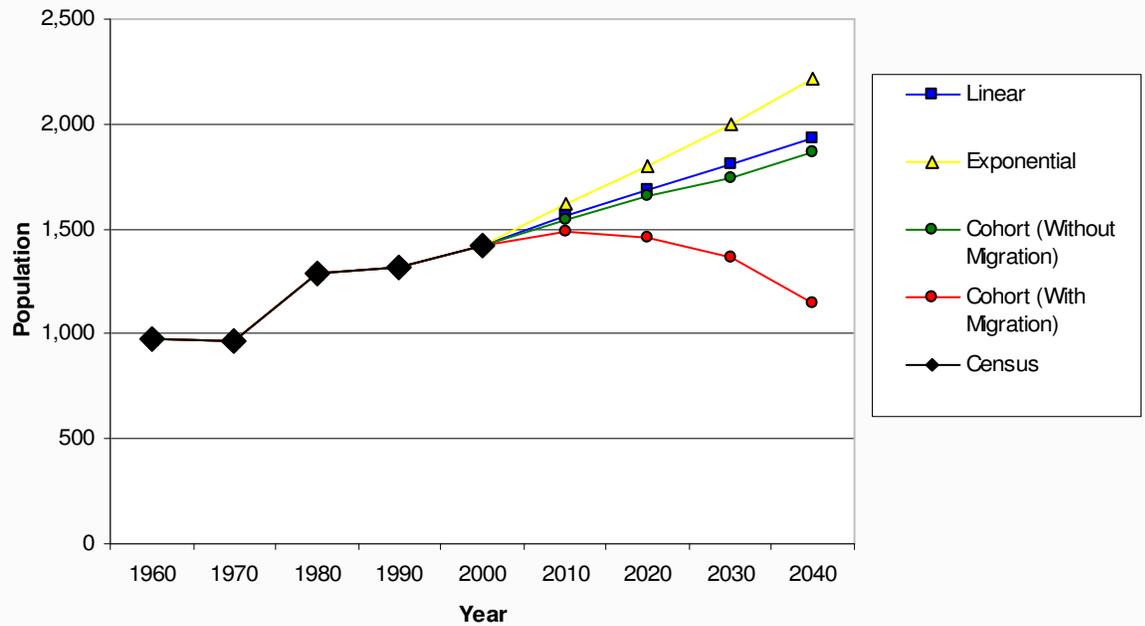
Bethel Township

The recommended method of projecting future population in Bethel Township is the cohort without migration. The population is expected to increase in this municipality at a fairly steady rate in the coming decades.

Bethel Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	978	978	978	978	978
1970	968	968	968	968	968
1980	1,292	1,292	1,292	1,292	1,292
1990	1,317	1,317	1,317	1,317	1,317
2000	1,420	1,420	1,420	1,420	1,420
2010	***	1,565	1,619	1,539	1,491
2020	***	1,688	1,799	1,659	1,462
2030	***	1,811	1,998	1,743	1,362
2040	***	1,935	2,220	1,869	1,149

Bethel Township Population Projection



Moving Fulton Forward

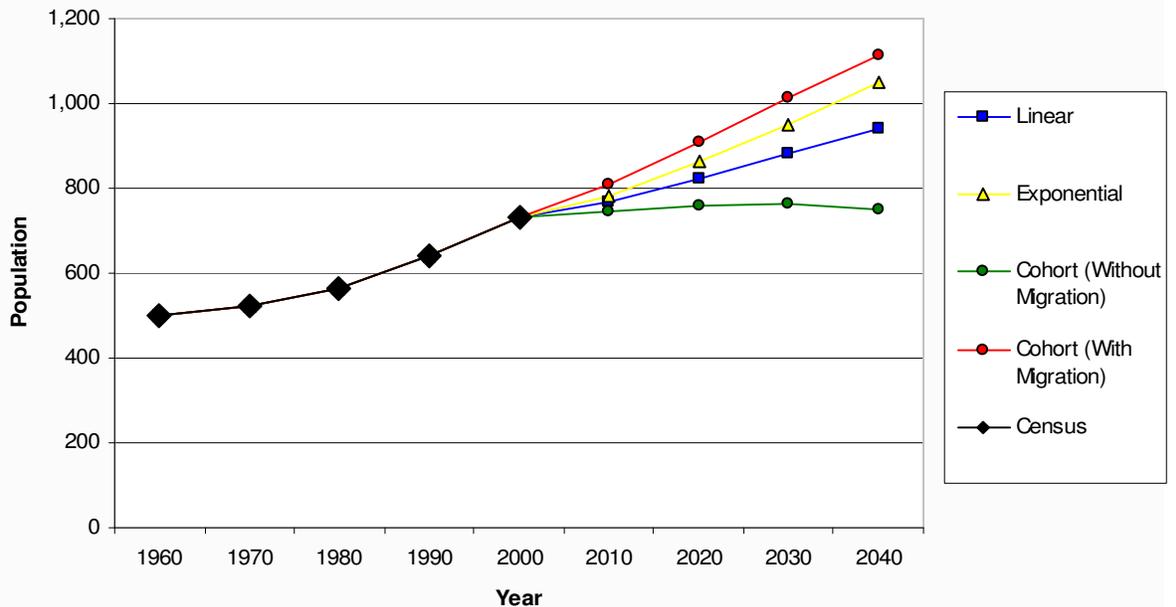
Brush Creek Township

Population in Brush Creek Township has increased in all decades since 1960. It is expected that this trend will continue in the coming decades as growth pressures from surrounding counties are felt. The location of Interstate 70 in the township is also expected to add to the increase in population in Brush Creek Township. The recommended method of projecting the population for Brush Creek Township is the exponential method.

Brush Creek Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	498	498	498	498	498
1970	524	524	524	524	524
1980	564	564	564	564	564
1990	643	643	643	643	643
2000	730	730	730	730	730
2010	***	767	784	747	811
2020	***	825	864	760	911
2030	***	883	951	764	1,014
2040	***	942	1,048	749	1,115

Brush Creek Population Projection



Moving Fulton Forward

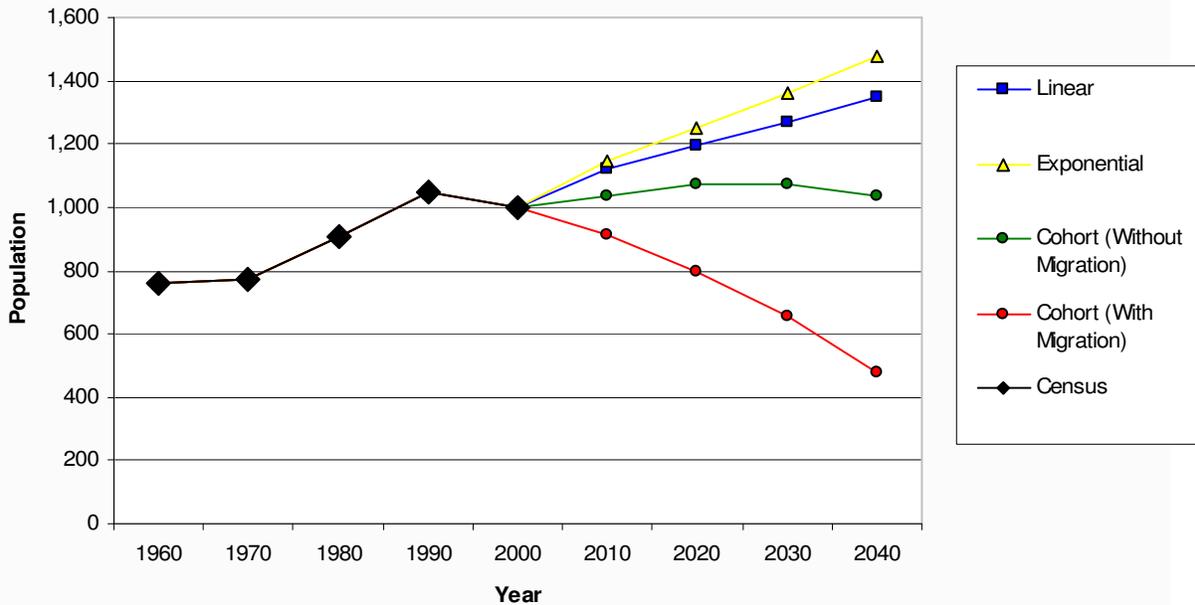
Thompson Township

Although Thompson Township experienced a decline in population between 1990 and 2000, its location on the Maryland border and the proximity to Interstate 70 suggest that Thompson Township will experience an increase in population in the coming decades. This increase will most likely result from migration into the township by Maryland residents that commute into the cities for employment and are looking for financial relief through a lower cost of living. The recommended method of projecting the population in Thompson Township is the exponential method.

Thompson Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	761	761	761	761	761
1970	772	772	772	772	772
1980	905	905	905	905	905
1990	1,048	1,048	1,048	1,048	1,048
2000	998	998	998	998	998
2010	***	1,122	1,147	1,038	911
2020	***	1,197	1,248	1,074	800
2030	***	1,272	1,359	1,075	657
2040	***	1,347	1,479	1,037	476

Thompson Township Population Projection



Moving Fulton Forward

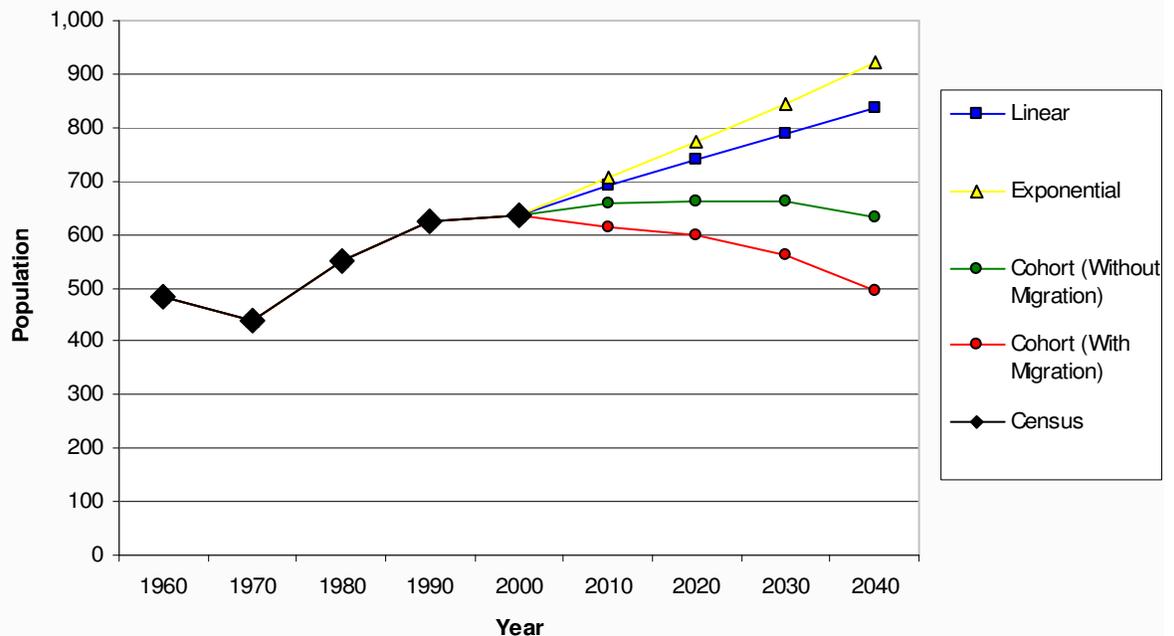
Union Township

Historically, the population in Union Township has been increasing at a fairly slow rate since 1970, after a decrease in the 1960s. In the future, the population is expected to continue to increase in the Township. The recommended method for projecting the population in Union Township is the cohort projection without migration, but the linear method should be considered as well, if officials expect to see a faster rate of increase in the Township in the coming decades.

Union Township Population Projections

	Census	Linear	Exponential	Cohort (Without Migration)	Cohort (With Migration)
1960	484	484	484	484	484
1970	438	438	438	438	438
1980	552	552	552	552	552
1990	623	623	623	623	623
2000	634	634	634	634	634
2010	***	692	707	656	615
2020	***	740	773	663	599
2030	***	789	845	661	562
2040	***	837	924	632	493

Union Township Population Projection



Moving Fulton Forward

CHAPTER 4: *Housing*

HOUSING GOAL

Provide for a wide range of housing types and levels of affordability in a variety of well planned, sustainable development styles at appropriate densities with respect to the surrounding environment and access to and adequacy of infrastructure and services.

The Role of Housing

Attractive housing and well maintained residential neighborhoods are among the most important assets of any community. Good housing creates a sound tax base that will continue to appreciate in value, and will assure that residents are living in an environment that is conducive to healthful and safe living. The existing and future quality and availability of housing is extremely important to the prosperity of the municipalities of the region. The housing needs for future population levels can be determined through an analysis of the existing housing base and projected population levels and composition.

Housing issues in relation to comprehensive planning are also diverse. It is important to note that many factors must be examined in developing successful housing policies for the region. Issues perceived important by some, may be deemed insignificant by others. Therefore, issues such as rehabilitation, density increases, location, price, quality, and changing demographic trends should be considered when looking at the future of the region's housing.

Overall Trends and Concerns

- The total number of housing units increased in every municipality in the county between 1980 and 2000, with the exception of McConnellsburg Borough. The percentage increase in the number of housing units has been greater than the percentage increase in population, demonstrating the effect of declining household size.
- The average household size in the region dropped from 2.86 in 1980 to 2.68 in 1990 to 2.50 in 2000. This decline can be attributed to increases in the number of elderly persons living alone and the number of single person households.
- There is very little diversity in housing unit types offered in the County. The majority of the housing units are single family detached dwellings. The second most common type of housing unit is the mobile home. There are very few multi-unit structures in the County.

Moving Fulton Forward

- Although there are a large percentage of vacant homes in the County, over half of the housing units considered to be vacant are designated for seasonal, recreational, or occasional use.
- The majority of the County's housing units were constructed after 1950, with approximately 33.4 percent of construction occurring between 1960 and 1979. This surge in housing construction is in response to the post World War II housing boom. Houses that were constructed between 1980 and 2000 make up 27.8 percent of the housing stock, and the housing units constructed prior to 1940 account for 24.8 percent.
- Housing units built prior to 1940 may be the structures that will require infrastructure updates such as electrical wiring, heating, and plumbing fixtures. Furthermore, these structures may require additional maintenance to insure their structural stability.
- Only 76 units in the region, 1.1 percent, showed signs of overcrowding in 2000. This was lower than the absolute and relative percentages of overcrowded units in 1990. This is also lower than the percentage of overcrowded units in Pennsylvania, 1.91 percent.

“Affordable housing was a concern shared by residents at the public meeting. As the county grows and changes, how will that affect housing prices? Will our children be able to live here 30 years from now? Will senior citizens be able to afford housing within the region?”

-Concerned Citizen of the region in January 2006 public meeting

School Districts

- The Forbes Road School District had the least amount of housing units in 1980, 1990, and 2000 of the school districts in the county and added units at the slowest rate between 1980 and 2000. The median value of housing units in the Forbes Road School District was lower than the other school districts in the county.
- The Forbes Road School District has the greatest percentages of housing units in which there is overcrowding, and the greatest percentage of housing units lacking complete plumbing or kitchen facilities.
- The Central Fulton School District added the most housing units between 1980 and 2000, but the Southern Fulton School District added units at a faster rate. The greatest increases in the number of housing units occurred in Ayr, Todd, Belfast, Licking Creek, and Bethel Townships.
- The Central Fulton School District has the greatest diversity in housing unit types in the study area.
- Median housing values are the greatest in the Southern Fulton School District, with the highest median housing values occurring in Thompson and Bethel Townships.

Moving Fulton Forward

- The Southern Fulton School District has the greatest relative percentage of vacant housing units that are considered to be for seasonal, recreational or occasional use. The municipalities with the greatest number of seasonal units are Todd Township, Licking Creek Township, and Brush Creek Township.

Historic Housing Unit Trends

	Total 1980	Total 1990	Total 2000	Total Change in Housing Units, 1980-2000	1980- 1990 Percent Change	1990- 2000 Percent Change	1980- 2000 Percent Change	Median Year Built
Fulton County	5,301	6,184	6,790	1,489	16.66%	9.80%	28.09%	1970
Forbes Road School District	1,158	1,245	1,435	277	7.51%	15.26%	23.92%	
Dublin Township	458	459	592	134	0.22%	28.98%	29.26%	1970
Taylor Township	454	533	568	114	17.40%	6.57%	25.11%	1966
Wells Township	246	253	275	29	2.85%	8.70%	11.79%	1959
Central Fulton School District	2,301	2,698	2,921	620	17.25%	8.27%	26.94%	
Ayr Township	670	881	911	241	31.49%	3.41%	35.97%	1972
Licking Creek Township	566	626	724	158	10.60%	15.65%	27.92%	1972
McConnellsburg Borough	562	547	551	-11	-2.67%	0.73%	-1.96%	1950
Todd Township	503	644	735	232	28.03%	14.13%	46.12%	1973
Southern Fulton School District	1,842	2,215	2,405	563	28.03%	8.58%	30.56%	
Belfast Township	426	515	600	174	20.89%	16.50%	40.85%	1968
Bethel Township	513	585	644	131	14.04%	10.09%	25.54%	1972
Brush Creek Township	299	369	394	95	23.41%	6.78%	31.77%	1973
Thompson Township	362	440	441	79	21.55%	0.23%	21.82%	1969
Union Township	242	306	326	84	26.45%	6.54%	34.71%	1972

The Region

- The total number of housing units increased by 16.66 percent between 1980 and 1990, and increased by 9.80 percent between 1990 and 2000 in the region. These rates of increase surpassed the population increases of 7.8 percent from 1980 to 1990 and 2.98 percent from 1990 to 2000.
- **The percentage increase in dwelling units in the past few decades has been greater than the percentage increase in population, demonstrating the effect of declining household size.**
- The average household size in the region dropped from 2.86 in 1980 to 2.68 in 1990 to 2.50 in 2000. This decline represents increases in the number of elderly persons living alone and the number of single person households.
- The median year of construction for housing units in the study area ranged from 1950 in McConnellsburg Borough to 1973 in Todd and Brush Creek Townships.

Moving Fulton Forward

- With the exception of McConnellsburg Borough and Wells Township, where the median year built for a home was 1959, the municipalities in the study area were comprised of homes with a median year built between 1966 and 1973.

Forbes Road School District

- Dublin Township added a total of 133 new housing units between 1990 and 2000 for an increase of 28.98 percent, which was the largest relative increase in the study area.
- **Although the Forbes Road School District saw slowest increase in the number of housing units between 1980 and 1990, the district saw the greatest increase in the number of housing units between 1990 and 2000.**
- The Forbes Road School District had fewer housing units than the other school districts in the study area in 1980, 1990, and 2000.

Central Fulton School District

- **The total number of housing units increased in all municipalities in the study area between 1980 and 1990 with the exception of McConnellsburg Borough.**
- The total number of housing units increased in all municipalities between 1990 and 2000. In the case of McConnellsburg Borough, the number of housing units in 2000 was still less than the number of housing units in 1980.
- The Borough's decrease in housing units is due to both the lack of available building space within the borough and the attractive living conditions existing in neighboring Ayr and Todd Townships.
- Ayr and Todd Townships experienced the highest percentage increases in total housing units between 1980 and 1990 with 31.5 percent and 28.0 percent respectively and added the greatest total number of housing units between 1980 and 2000.
- Although growth in the number of housing units slowed in Ayr Township between 1990 and 2000 to 3.41 percent, Ayr Township had the greatest number of housing units in the study area in 1980, 1990, and 2000.
- **The Central Fulton School District added a total of 620 new housing units between 1980 and 2000, which was more than both the Forbes Road School District and the Southern Fulton School District.**

Southern Fulton School District

- **The Southern Fulton School District had the greatest percentage increase in the total number of housing units from 1980 to 2000, 30.56 percent, but the Central Fulton School District added more total units.**
- Union Township experienced the third highest percentage increase in the total number of housing units between 1980 and 1990, 34.71 percent. Union Township shares its border with Bedford County, Pennsylvania, and Washington and Allegany Counties in Maryland, and is situated near the confluence of Interstates 70 and 68. These factors, along with the Township's predominant agricultural setting are causing many urban residents, primarily from Maryland, to establish both year round and seasonal residences within the Township.
- Belfast Township had the greatest percentage increase in total housing units between 1980 and 2000, an increase of 40.85 percent.

Moving Fulton Forward

Household Size

Average Household Size		
	1990	2000
Fulton County	2.68	2.50
Forbes Road School District		
Dublin Township	2.71	2.50
Taylor Township	2.67	2.52
Wells Township	2.52	2.39
Central Fulton School District		
Ayr Township	2.83	2.59
Licking Creek Township	2.85	2.60
McConnellsburg Borough	2.09	2.01
Todd Township	2.65	2.46
Southern Fulton School District		
Belfast Township	2.75	2.66
Bethel Township	2.77	2.54
Brush Creek Township	2.61	2.54
Thompson Township	2.80	2.57
Union Township	2.79	2.59

- The average household size decreased between 1990 and 2000 in all municipalities in the study area.
- The average household size was the largest in the Southern Fulton School District, where all municipalities had household sizes larger than 2.50.
- **The lowest household size was in McConnellsburg Borough, where the average household size was 2.01.**



Figure 5: Housing within McConnellsburg Borough

Moving Fulton Forward

Housing Structures by Number of Units

Units in Structure, 2000																	
	Total	1 Unit Detached		1 Unit Attached		2 Units		3 or 4 Units		5 to 9 Units		10 or more Units		Mobile Home		Boat, RV, Van, etc.	
Fulton County	6,790	4,850	71.4%	68	1.0%	151	2.2%	66	1.0%	75	1.1%	82	1.2%	1,482	21.8%	16	0.2%
Forbes Road School District	1,435	1,061	73.9%	19	1.3%	19	1.3%	9	0.6%	7	0.5%	0	0.0%	320	22.3%	0	0.0%
Dublin Township	592	406	68.6%	7	1.2%	11	1.9%	9	1.5%	7	1.2%	0	0.0%	152	25.7%	0	0.0%
Taylor Township	568	445	78.3%	2	0.4%	6	1.1%	0	0.0%	0	0.0%	0	0.0%	115	20.2%	0	0.0%
Wells Township	275	210	76.4%	10	3.6%	2	0.7%	0	0.0%	0	0.0%	0	0.0%	53	19.3%	0	0.0%
Central Fulton School District	2,921	1,990	68.1%	37	1.3%	101	3.5%	57	2.0%	68	2.3%	74	2.5%	594	20.3%	0	0.0%
Ayr Township	911	642	70.5%	10	1.1%	20	2.2%	0	0.0%	13	1.4%	55	6.0%	171	18.8%	0	0.0%
Licking Creek Township	724	529	73.1%	0	0.0%	5	0.7%	9	1.2%	0	0.0%	0	0.0%	181	25.0%	0	0.0%
McConnellsburg Borough	552	301	54.5%	20	3.6%	69	12.5%	48	8.7%	55	10.0%	19	3.4%	40	7.2%	0	0.0%
Todd Township	734	518	70.6%	7	1.0%	7	1.0%	0	0.0%	0	0.0%	0	0.0%	202	27.5%	0	0.0%
Southern Fulton School District	2,405	1,772	73.7%	12	0.5%	29	1.2%	0	0.0%	0	0.0%	8	0.3%	568	23.6%	16	0.7%
Belfast Township	599	462	77.1%	5	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	130	21.7%	2	0.3%
Bethel Township	644	460	71.4%	3	0.5%	13	2.0%	0	0.0%	0	0.0%	2	0.3%	166	25.8%	0	0.0%
Brush Creek Township	394	258	65.5%	0	0.0%	10	2.5%	0	0.0%	0	0.0%	6	1.5%	110	27.9%	10	2.5%
Thompson Township	441	359	81.4%	4	0.9%	6	1.4%	0	0.0%	0	0.0%	0	0.0%	70	15.9%	2	0.5%
Union Township	327	233	71.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	92	28.1%	2	0.6%

The Region

- **The municipalities in the study area are comprised mostly of single family detached homes, with miniscule percentages of single family attached dwelling units and multi-unit structures.**
- Mobile homes make up 21.8 percent of the housing units in the region, making the mobile home the second most common housing unit type in the region.

Forbes Road School District

- In 2000, 73.9 percent of the housing units in the Forbes Road School District were single family detached structures. This was the largest percentage of single family detached structures of the school districts in the study area.
- Taylor Township had the second highest percentage, 78.3 percent, of single family detached dwelling units of the municipalities in the study area.
- Dublin Township allowed for the greatest diversity in housing units in the district.

Moving Fulton Forward

- **None of the municipalities in the Forbes Road School District contain any multi-family housing units in structures that contain 10 or more units per structure.**

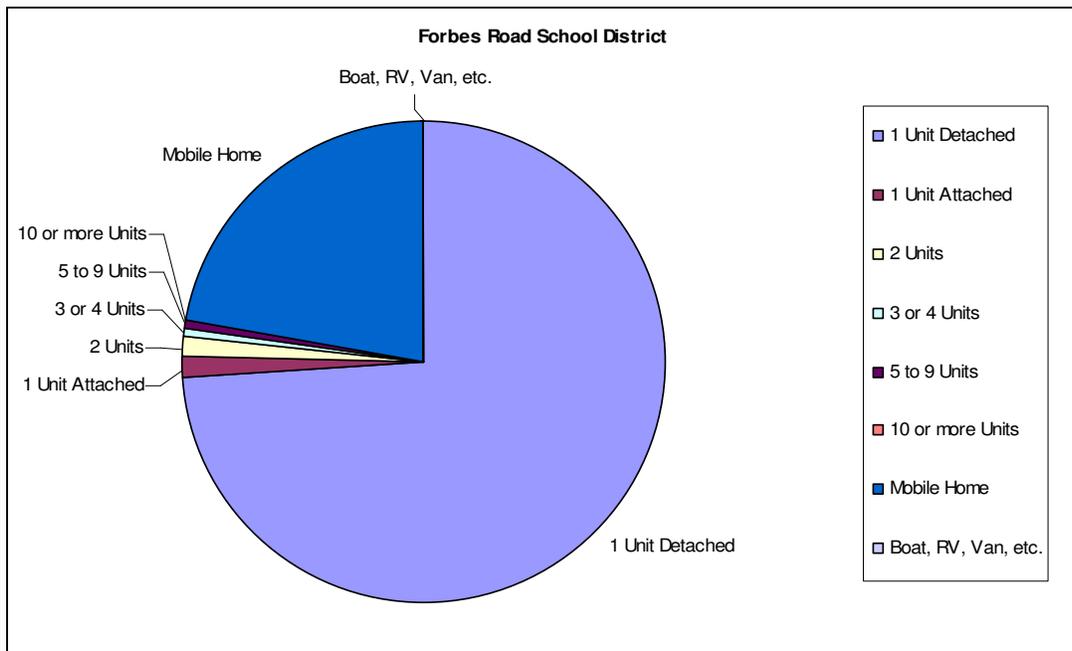
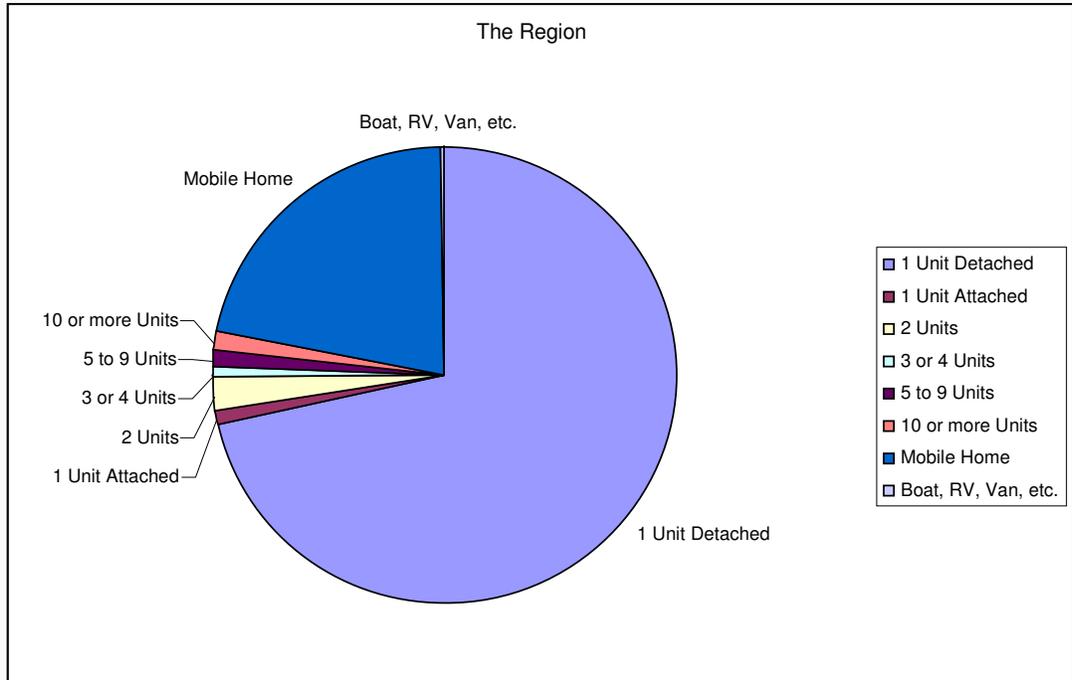
Central Fulton School District

- The Central Fulton School District is the most diverse district in the study area in terms of housing unit types. This reflects the varied dwelling types that are in McConnellsburg Borough and Ayr Township.
- Only 54.5 percent of the homes in McConnellsburg Borough are single family detached dwelling units, which is the lowest in the study area.
- Todd, Licking Creek, and Ayr Townships have the top three highest amounts of mobile homes of the municipalities in the study area, at 202, 181, and 171 respectively, although the percentage of mobile homes in the Central Fulton School District is the lowest of the districts in the study area.
- In McConnellsburg Borough, 34.6 percent of the dwelling units are in multi-unit structures. This is a much greater percentage than any other municipality in the study area. Ayr Township has the second highest percentage of multi-unit structures in the study area, 9.6 percent.

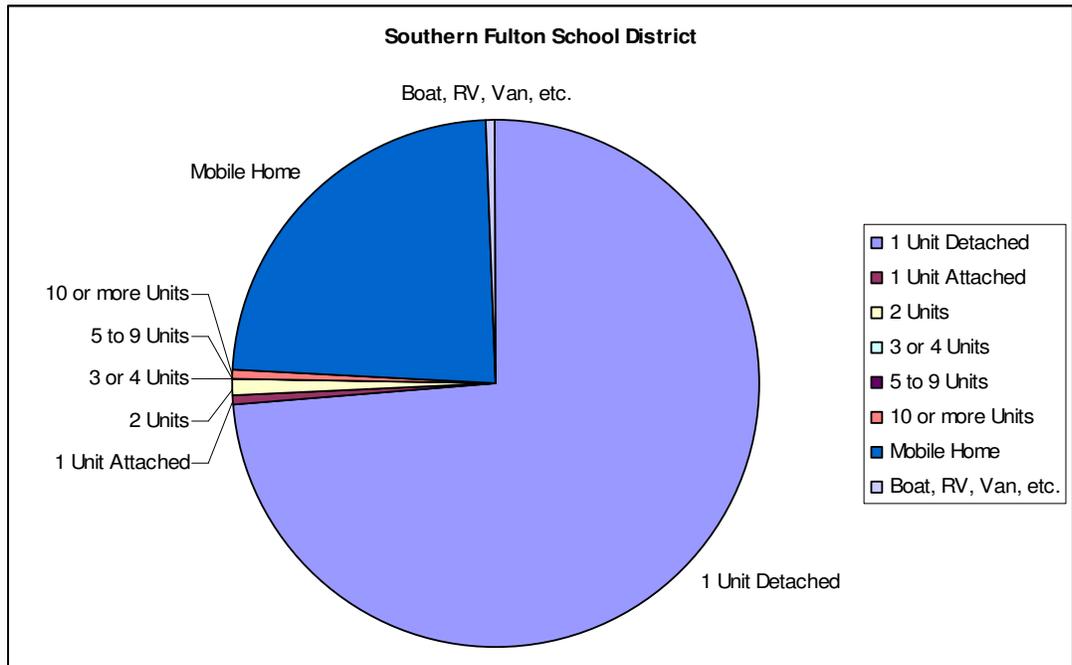
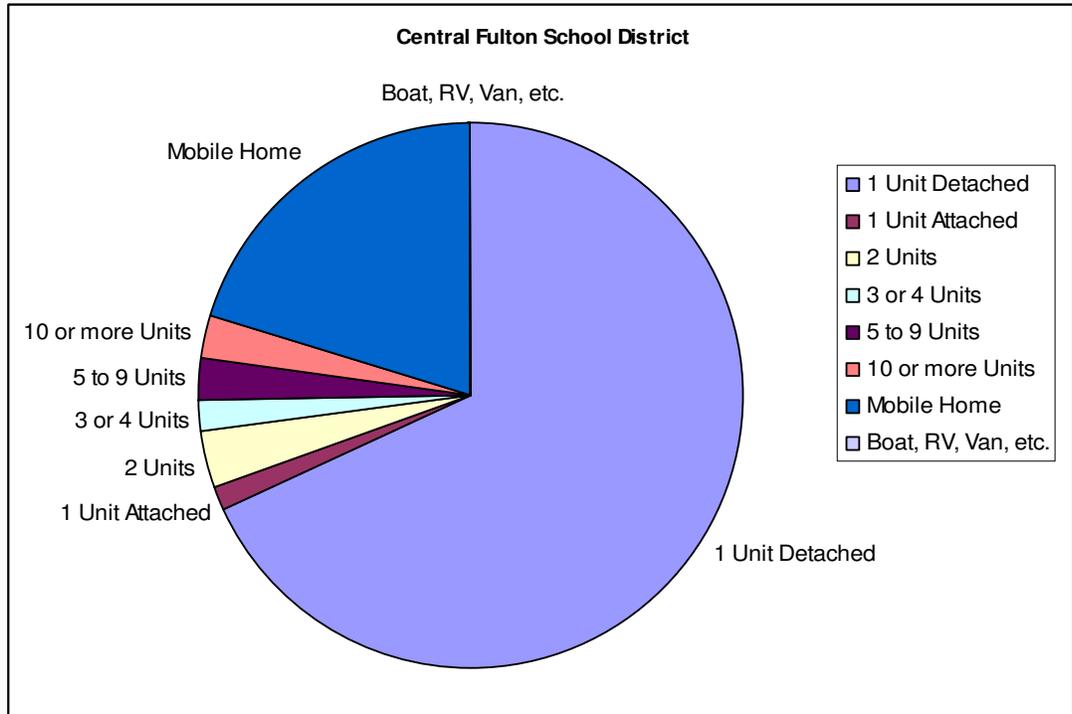
Southern Fulton School District

- The Southern Fulton School District is the only district in which there are dwelling units classified as Boat, RV, Van, etc.
- The District also has the largest percentage of mobile homes in the study area, 23.6 percent. Union Township and Brush Creek Township have the highest relative percentages of mobile homes, 28.1 percent and 27.9 percent, of the municipalities in the study area.
- The Southern Fulton School District offers the lowest percentage of housing units in multi-unit structures in the study area, 1.5 percent, which is a total of 37 units that are located in multi-unit structures.

Moving Fulton Forward



Moving Fulton Forward



Moving Fulton Forward

Occupancy Status by Tenure

The vacancy rate serves as a measure of the housing market. According to Frank So, in his 1988 publication entitled, *The Practice of Local Government Planning*, “Vacancy is an important housing indicator because it indicates the degree of choice available. Too high a vacancy rate can be disastrous for owners trying to sell or rent. Too low a vacancy rate can force up prices. Vacancies between 4 and 5 percent are usually considered healthy.”

Occupancy Status of Housing Units by Tenure, 1990

	Total	Owner Occupied Units		Renter Occupied Units		Vacant Units		Vacant for seasonal, recreational, or occasional use	
Fulton County	6,184	4,049	65.5%	1,090	17.6%	1,045	16.9%	570	9.2%
Forbes Road School District	1,245	906	72.8%	164	13.2%	175	14.1%	78	6.3%
Dublin Township	459	345	75.2%	70	15.3%	44	9.6%	21	4.6%
Taylor Township	533	364	68.3%	75	14.1%	94	17.6%	43	8.1%
Wells Township	253	197	77.9%	19	7.5%	37	14.6%	14	5.5%
Central Fulton School District	2,698	1,694	62.8%	609	22.6%	395	14.6%	213	7.9%
Ayr Township	881	564	64.0%	202	22.9%	115	13.1%	58	6.6%
Licking Creek Township	626	404	64.5%	90	14.4%	132	21.1%	83	13.3%
McConnellsburg Borough	547	275	50.3%	227	41.5%	45	8.2%	2	0.4%
Todd Township	644	451	70.0%	90	14.0%	103	16.0%	70	10.9%
Southern Fulton School District	2,215	1,445	65.2%	314	14.2%	456	20.6%	261	11.8%
Belfast Township	515	365	70.9%	75	14.6%	75	14.6%	27	5.2%
Bethel Township	585	384	65.6%	92	15.7%	109	18.6%	44	7.5%
Brush Creek Township	369	213	57.7%	33	8.9%	123	33.3%	90	24.4%
Thompson Township	440	294	66.8%	80	18.2%	66	15.0%	42	9.5%
Union Township	306	189	61.8%	34	11.1%	83	27.1%	58	19.0%

All percentages represent percent of total housing stock

Moving Fulton Forward

Occupancy Status of Housing Units by Tenure, 2000

	Total Housing Units	Owner Occupied Units		Renter Occupied Units		Vacant Units		Vacant for seasonal, recreational, or occasional use	
Fulton County	6,790	4,462	65.7%	1,198	17.6%	1,130	16.6%	628	9.2%
Forbes Road School District	1,435	1,001	69.8%	207	14.4%	227	15.8%	110	7.7%
Dublin Township	592	396	66.9%	101	17.1%	95	16.0%	58	9.8%
Taylor Township	568	401	70.6%	89	15.7%	78	13.7%	26	4.6%
Wells Township	275	204	74.2%	17	6.2%	54	19.6%	26	9.5%
Central Fulton School District	2,921	1,821	62.3%	643	22.0%	457	15.6%	248	8.5%
Ayr Township	911	597	65.5%	167	18.3%	147	16.1%	72	7.9%
Licking Creek Township	724	480	66.3%	109	15.1%	135	18.6%	83	11.5%
McConnellsburg Borough	551	239	43.4%	267	48.5%	45	8.2%	2	0.4%
Todd Township	735	505	68.7%	100	13.6%	130	17.7%	91	12.4%
Southern Fulton School District	2,405	1,636	68.0%	345	14.3%	424	17.6%	250	10.4%
Belfast Township	600	429	71.5%	76	12.7%	95	15.8%	47	7.8%
Bethel Township	644	449	69.7%	110	17.1%	85	13.2%	47	7.3%
Brush Creek Township	394	235	59.6%	48	12.2%	111	28.2%	78	19.8%
Thompson Township	441	325	73.7%	64	14.5%	52	11.8%	20	4.5%
Union Township	326	198	60.7%	47	14.4%	81	24.8%	58	17.8%

All percentages represent percent of total housing stock.

Forbes Road School District

- Between 1990 and 2000, the percentage of owner occupied housing units decreased from 72.8 percent to 69.8 percent and the number of renter occupied units increased from 13.2 percent to 14.4 percent.
- The percentage of vacant units increased from 14.1 percent to 15.8 percent, but the percentage of vacant units designated for seasonal, recreational, or occasional use, also increased from 6.3 percent to 7.7 percent.
- **In Taylor Township, the percentages of owner occupied units and renter occupied units increased from 1990 to 2000, and the percentages of vacant units and vacant units considered to be for seasonal, recreational or occasional use, decreased indicating that seasonal units are being converted to year-round housing.**
- **Conversely, in Dublin and Wells Townships, the percentages of vacant units and vacant units considered being for seasonal, recreational, or occasional use, increased and the percentages of owner occupied units decreased.**
- In 1990 and 2000, the Forbes Road School District had the highest percentage of owner occupied housing units in the study area. The percentage of renter occupied units was the lowest of the districts in the study area in 1990, but this percentage was higher than Southern Fulton School District in 2000.

Moving Fulton Forward

Central Fulton School District

- In the Central Fulton School District, the percentages of owner occupied units and renter occupied units decreased slightly and the percentages of vacant units and vacant units considered to be for seasonal, recreational, or occasional use, increased slightly from 1990 to 2000.
- **In McConnellsburg Borough in 1990, the majority of the housing units were owner occupied, but in 2000, the number of renter occupied units had surpassed the number of owner occupied units.**
- In Ayr Township, the percentage of owner occupied housing increased between 1990 and 2000, while the percentage of renter occupied housing decreased. The number and percentage of vacant and seasonal housing units increased in the Township between 1990 and 2000.
- Todd Township had the greatest number of vacant housing considered to be for seasonal, recreational, or occasional use in the study area, 91 units.
- In 1990 and 2000, the Central Fulton School District had the lowest percentage of owner occupied housing and the highest percentage of renter occupied housing in the study area.

Southern Fulton School District

- **In the Southern Fulton School District, the percentages of owner occupied and renter occupied housing units increased, while the percentages of vacant units and vacant units considered being for seasonal, recreational, or occasional use decreased from 1990 to 2000.**
- The percentage of vacant units decreased in all municipalities except Belfast Township from 1990 to 2000. The absolute number and the relative percentages of vacant housing for seasonal, recreational, or occasional use decreased in all municipalities in the district except Belfast Township and Bethel Township. This shows that in Brush Creek and Thompson, seasonal housing is either being demolished or being converted to year round housing.
- In Union Township, the number of vacant housing units for seasonal, recreational, or occasional use stayed the same, but the relative percentage declined.
- The percentage of owner occupied units increased in every municipality in the district except Union Township.
- In Thompson Township, the number of total housing units increased by 1 between 1990 and 2000. The composition of housing unit types changed more considerably. The number of vacant units considered to be for seasonal, recreational, or occupational use, decreased by 22; the total number of vacant units decreased by 14; the number of renter occupied units decreased by 16, and the number of owner occupied units increased by 31. This shows the increase in owner occupied housing from rental and vacant units.

Moving Fulton Forward

- In 1990 and 2000, Brush Creek Township had the greatest percentage of vacant housing considered to be for seasonal, recreational, or occasional use in the study area.

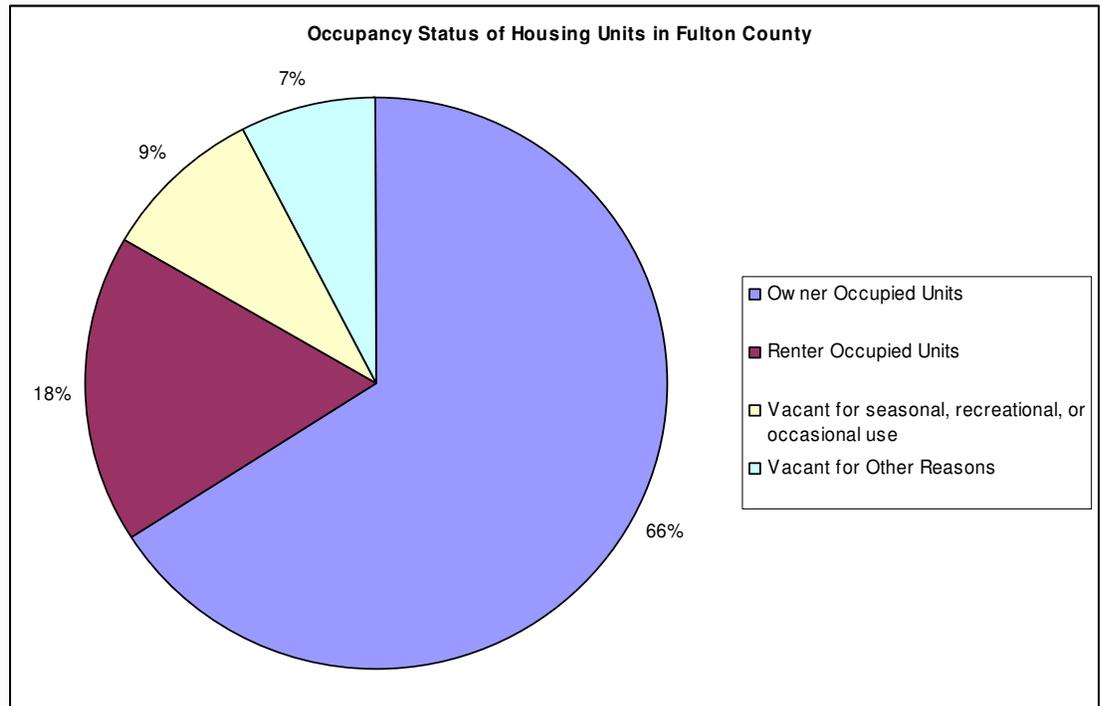
Status of Vacant Housing Units, 2000

	Vacant Units	Percent of total housing stock	Vacant for seasonal, recreational, or occasional use	Percent of total Vacant	Vacant for other reasons	Percent vacant for other reasons
Fulton County	1,130	16.6%	628	55.6%	502	44.42%
Forbes Road School District	227	15.8%	110	48.5%	117	51.54%
Dublin Township	95	16.0%	58	61.1%	37	38.95%
Taylor Township	78	13.7%	26	33.3%	52	66.67%
Wells Township	54	19.6%	26	48.1%	28	51.85%
Central Fulton School District	457	15.6%	248	54.3%	209	45.73%
Ayr Township	147	16.1%	72	49.0%	75	51.02%
Licking Creek Township	135	18.6%	83	61.5%	52	38.52%
McConnellsburg Borough	45	8.2%	2	4.4%	43	95.56%
Todd Township	130	17.7%	91	70.0%	39	30.00%
Southern Fulton School District	424	17.6%	250	59.0%	174	41.04%
Belfast Township	95	15.8%	47	49.5%	48	50.53%
Bethel Township	85	13.2%	47	55.3%	38	44.71%
Brush Creek Township	111	28.2%	78	70.3%	33	29.73%
Thompson Township	52	11.8%	20	38.5%	32	61.54%
Union Township	81	24.8%	58	71.6%	23	28.40%

- Regionwide, there were a greater percentage of vacant housing units that were considered to be for seasonal, recreational, or occasional use, than units that are vacant for some other reason. This trend held true in every school district except the Forbes Road School District.
- The Southern Fulton School district had the greatest absolute and relative amounts of vacant housing for seasonal, recreational, or occasional use in 2000 with a total of 250 units that accounted for 59 percent of the vacancies.
- Todd, Licking Creek, and Brush Creek Townships had the greatest amounts of vacant units of the municipalities in the study area in 2000, 91, 83, and 78 units, respectively.
- The highest relative amounts of vacant housing for seasonal, recreational, or occasional use occurred in Union, Brush Creek, and Todd Townships which each had over 70 percent of the total vacancies being for seasonal, recreational, or occasional use.
- Not including vacant units that were for seasonal, recreational, or occasional use, the municipalities with the lowest vacancy rates (for all other reasons) were Todd Township (5.31 percent) and Bethel Township (5.9 percent).

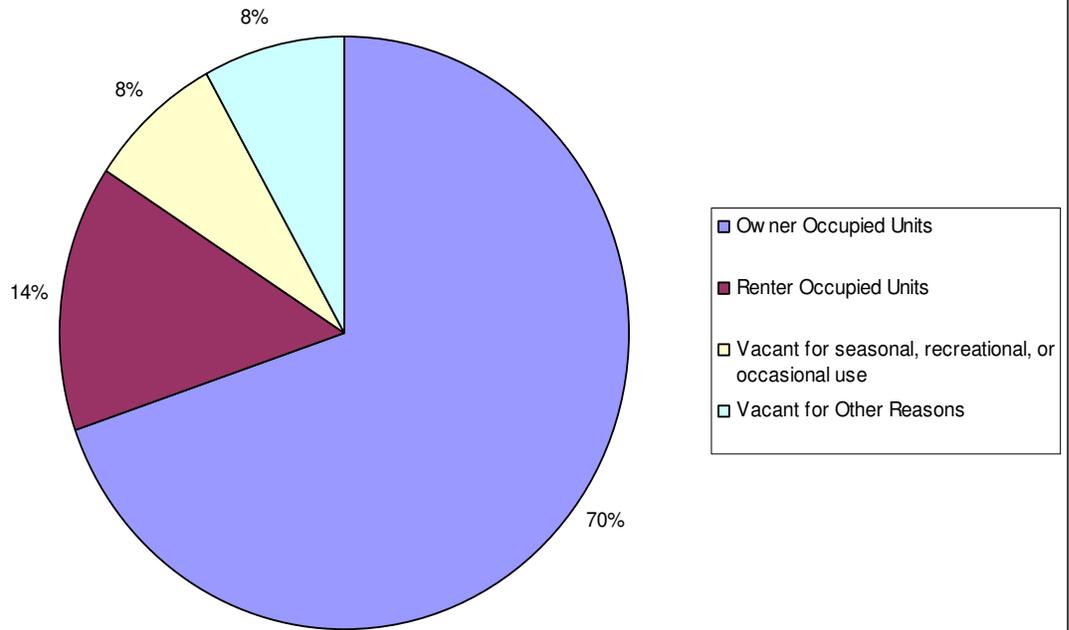
Moving Fulton Forward

- The highest vacancy rates for reasons other than the unit being classified for seasonal, recreational, or occasional use were in Wells Township (10.18 percent) and Taylor Township (9.15 percent).

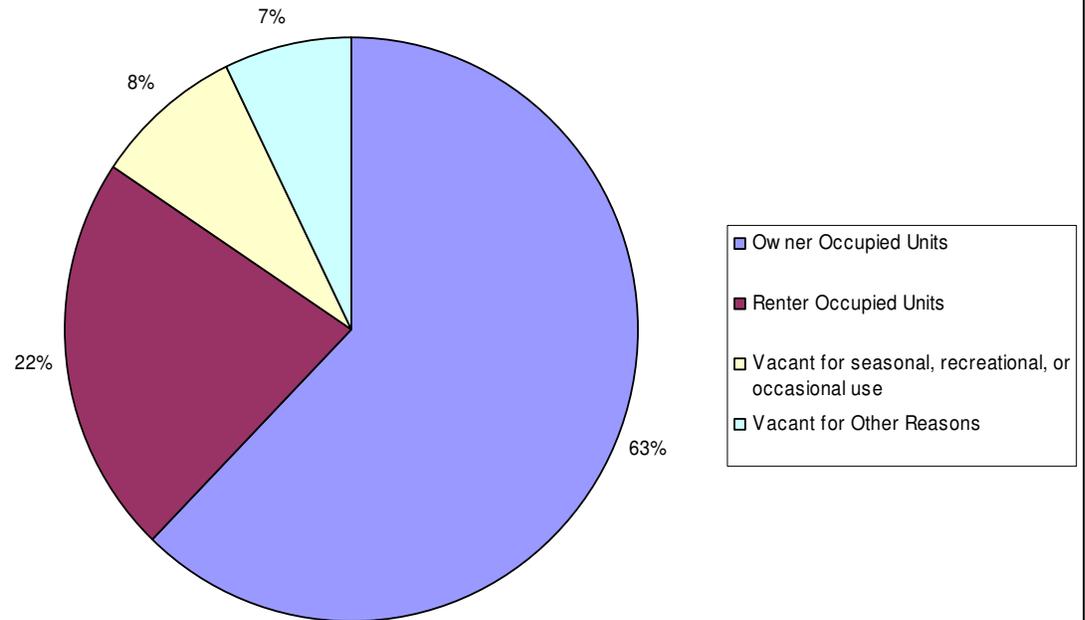


Moving Fulton Forward

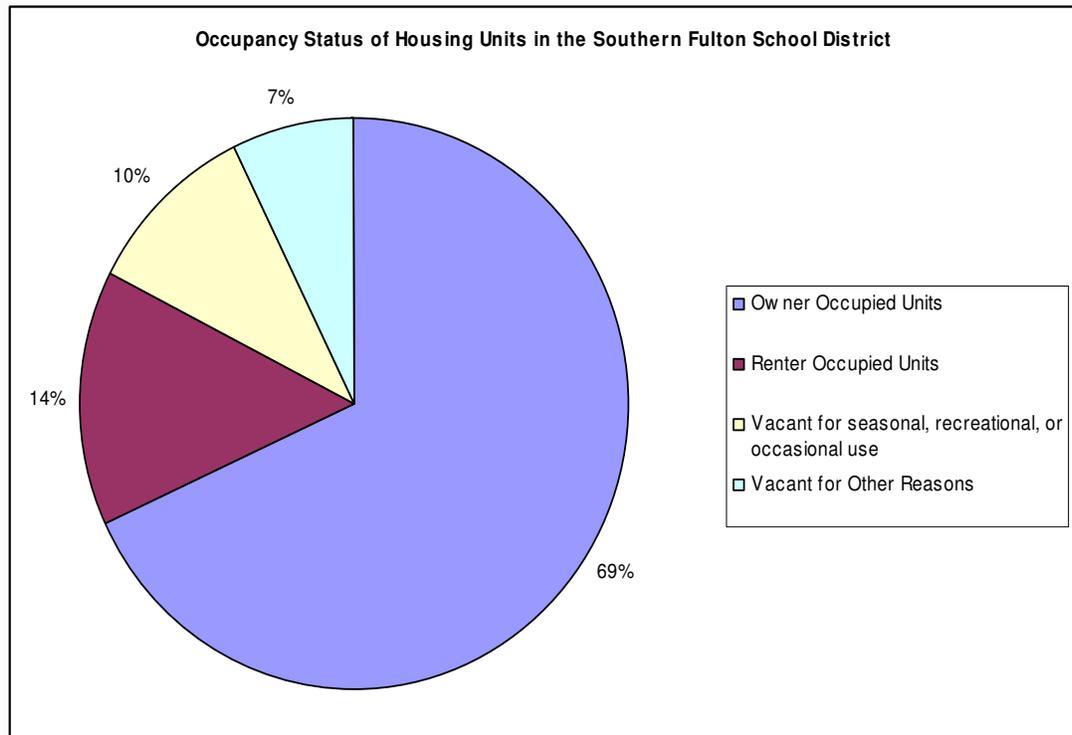
Occupancy Status of Housing Units in the Forbes Road School District



Occupancy Status of Housing Units in the Central Fulton School District



Moving Fulton Forward



Age of Structure and Housing Conditions

The age of a structure can be useful in the evaluation of structural conditions. Although the age of a structure does not necessarily imply its condition, it does point to areas where repairs, heating costs, and inadequate plumbing and electrical systems could be a problem.

An exterior housing survey of the structures in McConnellsburg Borough provides some further insight into the housing condition of the area. This project was completed by a Shippensburg University student and not part of the consultant's scope. The two conclusions drawn by the student were that the Borough's housing stock has significantly gotten better and that there is a spatial pattern associated with sound or deteriorated structures. A copy of the study is provided within the Appendix of this plan.

“McConnellsburg’s structures; sound or deficient follow a spatial pattern. Because this pattern exists, opportunities for neighborhood revitalization exists.”

-Nicholas L. Imbrigiotta, McConnellsburg Borough Exterior Survey of Structures Study

Moving Fulton Forward

Age of Housing

	Total	Built 1990 to March 2000		Built 1980 to 1989		Built 1970 to 1979		Built 1960 to 1969		Built 1950 to 1959		Built 1940 to 1949		Built 1939 or earlier	
Fulton County	6,790	952	14.0%	940	13.8%	1,529	22.5%	740	10.9%	536	7.9%	407	6.0%	1,686	24.8%
Forbes Road School District	1,435	155	10.8%	166	11.6%	352	24.5%	143	10.0%	114	7.9%	88	6.1%	417	29.1%
Dublin Township	592	55	9.3%	76	12.8%	163	27.5%	66	11.1%	57	9.6%	31	5.2%	144	24.3%
Taylor Township	568	62	10.9%	53	9.3%	146	25.7%	60	10.6%	38	6.7%	33	5.8%	176	31.0%
Wells Township	275	38	13.8%	37	13.5%	43	15.6%	17	6.2%	19	6.9%	24	8.7%	97	35.3%
Central Fulton School District	2,921	393	13.5%	460	15.7%	621	21.3%	326	11.2%	254	8.7%	203	6.9%	664	22.7%
Ayr Township	911	84	9.2%	164	18.0%	245	26.9%	131	14.4%	54	5.9%	35	3.8%	198	21.7%
Licking Creek Township	724	128	17.7%	98	13.5%	173	23.9%	66	9.1%	51	7.0%	43	5.9%	165	22.8%
McConnellsburg Borough	552	49	8.9%	57	10.3%	65	11.8%	35	6.3%	70	12.7%	74	13.4%	202	36.6%
Todd Township	734	132	18.0%	141	19.2%	138	18.8%	94	12.8%	79	10.8%	51	6.9%	99	13.5%
Southern Fulton School District	2,405	404	16.8%	314	13.1%	538	22.4%	263	10.9%	168	7.0%	116	4.8%	602	25.0%
Belfast Township	599	97	16.2%	68	11.4%	120	20.0%	69	11.5%	68	11.4%	26	4.3%	151	25.2%
Bethel Township	644	125	19.4%	63	9.8%	161	25.0%	80	12.4%	42	6.5%	46	7.1%	127	19.7%
Brush Creek Township	394	71	18.0%	63	16.0%	94	23.9%	31	7.9%	18	4.6%	14	3.6%	103	26.1%
Thompson Township	441	70	15.9%	69	15.6%	74	16.8%	59	13.4%	31	7.0%	14	3.2%	124	28.1%
Union Township	327	41	12.5%	51	15.6%	89	27.2%	24	7.3%	9	2.8%	16	4.9%	97	29.7%

The Region

- The majority of the County's housing units were constructed since 1950, with approximately 33.4 percent being constructed between 1960 and 1979. This surge in housing construction is in response to the post World War II housing boom.
- Houses that were constructed between 1980 and 2000 make up 27.8 percent of the housing stock, and the housing units constructed prior to 1940 account for 24.8 percent.
- Housing units built prior to 1940 may be the structures that will require infrastructure updates such as electrical wiring, heating, and plumbing fixtures. Furthermore, these structures may require additional maintenance to insure their structural stability.
- With the exception of McConnellsburg Borough, every municipality saw more housing unit constructions in the 1970s than any other decade.

Moving Fulton Forward

Forbes Road School District

- The majority of the housing units in the district were built in the 1970s or prior to 1940.
- There were 21 more housing units built in the 1980s than in the 1990s in Dublin Township.
- In Wells Township, the 1990s saw the addition of one more house than was built in the 1980s; Taylor Township saw 9 more units built in the 1990s.
- Forbes Road School District has the lowest percentage of homes constructed in the 1980s and 1990s, and the highest percentage of homes constructed in the 1970s.

Central Fulton School District

- There were fewer homes built in the Central Fulton School District in the 1990s than the 1980s. This was true for all municipalities in the district except Licking Creek, which added 98 housing units in the 1980s and 128 housing units in the 1990s.
- McConnellsburg Borough has 202 housing units that were constructed prior to 1940, which account for 36.6 percent. These are the highest relative and absolute values of homes built prior to 1940 in the district.
- The Central Fulton District has the greatest amount and the highest percentage of homes that were constructed prior to 1970.
- The majority of homes in Ayr, Licking Creek, and Todd Townships were constructed post 1970.
- The Central Fulton School District had more homes constructed than the other districts in the study area in all decades except the 1990s.

Southern Fulton School District

- More homes were constructed in the Southern Fulton School District in the 1990s than in the other districts in the study area. The number of homes constructed in the district in this decade was 404.
- The majority of the housing units in the district were constructed in the 1970s or prior to 1940.
- Bethel Township added the greatest relative amount of housing units in the study area in the 1990s, but added the second to least relative amount in the 1980s.
- Thompson Township has added housing units at a fairly constant rate since the 1960s.

Plumbing and Kitchen Facilities and Overcrowding

Although the Census does not evaluate the condition of housing units in terms of structure or physical deterioration, the data does provide some information on housing problems through the examination of plumbing facilities and kitchen facilities. The data also identifies overcrowding, as identified by the Bureau of the Census, as units that have more than 1.01 people per room.

According to the 1990 Census, 107 units, or 2.1 percent of the total occupied housing units had more than 1.01 people per room. This was higher than the statewide figure of 1.8 percent. From indicators taken by the 1990 Census, housing conditions improved

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significantly since the 1980 Census. There were less overcrowded units, and the percentage of units with deficient plumbing and heating facilities dropped considerably.

Only 76 units in the region, 1.1 percent, showed signs of overcrowding in 2000. This was lower than the absolute and relative percentages of overcrowded units in 1990. This is also lower than the percentage of overcrowded units in Pennsylvania, 1.91 percent.

Plumbing and Kitchen Facilities and Overcrowding

	Total Housing Units	Complete plumbing facilities	Lacking complete plumbing facilities	Complete kitchen facilities	Lacking complete kitchen facilities	1.01 or more occupants per room
Fulton County	6,790	6,521 96.0%	269 4.0%	6,534 96.2%	256 3.8%	76 1.1%
Forbes Road School District	1,435	1,358 94.6%	77 5.4%	1,361 94.8%	74 5.2%	8 0.6%
Dublin Township	592	563 95.1%	29 4.9%	557 94.1%	35 5.9%	3 0.5%
Taylor Township	568	534 94.0%	34 6.0%	545 96.0%	23 4.0%	2 0.4%
Wells Township	275	261 94.9%	14 5.1%	259 94.2%	16 5.8%	3 1.1%
Central Fulton School District	2,921	2,821 96.6%	100 3.4%	2,821 96.6%	100 3.4%	40 1.4%
Ayr Township	911	898 98.6%	13 1.4%	898 98.6%	13 1.4%	22 2.4%
Licking Creek Township	724	691 95.4%	33 4.6%	693 95.7%	31 4.3%	8 1.1%
McConnellsburg Borough	552	549 99.5%	3 0.5%	547 99.1%	5 0.9%	4 0.7%
Todd Township	734	683 93.1%	51 6.9%	683 93.1%	51 6.9%	6 0.8%
Southern Fulton School District	2,405	2,313 96.2%	92 3.8%	2,323 96.6%	82 3.4%	25 1.0%
Belfast Township	599	572 95.5%	27 4.5%	583 97.3%	16 2.7%	4 0.7%
Bethel Township	644	632 98.1%	12 1.9%	631 98.0%	13 2.0%	7 1.1%
Brush Creek Township	394	366 92.9%	28 7.1%	368 93.4%	26 6.6%	2 0.5%
Thompson Township	441	427 96.8%	14 3.2%	431 97.7%	10 2.3%	12 2.7%
Union Township	327	316 96.6%	11 3.4%	310 94.8%	17 5.2%	0 0.0%

Forbes Road School District

- The Forbes Road School District had the highest percentages of housing units lacking complete plumbing facilities and units lacking complete kitchen facilities in the study area.
- The Forbes Road School District had a lower percentage of overcrowding than the other districts in the study area.

Central Fulton School District

- **The Central Fulton School District had the highest rate of overcrowding in the study area, 1.4 percent. This is still lower than the state rate of 1.9 percent.**

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- Ayr Township had the most overcrowded units in the study area, 22, for a relative percentage of 2.4 percent.
- The Central Fulton School District had the highest percentage of housing units with complete plumbing facilities.
- The majority of the housing units without plumbing in the district occurred in Todd Township.
- Todd Township also had the most overall and highest relative percentage of housing units lacking complete kitchen facilities, 51 units making up 6.9 percent of the housing stock.
- McConnellsburg Borough had the highest relative percentage of units with complete plumbing and kitchen facilities in place, 99.5 percent and 99.1 percent, respectively.

Southern Fulton School District

- Brush Creek Township had the highest percentage of housing units lacking complete plumbing facilities in the study area, 7.1 percent.
- Brush Creek Township also had the highest percentage of housing units lacking complete kitchen facilities, 6.6 percent.
- Thompson Township had the highest percentage of overcrowding in the study area, 2.7 percent.
- Union Township was the only municipality in the study area that experienced no overcrowding in 2000.

Telephone Service

An interesting statistic is the number of housing units lacking telephone service in the region. According to the 1990 Census, 241, or approximately 4 percent of the county's total housing units lack this service; which was above the state percentage of 2.4 percent. These numbers showed improvement on the 2000 census; the percentage of households lacking telephone service dropped to 2.7 percent. This was still higher than the state rate of 1.4 percent in 2000. Since the 2000 Census, the Region has received standard addressing and enhanced 911 emergency communication services.

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Availability of Telephone Service					
	Total Units	Telephone Service		No Telephone Service	
Pennsylvania	4,777,003	4,711,323	98.6%	65,680	1.4%
Fulton County	5,660	5,509	97.3%	151	2.7%
Forbes Road School District	1,209	1,181	97.7%	28	2.3%
Dublin Township	497	485	97.6%	12	2.4%
Taylor Township	490	474	96.7%	16	3.3%
Wells Township	222	222	100.0%	0	0.0%
Central Fulton School District	2,464	2,394	97.2%	70	2.8%
Ayr Township	764	742	97.1%	22	2.9%
Licking Creek Township	589	574	97.5%	15	2.5%
McConnellsburg Borough	506	486	96.0%	20	4.0%
Todd Township	605	592	97.9%	13	2.1%
Southern Fulton School District	1,976	1,923	97.3%	53	2.7%
Belfast Township	507	494	97.4%	13	2.6%
Bethel Township	559	544	97.3%	15	2.7%
Brush Creek Township	278	272	97.8%	6	2.2%
Thompson Township	389	370	95.1%	19	4.9%
Union Township	243	243	100.0%	0	0.0%

Income and Housing

Other than personal taste and family situation, household location is the most important factor in making a housing choice. As in many aspects of life, people must balance what they would like with what they can afford. Housing affordability is the term used to describe the ratio between a household's income and the cost of the housing. Guidelines from the Federal Department of Housing and Urban Development (HUD) specify that no more than 30 percent of a person's income should be spent on housing. Typical mortgage lending rules limit housing payments to no more than 28 percent of a household's gross income. These limits help define the available choices for housing type and location available to people in the future.

We can then define the probable mix of housing that people will choose in the future, assuming that there is a wide range of housing types available, by looking at what types of housing people in various demographic groups will select, and comparing these preferences to expected housing costs.

The Region

- Housing values increased in the region at a much faster rate than in Pennsylvania between 1990 and 2000.
- Median housing values were lower in the region in both 1990 and 2000 than they were in Pennsylvania.
- In 2000, every municipality in the region had median housing values lower than those in Pennsylvania.

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Forbes Road School District

- Median housing values were lower than the county and state median values in all municipalities in the Forbes Road School District in both 1990 and 2000.
- Median rents in the district remained lower than Pennsylvania median rents in both years. Only Wells Township had median rent values lower than the region median rent values.
- **Median gross rent decreased in every municipality in the district between 1990 and 2000.**
- **Municipalities in the Forbes Road School District had the largest relative increases in housing value in the study area between 1990 and 2000.**

Central Fulton School District

- Ayr Township had the highest median housing values in the district in both 1990 and 2000.
- Licking Creek Township had the largest percentage increase in median housing value in the district, 29.71 percent.
- Ayr Township was the only municipality in the district to see a decrease in median gross rent between 1990 and 2000.

Southern Fulton School District

- Thompson Township, Bethel Township, and Belfast Township had the highest median housing values in the study area. These municipalities also had increases in median housing value of over 20 percent between 1990 and 2000.
- Median rent values decreased by over 10 percent in Belfast and Thompson Townships between 1990 and 2000.
- Median rent values increased by over 20 percent in Brush Creek Township between 1990 and 2000, and by 103.41 percent in Union Township.
- Union Township had the highest median rent values in the study area in 2000.

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Median Housing and Median Gross Rent Values, 1990 and 2000

	1990 Median Value (2000 dollars)	2000 Median Value	Percent Change	1990 Median Gross Rent (2000 dollars)	2000 Median Gross Rent	Percent Change
Pennsylvania	\$91,041	\$94,800	4.13%	\$532	\$531	-0.19%
Fulton County	\$66,798	\$82,200	23.06%	\$389	\$389	0.09%
Forbes Road School District						
Dublin Township	\$55,468	\$72,500	30.71%	\$406	\$385	-5.12%
Taylor Township	\$51,647	\$76,600	48.32%	\$408	\$394	-3.53%
Wells Township	\$45,059	\$62,500	38.71%	\$352	\$325	-7.61%
Central Fulton School District						
Ayr Township	\$76,021	\$88,000	15.76%	\$382	\$347	-9.18%
Licking Creek Township	\$64,295	\$83,400	29.71%	\$402	\$407	1.28%
McConnellsburg Borough	\$72,200	\$77,400	7.20%	\$393	\$405	3.15%
Todd Township	\$72,332	\$80,000	10.60%	\$375	\$393	4.66%
Southern Fulton School District						
Belfast Township	\$69,960	\$85,800	22.64%	\$412	\$329	-20.22%
Bethel Township	\$71,937	\$88,900	23.58%	\$379	\$395	4.10%
Brush Creek Township	\$76,021	\$82,000	7.86%	\$296	\$356	20.09%
Thompson Township	\$77,207	\$92,900	20.33%	\$455	\$400	-12.00%
Union Township	\$71,673	\$84,700	18.18%	\$231	\$469	103.41%

All dollar amounts have been adjusted for inflation by use of the CPI to 2000 dollars. Median housing and gross rent values were not available at the school district level.

What Kind Of Housing Will Be Needed?

Based on the population forecasts prepared for the plan, the household mix of the region will need to change during the next 20 years. Currently, 93% of the households in the region are single family detached homes or mobile homes. The region's changing demographics reflect there will be a rise in senior household needs and the household size will continue to decline.

Decreasing household sizes mean the number of new households will increase proportionately faster than the population. Household sizes are expected to decrease as a result of more single-person and single-parent households and fewer two-parent households with children. Assuming that real incomes will remain more or less the same, smaller households mean there will be less demand for large-lot, single family homes and more demand for smaller, less expensive housing. There also will be more demand for housing types that require minimal maintenance.

The cost of low-density housing to our communities can be significant. First, overall housing prices are generally higher with less housing within financial reach. Those who cannot afford the higher costs of large-lot, single-family housing –namely the poor, the young and the old – are limited to living in relatively few areas within the region currently. As a result, they often are forced to travel long distances to their jobs.

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In order to Move Fulton Forward, residents of the region must be open to provide an open housing market and drive off negative perceptions of housing types that are different from single-family housing.

WHO NEEDS MODERATELY PRICED HOUSING?

Many people need housing that is more affordable including our teachers and policemen, young families buying their first home, single adults and elderly.

In developing a palette of housing options for the future, the region should use different housing types to their best advantage. If properly sited, higher density can be used to help meet many of the region's goals such as the creation of walkable communities. These housing types can also help to conserve open space.

A basic tenet of livable communities is good design, particularly when providing more dense and inexpensive housing types. Higher density housing types should be designed so that they seem part of the overall community, free of the negative visual qualities that often turn communities against housing that is not for large-lot, single-family use. To Move Fulton Forward we suggest design standards that will make a community both pedestrian-friendly and compatible with the character of the neighborhoods found in Burnt Cabins, McConnellsburg, Warfordsburg, and Fort Littleton.

To Move Fulton Forward, various housing types are needed to move people through life's various stages, so they can live and grow in the same community. Young couples, families and the elderly can live near relatives. Children can grow up knowing people from different ages, walks of life and from different income levels.

New Housing Types to Consider

By diversifying the housing in each community there is less demand on sewer, transportation and water infrastructure.

In developing a housing strategy, communities should look to a variety of housing types to meet the range of housing alternatives people prefer. New housing types which utilize some characteristics of single-family housing with the advantage of increased convenience and affordability have evolved over the last decade. The following are some housing types the region should consider along with the associated growth management regions:

Designated Growth Area

Mixed-use housing above retail: Traditional neighborhoods and business areas like those found in McConnellsburg Borough often contain housing on the upper floors of retail establishments, or they mix apartments and shops on the same street. A major advantage of this type of mixed-use development is human activity at night and on weekends, resulting in healthier communities.

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Garden Court: A garden or plaza surrounded by housing has been one of the most successful development types for higher density in history. Developed in Europe in the seventeenth century, residents found that they had all the conveniences of living in a borough or town setting but were able to enjoy a bit of greenery and space.

Alley-fed townhomes and cottages: When small-lot and townhouse developments have garage access from the street, the streetscape becomes a continuous line of garages and driveways. With garages accessed from the alleyways, the street is absent of driveways. Requiring an inverse-crown curb design helps make alleyways less expensive and more feasible. The region must be careful so as to not provide the same development standards as public streets (wider widths, curb, and gutter, sidewalks) to alley-ways. This sentence doesn't make sense.

Designated Growth Area and Rural Resource Area

Accessory Dwelling Unit: In the past, when extended families were housed on the same site, they sometimes converted a basement carriage house or guest house into separate living quarters. Often separate servants' quarters were included in large homes. Modern accessory dwelling units are often built over the garage. These units can be used as a studio, a teenager's bedroom, senior's bedroom or rented as a separate apartment to help offset the cost of a mortgage.

Live-work unit: This housing type provides an opportunity for people to conduct work from their homes, sometimes complete with a separate entrance and discreet signage. While retailing typically is prohibited, everything from professional services to small manufacturing can be home-based today. The total non-residential work space in live-work units usually is limited to between a few hundred square feet and roughly 2,000 square feet.

Green Building Design: Green building design, also known as sustainable development, is a structure that is designed, built, renovated, operated, or reused in an ecological and resource-efficient manner. Green buildings are designed to meet certain objectives such as protecting occupant health; improving employee productivity; using energy, water and other resources more efficiently; and reducing the overall impact to the environment.

The Walking Commute: Housing types that are easier to afford for the young and old can be placed next to shopping opportunities to help build a community where day-to-day activities may be accomplished on foot.

What's the Solution?

Moving Fulton Forward believes that the region should develop regulations that provide for flexibility in housing choice. Generally, our recommendation is to develop zoning or adopt traditional neighborhood design concepts that allow for a variety of housing types in each neighborhood, defined as about one-half square mile. By doing so, the housing choice will dramatically shift along with the demographics. Seniors and college graduates that have been migrating out of the region

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because of the lack of housing choice will begin to come back to the community and be able to stay in the region the entire life cycle.

Following are recommendations that we believe will help address housing issues now and for future generations to effectively Move Fulton Forward:

	Strategy	Why	Who	How
H1	Educate residents, developers, local officials on key housing information.	Through education local officials, Building Association and Fulton County Planning Commission can make better decisions and respond faster to changes.	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Building Association 3. Local Officials 	<ol style="list-style-type: none"> 1. Establish a system for periodic updates of the demographic and housing data provided within Moving Fulton Forward. 2. Work with the local newspapers to publish housing and demographic updates. 3. Place the housing and demographic updates to the County web site.
H2	Utilize the growth management strategy as the framework for providing the desired development and housing patterns.	<ol style="list-style-type: none"> 1. Plan for 90% of the region's housing growth to occur in the designated growth area. 2. Plan for the remaining 10% of the region's housing to occur in the rural resource areas. 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 	<ol style="list-style-type: none"> 1. Consider a County-wide Zoning Ordinance in which municipalities can consider to elect into. 2. Develop a County-wide Official Map. 3. Develop a County-wide Ordinance to reflect housing choice and design. 4. Consider the development of a Transfer of Development Rights Program.

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	Strategy	Why	Who	How
H3	Foster mixed-use and walkable neighborhoods to encourage a mix of housing types in the designated growth area.	<ol style="list-style-type: none"> 1. Enhances Air Quality 2. Enhances Existing Roadway Capacities 	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Other Housing Advocates 	<ol style="list-style-type: none"> 1. Adopt mixed use neighborhood design tools and incentives to help maintain and shape the physical character of neighborhoods. 2. Require sidewalks and bikeways in existing ordinances.
H4	Promote density bonuses to developers that provide for affordable housing.	Pennsylvania Municipalities Planning Code requires communities to provide housing for all income levels.	<ol style="list-style-type: none"> 1. Local Officials 2. Building Association 3. Fulton County Planning Commission 	Fulton County Planning Commission to facilitate a discussion between the local officials and building association to determine a fair incentive program.
H5	Encourage cooperative region-wide fair share housing policies.	<ol style="list-style-type: none"> 1. Helps to equalize the burden of providing affordable housing throughout the region. 2. Helps to better meet regional needs. 	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Other Housing Advocates 	<ol style="list-style-type: none"> 1. Update local ordinances and regulations to reflect regional housing demands.
H6	Promote infill, redevelopment, and reinvestment within the Designated Growth Areas.	McConnellsburg Borough and the Village and Hamlets will be reinvigorated through investments that rehabilitate older buildings, reclaim underutilized and vacant buildings, blight and brownfield areas.	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Other Housing Advocates 	<ol style="list-style-type: none"> 1. Leverage appropriate federal and state programs, and related community and economic development programs to promote revitalization efforts. 2. Utilize Tax Increment Financing (TIF) to stimulate the reuse of vacant and under-utilized buildings.

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	Strategy	Why	Who	How
H7	Encourage and build neighborhood and community character within the Designated Growth Areas.	To stimulate the existing capacity of community support present within the region.	<ol style="list-style-type: none"> 1. Neighborhood Volunteers 2. Local and County Officials 3. Fulton County Building Association 4. Fulton County Planning Commission 5. Other Housing Advocates 	<ol style="list-style-type: none"> 1. Encourage design that considers community and social interactions first. Examples include providing for main streets, porches, public gathering points, squares, parks, and open space. 2. Support connectivity between neighborhoods and community centers. 3. Encourage a mix of residential and non-residential uses. 4. Create a Countywide Maintenance Code 5. Establish community and neighborhood activities such as neighborhood watch, street fairs, and garden clubs.
H8	Protect the region's historical buildings and neighborhoods.	To ensure that the region retains its "sense of place."	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Historical Society 3. Local and County Officials 	<ol style="list-style-type: none"> 1. Inventory and provide within the County's GIS system the location of all historical buildings and neighborhoods. 2. Prepare a countywide ordinance provisions to protect historical structures. 3. Encourage flexibility and context sensitivity with the adaptive reuse of these structures.
H9	Encourage the use of Green Building Design as an alternative for public, commercial and industrial structures.	<ol style="list-style-type: none"> 1. Encourage less infrastructure impacts on the existing and anticipated regional public infrastructure. 2. Assist in keeping the rural atmosphere by limiting the impact on the ecosystem. 	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Other Housing Advocates 	<ol style="list-style-type: none"> 1. Incorporate Green Building Design into County-wide regulations. 2. Create incentives for the development community coming into the region to consider Green Building Design.

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Summary

Providing people with a range of housing choices has many positive aspects- both for the community in general and for individual families. For the community, a market approach to housing consumes relatively less land and provides housing types that can serve as the backbone for communities that are walkable and support public transportation. As individuals and families move from one stage of life to the next, a market approach enables them to live in housing that suits their needs and desires while allowing them to maintain their neighborhood bonds and live close to extended family members.

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CHAPTER 5:

Economy

Economic Development Goal

Attract and maintain a healthy and diverse business mix to provide for sound, sustainable economic growth and community development and a high quality of life in both the designated growth and rural resource areas by capitalizing on local assets such as existing employment opportunities, an abundance of natural resources, a well trained and flexible workforce and strong work ethic.

Introduction

Economic base and trend analyses are critical factors in determining the Region's future business climate. The business climate of the Region will influence the Region's economy and ability of its residents to maintain a high quality of life. Factors contributing to the business climate are the community's attractiveness as a place to live and play, and the government's responsiveness to business needs.

An economy is an aggregate of people within a given area who produce and consume goods and services. Economic activity is reflected in buying and selling of goods. The Region is located in a rural Region within south-central Pennsylvania. The majority of the Region has enjoyed steady increases in both population and employment, and according to projections, these trends are likely to continue. According to the Pennsylvania Department of Labor and Industry, Fulton Region had the greatest employment growth, largest rate of increase in total wages paid, and largest average annual wage growth for the reporting years, 1994 and 1996. (Fulton County Comprehensive Plan, 2000)

A 1992 economic revitalization study entitled, "Fulton Region Economic Recovery Plan," was developed under the direction of the Fulton Industrial Development Association (FIDA). The study identified the Region's full range of resources from which comprehensive area revitalization strategies and plans were created. Specific emphasis was placed upon business retention and expansion, infrastructure and workforce improvements, and economic diversification issues. (Fulton County Comprehensive Plan, 2000)

A profile of the economic base of Fulton Region is presented in the following sections. Knowledge of the current economic base gives a background for land use decisions and decisions on the amount and type of economic expansion needed to meet the needs of a growing community.

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Analysis of Trends

- Unemployment rates were lower in the Region than in the state in 2000. The only municipality which exceeded the state unemployment rate in 2000 was Dublin Township. However, the number of people in the labor force and the unemployment rate have both increased recently.
- Manufacturing remains the number one industry in the Region, but four of the Region's top ten employers are public organizations that include state government and local school districts which rely upon tax revenue for operations and payroll.
- The majority of the Region's residents age 16 or older that were in the workforce in 2000 were employed in production, transportation, and material moving occupations. In Pennsylvania, the majority of the workforce was employed in management, professional, and related occupations.
- There were greater numbers of people who either drove alone or carpooled to get to work in the Region in 2000 than in the state. Very few people commuted to work via public transportation which is not surprising based on the lack of transportation identified in the Transportation Chapter.
- Because of the Region's location on the Maryland line, many people are choosing to work in Maryland and live in Pennsylvania, where the cost of living is lower. This is occurring especially in the southern portion of the Region, in the municipalities that are contiguous to Maryland.
- 45.38 percent, almost half of the working population age 16 and older left the Region for employment in 2000.
- The Region lags behind the state in the percentage of residents who have educational attainment beyond a high school diploma.
- Median household income and per capita income lagged behind the state in 1989 and 1999.
- Per capita incomes are highest in the southeastern portion of the Region and decrease to the northwest. The highest per capita income is in Thompson Township and lower per capita incomes exist in Wells Township and Brush Creek Township. Poverty rates are the highest in Wells and Brush Creek Townships.

Employment Status Characteristics

Labor Force

The labor force consists of both civilians and persons in the armed forces who are 16 years or older and are currently employed or are actively seeking employment. Persons not actively seeking employment, the institutionalized population, retirees and students under the age of 16 are not considered to be part of the labor force. The Region had 11,132 residents age 16 and older in 2000. Of these residents, 6,986 were considered to be in the Region's labor force. It is persons of this age group that require good paying jobs to become productive members of society, support themselves and/or their families, achieve home ownership, put their children through school, and support the local businesses in the Region.

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2000 Employment Status

	Total Population Age 16 and Over	In Labor Force		Civilian Labor Force		Employed		Unemployed		Percent of Civilian Labor Force	Not in Labor Force	
Pennsylvania	9,693,040	6,000,512	61.91%	5,992,886	61.83%	5,653,500	58.33%	339,386	3.50%	5.66%	3,692,528	38.09%
Fulton Region	11,132	6,986	62.76%	6,982	62.72%	6,709	60.27%	273	2.45%	3.91%	4,146	37.24%
Forbes Road School District	2,379	1,382	58.09%	1,382	58.09%	1,312	55.15%	70	2.94%	5.07%	997	41.91%
Dublin Township	1,011	620	61.33%	620	61.33%	566	55.98%	54	5.34%	8.71%	391	38.67%
Taylor Township	955	567	59.37%	567	59.37%	555	58.12%	12	1.26%	2.12%	388	40.63%
Wells Township	413	195	47.22%	195	47.22%	191	46.25%	4	0.97%	2.05%	218	52.78%
Central Fulton School District	4,773	3,059	64.09%	3,055	64.01%	2,951	61.83%	104	2.18%	3.40%	1,714	35.91%
Ayr Township	1,559	1,026	65.81%	1,026	65.81%	997	63.95%	29	1.86%	2.83%	533	34.19%
Licking Creek Township	1,179	754	63.95%	754	63.95%	731	62.00%	23	1.95%	3.05%	425	36.05%
McConnellsburg Borough	883	502	56.85%	502	56.85%	484	54.81%	18	2.04%	3.59%	381	43.15%
Todd Township	1,152	777	67.45%	773	67.10%	739	64.15%	34	2.95%	4.40%	375	32.55%
Southern Fulton School District	3,954	2,529	63.96%	2,529	63.96%	2,430	61.46%	99	2.50%	3.91%	1,425	36.04%
Belfast Township	1,012	634	62.65%	634	62.65%	618	61.07%	16	1.58%	2.52%	378	37.35%
Bethel Township	1,118	734	65.65%	734	65.65%	697	62.34%	37	3.31%	5.04%	384	34.35%
Brush Creek Township	555	321	57.84%	321	57.84%	314	56.58%	7	1.26%	2.18%	234	42.16%
Thompson Township	780	522	66.92%	522	66.92%	498	63.85%	24	3.08%	4.60%	258	33.08%
Union Township	489	318	65.03%	318	65.03%	303	61.96%	15	3.07%	4.72%	171	34.97%

All percentages are percentage of the total population age 16 and over unless otherwise noted.
Source: U.S. Census Bureau

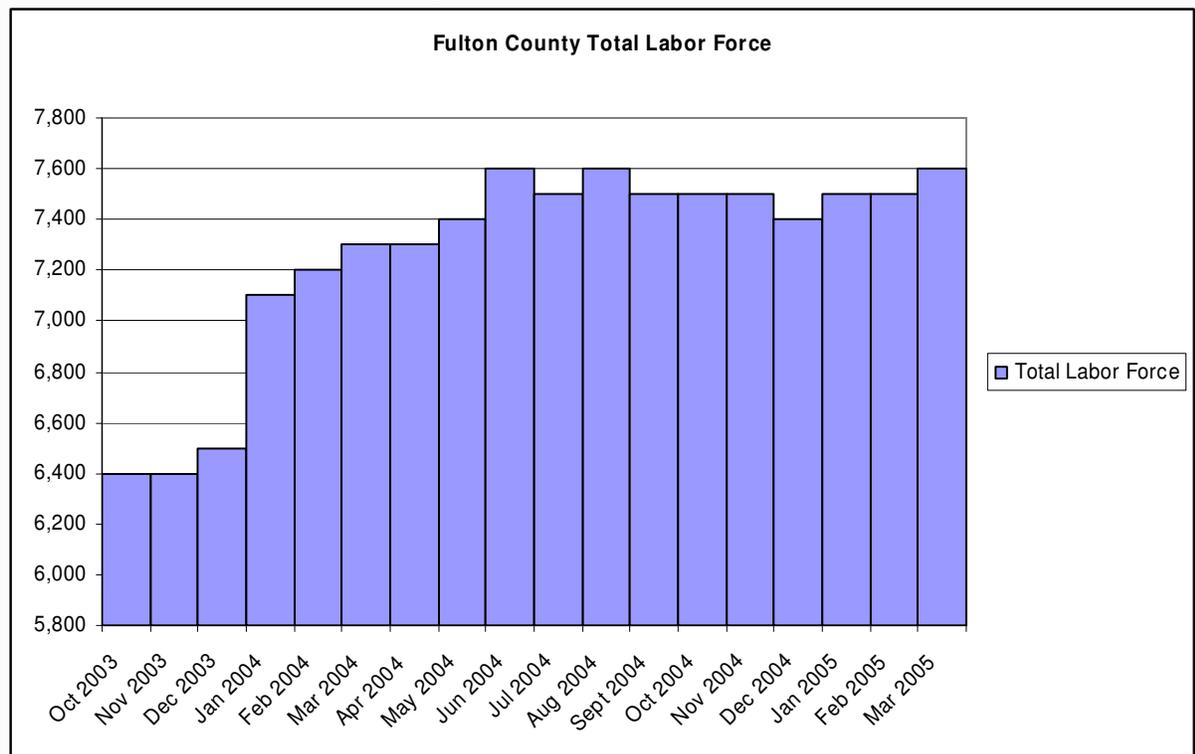
Moving Fulton Forward

Recent Labor Force and Unemployment Rates of the Region

	Total Labor Force	Unemployment Percentage
Oct 2003	6,400	4.2%
Nov 2003	6,400	3.9%
Dec 2003	6,500	4.8%
Jan 2004	7,100	5.8%
Feb 2004	7,200	6.8%
Mar 2004	7,300	5.9%
Apr 2004	7,300	4.8%
May 2004	7,400	4.6%
Jun 2004	7,600	5.1%
Jul 2004	7,500	4.9%
Aug 2004	7,600	4.4%
Sept 2004	7,500	4.6%
Oct 2004	7,500	4.6%
Nov 2004	7,500	4.5%
Dec 2004	7,400	5.4%
Jan 2005	7,500	5.5%
Feb 2005	7,500	6.6%
Mar 2005	7,600	5.7%

Source: Pennsylvania Department of Labor and Industry

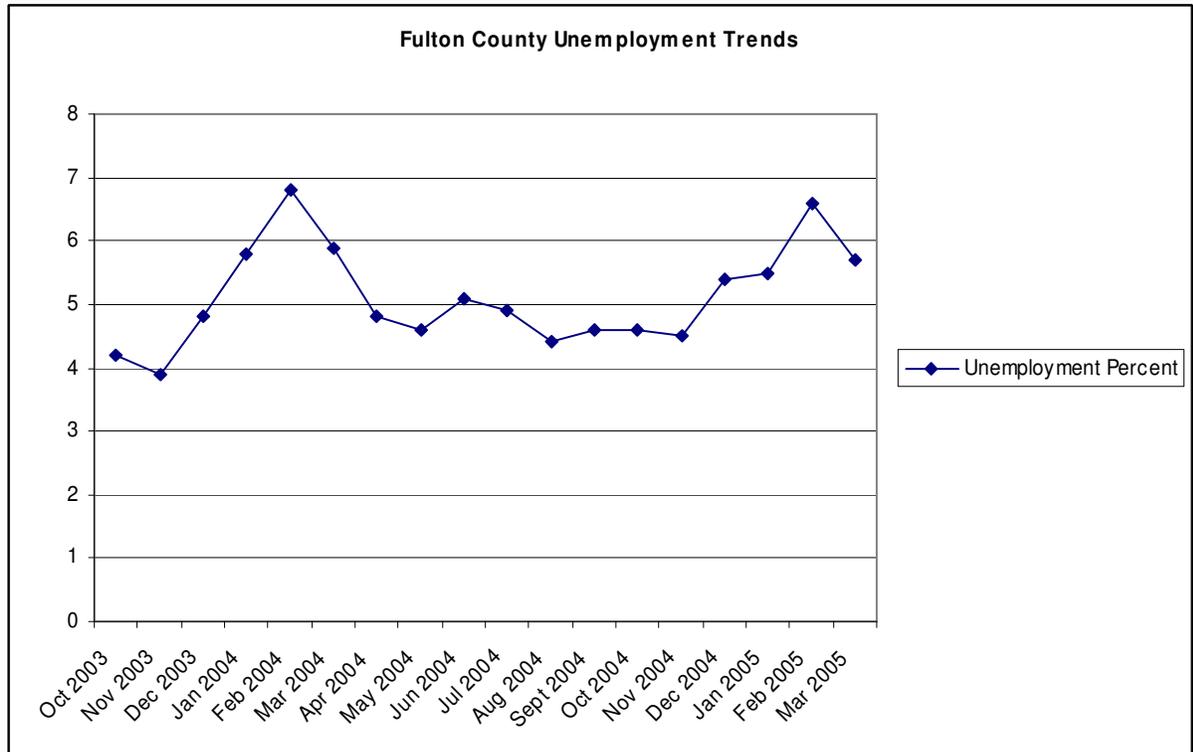
Total Labor Force of Fulton Region, October 2003-March 2005



Source: Pennsylvania Department of Labor and Industry

Moving Fulton Forward

Unemployment Trends, October 2003-March 2005



Source: Pennsylvania Department of Labor and Industry

- In 2000, Fulton Region's unemployment rate of 3.91 percent was much lower than the state rate of 5.66 percent.
- Between October of 2003 and March of 2005, the amount of persons in the labor force in the Region has increased. The unemployment rate has increased during this time as well. This can be attributed to the general increase in population that the Region is experiencing.
- In 2000, four persons in the Region were in the armed forces; all four were residents of the Central Fulton School District.

Moving Fulton Forward

Educational Attainment

Educational Attainment of Population, 25 Years and Over (1 of 2)

	Total Population, Age 25 and over	No School		Some School, No High School Diploma		High School Graduate and Equivalency	
Pennsylvania	8,266,284	61,328	0.74%	1,434,777	17.36%	3,150,013	38.11%
Fulton Region	9,687	42	0.43%	2,551	26.33%	4,681	48.32%
Forbes Road School District	2,089	6	0.29%	565	27.05%	1,046	50.07%
Dublin Township	871	2	0.23%	226	25.95%	470	53.96%
Taylor Township	835	4	0.48%	213	25.51%	407	48.74%
Wells Township	383	0	0.00%	126	32.90%	169	44.13%
Central Fulton School District	4,133	14	0.34%	1,096	26.52%	1,935	46.82%
Ayr Township	1,307	2	0.15%	377	28.84%	598	45.75%
Licking Creek Township	1,030	0	0.00%	224	21.75%	548	53.20%
McConnellsburg Borough	789	7	0.89%	249	31.56%	305	38.66%
Todd Township	1,007	5	0.50%	246	24.43%	484	48.06%
Southern Fulton School District	3,442	22	0.64%	888	25.80%	1,691	49.13%
Belfast Township	896	6	0.67%	223	24.89%	440	49.11%
Bethel Township	948	3	0.32%	257	27.11%	452	47.68%
Brush Creek Township	480	0	0.00%	113	23.54%	240	50.00%
Thompson Township	682	10	1.47%	187	27.42%	321	47.07%
Union Township	436	3	0.69%	108	24.77%	238	54.59%

Source: U.S. Census Bureau

Moving Fulton Forward

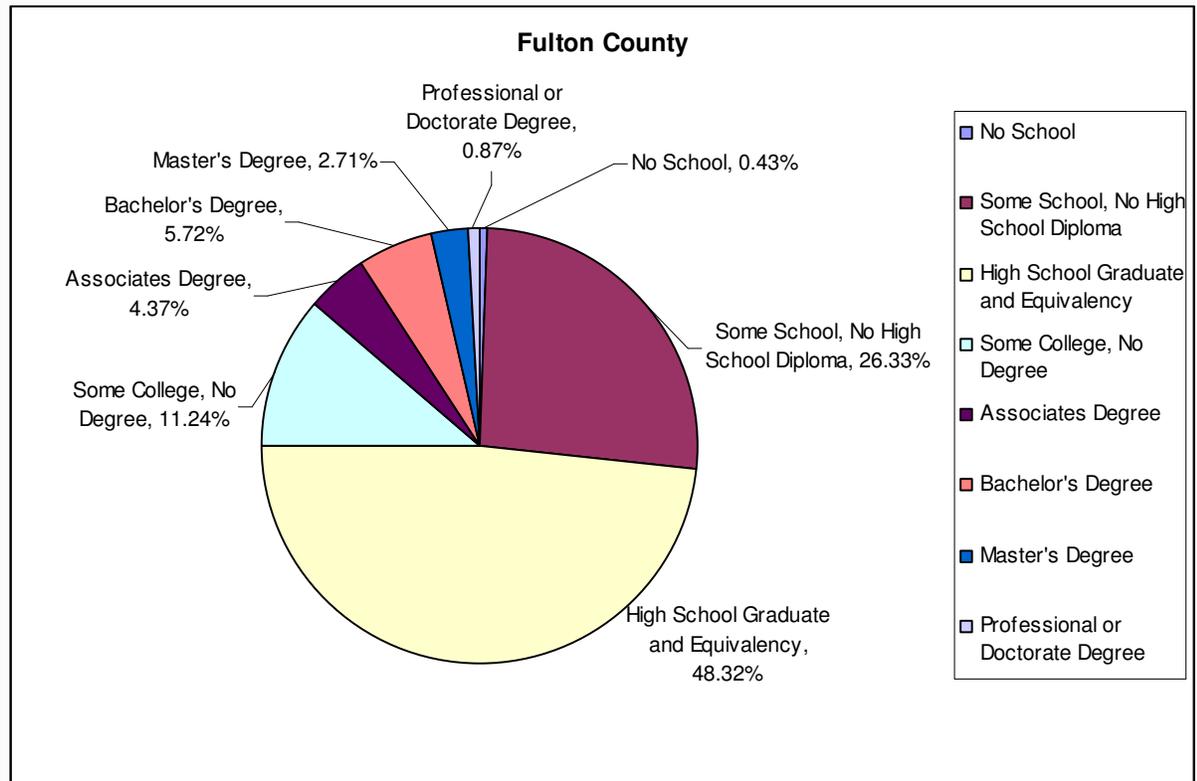
Educational Attainment of Population, 25 Years and Over (2 of 2)

	Total Population, age 25 and over	Some College, No Degree		Associates Degree		Bachelor's Degree		Master's Degree		Professional or Doctorate Degree	
Pennsylvania	8,266,284	1,284,731	15.54%	487,804	5.90%	1,153,383	13.95%	450,491	5.45%	243,757	2.95%
Fulton Region	9,687	1,089	11.24%	423	4.37%	554	5.72%	263	2.71%	84	0.87%
Forbes Road School District	2,089	197	9.43%	70	3.35%	118	5.65%	65	3.11%	22	1.05%
Dublin Township	871	75	8.61%	21	2.41%	46	5.28%	23	2.64%	8	0.92%
Taylor Township	835	82	9.82%	29	3.47%	55	6.59%	40	4.79%	5	0.60%
Wells Township	383	40	10.44%	20	5.22%	17	4.44%	2	0.52%	9	2.35%
Central Fulton School District	4,133	484	11.71%	202	4.89%	260	6.29%	105	2.54%	37	0.90%
Ayr Township	1,307	139	10.64%	69	5.28%	72	5.51%	43	3.29%	7	0.54%
Licking Creek Township	1,030	137	13.30%	50	4.85%	43	4.17%	20	1.94%	8	0.78%
McConnellsburg Borough	789	98	12.42%	33	4.18%	67	8.49%	17	2.15%	13	1.65%
Todd Township	1,007	110	10.92%	50	4.97%	78	7.75%	25	2.48%	9	0.89%
Southern Fulton School District	3,442	402	11.68%	151	4.39%	170	4.94%	93	2.70%	25	0.73%
Belfast Township	896	96	10.71%	36	4.02%	57	6.36%	28	3.13%	10	1.12%
Bethel Township	948	126	13.29%	35	3.69%	45	4.75%	28	2.95%	2	0.21%
Brush Creek Township	480	64	13.33%	35	7.29%	22	4.58%	2	0.42%	4	0.83%
Thompson Township	682	85	12.46%	28	4.11%	21	3.08%	21	3.08%	9	1.32%
Union Township	436	31	7.11%	17	3.90%	25	5.73%	14	3.21%	0	0.00%

Source: U.S. Census Bureau

Moving Fulton Forward

Highest Level of Educational Attainment of the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- Completion of high school is the highest level of education attainment for roughly half of the residents of the Region that are 25 years of age or older.
- Compared to Pennsylvania, there are a higher percentage of residents in the Region that have less than a high school diploma than in the state.
- The percentage of Pennsylvania residents that did not attain a high school diploma was 18.10 percent in 2000. This is compared to the 26.77 percent of the Region's residents age 25 and older who did not attain a high school diploma.

Moving Fulton Forward

Employment by Industry

Major Employers

Good paying, secure jobs add to the overall quality of life for the Region's residents. Good paying jobs lead to homeownership, pride in community, and higher amounts of disposable income. Secure jobs contribute to low unemployment rates and expansion of the local economy. To achieve this level of income and employment, there must be a base of jobs provided by established companies and organizations.

Top 10 Employers in the Region, Third Quarter, 2004

Major Employers	Industry Sector
JLG Industries, Inc.	Manufacturing
Pennsylvania State Government	Public Administration
Central Fulton School District	Educational Services
HB Mellott Estate, Inc.	Mining
Southern Fulton School District	Educational Services
JLG Equipment Services, Inc.	Manufacturing
HMS Host Family Restaurants	Accommodation and Food Services
Forbes Road School District	Educational Services
Fulton Precision Industries, Inc.	Manufacturing

Source: Pennsylvania Department of Labor and Industry

- A review of the top ten employers in the Region reveals that forty percent are public organizations that include state government and local school districts.
- Private companies drive the local economy and do not rely upon tax revenue for operations and payroll.
- Three of the top ten employers in Fulton Region are considered to be in the manufacturing sector.

Moving Fulton Forward

Employment by Industry, 2000 (1 of 3)

	Total Employed Civilian Population Age 16 and Over	Agriculture, Forestry, Fishing and Hunting, and Mining		Construction		Manufacturing		Wholesale Trade		Retail Trade	
Pennsylvania	5,653,500	73,459	1.30%	339,363	6.00%	906,398	16.03%	201,084	3.56%	684,179	12.10%
Fulton Region	6,709	352	5.25%	731	10.90%	1,808	26.95%	147	2.19%	695	10.36%
Forbes Road School District	1,312	70	5.34%	181	13.80%	307	23.40%	15	1.14%	123	9.38%
Dublin Township	566	14	2.47%	78	13.78%	134	23.67%	4	0.71%	66	11.66%
Taylor Township	555	51	9.19%	74	13.33%	121	21.80%	3	0.54%	49	8.83%
Wells Township	191	5	2.62%	29	15.18%	52	27.23%	8	4.19%	8	4.19%
Central Fulton School District	2951	98	3.32%	309	10.47%	886	30.02%	46	1.56%	275	9.32%
Ayr Township	997	62	6.22%	91	9.13%	329	33.00%	12	1.20%	99	9.93%
Licking Creek Township	731	18	2.46%	99	13.54%	224	30.64%	12	1.64%	47	6.43%
McConnellsburg Borough	484	10	2.07%	36	7.44%	107	22.11%	14	2.89%	45	9.30%
Todd Township	739	8	1.08%	83	11.23%	226	30.58%	8	1.08%	84	11.37%
Southern Fulton School District	2430	182	7.49%	241	9.92%	615	25.31%	84	3.46%	295	12.14%
Belfast Township	618	47	7.61%	44	7.12%	189	30.58%	6	0.97%	64	10.36%
Bethel Township	697	44	6.31%	80	11.48%	183	26.26%	21	3.01%	90	12.91%
Brush Creek Township	314	37	11.78%	35	11.15%	63	20.06%	17	5.41%	29	9.24%
Thompson Township	498	37	7.43%	44	8.84%	110	22.09%	32	6.43%	81	16.27%
Union Township	303	17	5.61%	38	12.54%	70	23.10%	8	2.64%	31	10.23%

Source: U.S. Census Bureau

Moving Fulton Forward

Employment by Industry, 2000 (2 of 3)

	Total Employed Civilian Population Age 16 and Over	Transportation and Warehousing, and Utilities		Information		Finance, Insurance, Real Estate and Rental and Leasing		Professional, Scientific, Management, Administrative, and Waste Management Services	
Pennsylvania	5,653,500	304,335	5.38%	148,841	2.63%	372,148	6.58%	478,937	8.47%
Fulton Region	6,709	307	4.58%	96	1.43%	263	3.92%	232	3.46%
Forbes Road School District	1,312	70	5.34%	18	1.37%	47	3.58%	31	2.36%
Dublin Township	566	34	6.01%	5	0.88%	25	4.42%	18	3.18%
Taylor Township	555	24	4.32%	10	1.80%	16	2.88%	13	2.34%
Wells Township	191	12	6.28%	3	1.57%	6	3.14%	0	0.00%
Central Fulton School District	2951	114	3.86%	36	1.22%	101	3.42%	109	3.69%
Ayr Township	997	31	3.11%	19	1.91%	22	2.21%	35	3.51%
Licking Creek Township	731	39	5.34%	4	0.55%	34	4.65%	31	4.24%
McConnellsburg Borough	484	14	2.89%	5	1.03%	22	4.55%	11	2.27%
Todd Township	739	30	4.06%	8	1.08%	23	3.11%	32	4.33%
Southern Fulton School District	2430	123	5.06%	40	1.65%	115	4.73%	87	3.58%
Belfast Township	618	45	7.28%	9	1.46%	15	2.43%	22	3.56%
Bethel Township	697	28	4.02%	2	0.29%	45	6.46%	36	5.16%
Brush Creek Township	314	18	5.73%	4	1.27%	18	5.73%	6	1.91%
Thompson Township	498	15	3.01%	20	4.02%	27	5.42%	15	3.01%
Union Township	303	17	5.61%	5	1.65%	10	3.30%	8	2.64%

Source: U.S. Census Bureau

Moving Fulton Forward

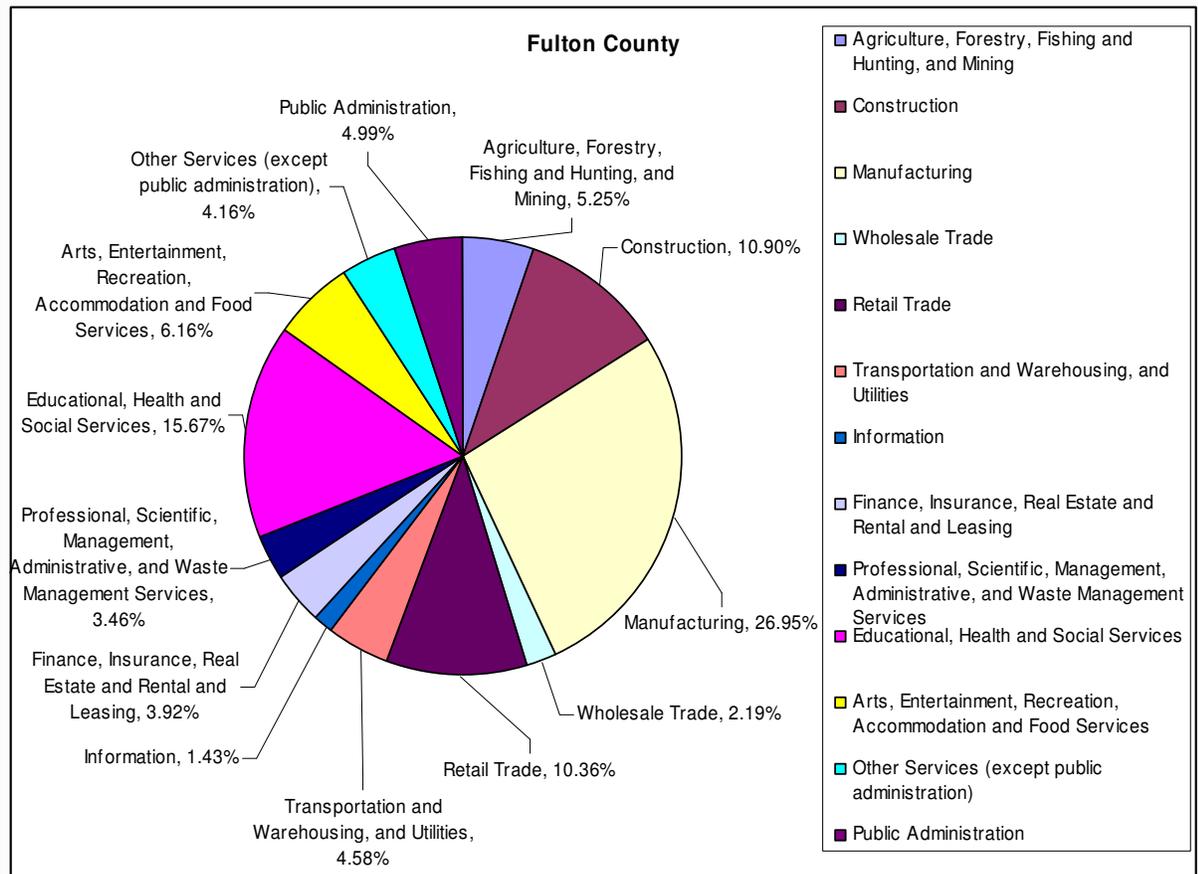
Employment by Industry, 2000 (3 of 3)

	Total Employed Civilian Population Age 16 and Over	Educational, Health and Social Services	Arts, Entertainment, Recreation, Accommodation and Food Services	Other Services (except public administration)	Public Administration
Pennsylvania	5,653,500	1,237,090 21.88%	397,871 7.04%	274,028 4.85%	235,767 4.17%
Fulton Region	6,709	1,051 15.67%	413 6.16%	279 4.16%	335 4.99%
Forbes Road School District	1,312	215 16.39%	116 8.84%	42 3.20%	77 5.87%
Dublin Township	566	77 13.60%	54 9.54%	21 3.71%	36 6.36%
Taylor Township	555	113 20.36%	45 8.11%	14 2.52%	22 3.96%
Wells Township	191	25 13.09%	17 8.90%	7 3.66%	19 9.95%
Central Fulton School District	2951	530 17.96%	162 5.49%	135 4.57%	150 5.08%
Ayr Township	997	175 17.55%	38 3.81%	44 4.41%	40 4.01%
Licking Creek Township	731	91 12.45%	61 8.34%	28 3.83%	43 5.88%
McConnellsburg Borough	484	113 23.35%	33 6.82%	41 8.47%	33 6.82%
Todd Township	739	151 20.43%	30 4.06%	22 2.98%	34 4.60%
Southern Fulton School District	2430	303 12.47%	135 5.56%	102 4.20%	108 4.44%
Belfast Township	618	105 16.99%	20 3.24%	25 4.05%	27 4.37%
Bethel Township	697	66 9.47%	39 5.60%	31 4.45%	32 4.59%
Brush Creek Township	314	29 9.24%	34 10.83%	14 4.46%	10 3.18%
Thompson Township	498	52 10.44%	18 3.61%	22 4.42%	25 5.02%
Union Township	303	51 16.83%	24 7.92%	10 3.30%	14 4.62%

Source: U.S. Census Bureau

Moving Fulton Forward

Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- The manufacturing sector accounts for the greatest number of jobs in the Region, followed by the educational, health and social services sector.
- Other prominent sectors of industry are construction; retail trade; and arts, entertainment, recreation, accommodation, and food services.
- Information; wholesale trade; and professional, scientific, management, administrative, and waste management services are the industry sectors in which the least amount of people in the Region are employed.

Moving Fulton Forward

Employment by Occupation

Employment by Occupation, 2000

	Total Employed Civilian Population Age 16 and Over	Management, professional, and related occupations		Service occupations		Sales and office occupations		Farming, fishing, and forestry occupations		Construction, extraction, and maintenance occupations		Production, transportation, and material moving occupations	
Pennsylvania	5,653,500	1,841,175	32.57%	838,137	14.83%	1,525,131	26.98%	26,722	0.47%	500,898	8.86%	921,437	16.30%
Fulton County	6,709	1,432	21.34%	903	13.46%	1,437	21.42%	101	1.51%	1,036	15.44%	1,800	26.83%
Forbes Road School District	1,312	307	23.40%	207	15.78%	223	17.00%	18	1.37%	237	18.06%	320	24.39%
Dublin Township	566	120	21.20%	88	15.55%	105	18.55%	2	0.35%	105	18.55%	146	25.80%
Taylor Township	555	151	27.21%	90	16.22%	77	13.87%	13	2.34%	92	16.58%	132	23.78%
Wells Township	191	36	18.85%	29	15.18%	41	21.47%	3	1.57%	40	20.94%	42	21.99%
Central Fulton School District	2951	671	22.74%	390	13.22%	623	21.11%	32	1.08%	438	14.84%	797	27.01%
Ayr Township	997	222	22.27%	113	11.33%	186	18.66%	23	2.31%	159	15.95%	294	29.49%
Licking Creek Township	731	141	19.29%	96	13.13%	173	23.67%	5	0.68%	116	15.87%	200	27.36%
McConnellsburg Borough	484	136	28.10%	91	18.80%	102	21.07%	2	0.41%	57	11.78%	96	19.83%
Todd Township	739	172	23.27%	90	12.18%	162	21.92%	2	0.27%	106	14.34%	207	28.01%
Southern Fulton School District	2430	452	18.60%	303	12.47%	584	24.03%	49	2.02%	361	14.86%	681	28.02%
Belfast Township	618	128	20.71%	83	13.43%	123	19.90%	14	2.27%	85	13.75%	185	29.94%
Bethel Township	697	126	18.08%	84	12.05%	166	23.82%	10	1.43%	114	16.36%	197	28.26%
Brush Creek Township	314	66	21.02%	47	14.97%	65	20.70%	6	1.91%	48	15.29%	82	26.11%
Thompson Township	498	81	16.27%	56	11.24%	149	29.92%	12	2.41%	69	13.86%	131	26.31%
Union Township	303	51	16.83%	33	10.89%	81	26.73%	7	2.31%	45	14.85%	86	28.38%

Source: U.S. Census Bureau

- The greatest percentage of the total employed civilian population age 16 or older worked in production, transportation, and material moving occupations in 2000. The lowest percentage of people worked in farming, fishing, and forestry occupations. In Pennsylvania, the greatest amount of people are employed in management, professional, and related occupations, and the least are employed in fishing, farming, and forestry occupations.
- The Region had greater percentages of people employed in farming, fishing, and forestry; construction, extraction, and maintenance; and production, transportation, and material moving occupations than Pennsylvania.
- The Region had lower percentages of people employed in management, professional, and related occupations; service occupations; and sales and office occupations than Pennsylvania.

Moving Fulton Forward

Employment by Class of Worker

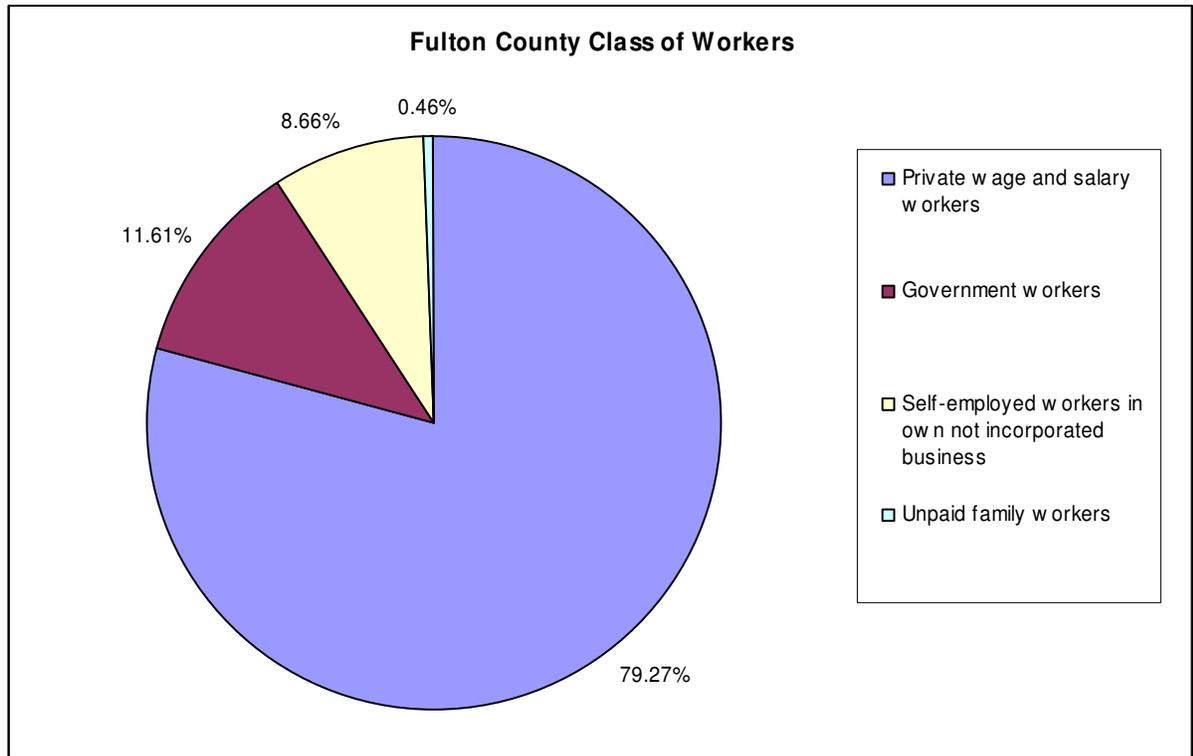
Employment by Class of Worker, 2000

	Total	Private wage and salary workers		Government workers		Self-employed workers in own not incorporated business		Unpaid family workers	
Pennsylvania	5,653,500	4,657,372	82.38%	638,778	11.30%	339,631	6.01%	17,409	0.31%
Fulton County	6,709	5,318	79.27%	779	11.61%	581	8.66%	31	0.46%
Forbes Road School District	1,312	1,008	76.83%	165	12.58%	127	9.68%	12	0.91%
Dublin Township	566	448	79.15%	73	12.90%	45	7.95%	0	0.00%
Taylor Township	555	412	74.23%	62	11.17%	69	12.43%	12	2.16%
Wells Township	191	148	77.49%	30	15.71%	13	6.81%	0	0.00%
Central Fulton School District	2951	2390	80.99%	344	11.66%	206	6.98%	11	0.37%
Ayr Township	997	788	79.04%	123	12.34%	79	7.92%	7	0.70%
Licking Creek Township	731	605	82.76%	79	10.81%	47	6.43%	0	0.00%
McConnellsburg Borough	484	390	80.58%	68	14.05%	26	5.37%	0	0.00%
Todd Township	739	607	82.14%	74	10.01%	54	7.31%	4	0.54%
Southern Fulton School District	2430	1904	78.35%	270	11.11%	248	10.21%	8	0.33%
Belfast Township	618	458	74.11%	83	13.43%	74	11.97%	3	0.49%
Bethel Township	697	566	81.21%	67	9.61%	64	9.18%	0	0.00%
Brush Creek Township	314	235	74.84%	36	11.46%	38	12.10%	5	1.59%
Thompson Township	498	405	81.33%	45	9.04%	48	9.64%	0	0.00%
Union Township	303	240	79.21%	39	12.87%	24	7.92%	0	0.00%

Source: U.S. Census Bureau

Moving Fulton Forward

Class of Fulton Region Workers, 2000



Source: U.S. Census Bureau

- The percentages of different classes of workers in the Region did not deviate from the state percentages by more than 3.11 percent in any class.
- The greatest differences in the Region and state percentages of class of workers came in private wage and salary workers, where the Region had 3.11 percent fewer than the state and in the class of self-employed workers in their own non-incorporated business, in which the Region had 2.65 percent more.

Moving Fulton Forward

Mode of Transportation to Work

Mode of Transportation to Work, 2000

	Car, Truck, or Van (drove alone)		Car, Truck or Van (carpooled)		Public Transportation		Walked		Other Means		Worked at home		Mean Travel Time to Work (minutes)
Pennsylvania	4,247,836	76.45%	577,364	10.39%	289,699	5.21%	229,725	4.13%	47,041	0.85%	164,646	2.96%	25.2
Fulton County	5,188	78.38%	953	14.40%	12	0.18%	168	2.54%	39	0.59%	259	3.91%	31.5
Forbes Road School District	1,046	80.59%	148	11.40%	0	0.00%	26	2.00%	9	0.69%	69	5.32%	N/A
Dublin Township	451	81.26%	69	12.43%	0	0.00%	7	1.26%	0	0.00%	28	5.05%	31.6
Taylor Township	438	78.92%	58	10.45%	0	0.00%	19	3.42%	5	0.90%	35	6.31%	36.8
Wells Township	157	83.51%	21	11.17%	0	0.00%	0	0.00%	4	2.13%	6	3.19%	37.6
Central Fulton School District	2294	78.91%	407	14.00%	3	0.10%	89	3.06%	26	0.89%	88	3.03%	N/A
Ayr Township	811	81.75%	114	11.49%	1	0.10%	28	2.82%	5	0.50%	33	3.33%	21.9
Licking Creek Township	566	78.61%	115	15.97%	0	0.00%	10	1.39%	7	0.97%	22	3.06%	33.5
McConnellsburg Borough	349	73.01%	69	14.44%	2	0.42%	40	8.37%	2	0.42%	16	3.35%	23.2
Todd Township	568	79.22%	109	15.20%	0	0.00%	11	1.53%	12	1.67%	17	2.37%	27.5
Southern Fulton School District	1835	76.52%	395	16.47%	9	0.38%	53	2.21%	4	0.17%	102	4.25%	N/A
Belfast Township	487	80.23%	74	12.19%	0	0.00%	14	2.31%	0	0.00%	32	5.27%	33.8
Bethel Township	509	74.09%	140	20.38%	4	0.58%	12	1.75%	4	0.58%	18	2.62%	37.0
Brush Creek Township	244	77.96%	37	11.82%	0	0.00%	14	4.47%	0	0.00%	18	5.75%	33.7
Thompson Township	359	73.12%	97	19.76%	5	1.02%	9	1.83%	0	0.00%	21	4.28%	36.0
Union Township	236	78.67%	47	15.67%	0	0.00%	4	1.33%	0	0.00%	13	4.33%	41.0

Source: U.S. Census Bureau

Moving Fulton Forward

- There are a larger percentage of people who arrive at work by car, truck, or van, either by driving alone or by carpooling in the Region than in Pennsylvania.
- Only 0.18 percent of the working population in the Region utilizes public transportation, indicating that this service is not readily available to residents.
- There are a larger percentage of people who carpool in the Region than in Pennsylvania.

Location of Employment

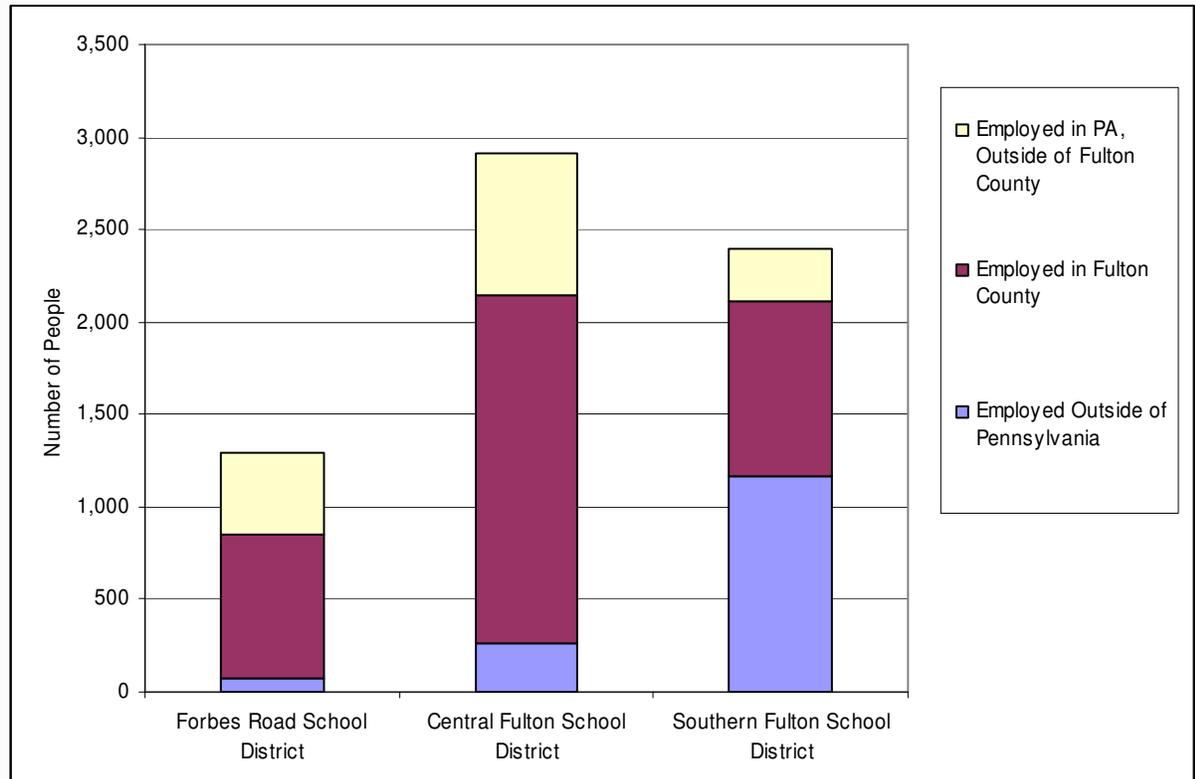
Location of Employment of Fulton Region Workers, 2000

	Total Workers 16 Years and Older	Employed in Pennsylvania	Employed Outside of Pennsylvania	Employed in Fulton Region	Employed in PA, Outside of Fulton Region
Fulton County	6,619	5,121 77.37%	1,498 22.63%	3,615 54.62%	1,506 22.75%
Forbes Road School District	1,298	1,223 94.22%	75 5.78%	781 60.17%	442 34.05%
Dublin Township	555	521 93.87%	34 6.13%	326 58.74%	195 35.14%
Taylor Township	555	518 93.33%	37 6.67%	367 66.13%	151 27.21%
Wells Township	188	184 97.87%	4 2.13%	88 46.81%	96 51.06%
Central Fulton School District	2907	2647 91.06%	260 8.94%	1882 64.74%	765 26.32%
Ayr Township	992	916 92.34%	76 7.66%	668 67.34%	248 25.00%
Licking Creek Township	720	647 89.86%	73 10.14%	438 60.83%	209 29.03%
McConnellsburg Borough	478	429 89.75%	49 10.25%	322 67.36%	107 22.38%
Todd Township	717	655 91.35%	62 8.65%	454 63.32%	201 28.03%
Southern Fulton School District	2398	1235 51.50%	1163 48.50%	949 39.57%	286 11.93%
Belfast Township	607	424 69.85%	183 30.15%	343 56.51%	81 13.34%
Bethel Township	687	259 37.70%	428 62.30%	219 31.88%	40 5.82%
Brush Creek Township	313	260 83.07%	53 16.93%	165 52.72%	95 30.35%
Thompson Township	491	166 33.81%	325 66.19%	141 28.72%	25 5.09%
Union Township	300	126 42.00%	174 58.00%	81 27.00%	45 15.00%

Source: U.S. Census Bureau

Moving Fulton Forward

Location of Employment of Fulton County Workers, 2000



Source: U.S. Census Bureau

- Only 54.62 percent of workers age 16 and older who reside in the Region stayed in the Region for employment in 2000.
- Because of its location on the Maryland line, many people are choosing to work in Maryland and live in Pennsylvania, where the cost of living is lower.
- Workers employed outside of Pennsylvania account for 22.73 percent of the population of workers age 16 and older that reside in the Region. Workers that are employed in another Region within Pennsylvania account for an additional 22.68 percent.

Moving Fulton Forward

Commuting Patterns Out of the Region, First Quarter, 2004

State Commuters Working In	Total Commuters
Pennsylvania	5,121
Maryland	1,298
West Virginia	94
Virginia	48
District of Columbia	10
North Carolina	8
Delaware	7
Nebraska	6
Ohio	4
New Jersey	3
Iowa	3
South Carolina	3
Missouri	3
Florida	3
Georgia	2
Indiana	2
Alabama	2
New York	2

Source: Pennsylvania Department of Labor and Industry

Employment Characteristics of the Region and the Surrounding Communities

Because there are a large number of residents that commute out of the Region for employment, it is helpful to look at the major industries and employers present in the counties that are in proximity to the Region. This information can help determine what types of employment, if offered in the Region, could keep residents employed in the Region.

Moving Fulton Forward

Employment by Industry, 2000 (1 of 2)

	Total Employed Civilian Population Age 16 and Over	Agriculture, Forestry, Fishing, Hunting, and Mining	Construction	Manufacturing	Wholesale Trade	Retail Trade	Transportation, Warehousing, and Utilities
Fulton County, Pennsylvania	6,709	352	731	1,808	147	695	307
Bedford County, Pennsylvania	22,458	1,111	2,016	5,032	708	2,867	1,473
Blair County, Pennsylvania	57,756	949	3,529	9,159	2,595	8,391	4,091
Franklin County, Pennsylvania	62,780	1,899	4,379	13,188	1,920	7,447	2,653
Huntingdon County, Pennsylvania	18,887	739	1,730	4,085	409	1,851	786
Allegany County, Maryland	30,031	281	1,872	3,815	717	3,812	1,937
Washington County, Maryland	61,442	957	5,572	9,006	1,949	8,237	3,451
Berkeley County, West Virginia	36,229	547	3,087	6,818	1,015	4,571	1,925
Morgan County, West Virginia	6,659	184	658	1,391	112	635	310

Source: U.S. Census Bureau

Employment by Industry, 2000 (2 of 2)

	Total Employed Civilian Population Age 16 and Over	Information	Finance, Insurance, Real Estate and Rental and Leasing	Professional, Scientific, Management, Administrative, and Waste Management Services	Educational, Health and Social Services	Arts, Entertainment, Recreation, Accommodation and Food Services	Other Services (except public administration)	Public Administration
Fulton County, Pennsylvania	6,709	96	263	232	1,051	413	279	335
Bedford County, Pennsylvania	22,458	300	645	925	3,552	1,810	1,165	854
Blair County, Pennsylvania	57,756	1,243	2,495	3,100	12,603	4,488	2,924	2,189
Franklin County, Pennsylvania	62,780	1,001	3,443	3,478	12,319	4,288	3,122	3,643
Huntingdon County, Pennsylvania	18,887	331	555	702	4,115	1,147	1,019	1,418
Allegany County, Maryland	30,031	752	1,337	1,361	7,854	2,587	1,523	2,183
Washington County, Maryland	61,442	1,738	4,275	4,060	10,553	3,691	3,348	4,605
Berkeley County, West Virginia	36,229	915	1,841	2,327	6,843	2,327	1,598	2,415
Morgan County, West Virginia	6,659	129	368	432	1,183	658	275	324

Source: U.S. Census Bureau

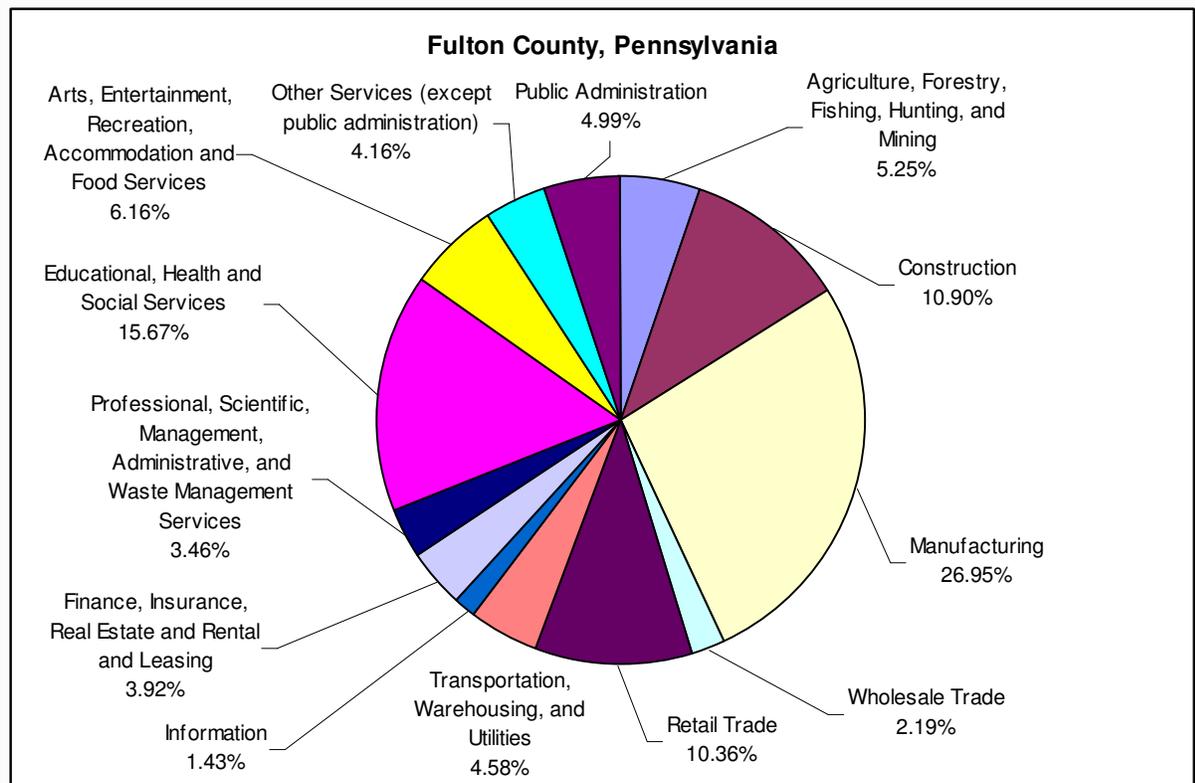
Moving Fulton Forward

Top 10 Employers in the Region, Third Quarter, 2004

Major Employers	Industry Sector
JLG Industries, Inc.	Manufacturing
Fulton County Medical Center	Health Care and Social Assistance
Pennsylvania State Government	Public Administration
Central Fulton School District	Educational Services
HB Mellott Estate, Inc.	Mining
Southern Fulton School District	Educational Services
JLG Equipment Services, Inc.	Manufacturing
HMS Host Family Restaurants	Accommodation and Food Services
Forbes Road School District	Educational Services
Fulton Precision Industries, Inc.	Manufacturing

Source: Pennsylvania Department of Labor and Industry

Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- The manufacturing sector accounts for the greatest number of jobs in the Region, followed by the educational, health and social services sector.
- Other prominent sectors of industry are construction; retail trade; and arts, entertainment, recreation, accommodation, and food services.

Moving Fulton Forward

- Information; wholesale trade; and professional, scientific, management, administrative, and waste management services are the industry sectors in which the least amount of people in the Region are employed.
- Industries such as construction, retail trade, and transportation, warehousing and utilities are not represented in the Region's top 10 employers, indicating that people employed in these areas are choosing to leave the state for employment. This can also be said for other sectors in which employment in the Region is not available.

Top 10 Employers in Bedford County, Pennsylvania, Third Quarter, 2004

Major Employers	Industry Sector
New Enterprise Stone and Lime	Construction
Wal-Mart Associates Inc.	Transportation and Warehousing
Pennsylvania State Government	Public Administration
Kennametal Inc.	Manufacturing
Hedstrom Corporation	Manufacturing
UPMC Bedford Memorial	Health Care and Social Assistance
Sheetz Inc.	Transportation and Warehousing
Cannondale Bicycle Corporation	Manufacturing
Bedford Area School District	Educational Services
Seton Company	Manufacturing

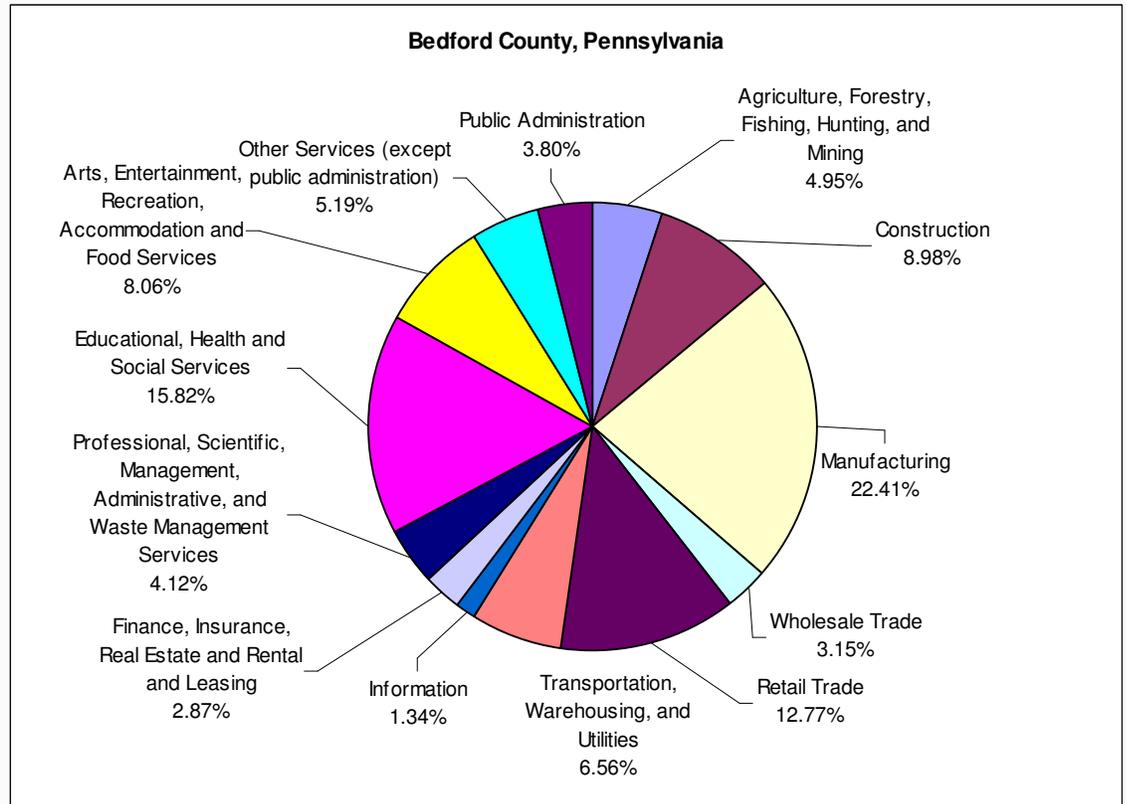
Source: Pennsylvania Department of Labor and Industry



Figure 6: New Tri-State Community Health Center

Moving Fulton Forward

Bedford County, Pennsylvania Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

Bedford County, Pennsylvania

- Four of the top ten employers in Bedford County offer employment in the manufacturing sector.
- The number one employer in Bedford County in the third quarter of 2004 was a construction company. Because only 8.98 percent of the Bedford County population is employed in the construction industry, workers might be coming into the County to work from the Region. 10.90 percent of the working population in the Region is employed in the construction industry.
- Also represented in the top ten employers in Bedford are two transportation and warehousing companies. The Region has no transportation and warehousing companies listed as major employers.

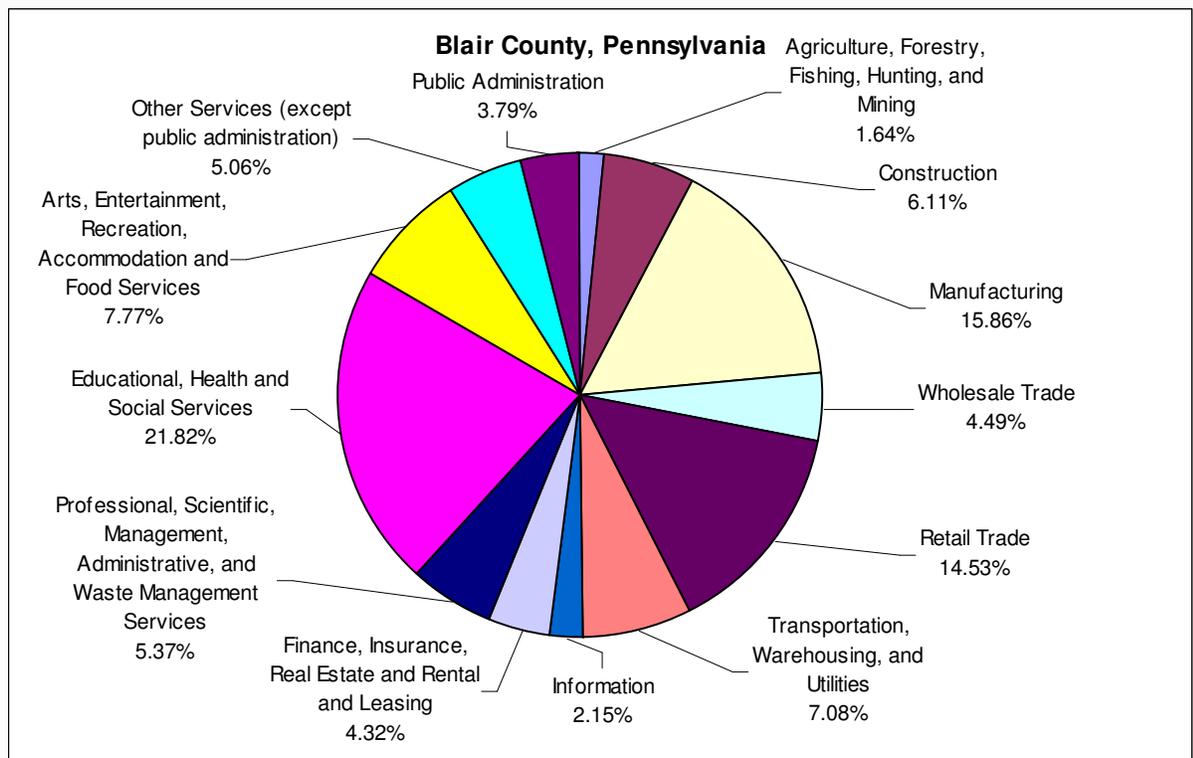
Moving Fulton Forward

Top 10 Employers in Blair County, Pennsylvania, Third Quarter, 2004

Major Employers	Industry Sector
The Altoona Hospital	Health Care and Social Assistance
Pennsylvania State Government	Public Administration
Altoona Area School District	Educational Services
United States Government	Public Administration
Sheetz Inc.	Transportation and Warehousing
Bon Secours Holy Family	Health Care and Social Assistance
Blair Region	Public Administration
Wal-Mart Associates Inc.	Retail Trade
North American Communications Corp.	Professional and Technical Services
Pennsylvania State University	Educational Services

Source: Pennsylvania Department of Labor and Industry

Blair County, Pennsylvania Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- Five of the top ten employers in Blair County are in the Education or Public Administration sectors.
- Transportation and warehousing, retail trade, and professional and technical services are also represented in the top ten employers in Blair County. These industries, as opposed to education or public administration, are more likely to attract employees from other counties.

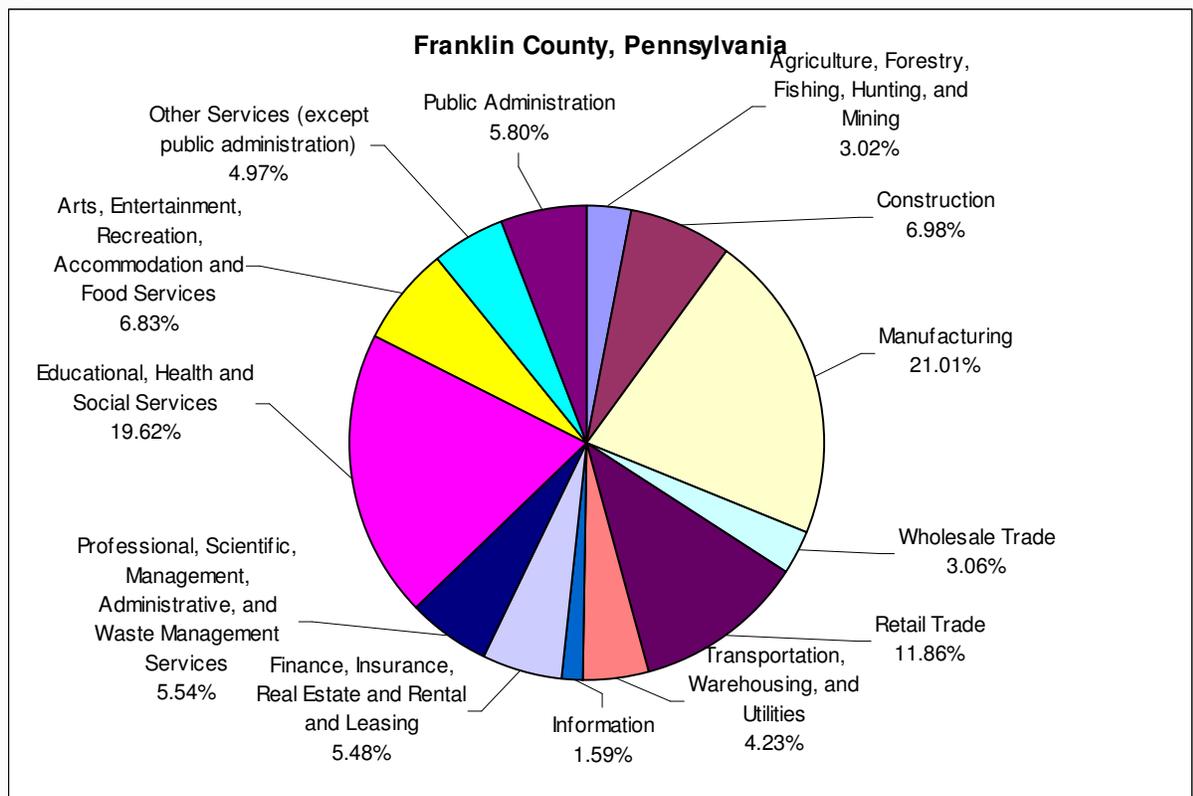
Moving Fulton Forward

Top 10 Employers in Franklin County, Pennsylvania, Third Quarter, 2004

Major Employers	Industry Sector
United States Government	Public Administration
The Chambersburg Hospital	Health Care and Social Assistance
Chambersburg Area School District	Educational Services
Grove US LLC	Manufacturing
Pennsylvania State Government	Public Administration
Franklin Region	Public Administration
Food Lion LLC	Transportation and Warehousing
Wal-Mart Associates Inc.	Retail Trade
Waynesboro Area School District	Educational Services
Target Stores	Transportation and Warehousing

Source: Pennsylvania Department of Labor and Industry

Franklin County, Pennsylvania Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- Similar to Blair County, Franklin County has transportation and warehousing and retail trade represented in the list of major employers. Also included is the manufacturing sector.
- The transportation and warehousing representation can possibly be attributed to the location of Interstate-81 in Franklin County.

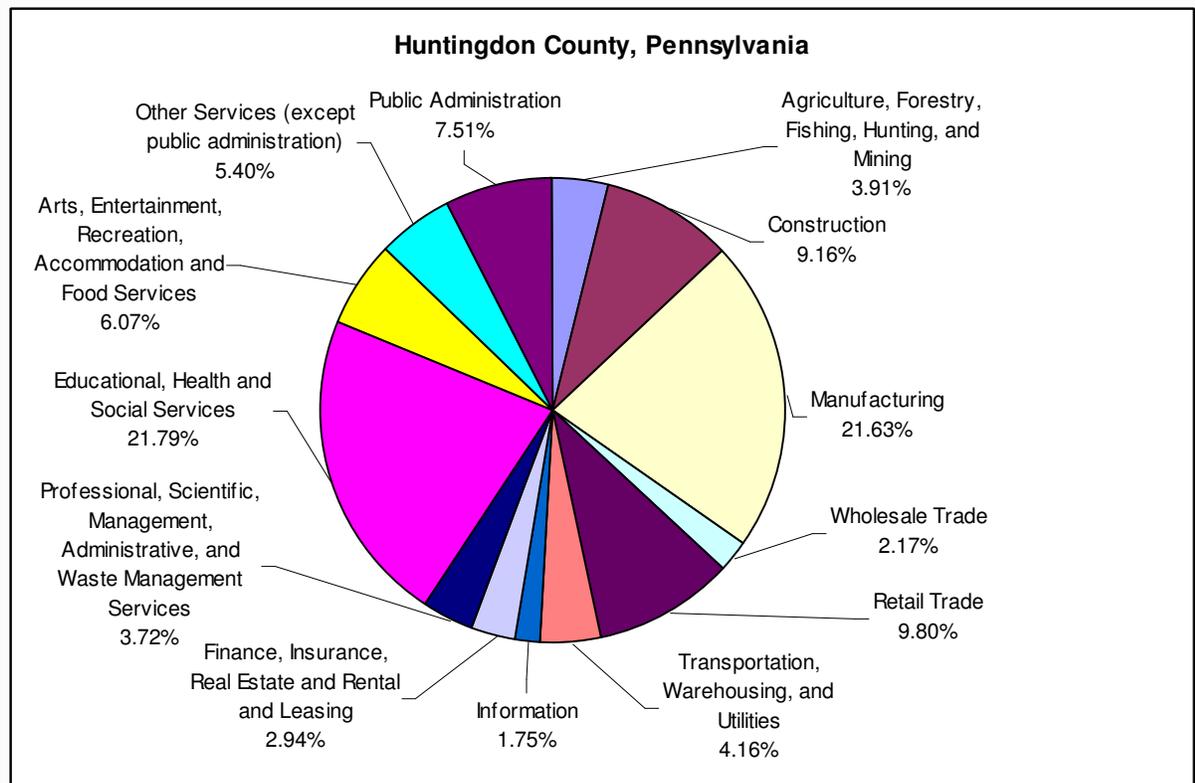
Moving Fulton Forward

Top 10 Employers in Huntingdon County, Pennsylvania, Third Quarter, 2004

Major Employers	Industry
Pennsylvania State Government	Public Administration
FCI USA Inc.	Manufacturing
JC Blair Memorial Hospital	Health Care and Social Assistance
AGY	Manufacturing
Juniata College	Educational Services
MeadWestvaco Corporation	Manufacturing
Huntingdon Area School District	Educational Services
Presbytery of Huntingdon	Health Care and Social Assistance
Bonney Forge Co.	Manufacturing
Mount Union Area School District	Educational Services

Source: Pennsylvania Department of Labor and Industry

Huntingdon County, Pennsylvania Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- Four of the top ten employers in Huntingdon County are in the manufacturing sector.
- The prominent manufacturing sector in Huntingdon County could possibly draw residents from Fulton County. Because Huntingdon County borders Fulton County to the north, these residents would most likely be coming from the Forbes Road School District.

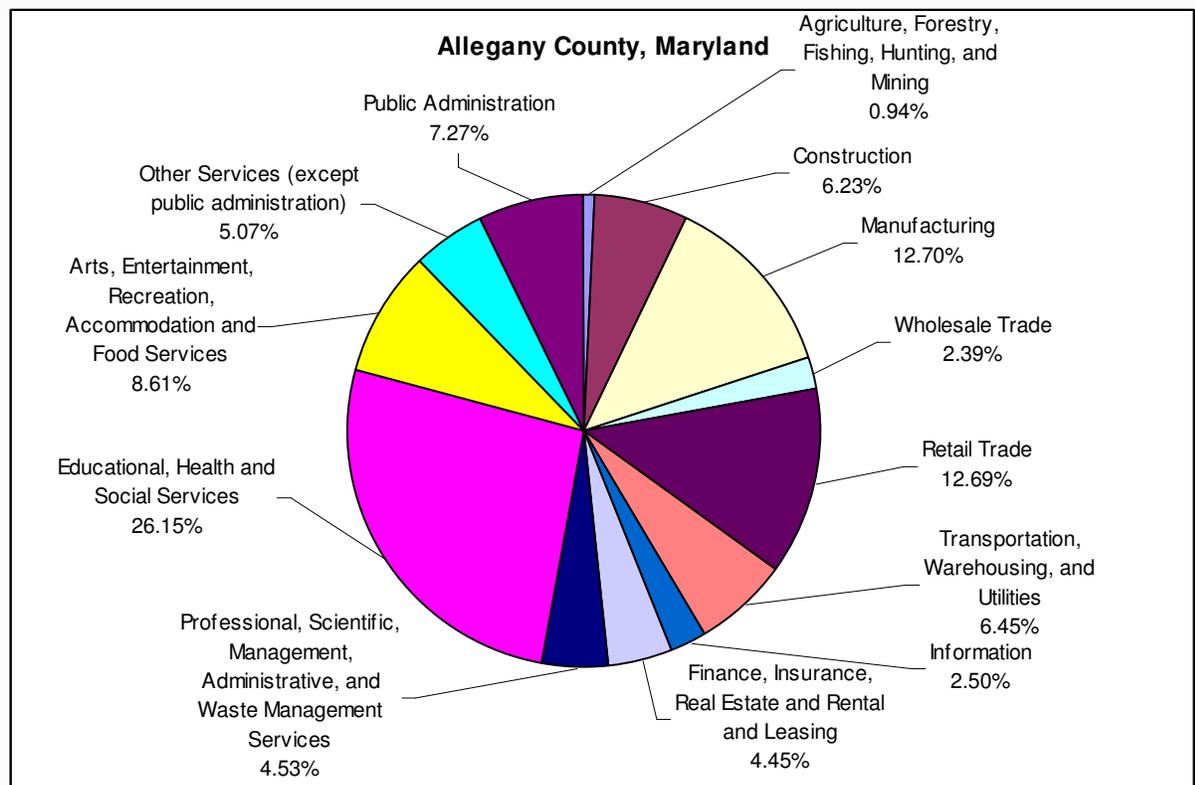
Moving Fulton Forward

Top 10 Employers in Allegany County, Maryland, Third Quarter, 2004

Major Employer	Industry
Western Maryland Health Systems	Health Care
MeadWestvaco	Manufacturing
CSX Transportation	Transportation and Warehousing
Frostburg State University	Educational Services
Alliant Tech Systems	Manufacturing
ACS	Information
Hunter Douglas Northeast	Manufacturing
Allegany College of Maryland	Educational Services
Biederlack GmbH	Manufacturing
Spherix	Information

Source: Allegany Region Department of Economic Development; Maryland Department of Business and Economic Development

Allegany County, Maryland Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- Four of the top ten employers in Allegany County are in manufacturing.
- Also included in the top ten employers are two representatives of the information sector and one representative of the transportation and warehousing sector.

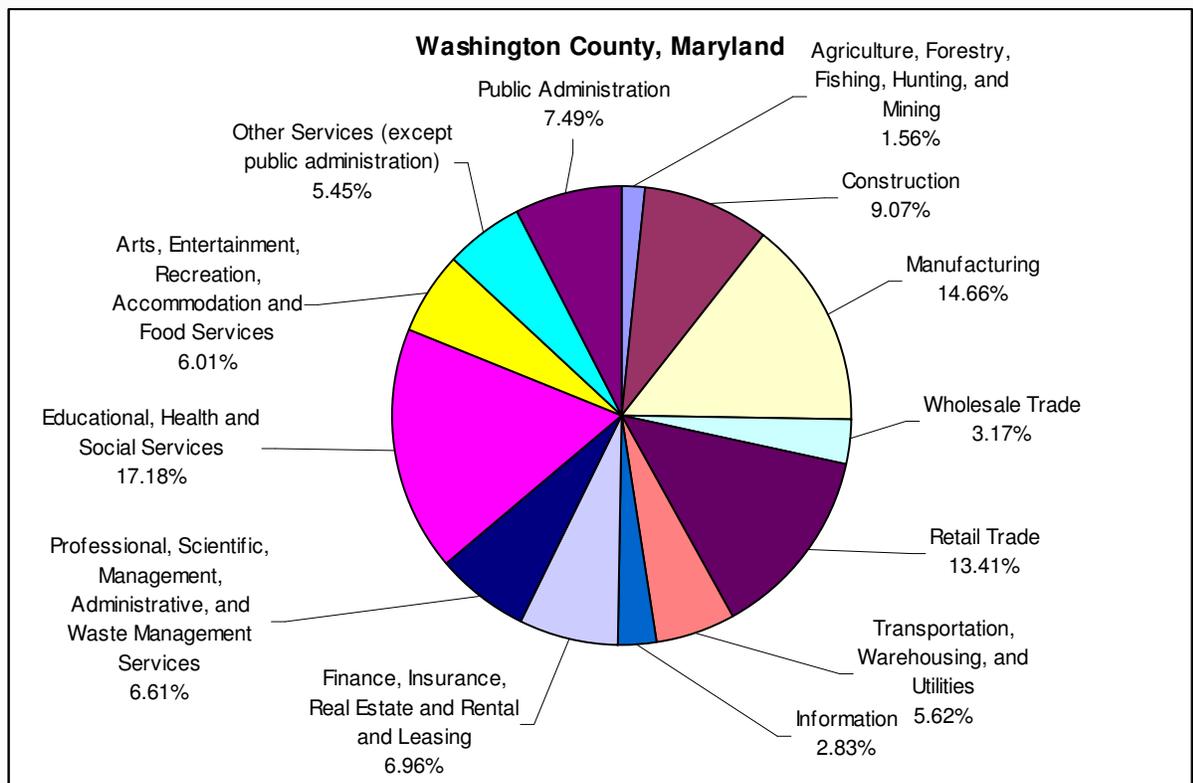
Moving Fulton Forward

Top 10 Employers in Washington County, Maryland, Third Quarter, 2004

Major Employer	Industry
Washington Region Health System	Health Care
Citicorp Credit Services	Finance and Insurance
First Data Merchant Services	Finance and Insurance
Mack Trucks	Manufacturing
GST Auto Leather	Manufacturing
Phoenix Color	Manufacturing
Staples	Retail
Wal-Mart	Retail
Fleetwood Travel	Manufacturing
Arc of Washington Region	Health Care

Source: Hagerstown-Washington Region Economic Development Commission; Maryland Department of Business and Economic Development

Washington County, Maryland Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- Residents of Washington County are employed in a diverse array of industries, compared to residents of within the Region.
- Among the top ten employers in the County are four representatives of the manufacturing industry, two representatives of the finance and insurance industries, two representatives of the retail industry, and two representatives of the health care industry.

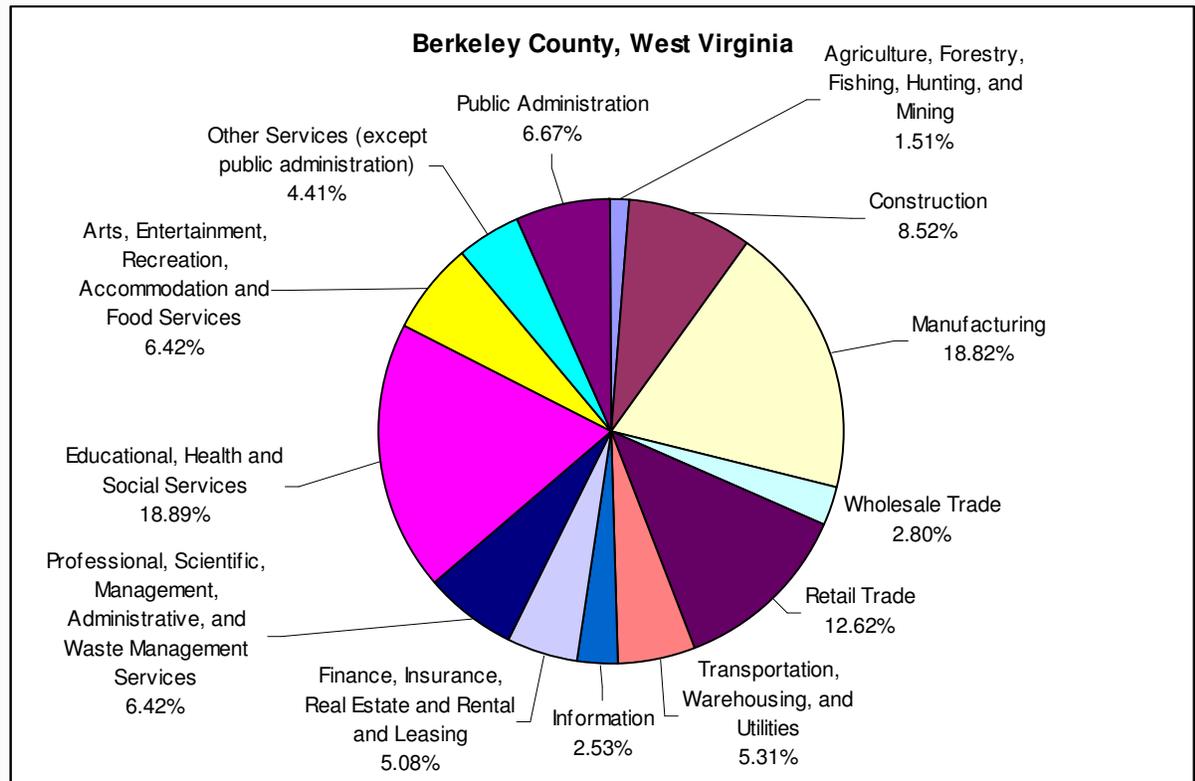
Moving Fulton Forward

Top 10 Employers in Berkeley County, West Virginia, March 2004

Major Employer	Industry
Berkeley Board of Education	Educational Services
Veterans Administration Center	Public Administration
Quad / Graphics, Inc.	Commercial printing operations
City Hospital, Inc.	Health care and social assistance
U.S. Department of Treasury	Public Administration
General Motors Corporation	Manufacturing
Wal-Mart	Retail trade
Quebecor World Fairfield, Inc.	Commercial printing operations
Aker Plastics Company, Inc.	Manufacturing
Onsite Engineering & Management Inc.	Engineering services

Source: WORKFORCE West Virginia

Berkeley County, West Virginia Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- The commercial printing industry is very prominent in Berkeley County, West Virginia. Two of the top ten employers in the Region are in the commercial printing industry.
- There is a fairly diverse mix of employment opportunities in the County.

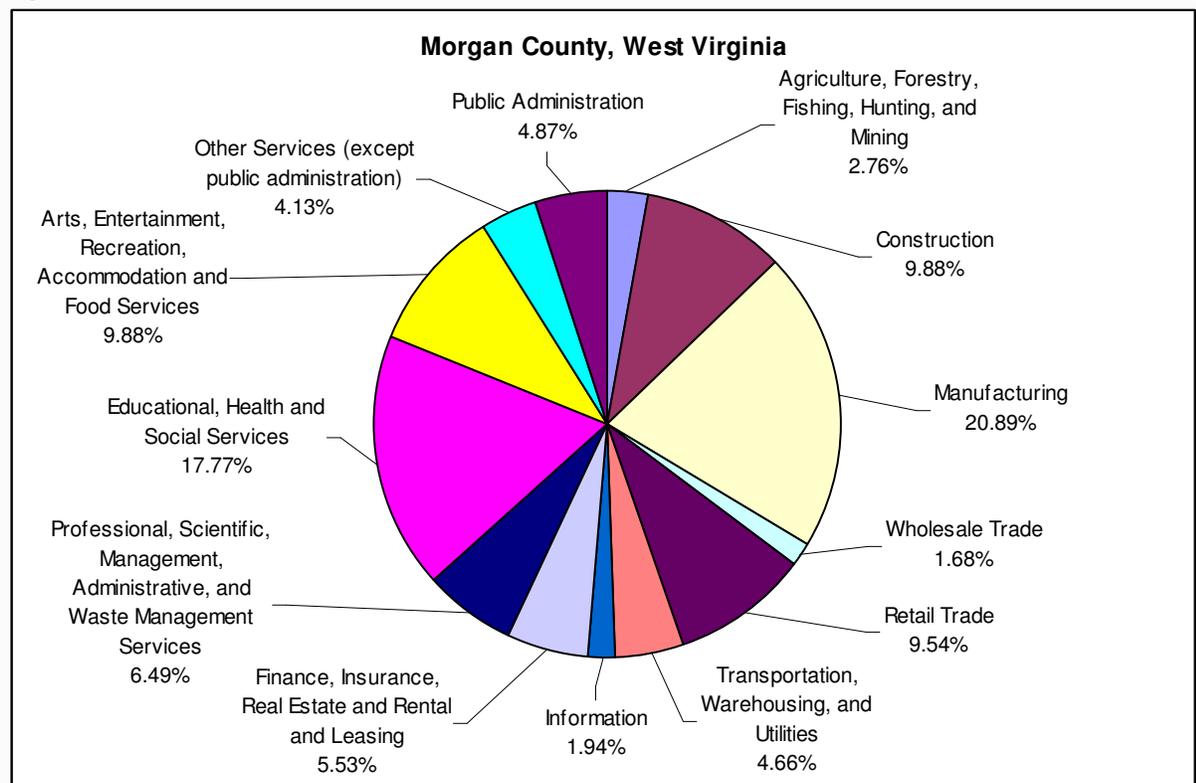
Moving Fulton Forward

Top 10 Employers in Morgan County, West Virginia, March 2004

Major Employer	Industry
Morgan Region Board of Education	Educational Services
U.S. Silica Company	Industrial Minerals
Morgan Region War Memorial Hospital	Health care and social assistance
Tom Seely Furniture	Antique furniture reproduction
Coolfont Recreation, Inc.	Recreational and resort facility
Dayspring, Inc.	Software
West Virginia Division of Natural Resources	Public Administration
Morgan Region Commission	Public Administration
The Country Inn at Berkeley Springs	Accommodation and recreation
Citizens National Bank of Berkeley Springs	Financial services

Source: WORKFORCE West Virginia

Morgan County, West Virginia Employment by Industry for the Population Age 25 and Older, 2000



Source: U.S. Census Bureau

- Businesses in the arts, entertainment, recreation, accommodation, and food services industry make up two of the top ten employers in the County.
- Of the 94 workers who left Fulton Region to work in West Virginia in 2004, some of these workers could be coming to work in these resort areas.

Moving Fulton Forward

Median Household Income

Median Household Income Trends, 1989-1999

	Median Household Income 1989 (1999 dollars)	Median Household Income in 1999	1989-1999 Change	1989-1999 Percent Change
Pennsylvania	\$39,056	\$40,016	\$960	2.46%
Fulton County	\$31,890	\$34,882	\$2,992	9.38%
Forbes Road School District				
Dublin Township	\$31,909	\$35,469	\$3,560	11.16%
Taylor Township	\$27,582	\$34,013	\$6,431	23.32%
Wells Township	\$31,490	\$27,917	-\$3,573	-11.35%
Central Fulton School District				
Ayr Township	\$33,207	\$36,211	\$3,004	9.05%
Licking Creek Township	\$32,621	\$36,141	\$3,520	10.79%
McConnellsburg Borough	\$27,787	\$25,987	-\$1,800	-6.48%
Todd Township	\$34,384	\$37,292	\$2,908	8.46%
Southern Fulton School District				
Belfast Township	\$32,664	\$36,116	\$3,452	10.57%
Bethel Township	\$32,592	\$36,518	\$3,926	12.05%
Brush Creek Township	\$28,411	\$31,827	\$3,416	12.02%
Thompson Township	\$34,708	\$38,854	\$4,146	11.95%
Union Township	\$34,336	\$35,865	\$1,529	4.45%

Source: U.S. Census Bureau

- Median household income values increased between 1989 and 1999 in all but two municipalities in the study area. Median household income values decreased in Wells Township by -11.35 percent and in McConnellsburg Borough by -6.48 percent.
- In 1989, Taylor Township had the lowest median income value in the study area.
- Median household income in McConnellsburg Borough decreased between 1989 and 1999 by -6.48 percent to bring the median household income to \$25,987, which was the lowest value in the study area.
- With the exception of Union Township, median household incomes increased by more than 5 percent in all municipalities in the Southern Fulton School District.
- Thompson Township had the highest median income value in the study area, \$38,854. This municipality also saw the highest absolute increase.

Moving Fulton Forward

Per Capita Income

Per Capita Income Trends, 1989-1999

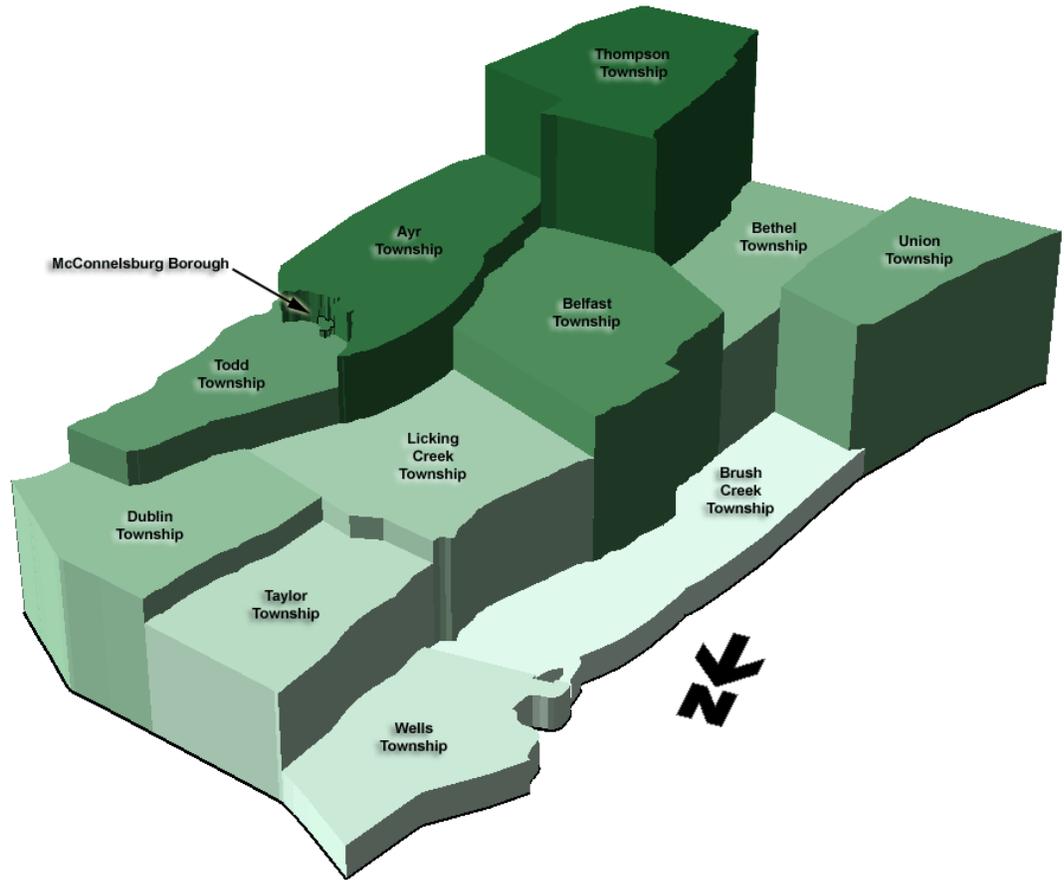
	Per capita income 1989 (1999 Dollars)	Per capita income in 1999	1989-1999 Change	1989-1999 Percent Change
Pennsylvania	\$18,901	\$20,880	\$1,979	10.47%
Fulton County	\$13,794	\$16,409	\$2,615	18.96%
Forbes Road School District				
Dublin Township	\$12,960	\$15,984	\$3,024	23.33%
Taylor Township	\$13,898	\$15,461	\$1,563	11.25%
Wells Township	\$12,146	\$13,746	\$1,600	13.18%
Central Fulton School District				
Ayr Township	\$13,575	\$17,380	\$3,805	28.03%
Licking Creek Township	\$14,309	\$15,940	\$1,631	11.40%
McConnellsburg Borough	\$15,390	\$16,884	\$1,494	9.71%
Todd Township	\$14,834	\$16,726	\$1,892	12.75%
Southern Fulton School District				
Belfast Township	\$13,088	\$16,853	\$3,765	28.77%
Bethel Township	\$13,362	\$15,999	\$2,637	19.74%
Brush Creek Township	\$13,919	\$13,643	-\$276	-1.98%
Thompson Township	\$13,699	\$19,279	\$5,580	40.73%
Union Township	\$13,098	\$16,448	\$3,350	25.57%

*All Income values represent 1999 Dollars
Source: U.S. Census Bureau

- Per capita income increased between 1989 and 1999 in all municipalities except Brush Creek Township, where per capita income decreased by -1.98 percent.
- In the Region, per capita income ranged from \$13,643 in Brush Creek Township to \$19,279 in Thompson Township.
- Per capita income increased by more than 20 percent in 5 municipalities between 1989 and 1999.

Moving Fulton Forward

Per Capita Income, 2000



Moving Fulton Forward

Poverty

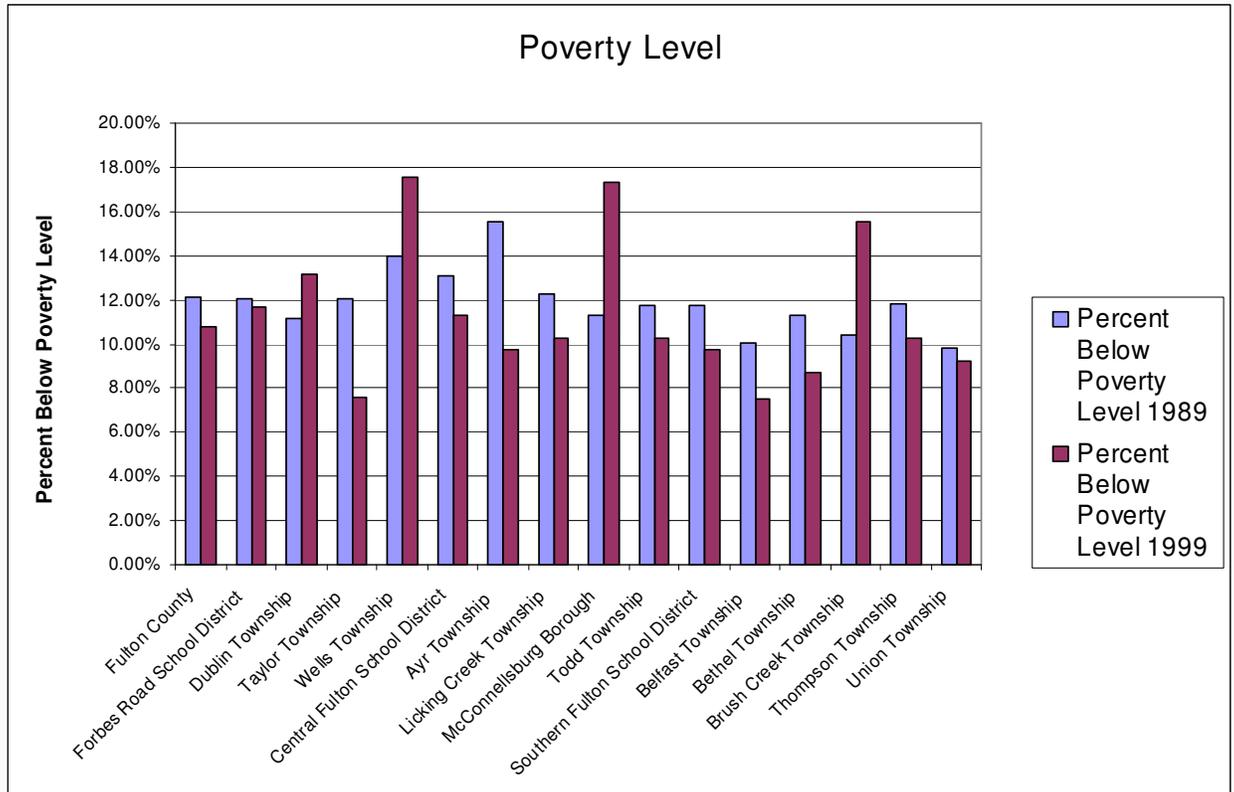
Poverty Statistics and Trends, 1989-1999

	Total Population 1990	Below Poverty Level 1989	Percent Below Poverty Level 1989	Total Population 2000	Below Poverty Level 1999	Percent Below Poverty Level 1999
Fulton County	13,837	1,675	12.11%	14,140	1,529	10.81%
Forbes Road School District	2,862	345	12.05%	3,044	355	11.66%
Dublin Township	1,146	128	11.17%	1,272	167	13.13%
Taylor Township	1,172	141	12.03%	1,230	93	7.56%
Wells Township	544	76	13.97%	542	95	17.53%
Central Fulton School District	6,117	802	13.11%	5,988	676	11.29%
Ayr Township	2,167	336	15.51%	1,975	193	9.77%
Licking Creek Township	1,410	173	12.27%	1,522	156	10.25%
McConnellsburg Borough	1,106	125	11.30%	1,016	176	17.32%
Todd Township	1,434	168	11.72%	1,475	151	10.24%
Southern Fulton School District	4,839	522	11.72%	5,082	494	9.72%
Belfast Township	1,208	121	10.02%	1,339	101	7.54%
Bethel Township	1,317	149	11.31%	1,414	123	8.70%
Brush Creek Township	643	67	10.42%	707	110	15.56%
Thompson Township	1,048	124	11.83%	993	102	10.27%
Union Township	623	61	9.79%	629	58	9.22%

Source: U.S. Census Bureau

Moving Fulton Forward

Poverty Trends, 1989-1999

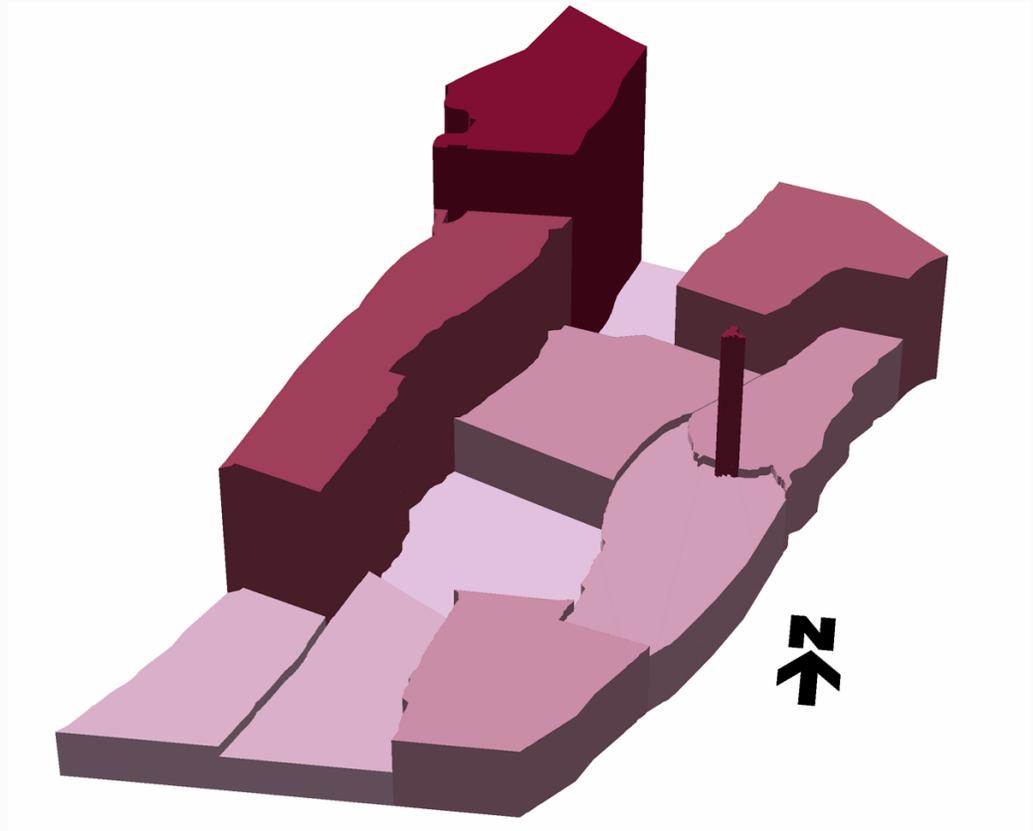


Source: U.S. Census Bureau

- Poverty levels in the Region decreased between 1989 and 1999.
- Poverty levels were higher in 1999 than 1989 in Brush Creek Township, McConnellsborg Borough, Wells Township, and Dublin Township.
- These four townships also had the four highest percentages of individuals below the poverty level in 1999 in the study area.

Moving Fulton Forward

Poverty Levels, 2000



Keystone Opportunity Zones

Keystone Opportunity Zones are defined-parcel-specific areas with greatly reduced or no tax burden for property owners, residents, and businesses. KOZ's have been designated by local communities and approved by the state – a true partnership between each community and region among state and local taxing bodies, school districts, economic development agencies and community based organizations.

The Region has one Keystone Opportunity Zone, the KOZ Fulton County Business Park, located on Cito Road near McConnellsburg. There are no buildings associated with this property, but the property has 110 developable acres. The park lots will be served by in-ground utilities such as natural gas, phone, municipal water, and municipal sewer.

Moving Fulton Forward

Economic Agencies Serving Fulton County

Southern Alleghenies Planning and Development Commission

As a six-county regional planning agency, the Southern Alleghenies Planning and Development Commission (SAP&DC) provides local, state and federal agencies with pertinent information encouraging regional planning. The Commission's expertise in economic development, public infrastructure development, environmental resources, regional data, land use, telecommunications and information systems, homeland security and leadership enhances the planning services that are necessary to promote discussion and frame choices.

The Commission carries out its economic development programs based upon adopted goals and strategies. The Commission is primarily concerned with job creation in the private sector. Specific programs focus on job creation by providing business development services.

The regional committee implementing these activities is the Planning Advisory Committee (PAC) consisting of Commission staff and the six county planning agencies. The PAC meets quarterly to identify and implement regional planning initiatives. (Southern Alleghenies Planning and Development Commission)

Fulton County Chamber of Commerce and Tourism

The Fulton County Chamber of Commerce and Tourism helps to promote business and stimulate the economic successes of Fulton County as a whole. The Chamber maintains a list of business members, a history of Fulton County, a list of area attractions, and a compilation of information on towns in Fulton County.

Fulton Industrial Development Association

The Fulton Industrial Development Association (FIDA) is a non-profit organization that specializes in economic and workforce development. The objective of the organization is to provide a vehicle for cooperative economic development projects, interchange of ideas, intercommunity cooperation, interchange of industrial information, for the economic development and civic betterment of Fulton County.

To meet their set objective, FIDA provides and facilitates the following:

- Assist in the start up of new business ventures, through business planning and lending activities.
- Selectively recruit businesses from outside of Fulton County.
- Own and develop real estate (including Fulton County Business Park).

Moving Fulton Forward

- Access federal, state and local incentive type financing to assist in the creation of new enterprises, growing existing businesses, recruiting businesses new to the county and creating or retaining jobs for the community.
- Maintain and provide pertinent business related information to new and existing business enterprises.
- Work closely with Fulton County Employment and Training to assure that an employable workforce exists for current companies as well as new prospects. FIDA is also a conduit to workforce training dollars for businesses in Fulton County.

What's the Solution?

The Region needs to coordinate this comprehensive plan with all future long range economic development planning efforts so as to carry out a consistent vision of growth, development, and conservation. Specifically, all capital investments towards encouraging economic development must be consistent with the Designated Growth Areas identified in the land use plan.

The Region needs to provide employment opportunities within the area to address the amount of residents that travel outside the area for employment. Opportunities identified should complement existing industries within the region and in surrounding communities so as to build and sustain growth rather than compromise industries in other areas.

The Region should also identify additional secondary education opportunities for its residents to diversify its workforce.

Moving Fulton Forward

The following table provides specific implementation techniques for economic development in the Region:

	Strategy	Why	Who	How
E1	Develop transit oriented development and park and ride lots around the Designated Growth Areas that are centered on interstate roadway interchanges.	By encouraging quality development in these areas the interchange resource will be utilized.	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Council of Government 3. Building Association 4. Local Officials 	<ol style="list-style-type: none"> 1. Coordinate Master Plans around the Designated Growth Areas so as to not duplicate efforts. 2. Establish park and ride lots around the interchanges to support carpooling.
E2	Encourage the development of a secondary education facility in the Region.	<ol style="list-style-type: none"> 1. By providing a well educated workforce the Region can benefit from a more diverse employment opportunities 	<ol style="list-style-type: none"> 1. Fulton County Commissioners 2. Council of Government 3. Building Association 4. School Districts 5. Local Officials 	<ol style="list-style-type: none"> 1. Investigate opportunities for branch campuses for colleges and universities in the State.
E3	Focus infrastructure and aesthetic improvements in the Designated Growth Areas.	<ol style="list-style-type: none"> 1. Fostering quality infrastructure and communities with a sense of place, the Region will be able to market the community. 	<ol style="list-style-type: none"> 1. Local and County Officials 2. Economic Development Corporation 3. Fulton Chamber of Commerce 4. Fulton County Planning Commission 5. Council of Government 6. Local Sewer and Water Authorities 	<ol style="list-style-type: none"> 1. Develop Master Plans within the Designated Growth Area. 2. Adopt mixed use neighborhood design tools and incentives to help maintain and shape the physical character of neighborhoods. 3. Require sidewalks and bikeways in existing ordinances to enhance walkability to local emergency and community facility providers that rely on volunteers. 4. Develop appropriate infrastructure capacity.

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Summary

The natural environment, small town atmosphere, and low crime rate should be promoted in any economic development effort. The council of government needs to work together so as to avoid duplication of opportunities. The Region could experience significant economic growth over the plan period if the recommended implementation strategies listed above are executed.

Moving Fulton Forward

CHAPTER 6:

Land Use

LAND USE GOAL

Preserve and enhance the diversified mix of rural and natural landscapes and uses, including well-planned, low density residential development, in the designated rural resource areas by providing for and accommodating a healthy mix of residential, institutional, industrial, commercial land uses within and around designated growth areas which are planned for and are to be provided with a wide range of community facilities, services and infrastructure.

Land Use and Growth Management

While the region is not projected for significant population growth, in order to Move Fulton Forward the twelve municipalities cannot ignore the significant growth pressures occurring to the east and south of them. Because of this pressure and the premium that residents placed on their rural lifestyle, a growth management approach was crafted to address future land use and design decisions within the region.

Overall Trends and Concerns

Land uses are constantly evolving; however, the existing land use reflects how the entire twelve municipality region appeared in 2003 based on satellite imagery. The region's landscape is shaped primarily by its natural resources, in particular its mountain ranges, valleys, and waterways. The region covers a nearly 440 square mile area, or just over 280,000 acres. Land uses have been broken down based on the following categories:



Figure 7: Mountain ranges and scenic vistas dominate the landscape

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Land Use	Fulton County		Forbes Road S.D.		Southern Fulton S.D.		Central Fulton S.D.	
	Square Miles	Percent	Square Miles	Percent	Square Miles	Percent	Square Miles	Percent
Hydrology	1.4	0.3%	0.3	0.3%	0.5	0.3%	0.6	0.5%
<i>Open Water</i>	1.4	0.3%	0.3	0.3%	0.5	0.3%	0.6	0.5%
Developed Land	3.0	0.7%	1.0	0.9%	1.2	0.6%	0.8	0.7%
<i>Low-Density Urban</i>	2.7	0.6%	1.0	0.9%	1.2	0.6%	0.5	0.5%
<i>High-Density Urban</i>	0.3	0.1%	0.0	0.0%	0.0	0.0%	0.3	0.2%
Agricultural	149.3	34.1%	32.1	30.0%	75.0	35.6%	42.3	35.2%
<i>Hay/Pasture</i>	62.3	14.2%	13.9	13.0%	30.5	14.5%	17.9	14.9%
<i>Row Crops</i>	87.0	19.9%	18.1	17.0%	44.5	21.1%	24.4	20.3%
Forests	269.1	61.4%	69.4	64.9%	126.9	60.3%	72.7	60.4%
<i>Coniferous Forest</i>	9.8	2.2%	2.6	2.5%	5.0	2.4%	2.2	1.8%
<i>Mixed Forest</i>	11.9	2.7%	4.1	3.9%	5.1	2.4%	2.7	2.2%
<i>Deciduous Forest</i>	247.3	56.5%	62.7	58.6%	116.9	55.5%	67.8	56.4%
Wetlands	1.4	0.3%	0.4	0.4%	0.4	0.2%	0.5	0.4%
<i>Woody Wetlands</i>	1.1	0.3%	0.4	0.4%	0.3	0.2%	0.4	0.4%
<i>Emergent Wetland</i>	0.2	0.1%	0.1	0.1%	0.1	0.0%	0.1	0.1%
Extractive Uses	1.1	0.2%	1.0	0.9%	0.1	0.0%	0.0	0.0%
<i>Quarry</i>	1.1	0.2%	1.0	0.9%	0.1	0.0%	0.0	0.0%
<i>Mining</i>	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
Other	12.6	2.9%	2.8	2.6%	6.5	3.1%	3.3	2.8%
<i>Transitional</i>	12.6	2.9%	2.8	2.6%	6.5	3.1%	3.3	2.8%
Total	437.9	100.0%	107.0	24.4%	210.7	48.1%	120.3	27.5%

The Region

The overall growth of the region has been and continues to be influenced by many factors, internal as well as external. Within the county, roads, utility systems, and topography are often the most important physical factors considered in development. One more subtle influence in the development of the county lies in its own geology and soil composition. However, other aspects either directly or indirectly affect the location and shape of development, including, but not limited to school districts and tax rates. In certain situations, external rather than internal influences have the most impact on a community.

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Historically, residential development have been localized and well defined. Examples of these communities include McConnellsburg, Knobsville, Hustontown, Needmore, Warfordsburg, Crystal Spring, and Wells Tannery. The last part of this sentence doesn't make sense.

Recent development patterns within the region have been in the form of low density residential development located along the region's roadway network. This sprawling development pattern has begun to erode the once vibrant villages and Borough and has placed a strain on financing and addressing infrastructure needs.

Much like the residential growth patterns, historical commercial and industrial growth has largely been concentrated in the Borough of McConnellsburg and areas surrounding arterial interchanges along Interstate 70 and 76. Many of the county's smaller communities had established localized supporting commercial areas to suit their daily needs. For example, the Crystal Spring area supports a restaurant and general store, and is in close proximity to the Breezewood commercial center. However, those localized commercial efforts have also begun to erode and have been now been relocated along major collector roadways throughout the region.

Residential, commercial, and industrial land uses have witnessed moderate decentralized growth over the last twenty years but this has not compromised the region's rural composition. An examination of the county's existing land use map shows approximately 95 percent of the region's land area is in farmland and cropland/pasture, with the remaining 5 percent being divided among developed land uses.

Forbes Road School District (Wells, Taylor, and Dublin Townships)

The Forbes Road School District area can be characterized by a landscape dominated by steep topography and forestland with patches of agriculture activity. The region contains many already permanently preserved lands in the form of state forests and game lands. Local villages such as Burnt Cabins and Fort Littleton that provide primarily residential uses with a mixing of local commercial activities are formed at crossroads in the region.

Dublin Township is in the process of providing public sewer infrastructure to the Village of Fort Littleton. The remainder of the region is served by on-lot sewer and water. The Pennsylvania Turnpike traverses the Forbes Road School District area providing an exit at Fort Littleton within the region with the remainder of the region serviced by two-lane collector roads and a local street network. Based on the existing infrastructure present and the terrain of the area, development pressures have not been significant.

The region lies on soils which are largely shale and sandstone based. These soils are generally not as productive as those in the Great Cove area in the Central Fulton School District. Consequently, many farms lying outside the Great Cove area are being subdivided into lots and are being sold to supplement farm income. As a result, farming operations are becoming more widely scattered, smaller, and less intensive, with interspersed single-family residential dwellings.

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*Central Fulton School District (Todd, Licking Creek, and Ayr Townships and
McConnellsburg Borough)*

The Borough of McConnellsburg has remained the center of commercial, industrial and residential activity within the Central Fulton School District area. Historically, a natural pattern of development has occurred with concentric growth taking place outward from the Borough. However, recent development activity in the form of the new Giant Grocery Store and Medical Center campus has begun to compromise the concentric pattern previously witnessed in this area. Much of the growth within this area has occurred along the U.S. Route 522 corridor in Todd and Ayr Townships. Additionally, U.S. Route 30, a limited access roadway, traverses the region and provides high speed travel east/west for area residents.

The soil in the Great Cove area is predominantly limestone based and generally regarded as prime agricultural soil. Productive agricultural operations are the rule rather than the exception in this area, and the farms tend to be contiguous and sizable in relation to those operations located elsewhere in the county.

*Southern Fulton School District (Brush Creek, Belfast, Union, Bethel, and Thompson
Townships)*

Warfordsburg's close proximity to commercial centers such as Hancock, MD, and Berkeley Springs, WV, and the confluence of Interstates 70 and 68 have to a large extent contributed to its growth. The intensity and location of future development expansion in the Warfordsburg area will be highly dependent on the existing location and future expansion of the recently implemented Warfordsburg area public sewer system.

Many homes over the last decade that were once seasonal have been converted to year-round dwellings according to the 2000 US Census. This is due, in large part, to the areas proximity to the Maryland border. It is not surprising that the area's residents display the highest commuting levels outside the state.

“As development encroaches and the countryside becomes more cluttered, it begins to lose those qualities – beauty, open space and tranquility – that make rural life desirable to so many.”

-Mary K. Seville, Fulton County Planning and Mapping Director

Probable Future Land Use Implications

Overall, the implications on future land uses within the region indicate that steady to moderate growth will occur throughout the area. This growth translates into higher land demand in rural areas for fewer housing units and continued erosion of the village and borough core communities.

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Should the current development patterns continue the trend of growth along major road corridors, the effects on the future of the region is clear and will only magnify. Likely effects include:

- Insufficient densities within hamlets, villages, and the Borough to support needed infrastructure such as roads, utilities, and transit.
- Pressure on local tax base, municipalities, and school districts to provide services for scattered development located outside the core communities.
- Continued subdivision and land development activity that occurs along the roadway.
- Increasing traffic congestion along the major collector roads throughout the region.
- Loss or disruption of the cultural landscapes and close-knit community that embodies the region.
- Erosion of the view sheds that are a trademark of the region.
- Loss of prime agricultural lands, natural resources and historic properties.

Growth Management Strategy

To counter these trends and Move Fulton Forward, the Region has crafted a growth management strategy that will maintain the rural way of life and promote compact development and livable communities. This growth management strategy coupled with the conceptual future land use plan will provide the framework to curb the effects of existing land use patterns within the region.

The growth management strategy is broken into two parts:

Rural Resource Area: Identify, preserve, protect, enhance, and restore those areas that should remain rural and place them in a rural resource area. Rather than looking at the rural lands of the region as holding areas for future development, the region has identified these areas as built communities. Minimal growth will occur in this area but the main intent will be to protect the rural landscape.

Designated Growth Area: The purpose of this area is to revitalize the hamlets, villages, and Borough as community nodes and focal points within the region. The designated growth area will maintain compact development, gradually growing outward based on the traditional grid pattern that established these communities, while maintaining a distinctive edge. All infrastructure investment within the region will be focused within the designated growth area. Infill and redevelopment sites will be identified and incentives will be provided to developers to utilize these sites. Design standards will be utilized to complement the existing architectural character of the surrounding community.

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Conceptual Future Land Use Plan

Each type of human activity requires a certain location and environment. The composite future land use plan basic goal is to achieve harmonious spatial relationships among all land use activities. To this end, the pattern and distribution of development should balance natural resources protection with the need to accommodate projected population and the need to foster economic growth.

Today, approximately 95% of the land in the twelve municipalities is associated with the natural or rural landscape, while in contrast approximately 5% has been developed. Because of the overwhelming desire to maintain this balance the conceptual future land use plan has been broken into five land use categories: preserve open space, restricted open space, rural residential, hamlets/villages, and town center development.

The future land use plan was created using a variety of resources. The process of drawing the future land use map with these categories entailed reviewing the existing land use conditions, environmental resources, relation to existing infrastructure and transportation facilities and education of potential development patterns.

The resulting map takes the form of a transect-based future land use pattern for the region. Specifically, the future land plan integrates:

- a range of future land use patterns from open space to a town center setting;
- a promotion of development utilizing existing infrastructure investment regions;
- the protection of environmental sensitive areas;
- intergovernmental cooperation;
- a range of housing types and choices; and
- a community-scale design.

Preserve Open Space:

17.5% of Land Area

This classification shall consist of open space that is protected from development in perpetuity. The classification shall consist of the following:

1. Federally or State Owned Lands
2. Surface Waterbodies
3. Protected Wetlands
4. Riparian Corridors
5. Purchased Open Space
6. Conservation Easements
7. Residual to Cluster Open Space
8. Transportation Corridors

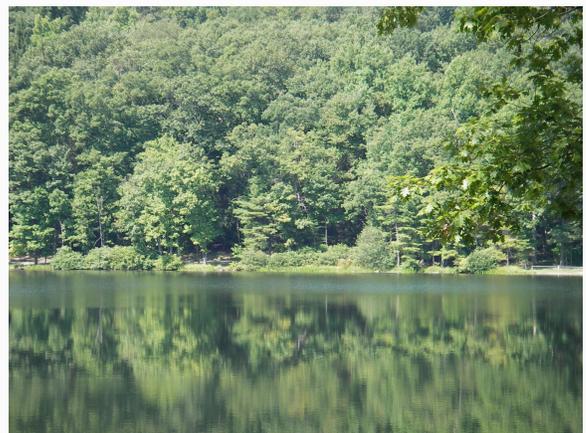


Figure 8: Cowan's Gap State Park

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Restricted Open Space:

14.7% of Land Area

The restricted open space classification consists of open space that falls within the transitional area between preserved open space and rural residential classifications. The intent of this classification is to provide protection for the lands that falls within this classification. The classification shall consist of the following:

1. Flood Plain
2. Steep Slopes
3. Prime Farmlands
4. Viewsheds
5. Recharge Areas for Groundwater Supplies
6. Mining or Mineral Extraction Sites
7. Natural Diversity Areas
8. Carbonate Geology Areas
9. Historic Structures



Figure 9: Farmlands in Ayr Township



Figure 10: Low Density Residence in Buck Valley

Rural Landscape:

67.2% of Land Area

The rural residential classification shall be assigned to those locations that lend themselves to larger lot low density residential and open space land uses. The classification shall consist of the following:

1. Low Density Residential
2. Woodlands
3. Farmlands

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Hamlets/Villages

.3% of Land Area

The hamlets/villages shall be assigned to those locations that have been planned previously or based on existing grey infrastructure lend themselves to a crossroad community. The classification shall consist of the following:

1. Low Density Residential
2. Medium Density Residential
3. Commercial
4. Professional Services
5. Industrial Services
6. Civic Structures
7. Recreational Facilities
8. Educational Institutions



Figure 11: Village of Hustontown

Town Center

.3% of Land Area

The town center classification shall be assigned to areas already developed and having the potential to be modified or completed in the pattern the original town was created. The classification shall consist of the following:

1. Low Density Residential
2. Medium Density Residential



Figure 12: McConnellsborg Borough

3. High Density Residential
4. Commercial
5. Professional Services
6. Industrial Services
7. Civic Structures
8. Recreational Facilities
9. Educational Institutions

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Land Use Regulations

The Pennsylvania Municipalities Planning Code (MPC) provides the legal framework for local governments to enact, administer and enforce both zoning, and subdivision and land development regulations. Zoning is a method a community may use to regulate the use of land and structures and is designed to protect public health, safety, and welfare, and to guide growth. In contrast, subdivision and land development regulations do not control which uses are established within the municipality nor where a use or activity can or cannot locate; rather, it controls how a use or activity relates to the land upon which it is located.

Land use regulations are not prevalent in the region. For example, Fulton County does not have a county-wide zoning ordinance nor does it have a subdivision and land development ordinance. In addition, of the twelve municipalities, only McConnellsburg Borough has adopted a zoning ordinance. However, all municipalities have adopted a subdivision and land development ordinance.

Design Concepts

Unlike much of Pennsylvania, the region has not witnessed subdivision activity that has affected larger lot sizes. Rather, the majority of subdivisions that have been recorded with the region have been typically less than five lots located along the roadway. It is expected that this type of development activity will continue to reoccur throughout the region. However, over the next ten years in which this Plan has been developed it is anticipated that one of the following development styles will be introduced within the region:

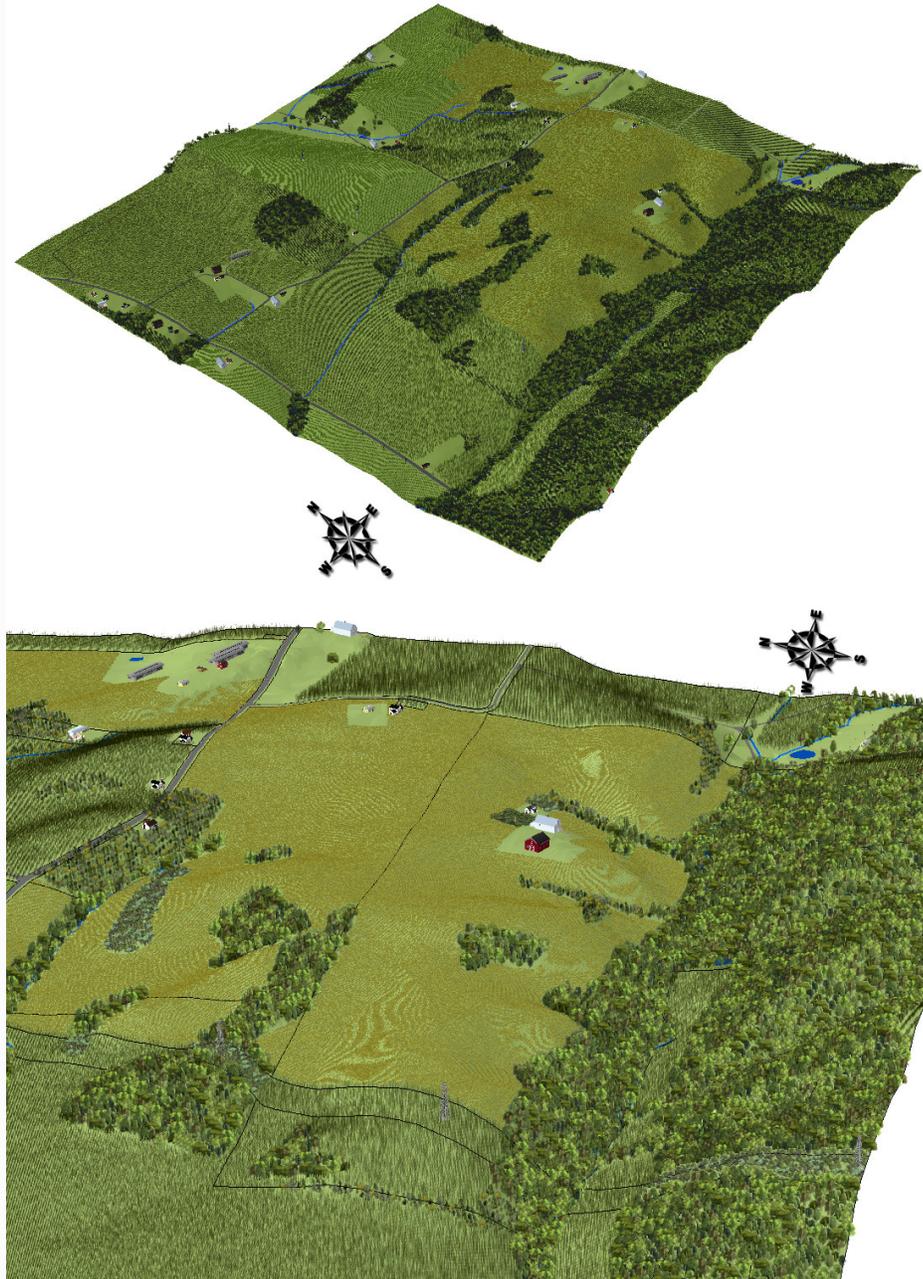
- Conventional Subdivision Design
- Traditional Neighborhood Design
- Conservation Subdivision Design

As part of the comprehensive plan process, the steering committee received a newsletter outlining the development styles and participated in a visual identification activity based on their education of each of the development styles. Further, the steering committee was asked which of the three alternatives design concepts they preferred to see within the region over the next ten years. The applicable descriptions and exercises have been incorporated.

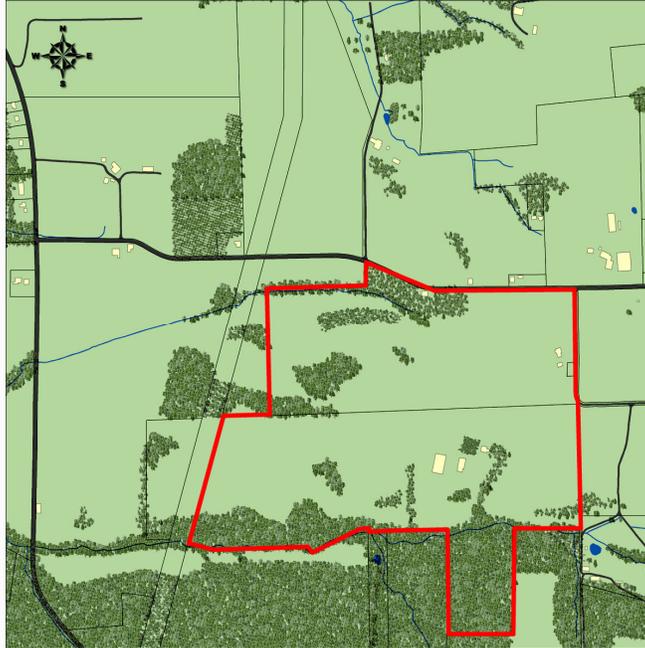
To visualize design concepts, sometimes it helps to look at an imaginary property, and see it developed in different ways. The imaginary property represented by these two graphics is a 145-acre farm located on a rolling valley floor, similar to those found in Fulton County. The farm is made up of two separate parcels: a 55-acre parcel to the north and a 90-acre parcel to the south. In addition to cropland, there is the farmstead located at the center of the property, and three other residences scattered around its border. Along its eastern boundary is a small family cemetery; to its south a steep, wooded hill, to the west a utility easement for a high-tension transmission line and to the north, neighboring farms and orchards. The entirety of the farm is considered for development in each of the design concepts.

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Undeveloped Tract



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For easy comparison, each design example has been developed to roughly 115 housing units. Along with each example is a plan drawing (similar to a tax parcel map) to provide a sense of how the tract could be laid out. With each, there is also a three dimensional rendering to give a better idea of what each plan ultimately would look like in the real world.

Conventional Subdivision Design

This type of development typically involves the creation of building lots that are designated primarily for single-family housing and often exceed the minimum lot size requirement. Usually, most of the property within a conventional development is incorporated into private individual lot ownership. Public open space is rarely a key element in conventional subdivision design, but it can be incorporated through the adoption of Open Space Ordinances by the municipality. The street network may include connecting streets, but often makes extensive use of the cul-de-sac street design.

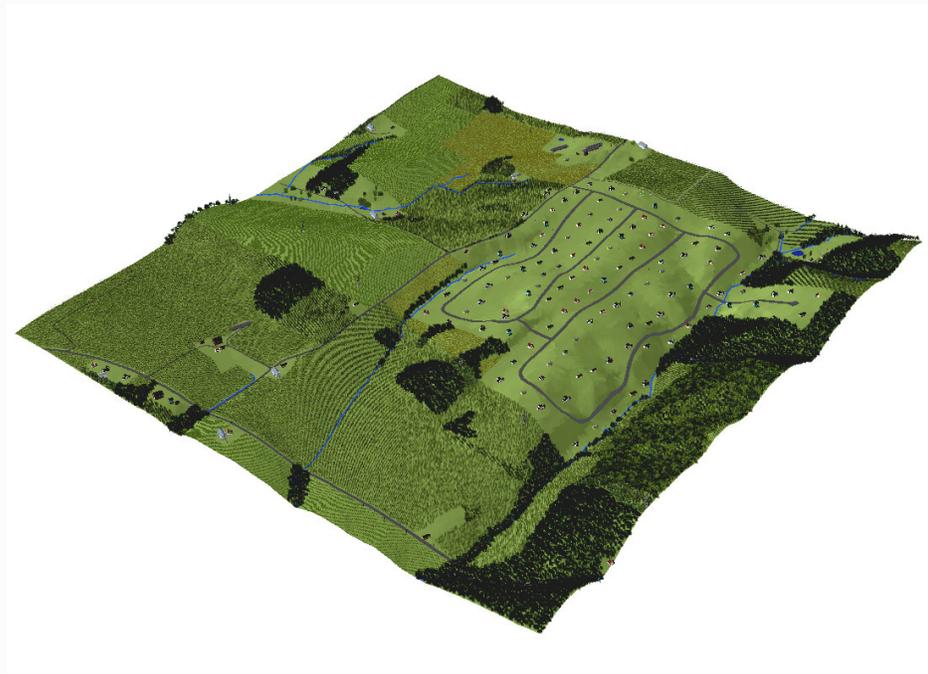
Some of the major components that frequently evolve from a conventional subdivision design include:

- **Separation of uses:** Shopping, work, home, school and recreational activities are separated into distinct areas that are only accessible by automobile.
- **Large lots:** Oversized lots used for residential purposes create overly long streets and large lawns requiring care. It is also more difficult and more costly for local governments to run public utilities to these developments.

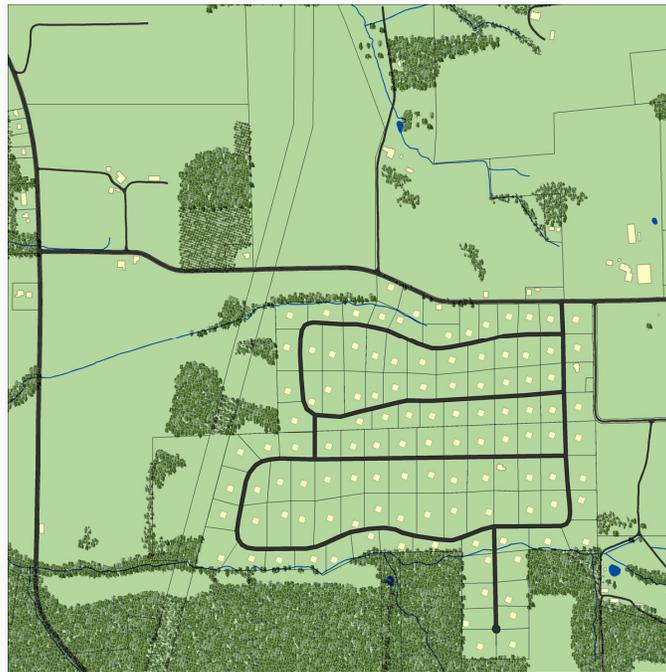
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- **Strip Shopping:** Commercial establishments are located in strip malls along high volume collector roads. Residents must rely on their cars to fulfill their daily needs. Buildings are not held to the architectural standards found in neighborhoods and often represent non-descript boxes.
- **Excessive parking:** Parking has been designed to provide for the extreme maximum case rather than the most frequently-occurring scenario. Parking lots for shopping centers and malls have been designed for the Black Friday shopping crowd rather than the typical use patterns, resulting in over half of the lot being left unutilized most of the time.
- **Oversized roadways:** Wider roadways and intersections can encourage increased speed, making walking less pleasant and more dangerous.
- **Lack of integrated civic institutions:** The typical residential subdivision does not allow for the mix of uses, forcing people to drive to get to work, commercial centers and schools.
- **Lack of coordinated open space:** Open spaces in conventional subdivision design are usually an after-thought and only include areas that are unsuitable for development. This leads to uncoordinated areas of open space in the community.

Conventional Subdivision Design Renderings



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Traditional Neighborhood Design

Traditional Neighborhood Development, or Traditional Neighborhood Design, is a principal that has gained acceptance in recent years as a viable design standard for suburban communities. Traditional Neighborhood Development, (TND), creates village-like neighborhoods with housing for a diverse population, a mix of land uses, walkable streets, public space, which is a focal point for the neighborhood, integrated civic and commercial centers and accessible open space. Traditional neighborhoods are more compact communities that are designed to encourage bicycling and walking for short trips. This is accomplished by providing destinations that are close to home and work and by providing sidewalks and a pleasant environment for walking and biking.

Traditional Neighborhood Development is a concept of New Urbanism. New Urbanism combines aspects of 18th and 19th century American and European towns with a consideration for modern elements such as the automobile.

Elements of New Urbanism and Traditional Neighborhood Development (TND) include:

- **Limited Size:** A village or neighborhood is limited to a ¼ mile radius (up to 200 acres), or a five minute walk from the center to a clearly defined edge. People can walk to school, the grocery store, and restaurants and to public recreation. This is especially important for those who do not drive, such as children and the elderly. Size and density together are crucial factors for a neighborhood to work well.
- **Mixed Uses:** The inclusion of retail and commercial activity with residential uses brings the needs of life within walking distance for all ages and social groups. A variety of housing types is a standard element, including single family, duplex, townhouses and apartments over shops, which can bring safety and vitality to the town center. Additionally, the locations of schools often define a neighborhood.
- **Street Network:** A traditional grid or web pattern creates a more explicable system and more choices for travel routes, which is effective for pedestrians as well as automobiles. A grid of streets creates several alternative routes, as opposed to one or two collector streets that are found in conventional subdivision design. The increased amount of alternate routes results in a traffic pattern that is more dispersed and less congested. On-street parking slows traffic down and acts as a buffer between pedestrians and moving traffic, making the area more pedestrian friendly. Typical speed limits in a TND are 20 to 25 miles per hour. Vehicles are accommodated without being domineering.
- **Alleys and Lanes:** Alleys are often discouraged from conventional subdivision design because driveways and garages are accessed from the front of the house. In a TND, alleys give secondary access to properties for residents or for commercial deliveries. Locating parking garages, unsightly utilities, and garbage collection in the rear of a property preserves the beauty of the streetscape.
- **Sidewalks and Pedestrian Paths:** An emphasis on “walkability,” or the needs of the pedestrian, makes various destinations accessible to all residents, including children and the elderly. Sidewalks in a TND are often designed to be 5 feet wide to allow two pedestrians to walk side by side. This fosters a safe and pleasant

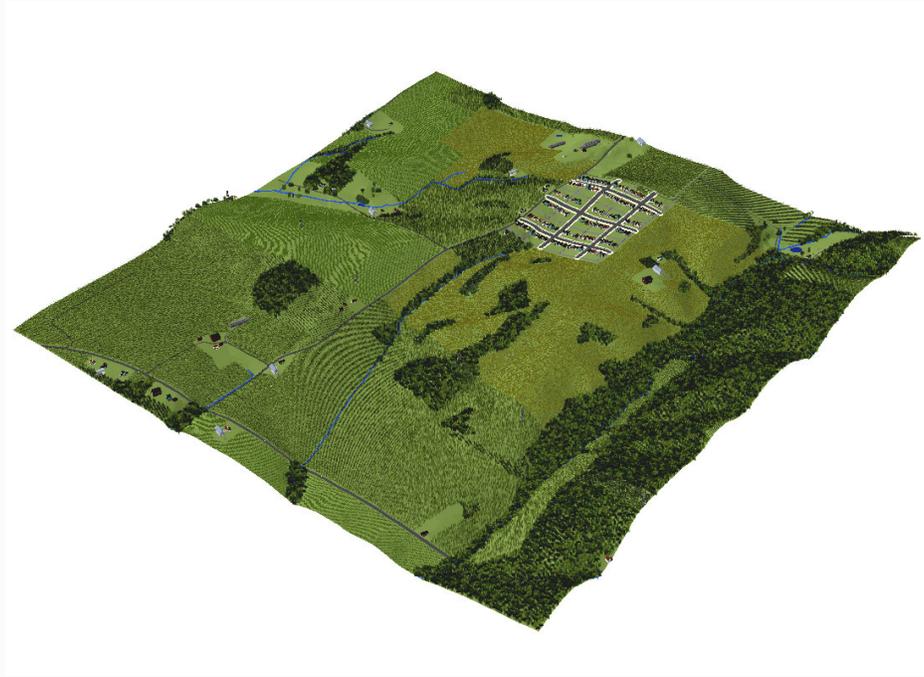
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walking environment, as opposed to the 4-foot wide sidewalks that are often found in conventional subdivision design. Street lights are often shorter and closer together in a TND than in a conventional subdivision where there are large, efficient luminaries on high poles spaced at relatively large distances. The purpose of street lights in both types of development is to illuminate the street for safer vehicle operation, and to improve pedestrian and neighborhood security. Placing an increased number of street lights with shorter poles closer together still lights the street but is less obtrusive to adjacent properties and allows the nighttime sky to be seen.

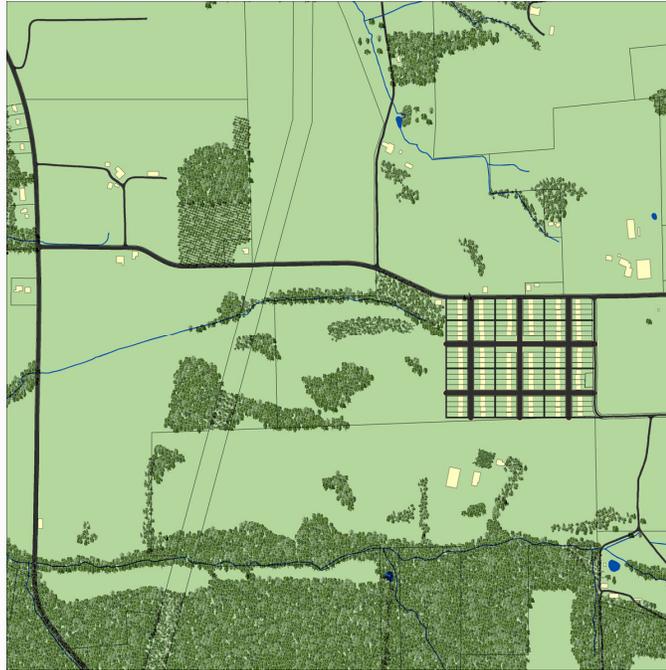
- **Town Center and Square:** The town center and square should serve as a central focal point for community life, providing a special place for public events and an appropriate place for mixing retail, civic and business life. The neighborhood's main street should support healthy businesses that are vital to a durable neighborhood and located at the core.
- **Shallow Setbacks:** Placing buildings close to sidewalks creates a friendlier "outdoor room." Distances across streets and from building to building do not exceed five times the building height. The goal is to integrate residential activity and street activity. In conventional subdivision design, front setbacks are 15 feet or more for several reasons - it allows for road widening, allows sunlight to reach buildings and improves air circulation.
- **Outbuildings:** Secondary structures located at a rear alley allow for off-street parking, storage, workshop space, home offices or a rental apartment or guest house.
- **Porches:** Front porches create space for a sociable transition from the public street to the private home and provide shelter and shade.
- **Building Types:** Structures should be designed for adaptation from one use to another, as the market dictates, emphasizing local historical style.
- **Open Space:** A variety of types of open space are included for specific needs. Whether it is a central plaza or square, a neighborhood playground or a green buffer, it is the shared common places such as these that most clearly show the character of a community, that brings nature into the human environment.
- **Edges and Gateways:** Clear edges and natural gateways create well defined places with character that nurture the residents' sense of place of their community. Boundaries also define the ways in which the community is connected to the surrounding neighborhoods.
- **Defining Views:** Memorable views are key visual references and the heart of a neighborhood's identity and character. A monument or tall building at a curve in a street helps to visually create a sense of place as well.

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Traditional Neighborhood Design Renderings



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Conservation Subdivision Design

Also called Open Space Design, conservation subdivisions balance the protection of sensitive, environmental features with the development rights of property owners. The primary difference between conservation subdivisions and conventional subdivision is the location of the homes on one part of the parcel, sometimes referred to as clustering. The density of development is clustered on the more buildable portion of the property, leaving the balance to be protected as a nature preserve or open space. Housing is designed to compliment the aesthetic views of the preserved land and streets are designed to access the residential community in a manner that minimizes disturbance of natural areas. The resulting subdivision has a more compact area of development, but involves less paving and retains more open space when compared to conventional development. Conservation subdivision designs are especially appropriate in areas containing steep slopes, woodlands and stream corridors.

Conservation subdivisions can be formalized within an ordinance. One of the more popular methods advocated by Randall Arendt is a four-step process that first identifies primary and secondary conservation areas, then designs open space to protect them, next arranges houses outside of those protected areas and finally lays out streets, lots and infrastructure.

Conservation subdivision does not work in all areas or for all communities. Like other forms of development, there are positive and negative aspects associated with conservation subdivision design.

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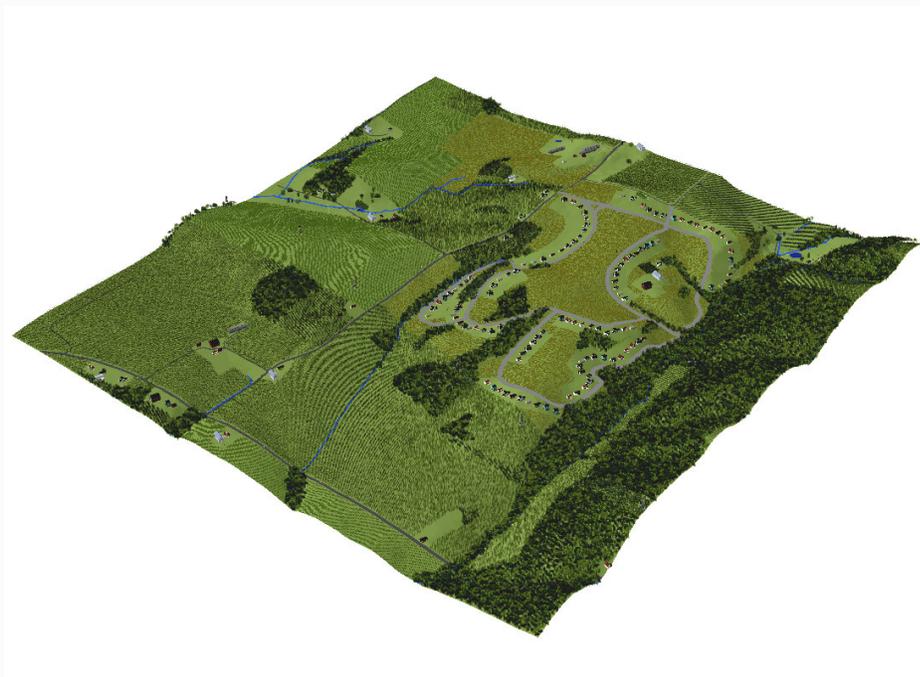
Benefits of development through conservation subdivision design are:

- Open space design achieves a community goal of preserving open space at the same density standard.
- None of the land is taken for public use unless the developer/owners want it to be.
- There are a variety of ownership choices.
- If implemented under a plan and with conservation as the motivation, potential benefits lie in what is not included. For instance, the design does not:
 - Require public expenditure of funds
 - Depend on landowner charity
 - Involve complicated regulations for shifting rights to other parcels
 - Depend upon the cooperation of two or more adjoining landowners to make it work.

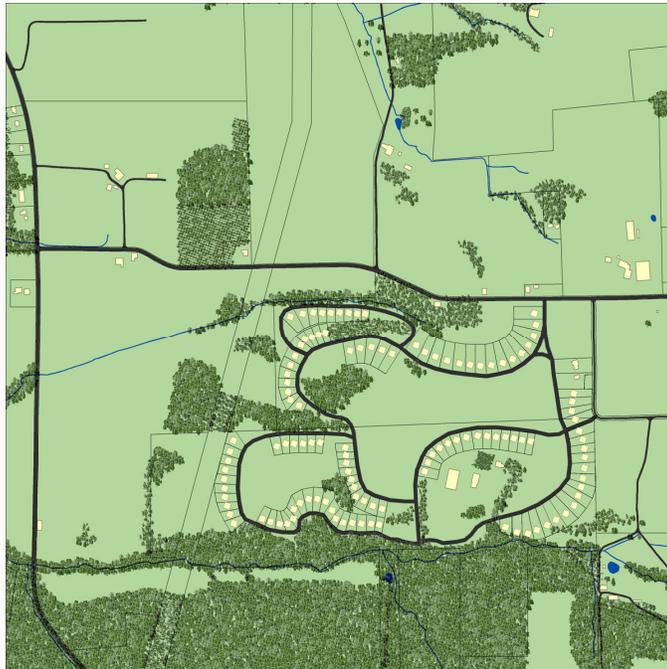
Negative aspects of conservation subdivision design that should be considered include:

- It does not solve all of the problems of a community.
- Conservation subdivision design should take place with a planning framework and conservation goals in place.
- These subdivisions should connect to a broader network of conservation areas, if not a community will have a chopped up landscape.
- Conservation subdivisions that are not attached to already developed areas and are not connected to services result in poor land-use practices.
- Conservation subdivisions do not always decrease the need for the automobile and may not provide affordable housing.

Conservation Subdivision Design Renderings



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Preferred Development Designs

Upon education of the various modern development designs the Steering Committee participated in a survey process in which the members indicated they preferred the following development styles to be encouraged within the region over the next ten years:

- 9% Conventional Subdivision Design
- 54% Conservation Subdivision Design
- 37% Traditional Neighborhood Design

The twelve municipality region is diverse and contrasting; therefore, some policy recommendations are not suited for all municipalities.

	Strategy	Why	Who	How
L1	Educate residents, developers, local officials on key regional land use initiatives.	Through education the local officials, Council of Government, Building Association and Fulton County Planning Commission can make better decisions and respond faster to changes.	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Council of Government 3. Building Association 4. Local Officials 	<ol style="list-style-type: none"> 1. Annually review land development activity to determine growth needs. 2. Work with the local newspapers to publish land use related articles. 3. Place land use related projects and updates on the County web site.

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L2	Utilize the growth management strategy as the framework for providing the desired land use patterns and infrastructure investments.	<ol style="list-style-type: none"> 1. Plan for 90% of the region's growth to occur in the designated growth area. 2. Plan for the remaining 10% of the region's growth to occur in the rural resource areas. 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 	<ol style="list-style-type: none"> 1. Utilize the Official Map to control future development patterns. 2. Prioritize all infrastructure investments on the DGA areas. 3. Work with preservation programs to protect the lands in the rural resource areas. 4. Create Specific Plans for the DGAs to anticipate future growth and the infrastructure's carrying capacity.
L3	Foster mixed-use and walkable neighborhoods within the DGA to encourage alternate residential and non-residential land uses within the Region.	<ol style="list-style-type: none"> 1. Enhances Air Quality 2. Enhances Existing Roadway Capacities 3. Provides affordable housing options 4. Diversifies the commercial opportunities 	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Council of Government 5. Southern Alleghenies Planning and Development Commission 	<ol style="list-style-type: none"> 1. Develop Master Plans within the DGA that consider alternative modes of transportation. 2. Adopt mixed use neighborhood design tools and incentives to help maintain and shape the physical character of neighborhoods. 3. Require sidewalks and bikeways in existing ordinances.
L4	Discourage continued development activity that subdivides exclusively along roadway corridors.	Enhance transportation infrastructure through corridor protection, increases safety, stops sprawling developments, and protects scenic vistas.	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Southern Alleghenies Planning and Development Commission 5. Council of Government 	<ol style="list-style-type: none"> 1. Update local and County subdivision and land development ordinances to include access management techniques. 2. Utilize the Official Map to protect right-of-ways for new street, sidewalk, and trail connections. 3. Work with developers to consider other styles of subdivision.

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Summary

The Region does not contain rigid land use ordinances that regulate the amount of growth that can occur. The Steering Committee expressed some interest in regional zoning but the majority did not feel the growth pressures, as they exist at the time of the plan, necessitate the need for the development of an ordinance. Moving Fulton Forward recognizes that every community is unique, with distinctive characteristics. Therefore, the primary responsibility for land use decisions will remain with local governments. However, the County Planning Commission felt the Region needed some layer of protection against future development. This layer of protection will come in the form of many initiatives but namely a countywide official map, subdivision and land development ordinance updates, designated growth areas master plans, continued monitoring of development activity and coordinating infrastructure investments with the established growth areas within the region.

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CHAPTER 7: *Transportation*

TRANSPORTATION GOAL

Ensure a safe, adequate, diversified multi-modal transportation system and network, serving both the existing and future transportation needs of the residents and business owners, accommodating through traffic in order to protect and enhance local communities as well as the various modes and desired levels of service.

The Role of Transportation

As a result of demographic and lifestyle changes occurring across the country, there is a renewed interest in compact, mixed use communities possessing diverse housing, shopping, working, open space and civic uses within the last decade known as transit-neighborhood development (TND). These same community styles can be developed around and provided with a public transportation system which is commonly referred to as transportation oriented development (TOD). Nevertheless, it is also true that many modern communities over the course of the last forty years have focused on accommodating the automobile, sometimes to the expense of other modes of transportation and regional connectivity.

The region has diverse communities offering an endless variety of cherished and authentic places, each with a history of its own. Sheltered by its natural landscape, the region has not lost its sense of identity and erosion of its community unlike other faster growing regions that surround them. The “slow growth” has preserved the crossroads, hamlets, and towns that dot the landscape of the region and preserved its rich diversity. However, it is this individuality and uniqueness that makes the region a target.

“The lack of and condition of existing sidewalks in McConnellsburg, roads not being truck friendly and the condition of guardrails in the region is problematic for future growth.”

-Concerned Citizen of the region in January 2006 public meeting

Overall Trends and Concerns

- Current residents who do not have automobiles have very limited alternate modes of transportation to access employment, shopping, recreation and other basic needs and opportunities.
- The “slow growth” pattern the Region has experienced provides an opportunity to proactively plan for future transportation infrastructure instead of reacting to traffic problems after significant development occurs.

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- Historically, transportation systems have greatly contributed to the county's population and economic growth trends, and will continue to do so in the future. But, as both the county and the region continue to grow, greater demands will be placed on these systems. Therefore, effective transportation planning activities at both the local and regional level must be undertaken to facilitate the efficient movement of people, goods, and services throughout the county and region.
- Land use and traffic impacts in relation to increased development pressures are beginning to occur specifically along the U.S. Route 522 corridor. A lack of land use planning and enforcement has allowed uncontrolled road access that creates a variety of safety and aesthetic problems along this corridor. Corridor analyses and effective land use planning strategies and regulations should be introduced to increase motorist safety, maintain corridor mobility, and preserve corridor aesthetics.
- There are currently no park-and-ride facilities that exist within the Region.
- There are currently no active or abandoned freight or passenger rail facilities in the County.
- There are currently no general service or public use airports in the County.
- Many of the County's bridges are in need of replacement; but they are also historic structures that should be carefully rehabilitated.
- Maximum acceptable grade for most rural and urban roadways is approximately 10% at 30 mph design speed. There are many areas within the Region where this limitation is exceeded. New roadways should be planned such that they avoid areas exceeding 10% slope at 30 mph. Additional potential barriers include water features and historic structures.

What Kind Of Transportation Facilities and Systems Exist in the Region?

Roadway Infrastructure

The functional classification of highways and roadways is established in the Pennsylvania Department of Transportation (PADOT) Highway Design Manual. The classification system is divided into two major systems-Urban Area and Rural Area. These systems are then further divided into four roadway classes:

1. Interstate and Freeways: These are fully controlled access highways with no at grade intersections or driveway connections. These systems are arterials that do not have standard intersections requiring traffic control devices such as stop signs and traffic signals. Furthermore, these roadways qualify for federal aid.
2. Arterials: These roadways carry long-distance major traffic flows between major activity centers such as towns and large shopping/employment centers. Arterials allow travel between regions and therefore, form the backbone of a roadway network. This class of roadway is designed to carry large volumes of traffic as efficiently as possible. These roadways qualify for federal aid.

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3. **Collectors:** These roadways link local streets with the arterial street systems. Collectors do what their name implies; they collect traffic from local roads and streets. They do not qualify for federal aid but are funded through municipal liquid fuels tax revenues.
4. **Local Roads:** These roadways serve shorter local trips. Local roads primarily function to provide access to abutting land uses. These roadways generally have low speed limits and low traffic volumes. They do not qualify for federal aid, but are funded through municipal liquid fuels tax revenues.

The functional classifications of roads within the County provide a balance of all four types. Almost 70 percent of the roadways within the region are classified as local. The second largest roadway classification is collectors, comprising just over 15 percent of the total. The remaining roadways are classified as arterials, comprising ten percent, and freeways comprising only five percent.

The County's State roads and highway facilities are overseen by the Pennsylvania Department of Transportation's District (PennDOT) 9-0 office located in Hollidaysburg. The local district office (District 9-4, McConnellsburg) is responsible for the maintenance and operation of the region's state highways and Interstate 70. According to PennDOT, there are over 730 miles of roadways traversing the County. These roadways are operated and maintained by multiple jurisdictions, which include the Pennsylvania Turnpike Commission, PennDOT, the twelve municipalities that comprise the Region, and other agencies.

Public Transit Infrastructure

Many rural communities respond to the public's need for transportation to jobs, shopping, and social opportunities with demand responsive bus or van service. Many of these public transportation services can personalize the ride by changing the route and pick up/drop off time if a rider calls with special needs.

Rural transit service is provided by the Bedford-Fulton-Huntingdon Area Agency on Aging. The service is provided primarily to Bedford, Fulton, and Huntingdon Counties with secondary service to medical facilities throughout Pennsylvania and parts of Maryland and West Virginia. The service operates from 8:00 AM to 4:00 PM, Monday through Friday, with no holiday service. Reservations for the service must be made 24 hours in advance for access and the service is based on a demand response system. The majority of patrons are 60 years of age and older. The service is funded by various sources including the Shared-Ride Program, Act 26, Fulton County Partnership, the Human Services Development Fund, AAA, medical assistance, program income, and County funds. Services for the Region's residents are arranged by contacting the McConnellsburg Transportation Office.

Fulton County Partnerships offers several programs that provide public transit opportunities. The Medical Assistance Transportation Provider (MATP) transportation services that are needed to get to and from medical assistance providers. The Employment Transportation

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Assistance Program provides assistance to residence of the County for transportation to work, work travel financial assistance, vehicle repair, and other work-related transportation needs.

Public transit stations with park-and-ride lots with more than 500 spaces or 5,000 daily bus or rail passengers are considered major inter-modal facilities within the Federal Highway Administration (FHWA) guidelines. Currently, no park-and-ride facilities exist within the Region.

Rail Infrastructure

There are currently no active or abandoned freight or passenger rail facilities in the Region. AMTRAK facilities are available at stops in Harrisburg, Lewistown, Huntingdon, Tyrone, Altoona and Johnstown. Also, Hancock, Maryland, which borders the County from the south, is currently attempting to receive passenger service from Washington, D.C.¹

Trail Infrastructure

Historically, transportation plans have not included the needs and requirements of bicyclists and pedestrians. As people become more health and environmentally conscious, bicycling and walking represent potentially reliable and attractive alternatives to motorized modes. Recreational trails existing in Fulton County include the following:

Link Trail: This trail crosses a portion of Dublin and Todd Townships in a north - south direction.

Reichley Brothers Rail/Trail: Located in Wells Township, this trail begins near the North Valley Road (S.R. 915) and continues northward to the Wells/Taylor Township municipal boundary.

Tuscarora Trail: Located in eastern Fulton County, this trail follows the boundary of Fulton and Franklin Counties.

Pike to Bike Trail: This is a ride along an 8 mile stretch of closed highway, formerly part of the Pennsylvania Turnpike. Located in Western Fulton County, the trail contains two tunnels: Ray's Hill Tunnel (.7 miles long), the shortest tunnel on the PA Turnpike and Sideling Hill Tunnel (1.3 miles long), the longest tunnel.



Figure 13: Pike to Bike Trail

¹ LONG-RANGE TRANSPORTATION PLAN: SOUTHERN ALLEGHENIES PLANNING AND DEVELOPMENT COMMISSION 2003

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Additionally, the Fulton County Economic Development Corporation, in cooperation with the Fulton County Heritage Committee, was able to secure financial assistance from the Southwestern Pennsylvania Heritage Preservation Commission to develop the Fulton County Trails Master Plan in May 1996. The plan identifies existing and potential recreation trail corridors which connect the County's natural and cultural heritage resources and features to enhance the County's economy. Additionally, the plan indicates opportunities and general strategies for partnering, fundraising, constructing and maintaining hundreds of miles of recreational trails. The plan suggests over 406 miles of recreational trails, including 192 miles of pedestrian and equestrian trails, 64 bicycle touring routes and over 150 miles of automobile touring routes within Fulton County as well as identifying immediate, short term and long term trail planning projects.

The Heritage Route is an historical driving trail that allows drivers to appreciate the history and historical sites of the County. This Route is a segment of the "Path of Progress" that consists of a 500-mile driving tour through nine southwestern Pennsylvania counties and linking heritage sites. The "Fulton County Heritage Route" originates at the intersection of U.S. 30 (Lincoln Highway) and U.S. 522 in downtown McConnellsburg and proceeds north along S.R. 1005 (Aughwick Road) and south along U.S. 522 (Great Cove Road) to the Huntingdon County and Maryland State lines, respectively. A total of 23 historical sites are identified along the Path of Progress and the Heritage Route, including Fort Littleton, Burnt Cabins, Cowans Gap, Historic McConnellsburg, Asbury Church, and others.

Air Infrastructure

There are currently no general service or public use airports in the Region. Public use and commercial airport facilities are located in nearby Bedford, Franklin and Huntingdon counties, Pennsylvania and Washington County, Maryland.

Roadway Conditions

1. Volumes

Traffic volumes are highest on the interstate and freeway corridors, and lowest on local roads. The Pennsylvania Turnpike (I-76) and Interstate 70 provide excellent east-west and north-south high speed limited access travel for the County's residents.

In terms of other north-south roadways, the US Route 522 Corridor provides the highest volumes of regional/local traffic volumes. In particular, the US Route 522 Corridor between US Route 475 and McConnellsburg Borough contains the highest volumes which are associated with residents commuting from the Borough accessing east-west roadways. The development along this corridor is minimal with few constraints that would preclude significant future widening of the corridor.

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2. Surface Conditions

In Pennsylvania, the International Roughness Index (IRI) is used to identify the condition of a roadway by quantifying general roughness. Test-road engineers have developed this concept to define the smoothness and rideability of the roadway surface. This measure incorporates the characteristics of roadway deformation and surface deterioration such as cracking, spalling, potholing, and patching. The lower the coefficient is the smoother the roadway surface. The range of values used in determining roadway roughness is between zero (perfectly smooth) and 999 (impassable).

This index is one of the criteria used to help categorize needed roadway improvements. A majority of the roads in the County have an IRI primarily in the "smooth" and "medium" ranges. However, there are 21 segments of roadway that have an IRI in the "rough" range throughout the County. Each of these segments should be closely monitored for further deteriorating conditions. Additionally, there are three segments of road in the County that are considered "very rough" based on this criterion. Two of these segments are located on S.R. 3017 in Brush Creek Township as well as one segment of U.S. Route 522 in Bethel Township. The Fulton County Transportation Information System (TIS) provides a more detailed review of the County's IRI classifications.

3. Crash Statistics

Historical crash data is useful in determining which roadways and intersections are problematic or hazardous locations. According to the TIS, two segments along Interstate 70, which include the area near the Town Hill interchange in Brush Creek Township and an area west of the Amaranth Interchange in Union Township, and Lincoln Way East in McConnellsburg Borough are identified as locations having "accidents above average."

4. Topographic Constraints

The region contains several major ridges and exhibits a rolling topography which makes many areas impractical to build new connecting roadways due to prohibitively high costs and/or unacceptable impact to natural landscape features.

Maximum acceptable grade for most rural and urban collectors is approximately 10% at 30 mph design speed. There are many areas within the County where this slope limitation is exceeded. New roadways should be planned such that they avoid these areas. Additional potential barriers include water features, surface bedrock and historic structures.

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5. Inadequate Bridges

The sufficiency rating of bridges is a composite measure used to rate bridge structures. This derived statistic is computed automatically using the summed measure of the "Structural Adequacy and Safety Component" rating, the "Serviceability and Functional Obsolescence Component" rating, and the "Essentiality for Public Use Component" rating in PennDOT's Bridge Management System (BMS). If the bridge sufficiency rating is found to be between zero and 49.9, the structure is eligible for replacement. Ratings between 50 and 79.9 define the structure's eligibility for repair of construction only. If this rating is greater than or equal to 80, no federal monies are allowed to be programmed for improvements.

PennDot has identified a total of 122 bridges requiring no improvements (rated 80-100), 84 bridges eligible for construction repair funding (rated 50-79.9), and 18 bridges that are eligible for replacement funding (rated 0-49.9) in the County. Most of the bridges in the County were built before 1920 and have long exceeded their 50 year life span. Many clearly need replacement but are also historic structures that should be carefully rehabilitated.

What Kind Of Transportation Will Be Needed?

The County has not been faced with rapid development and its limited transportation infrastructure is able to maintain current traffic demands. This plan can recommend status quo transportation infrastructure improvements, but by doing so will likely lead to a disjointed automobile driven roadway system that struggles in providing efficient circulation alternatives for its current and projected residents.

Based on the population forecasts prepared for the plan, the transportation infrastructure for the region will need to change during the next 20 years. The plan's direction of diversified housing opportunities within Designated Growth Areas will place a strain on the existing transportation infrastructure's carrying capacity. The sustainable development patterns suggested within the Land Use Chapter need to be fully supported by sustainable infrastructure investment. The County should begin to address future transportation infrastructure needs today, while few built obstacles that would necessitate retrofitting ideas into landscapes to cope with traffic associated with new development are in place.

Based on the Growth Management Strategy identified in the Land Use Chapter, the County should focus its infrastructure improvements to the Designated Growth Areas. Infrastructure improvements that are located in the Rural Resource Areas will only receive attention when hazardous conditions are present.

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New Transportation Types to Consider

1. Alternative Modes:

Currently, the use of alternative travel modes within the region is minimal. As such, by appropriately planning and coordinating alternative modes of travel into the region there is a great potential to absorb future trip demands. Growth in the use of alternative modes- specifically walking, bicycling, and public transit- represents the most cost-effective means of addressing future trip demand. By encouraging alternative modes of transportation the County will benefit by having less financial burdens associated with maintenance of roadways, congestion reduction, and air pollution reduction.

While the County is still considered rural in nature it must start to consider other modes of transportation to serve its existing and future population. While the automobile will likely dominate the transportation landscape for the life of this plan implementation, it is important to educate the region's municipal officials, residents and development community on the benefits of alternative transportation modes.

Policy strategies to influence alternative modes of transportation include: increased attention in the development and approval process of site plans, the arrangement of and transitioning between land uses, the location and design of individual buildings, and the overall allocation of right-of-way width within existing/new transportation corridors. The planning of centralized "collection points" for public transit facilities with attractive appearances and landscaping would also help to improve ridership. Finally, requirements for developers to include concessions for alternative modes - such as bicycle racks, sidewalks and pedestrian comfort stations, and public transit stations - could be considered as means of mitigating the impacts of new development.

2. Traditional Neighborhood Developments and Transit Oriented Developments (TOD):

Traditional Neighborhood Developments are compact, mixed use communities providing civic, recreation, residential, commercial, and other uses within a walkable area. Transit Oriented Developments (TOD) are compact and walkable areas that offer a mixture of land uses and housing options within proximity of a transit stop or station. TODs offer numerous benefits including the opportunity to live, work, and play in one's own community. While portions of the region are currently now structured for transit oriented development, the consideration for connection to an outside network of hubs exists and will present the region future economic opportunities. The transit oriented development designs in the region include the communities of McConnellsburg, Hustontown, and Warfordsburg. Utilizing the Designated Growth Areas, the region should apply transit-friendly designs to new development surrounding these existing hubs.

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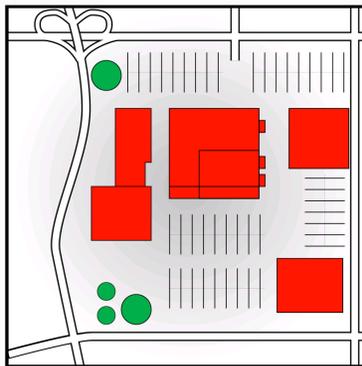
New Transportation Tools to Consider

1. Specific Plans within the Designated Growth Areas:

Since a regional zoning ordinance is not anticipated for the municipalities at the time of plan adoption, the residents must rely on other methods to control development pressures. Therefore, in combination with a county-wide official map, the region should prepare master plans for the Designated Growth Areas. By doing so, a vision with connected transportation infrastructure can be prepared for each of these respective areas. The Region's preferred sidewalks, trails, transit hubs, and future roadway infrastructure can be implemented while coordinating with the development community.

Many of the shopping centers within the County do not contain defined centers and are auto-dominated. The examples show how these commercial centers can be broken down and redesigned with a street grid system with sidewalks and a block pattern of lanes during the proposed Master Plan Process. The end result is more commercial frontage and a smaller pedestrian driven block system.

Discouraged Commercial Superblock Example:

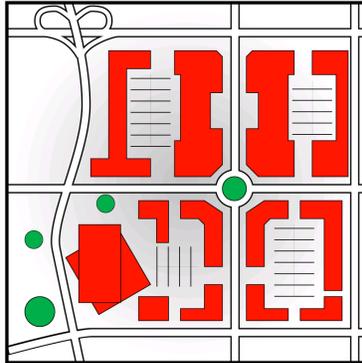


Acceptable: Creating a Center, but Weak Edges Example:



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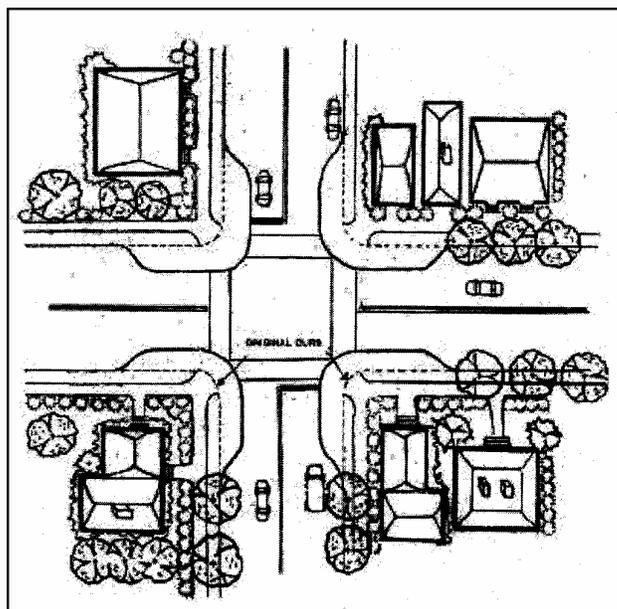
Preferred: Creating Block Pattern With Well Defined Center Example:



2. Traffic Calming:

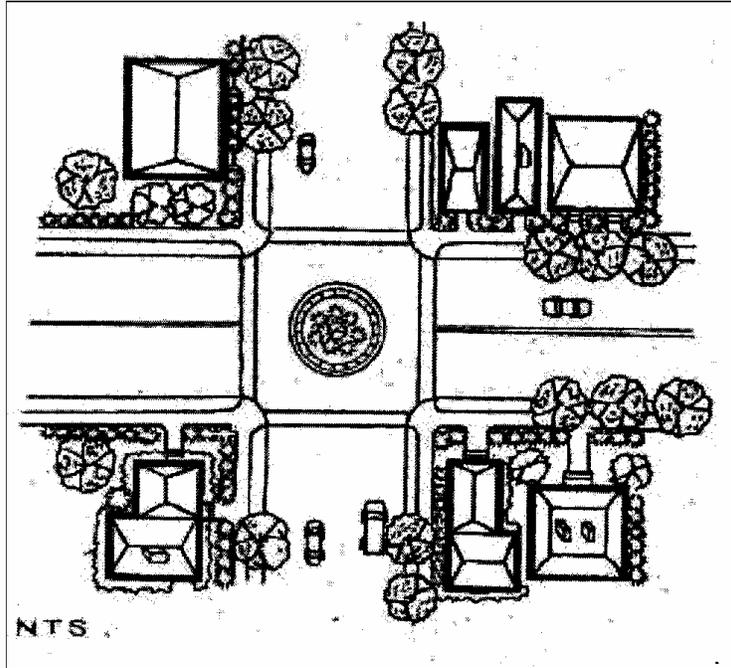
Traffic calming is a means of addressing high traffic speeds on residential streets and in other sensitive areas such as schools, parks, and other civic locations. Traffic calming is the application of physical design measures – including bulb-outs, circles, splitter islands, roundabouts, chicanes, and speed tables - to reduce the effective design speed of the street (see PennDOT example renderings below). While the majority of the County's development has been cut from the existing roadway corridor with no need for internal transportation to a given site, it is anticipated that the County will face larger residential subdivisions that will necessitate more transportation infrastructure over this plan's implementation. These new residential subdivisions should utilize traffic calming devices as part of the development process so as to alleviate any future speeding through residential neighborhoods, thereby alleviating municipalities from bearing the cost of retrofitting traffic calming devices in after the fact.

Bulb-out Example:

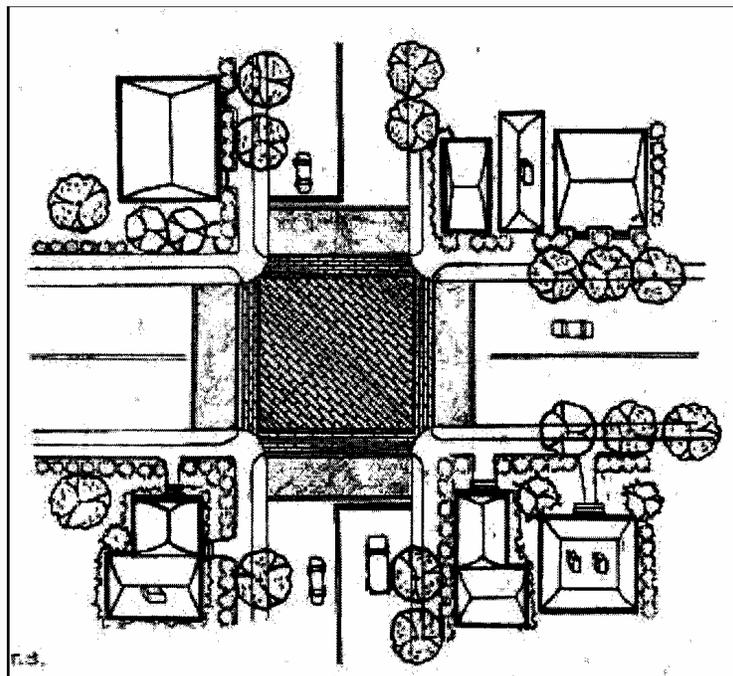


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Traffic Circle Example:



Raised Intersection Example:



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3. Aesthetic Improvements and Streetscaping:

The collector roadways that service regional traffic into the Designated Growth Areas serve as gateways to these communities. As such, they welcome and project the community's image to visitors and commuters. While the central business district of McConnellsburg Borough contains streetscaping and a centralized theme, it has not been extended out to the edges of the Borough. The other crossroad villages and hamlets do contain some community identification but no one theme defines its "sense of place." If a community does not have a defined "sense of place" or gateway, the edges will become diluted and a blurring between the built and rural environments will occur and thus lose the community's identity.



To begin to enhance the image for visitors and residents and to create a set edge to the community, it is imperative to upgrade the level of general attractiveness of the main thoroughfares into the Designated Growth Areas. The County needs to modernize its subdivision and land development ordinances, develop consistent signage, and coordinate roadway improvements to initiate the image enhancements of the regional Designated Growth Areas.

Streetscaping also fosters pedestrian circulation through the provisions of consistent sidewalks, lighting, pedestrian comforts, landscaped buffer from the automobile traffic, and clear visible pedestrian crossings at major intersections. Thus streetscape enhancements serve both aesthetic and functional objectives.

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4. Official Map:

The official map is an effective planning tool to reserve right-of-ways for new and existing road alignments and interchanges, along with pedestrian and bicycle easements. The Master Plans for the Designated Growth Areas should be incorporated into the official map for the County.

5. Parking: Connections and Aesthetics:

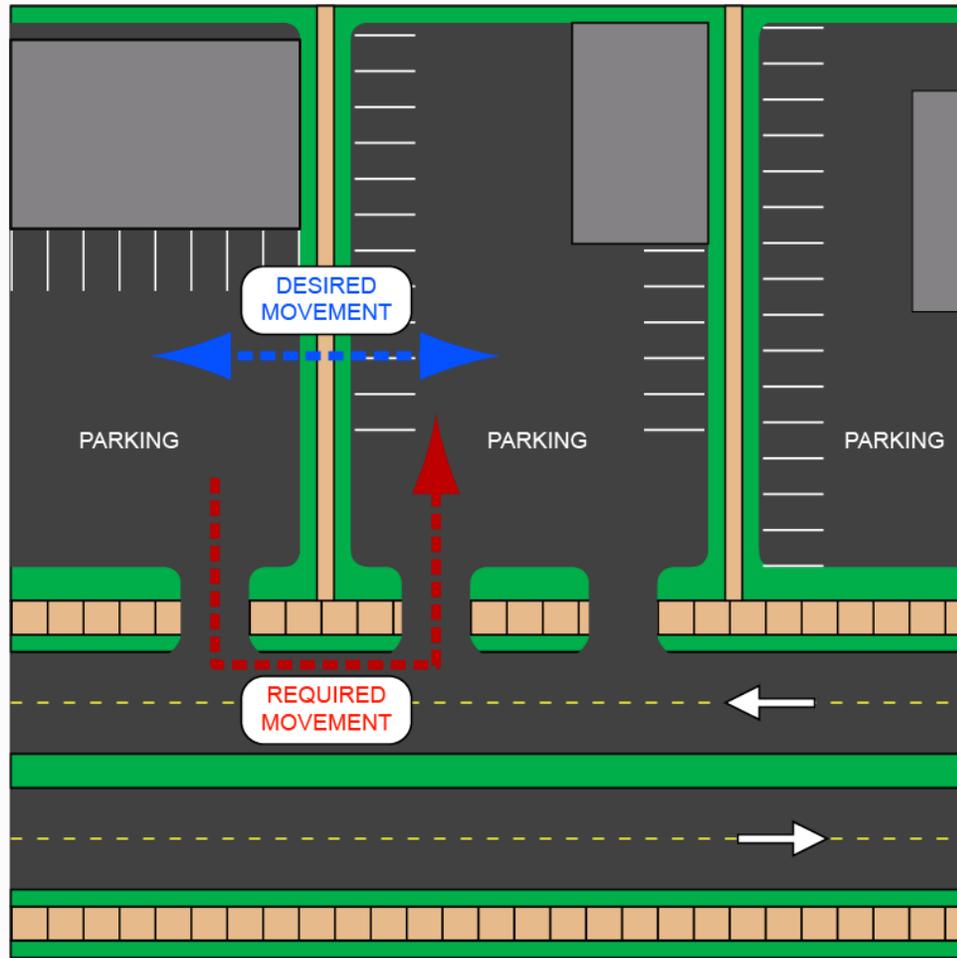
Total parking capacity within suburban non-residential surface parking lots is generally not an issue with modern development practices. However, oversupply of parking impacts a non-residential development's appearance and erodes its community's connectiveness.

Much of the commercial and industrial development within the County should be reevaluated for its overall parking needs. For example, the BiLo and GIANT shopping plazas contain an overabundance of parking spaces. Surplus spaces should be removed and considered for other uses, while remaining parking should be screened with fencing and attractive landscaping wherever possible.



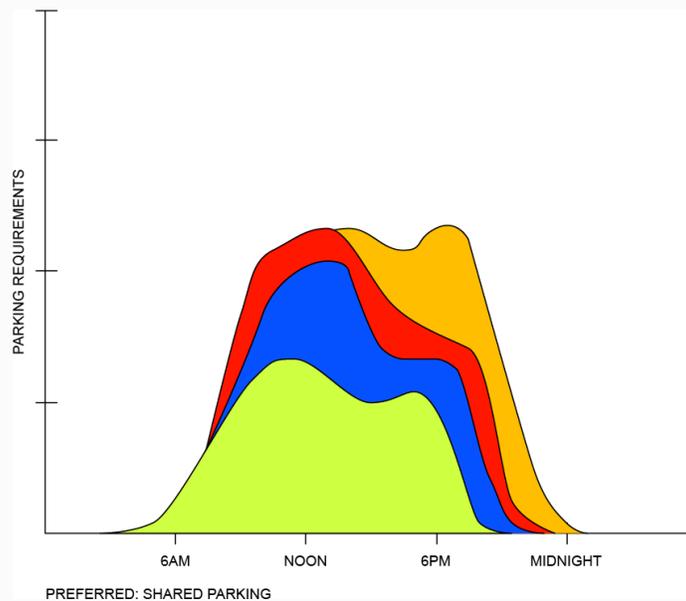
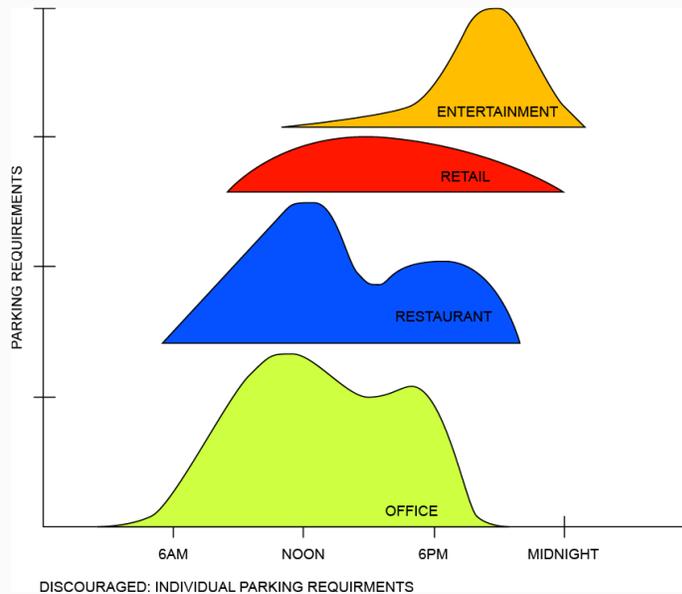
Figure 14: GIANT shopping plaza in Ayr Township

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Parking lot interconnections keep many “short trips” (1/4 to 3/4 mile) from the main thoroughfares by creating an effective street network. The example above shows parking lot desired movements for local traffic. Particularly at peak periods, most drivers intending on short trips would prefer to remain off the main roads to avoid mixing with large volumes of through traffic. Adjacent parcels can also be examined for sharing of spaces, which is most viable when the adjacent uses have non overlapping “peaks” and parking lots at the same elevation. The following charts show first how parking lot requirements should be discouraged and the second shows how parking lots can benefit of overlapping “peaks:”

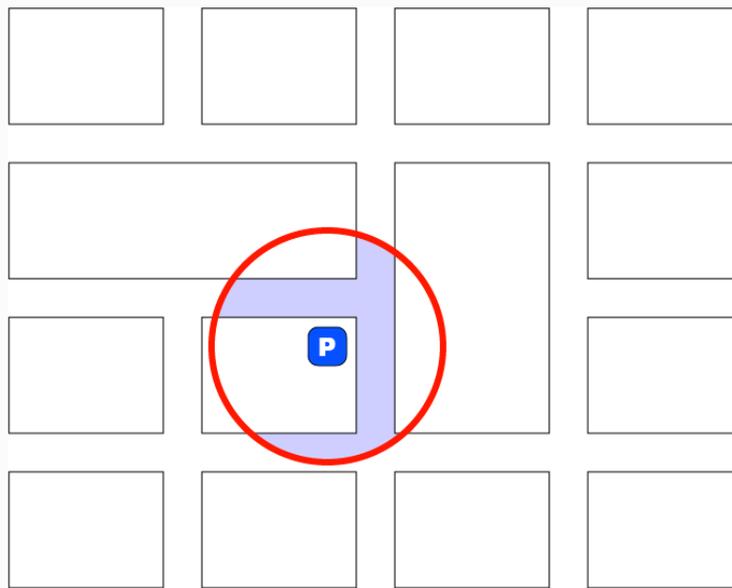
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To cut down on the oversupply of parking in a new development, the County should consider “ghost parking.” “Ghost parking” is the practice in which developers only pave a percentage of the parking required for a use, while leaving the remaining unpaved for a period of one year. After one year, if the developer can prove to the municipality that the additional parking spaces are not required, they can save the additional expense of paving unnecessary parking. The region also benefits through a natural stormwater infiltration process.

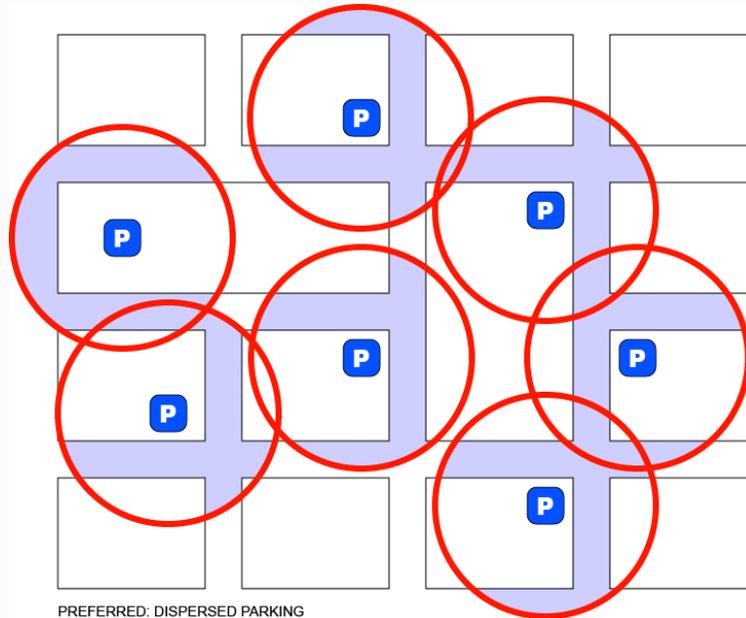
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Recently developed commercial centers in the region exhibit parking configurations that undermine the viability of walking to/from/between shopping centers. This plan recommends that all non-residential uses that require fifty spaces or more should prepare plans for pedestrian circulation within its development concentrating on parking lot connectivity. Within the Designated Growth Areas, the proposed Master Site Plans should discourage centralized parking and encourage several surface parking lots. By doing so, the non-residential uses are given multiple parking considerations.



DISCOURAGED: CENTRALIZED PARKING

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6. Access Management:

Managing access to and from the roadway's abutting properties is a valuable tool because it controls the capacity and safety of the roadway. It is recommended that Route 522 be identified as a high priority access management corridor. The County should work with PennDOT to balance the number of permitted access points along this corridor. PennDOT manages the creation of highway access points through its Highway Occupancy Permit (HOP) Program. The Region should apply the following additional provisions within their subdivision and land development ordinances:

- Cross Access Drives- a provision for the creation of cross access drives and easements, particularly in the Designated Growth Area;
- Limited Access Points- Right in/out access points with a physical island in place allows for limited access along collector roads or higher.
- Restricted Movements- limit the number of full access points along a road frontage. Additionally, two access points could be allowed if they are right in and right out with a physical island in place.
- Shared Driveways- provision for shared driveways; and driveway, intersection, and roadway spacing requirement of 800 feet for roads that serve as collectors or higher.
- Secondary Roadway Access- Restricting access points to secondary roadways for surface parking lots increases trip capacities along the main thoroughfares (see example).

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Secondary Roadway Example:

Discouraged Access Management Example:



Acceptable Access Management Example:



Preferred Access Management Example:



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7. Right-of-Way Corridor Protection:

The practice of right-of-way preservation allows municipalities the opportunity to acquire additional areas of land needed to accommodate new or future expansion of transportation facilities or other public functions associated with safety, access or aesthetics. Right-of-way preservation can be accomplished either through dedication of land or the use of easements. To coordinate for future traffic demand associated with the Designated Growth Area, municipalities should place right-of-way preservation provisions within an update to their subdivision and land development ordinances for roadway widening and providing additional turning lanes and shoulders for all roadways within the Region. Efforts should be especially focused along the Route 522 Corridor.

8. Transportation Impact Fees:

One tool available to municipalities for funding transportation improvements is the establishment of impact fees. Acts 203 and 209 of 1990 provide municipalities with the legal authority to assess impact fees on developers for transportation improvements. The laws authorize the use of impact fees for improvements that are included in the municipality's Transportation Capital Improvements Program. The costs attributable to new development, including acquisition of lands and rights-of-way, engineering costs, legal costs and planning costs, debt service, and any other cost directly related to road improvements within the service area or areas may be paid for with these fees. In short, developers can be required to contribute to projects that may not lie directly adjacent to their site; however, these costs cannot be assessed without the use of the Impact Fee legislation.

Impact fees would appear to be a powerful tool for raising the necessary funds to pay for transportation improvements, yet they are rarely used in implementing comprehensive plans in Pennsylvania. The primary reasons for this lack of use are the limited utility of impact fees in areas with existing traffic congestion problems and the fact that the existing laws require a lengthy and expensive process, culminating in the adoption of an "Impact Fee Ordinance," before such fees can be assessed. The up-front costs of this process are often considered to be too costly for municipalities to implement impact fee assessment, even if costs would eventually be recouped through increased efficiency of the transportation system. An impact fee ordinance cannot correct existing problems in areas that are primarily built. The County's municipalities are not interested in adopting zoning which is a prerequisite in assessing transportation impact fees. The municipalities would be better served by focusing their efforts on developer contributions as described in the subsequent section.

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9. Developer's Contributions:

Even without an impact fee ordinance, developers can be required to mitigate the effects of the traffic generated by their site within their project area. The County should ensure that with each new large development project (based on number of lots or daily vehicle trips), appropriate traffic studies are completed and appropriate roadway and signal improvements are required of the developer. The County should be very hesitant of granting waivers or accepting any type of fee-in-lieu of for required transportation improvements. All too often, in these cases, the required improvements are never made. In addition, the County should take every opportunity to encourage different developers, working on projects in the same area, to pool their resources to provide necessary roadway upgrades.

10. Maintenance Program:

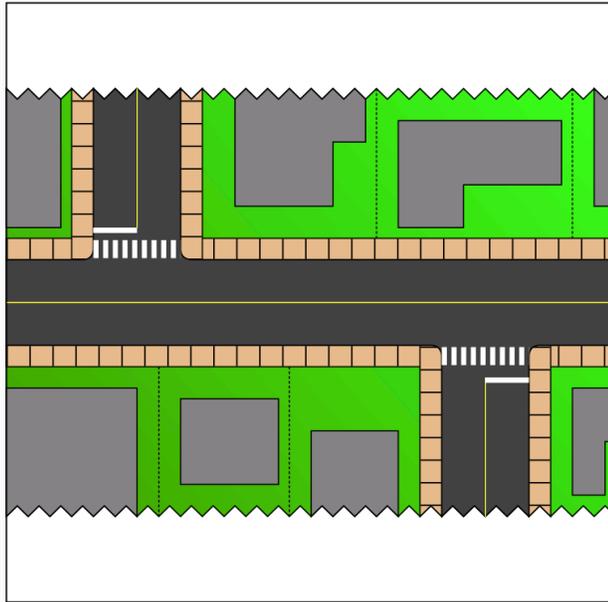
A properly integrated and regular program of maintenance is equal in importance to new capital projects when it comes to maintaining the functionality of a municipality's roadway system. Improperly maintained roadways will deteriorate. Drivers may bypass these deteriorated routes and in the process put additional traffic on relief routes, increasing the rate at which the relief routes will deteriorate. Intersections where sight distance is inadequate, either due to improper construction, or because adjacent landowners have been allowed to encroach upon clear sight triangles, act as bottlenecks in the Region's transportation system and increase the incidence of accidents at these intersections.

In order to ensure that the Region's roadways are properly maintained, each municipality should establish a multi-year maintenance program, similar to the capital improvements program, but focused on regional maintenance issues where services and supplies could be shared. In order to establish this program, a regional road manager and engineer should drive and catalogue the condition of every locally owned road. Once this is completed, a prioritized list of maintenance needs, whether they be mill and overlay, tree removal, grading, etc., should be established and approximate costs assigned. These projects should then be placed into a five year program and a long-term budget established to fund them. The road survey should then be completed on an annual basis and the prioritized list updated so that the region continually finances its maintenance needs five years out.

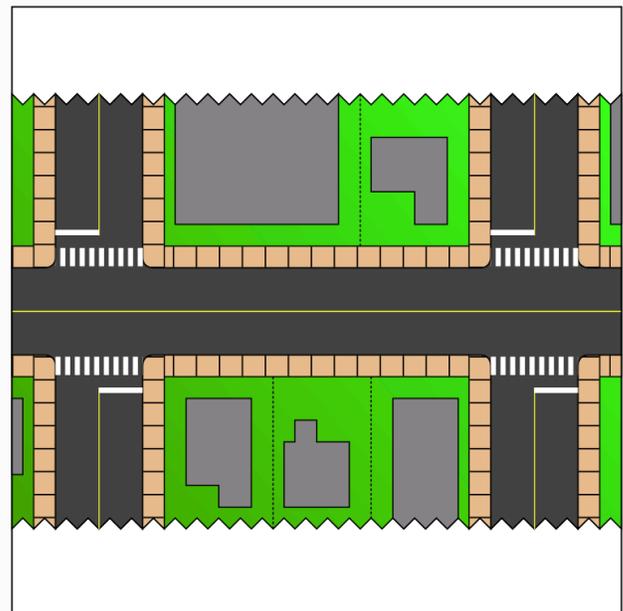
Moving Fulton Forward

11. Most of the corridors within the Region have been developed with numerous “curb cuts” that slow traffic patterns down. The use of coordinate access points and a hierarchy of roadways will eliminate the amount of trips on existing and proposed roadways in the future. The following diagrams provide a graphic representation of the existing corridor pattern and preferred corridor patterns:

Existing Corridor Planning Example:



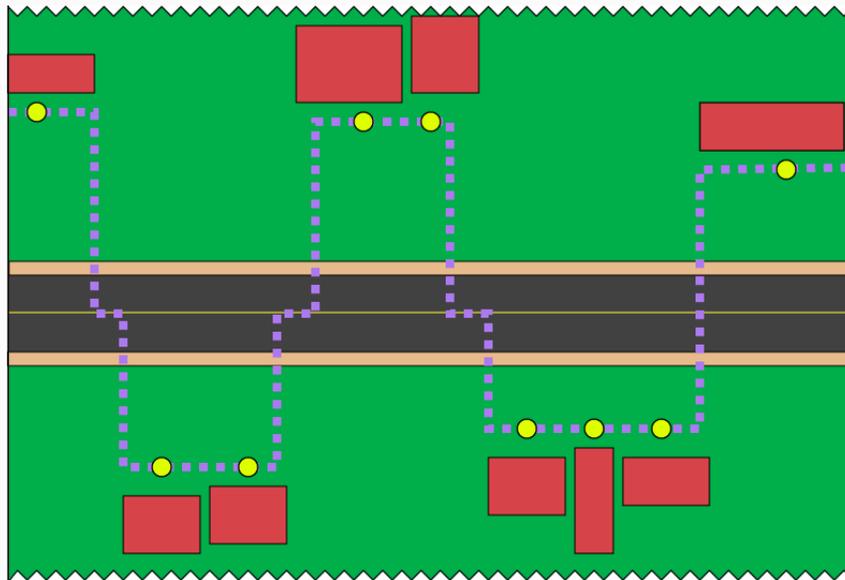
Preferred Corridor Planning Example:



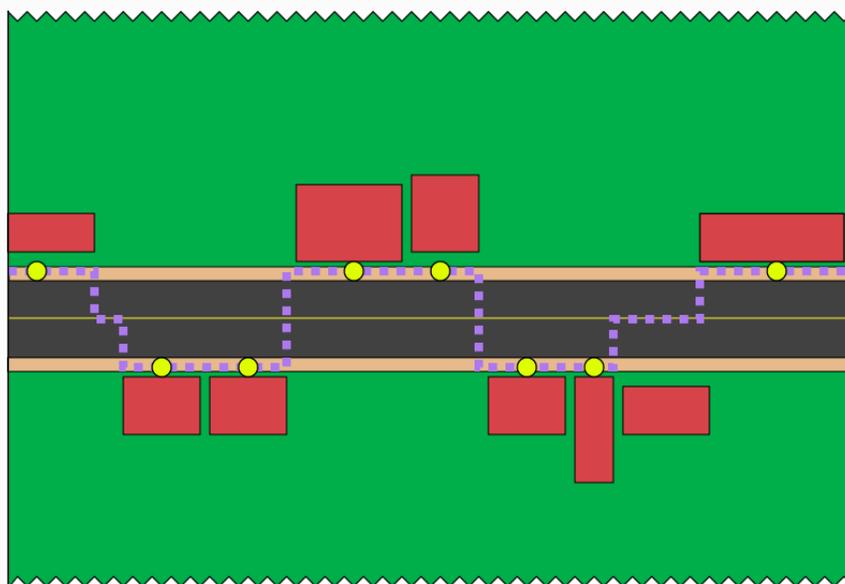
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12. Setbacks in the Designated Growth Area: If buildings are set back from the street, future routing of public transit vehicles is inefficient. If buildings are located close to the street, a single route can provide access to the entire corridor effectively and efficiently. Zero or small setbacks also provide for a neighborhood block scale and a “sense of community.”

Discouraged Setback Style in DGA Example:



Encouraged Setback Style in DGA Example:



Moving Fulton Forward

What's the Solution?

As the region grows over this comprehensive plan's planning period, transportation and land use must be linked together so as to maintain and increase the quality of life within the region. Most of the communities within the region have appropriate ingredients to create transit-oriented communities since all of them were built prior to the widespread use of the automobile. Walking was a necessity and a primary mode of travel and the sidewalks, trails and streets that provided local connections are still intact. What the region's communities lack are a regional network of connections.

The hamlets/villages and town center future land uses need to be the hubs of a regional transportation network. By doing so, the rural resource area will be protected from future growth. These future land use areas provide the best opportunities for transportation investment.

The following section provides an implementation table for the region to consider for its regional transportation needs:

	Strategy	Why	Who	How
T1	Educate residents, developers, local officials on key regional transportation initiatives.	Through education, local officials, Building Association and Fulton County Planning Commission can make better decisions and respond faster to changes.	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Council of Government 3. Southern Alleghenies Planning and Development Commission 4. Building Association 5. Local Officials 	<ol style="list-style-type: none"> 1. Annually review transportation projects to determine priority status. 2. Work with the local newspapers to publish transportation updates. 3. Place transportation projects and updates on the County web site.
T2	Utilize the growth management strategy as the framework for providing the desired transportation infrastructure patterns and investments.	<ol style="list-style-type: none"> 1. Plan for 90% of the region's transportation infrastructure growth to occur in the designated growth area. 2. Plan for the remaining 10% of the region's transportation infrastructure growth to occur in the rural resource areas. 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 	<ol style="list-style-type: none"> 1. Prioritize all investments for transportation infrastructure on how they will affect growth within the Region. 2. Utilize the Official Map and DGA Master Plans to control future transportation infrastructure investments.

Moving Fulton Forward

T3	Foster mixed-use and walkable neighborhoods to encourage alternative modes of transportation in designated growth area.	<ol style="list-style-type: none"> 1. Enhances Air Quality 2. Enhances Existing Roadway Capacities 	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Council of Government 5. Southern Alleghenies Planning and Development Commission 	<ol style="list-style-type: none"> 1. Develop Master Plans within the DGA that consider alternative modes of transportation. 2. Adopt mixed use neighborhood design tools and incentives to help maintain and shape the physical character of neighborhoods. 3. Require sidewalks and bikeways in existing ordinances.
T4	Promote the creation of a park and ride facility along Interstate 70.	<ol style="list-style-type: none"> 1. Enhances Air Quality 2. Enhances Existing Roadway Capacities 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Southern Alleghenies Planning and Development Commission 3. Fulton County Building Association 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission to facilitate a discussion to determine viability of constructing a park and ride facility along Interstate 70.
T5	Encourage modern transportation planning practices within the Region.	Enhance transportation infrastructure concurrent with growth.	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Southern Alleghenies Planning and Development Commission 5. Council of Government 	<ol style="list-style-type: none"> 1. Update local subdivision and land development ordinances to include access management, improved parking strategies, traffic calming, and other recommendations within this Chapter. 2. Utilize the Official Map to protect right-of-ways for new street, sidewalk, and trail connections. 3. Develop Master Plans for each of the DGA areas focusing on establishing gateways and identifiable themes.

Moving Fulton Forward

T6	Develop a regional capital improvements and maintenance program.	Through the cooperation with other municipalities, the Region will witness improved road and bridge maintenance and capital investments.	<ol style="list-style-type: none"> 1. Local and County Officials 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Southern Alleghenies Planning and Development Commission 5. Council of Government 	<ol style="list-style-type: none"> 1. The Council of Government should determine regional maintenance needs and prioritize and facilitate the completion of these efforts. 2. The Council of Government should determine regional capital improvement needs and prioritize and facilitate the completion of these efforts.
T7	Initiate transit considerations within and outside the region.	<ol style="list-style-type: none"> 1. To stimulate economic growth. 2. Enhance roadway capabilities. 3. Promote alternatives to travel. 	<ol style="list-style-type: none"> 1. Fulton County Economic Development Corporation 2. Fulton County Building Association 3. Fulton County Planning Commission 4. Southern Alleghenies Planning and Development Commission 5. Council of Government 	<ol style="list-style-type: none"> 1. Encourage design that considers transit. 2. Update County subdivision and land development ordinances to contain transit oriented initiatives. 3. Encourage a mix of residential and non-residential uses.

Summary

The County's transportation infrastructure is adequate to serve the existing and proposed population outlined within this plan with routine maintenance. However, the Region must be cognizant of the importance to balance land use and transportation needs. For if one of the two would experience significant growth over the plan period it will directly impact the other. Therefore, this Chapter has suggested methods to achieve concurrent infrastructure investment with development investment.

Moving Fulton Forward

CHAPTER 8: *Community Facilities*

Community Facilities, Services and Infrastructure Goal

Ensure accessibility to and the provision of adequate community facilities, services and programs to meet the needs of existing and future residents and business owners, through the coordination and communication between various public and private stakeholders in accordance with the goals, objectives and strategies identified in this Plan.

The Role of Community Facilities

Numerous public services and facilities serve the daily or specialized needs of the County's residents. The need for these services and the degree to which they can be provided depends to a great extent on the types and density of development in the community, the composition and distribution of the population, and the financial resources to support the range of facilities that are needed.

The purpose of this planning element is to discuss the scope of the County's existing community and public service facilities. Such a study is primarily concerned with the physical characteristics and functional adequacy of these facilities. Based on several factors, including the population and housing projections, evaluations will be made for the purpose of determining their ability to meet present and anticipated future needs. The adequacy and availability of these services and facilities are extremely important to all county residents since they reflect the quality, convenience, and general character of the county as a place in which to live.

“Houses are speckled here, there and everywhere. Everybody has to have roads, water supplies, and sewer. It may not seem like a big deal now but in another five years, maybe less, it will be.”

-Mary K. Seville, Fulton County Planning and Mapping Director

Moving Fulton Forward

Overall Trends and Concerns

The Region

- The Southern Fulton School District contains fewer students than the Central Fulton School District. However, the number of students enrolled in the Southern Fulton School District is approaching the total number of students enrolled in the Central Fulton School District.
- There are no colleges or universities within Fulton County.
- Of the region's 12 municipalities, McConnellsburg Borough is the only one serviced by a local police force. The remaining municipalities have police protection provided by the Pennsylvania State Police.
- Many of the fire service agencies are staffed entirely by volunteer personnel. As in many rural communities, volunteerism is declining.
- The Region contains many out-dated long range planning initiatives, specifically with sewer and water infrastructure.

Public Schools

There are three school districts that comprise the County, each containing an elementary school and a middle school and high school or a junior-senior high school. Fulton County Area Vocational-Technical School also serves the area.

The Forbes Road School District is the smallest of the three and has witnessed a steady decline in enrollment over the past five years. Central Fulton School District contains the largest enrollment of the three but over the past five years enrollment has steadily gone down. The Southern Fulton School District is the fastest growing school district. Enrollment trends for the Region as a whole in 2005 reflect smaller class sizes (<200 students) between grades 1 through 8 and larger class sizes (>250 students) for grades 9 through 12. Based on the current class structure, the existing school facilities can adequately service the current enrollment patterns.

The projected population trends anticipate modest enrollment growth for all three school districts over the plan implementation period. With on-going maintenance to its facilities, the three school districts will be able to absorb this modest growth. Should the region experience significant population growth, the school districts will require expansion of existing facilities or the construction of new facilities and campuses to handle considerable growth. Should the Region face tremendous population growth, existing facilities could be closed and new campuses opened. It will be critical for the Region's affected municipalities and school districts to work together as the need arises.

Moving Fulton Forward

School District Enrollment Trends*, 1999-2000 to 2004-2005 (1 of 2)

	1999-2000	2000-2001			2001-2002			2002-2003		
	Total Enrollment	Total Enrollment	Change (from prior year)	Percent Change (from prior year)	Total Enrollment	Change (from prior year)	Percent Change (from prior year)	Total Enrollment	Change (from prior year)	Percent Change (from prior year)
Fulton County	2788	2802	14	0.50%	2894	92	3.28%	2930	36	1.24%
Forbes Road School District	510	517	7	1.37%	507	-10	-1.93%	492	-15	-2.96%
Central Fulton School District	1091	1045	-46	-4.22%	1033	-12	-1.15%	1017	-16	-1.55%
Southern Fulton School District	862	878	16	1.86%	904	26	2.96%	908	4	0.44%
Fulton County AVTS**	325	362	37	11.38%	450	88	24.31%	513	63	14.00%

Source: Pennsylvania Department of Education

*Full time out of district special education students are not included in Fulton County totals.

** The AVTS enrollment is skewed because they are also reflected in the school district numbers.

School District Enrollment Trends*, 1999-2000 to 2004-2005 (2 of 2)

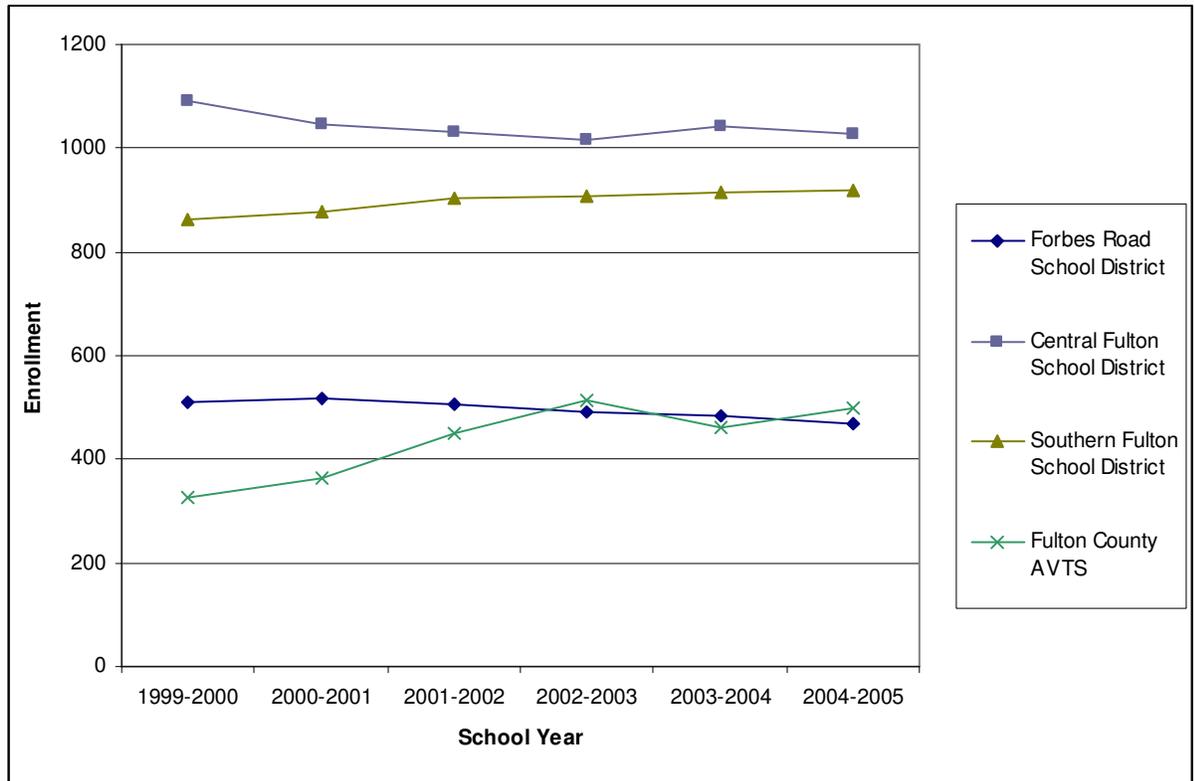
	2003-2004			2004-2005			Total Change, 1999-2000 to 2004-2005	
	Total Enrollment	Change (from prior year)	Percent Change (from prior year)	Total Enrollment	Change (from prior year)	Percent Change (from prior year)	Total Change	Total Percent Change
Fulton County	2899	-31	-1.06%	2915	16	0.55%	127	4.56%
Forbes Road School District	483	-9	-1.83%	469	-14	-2.90%	-41	-8.04%
Central Fulton School District	1042	25	2.46%	1029	-13	-1.25%	-62	-5.68%
Southern Fulton School District	914	6	0.66%	918	4	0.44%	56	6.50%
Fulton County AVTS	460	-53	-10.33%	499	39	8.48%	174	53.54%

Source: Pennsylvania Department of Education

* Full time out of district special education students are not included in Fulton County totals.

Moving Fulton Forward

School District Enrollment Trends*



Source: Pennsylvania Department of Education

* Full time out of district special education students are not included in Fulton County totals.

Moving Fulton Forward

School District Enrollments for the 2005-2006 School Year

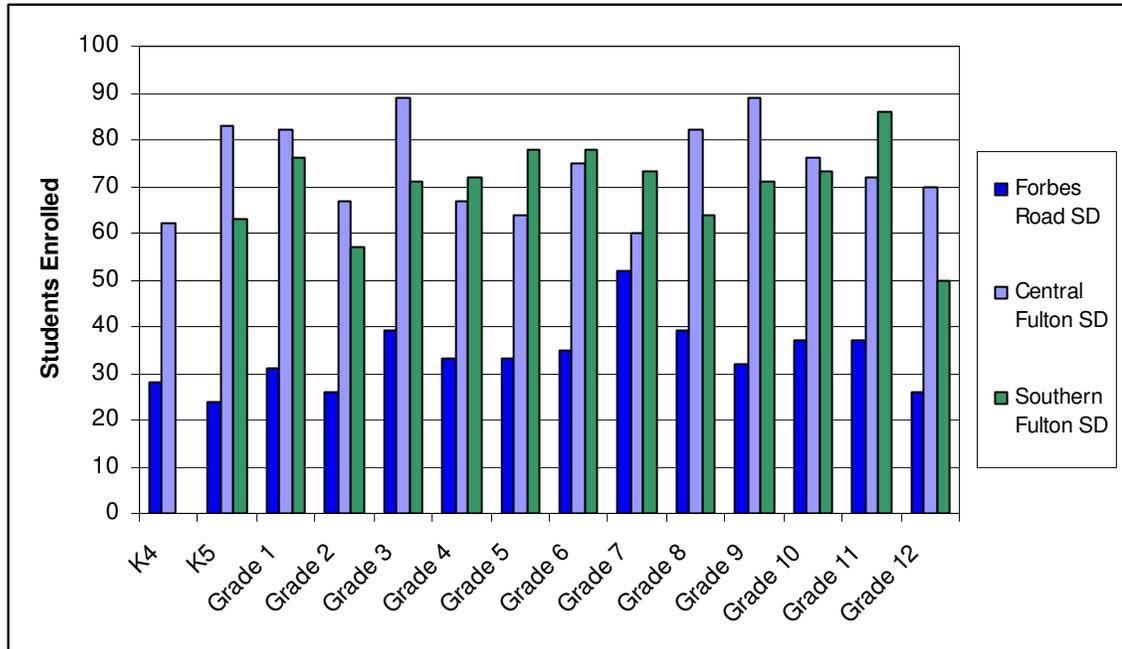
	K4	K5	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5	Grade 6	Grade 7	Grade 8	Grade 9	Grade 10	Grade 11	Grade 12	TOTAL
Fulton County	90	170	189	150	199	172	175	188	185	185	309	320	330	238	2,900
Forbes Road SD	28	24	31	26	39	33	33	35	52	39	32	37	37	26	472
Forbes Road Elementary School	28	24	31	26	39	33	33	35							249
Forbes Road Junior-Senior High School									52	39	32	37	37	26	223
Central Fulton SD	62	83	82	67	89	67	64	75	60	82	89	76	72	70	1,038
McConnellsburg Elementary School	62	83	82	67	89	67	64								514
McConnellsburg Middle School											89	76	72	70	307
McConnellsburg High School								75	60	82					217
Southern Fulton SD		63	76	57	71	72	78	78	73	64	71	73	86	50	912
Southern Fulton Elementary School		63	76	57	71	72	78	78							495
Southern Fulton Junior-Senior High School									73	64	71	73	86	50	417

Source: Pennsylvania Department of Education

***Enrollment from the Fulton County AVTS was omitted because those students attending were already accounted for in their respective school districts.

Moving Fulton Forward

Number of Students Enrolled per Grade, 2005-2006 School Year



Source: Pennsylvania Department of Education

Private Schools

Private schools play an important role in educating children as they provide an alternative to public education. The following schools provide education opportunities to the region's residents:

- Fulton County Community Christian School (Grades Pre-kindergarten – 12)
- Mountain View Christian School (Grades 1-10)
- There's Room in the Inn Academy (Grades 6-12)
- Sharon Mennonite Bible Institute

Moving Fulton Forward

Colleges and Universities

There are no colleges or universities within the Region. Continuing education is important in developing productive members of society and ensuring an educated workforce. Continuing education allows the individual to reach his or her full economic potential. There are twenty colleges and universities located within 50 miles of McConnellsburg.

Colleges and Universities within 50 Miles of McConnellsburg

Allegany College of Maryland	Allegany County, Maryland
Dickinson College	Cumberland County, Pennsylvania
Frederick Community College	Frederick County, Maryland
Frostburg State University	Allegany County, Maryland
Gettysburg College	Adams County, Pennsylvania
Hagerstown Community College	Washington County, Maryland
Hood College	Frederick County, Maryland
Juniata College	Huntingdon County, Pennsylvania
Lutheran Theological Seminary at Gettysburg	Adams County, Pennsylvania
Mount Aloysius College	Cambria County, Pennsylvania
Mount Saint Mary's College	Frederick County, Maryland
Penn State Altoona	Blair County, Pennsylvania
Penn State Dickinson School of Law	Cumberland County, Pennsylvania
Penn State Mont Alto	Franklin County, Pennsylvania
Pennsylvania Highlands Community College	Cambria County, Pennsylvania
Saint Francis University	Cambria County, Pennsylvania
Shepherd College	Jefferson County, West Virginia
Shippensburg University of Pennsylvania	Cumberland County, Pennsylvania
University of Pittsburgh - Johnstown	Cambria County, Pennsylvania
Wilson College	Franklin County, Pennsylvania

Source: epodunk

Libraries

Community libraries are great sources of cultural, historical, technical, and practical information. In addition to the school libraries, there are two public libraries and one law library in the County. Accessibility to these libraries is essential for success and convenience for the residents they serve. Both of the public libraries in the County are located in population centers or clusters.

Moving Fulton Forward

Mr. Paul Shockey spearheaded the opening of a one-room library in the Shockey Annex in 1981. Later that same year, the Shockeys purchased the Mary Jane Duffey House at 121 West Market Street, McConnellsburg, and donated the building to the Fulton County Friends of the Library as a permanent home for the county library system. Through additional LSCA grant funding, the library system was operated by a full-time librarian and public relations assistant, and was furnished with a computer, photocopier, furniture, additional books, and other supplies. (Fulton County Comprehensive Plan, 2000)

Today, the library system's primary funding sources have come from local donations with additional support provided through the state and local municipalities. Assistance today is received through Experience Works, Fulton County Employment and Training, and local volunteers. Experience Works is a training program for older, often retired individuals. The sponsor is to train them in a job and then hopefully hire the trainees. Fulton County Employment and Training offers a summer work program for students, and the Library has utilized this program. The library relies mostly on local monies, but does receive both state and federal money as well. Like a lot of other public libraries throughout the state, the Fulton County Library System is facing budget shortfalls.

The current library system is a part of the Chambersburg District Libraries and includes both the McConnellsburg and Hustontown offices. The library system catalogues over 30,000 books, periodicals and videotapes and subscribes to over 50 magazines and journals. Additional resources, services and programs include:

- Home delivery of books to shut-ins;
 - Weekly preschool story time;
 - Summer reading activities and programs;
 - Community room by reservation;
 - Special programs for community groups;
 - Interlibrary loan (ILL) system;
 - Internet access;
 - Word processing computers with printers;
 - Facsimile and copier machines;
 - Videocassette player and monitor;
 - Scanners and color copiers;
 - Overhead projector and screen for rent;
 - Special collections of large print books, adult literacy materials, parent / teacher resources, career resources, drug awareness resources, parenting resources, and small business resources; and
 - Several Paperback Read and Return Centers at various countywide locations.
- (Fulton County Library; Fulton County Comprehensive Plan, 2000)

Moving Fulton Forward

Place	Location
Ritz Brothers' Store	Buck Valley
Johnson's Country Store	Crystal Spring
Senior Center	Warfordsburg
Fulton County Medical Center	McConnellsburg
Senior Center	Needmore
General Store	Waterfall

Source: Fulton County Library

In addition to public libraries, the three school districts within the Region also possess libraries. Although public services are offered, collections and materials are geared mainly towards student needs and interests, with service to these students being of priority. Public use is usually limited to after-school and evening hours.

The Fulton County Law Library is a public library, but due to the expensive books and materials it holds, individuals wishing to access the library must sign out a key at the Clerk of Courts office in the Fulton County Courthouse.

The Fulton County Historical Society's library is located in the George Ritzert Room at the Fulton County Library in McConnellsburg. It is open Monday through Saturday during regular library hours to members and the public at no charge after they register with a photo ID. Included in the collection are:

- Family history folders with photocopies of genealogical papers;
- A cemetery file of tombstone names and dates throughout the county;
- Selected school and church records;
- Census and reference books, including the full set of Pennsylvania Archives;
- 300 microfilm reels of courthouse documents and local newspapers including the Fulton County News, 1899-2000, the Fulton Democrat 1889-1975, and the Fulton Republican 1865-1921 (some years are missing from each);
- Photographs;
- Microfilmed census; and
- Wills and deeds.

Hospitals, Health Care Facilities, and Social Services

Accessibility to health care facilities, including hospital care, is important for the County's residents. The Fulton County Medical Center (FCMC), located in McConnellsburg Borough, was constructed in 1950 with a nursing home addition completed in 1976. The facility operates 25 inpatient beds providing medical, surgical, and critical care services and 57 nursing home beds. The Fulton County Medical Center is the only hospital, home-care program, and long term-care facility in the County. The FCMC offers a variety of services and specialty programs.

Moving Fulton Forward

Fulton County Medical Center Patient Services

Program	Description
Cardiac Rehab Program	This program is designed to help people with known heart problems through a comprehensive plan of recovery including health education, exercise, and support to encourage heart healthy behavior. The exercise program includes individualized sessions three times a week for 12 weeks.
Cardio Pulmonary Rehab Program	This program is designed to help people diagnosed with chronic bronchitis, emphysema, asthma, COPD, and interstitial emphysema.
Critical Care	A highly skilled team of health professionals provide around the clock monitoring and intensive care for critically ill patients.
Emergency Services	The Emergency Department is staffed by three full time physicians and emergency nurses who are on duty to tend to major and minor illnesses or injuries 24 hours a day. Offered are a 24 hour laboratory, radiology, ultra sound, and CAT scan procedures.
Home Care Program	Specialized services are brought into the homes of individuals who need intensive, ongoing care, as well as short-term follow-up care. Home care services offered include skilled nursing care, home health aides, IV and chemotherapy, wound care, and physical and speech therapy
Laboratory	The laboratory at FCMC is a state-of-the-art computerized facility providing comprehensive clinical testing based on physicians' orders.
Medical / Surgical	The 25-bed Medical / Surgical unit offers quality nursing care to a wide variety of patients.
Nursing Home	Fulton County Medical Center Nursing Home is a 57 bed, hospital-based nursing home. Advantages of a hospital-based nursing facility include the direct availability of ancillary services such as lab, x-ray, EKG, respiratory therapy, and 24 hour physician availability for emergencies.
Nutritional Services	In addition to serving meals every day to patients, employees, and residents, this department provides a variety of nutritional counseling services
Occupational Therapy	Occupational Therapy is defined as the use of purposeful / occupational activity with individuals and groups who are limited by physical, cognitive, or psychosocial dysfunction due to injury, illness, developmental delay, disability or aging to maximize independence.
Physical Therapy	The Physical Therapy department helps relieve pain, restore lost function, and speed the recovery process
Pulmonary Rehabilitation	This program is designed to help those with asthma, emphysema, chronic bronchitic, COPD, or other lung disorders achieve the best possible lung function through an individualized exercise and education program.
Radiology Services	Outpatient radiological testing including General Diagnostic exams, CT scans, Mammography, Nuclear Medicine, Ultrasound procedures, Dexa Scans, and MRI are available.
Respiratory Therapy	Respiratory therapists and technicians are specially trained in administering prescribed breathing treatments, oxygen therapy, EEG's stress tests, and pulmonary function tests.
Speech Therapy	The Speech Therapy Department assists adults in developing the communication skills needed to enhance their daily living.
Social Services	The Social Work staff helps patients and their families deal with emotional, financial, and social stress that accompanies illness and hospitalization. This may include talking with family members and patients about services available in the community, or working to ensure that appropriate plans and services are in place at the time of discharge.
Surgery	The Surgery Department offers inpatient and outpatient surgeries and pre- and post-operative care and education to help speed up the recovery process.
Tobacco Cessation and Prevention	The Fulton County Tobacco and Cessation Coordinator works with the PA Department of Health and the American Cancer Society to help smokers quit.

Source: Fulton County Medical Center

Moving Fulton Forward

The Fulton County Medical Center is in the process of building a new facility. The design of the new hospital building was completed in January of 2005. The new hospital building has been designed to improve accessibility and comfort via a “patient-focused” design philosophy, adding more area for waiting space and privacy and providing for a total of 20 private and semi-private acute care patient beds. All services currently offered at FCMC will remain. Improvements will include a heliport for emergency transports, additional surgical space to accommodate increased demands for outpatient / same day surgery, and a more efficient design for all departments from the labs and clinics to the ER and therapies.

The new long-term care nursing home will increase from 57 to 65 beds to meet the County’s needs. The design of the new building allows room for the construction of a third wing if necessary in the future.

In order to recruit and retain physicians, the Fulton County Medical Center has encouraged Tri-State Community Health Center to locate a satellite office in McConnellsburg. Community Health Centers are non-profit medical practices located in medically underserved areas to provide comprehensive primary health care to anyone seeking care. Tri-State is a Federally Qualified Health Centre (FQHC). An FQHC is a federally backed physician office, which is attractive to recent graduates because they offer loan reimbursement and are immune to the medical malpractice crisis.

Fulton County Partnership, Inc. is a 501c3 non-profit organization whose mission statement is to promote a quality of life based on developing the fullest potential for children, families and individuals by addressing the needs of residents through an integrated, comprehensive system of health, dental, education, and human services in the County. Some of the programs Fulton County Partnership, Inc. offers include: dental, helpline, Truce, vaccinations, and PSU data center.

Other local health facilities that service the Region’s needs include:

- Fulton County Office, PA Department of Health
- Family Health Services of South Central Pennsylvania
- Fulton County Behavioral Health Services
- Fulton County Services for Children
- The Franklin / Fulton County Mental Health / Mental Retardation Program
- Franklin / Fulton County Mental Health / Mental Retardation Drug and Alcohol Program
- Child Care Information Services (CCIS) of Fulton County

Moving Fulton Forward

Police Protection

Police protection is a service demanded by the County's residents and businesses. The traditional role of the police involves three functions: law enforcement, maintenance of order, and community service. Law enforcement involves the application of legal sanctions, usually arrest, to persons who injure or deprive innocent victims of life or property. Maintaining order involves the handling of disputes. The third role of the police is likely the most time consuming. Community service varies from community to community according to tradition and local ordinances. These are activities not necessarily related to criminal acts and include such tasks as traffic control, rescue operations, animal control, ambulance and first-aid services, education and other public services.

The provision of police protection is a primary function of each municipality. Of the region's twelve municipalities, McConnellsburg Borough is the only one serviced by a local police force. The remaining municipalities have police protection provided by the Pennsylvania State Police.

The County sheriff's office is also charged with providing police services. The sheriff is the County's chief law enforcement officer and takes on additional policing duties that include providing security to the Courthouse and all county owned park facilities. The sheriff also performs a variety of administrative duties that include serving court issued writs, orders, and notices, jury selection and summoning, execution of judgments of the courts, and sales of delinquent real estate and personal property. The sheriff's department employment staff includes a total of 4 personnel, including the sheriff, two deputy sheriffs, and an administrative assistant.

The demand for public services is a constant challenge for local officials, particularly those in charge of overseeing their municipality's police services. Therefore, police force adequacies and deficiencies should be identified and closely examined to determine the current and future police force protection requirements.

Emergency Services

The Fulton County Emergency Management Agency which serves the Region's municipalities is a department of Fulton County government and is operated under the direction of the County Commissioners. Its mission is to coordinate all county emergency services during natural or man-made disaster events, procure extra resources during these events, and provide planning and funding resources for its overall operation. The agency also administers the hazardous material safety program as mandated by Act 165, and assists in implementing the county's newly established county wide public safety communications (Enhanced 911) program.

Moving Fulton Forward

Seven ambulance agencies provide services to the municipalities of the Region. They include: McConnellsburg; Hustontown; Needmore; Everett; Metal Township; Hancock, Maryland and Little Orleans, Maryland; .

Fire Services

The Region's municipalities are serviced by three volunteer fire departments in the County: the McConnellsburg Volunteer Fire Department, Hustontown Area Volunteer Fire Company, and the Needmore Volunteer Fire Company; and four fire departments from surrounding areas including Breezewood, Metal Township and Hancock and Little Orleans, Maryland. In addition to responding to fire calls within their primary fire response areas, each department participates in a mutual aid agreement system with surrounding municipalities. The delivery of fire protection services is highly dependent upon manpower. **Many of the fire service agencies are staffed entirely by volunteer personnel. As in many rural communities, volunteerism is declining.** Possible reasons for the decline in volunteerism include: lack of interest in younger populations; time demands for fund raisers; and the lack of employment opportunities within the county leads many would-be volunteers to commute out of the county on a daily basis for employment. As manpower decreases, the response time to incidents lengthens. **Since response time is used as a critical indicator to determine the effectiveness of an emergency service provider, county and municipal officials should continually monitor each department's response times.**

Public Sewer Systems

McConnellsburg Sewerage Authority

The McConnellsburg Sewerage Authority is located in Ayr Township and services McConnellsburg Borough and portions of Ayr and Todd Townships. Wastewater is conveyed to the system's plant by gravity. The system can handle 0.6 MGD; on average, 0.318 MGD is used to service 1,159 equivalent dwelling units (EDUs). This unit of measure applies to both households and industrial operations. One EDU is assigned to every eight company or industrial employees.

The system was originally designed to handle domestic rather than industrial uses. As a result, current industrial uses are placing severe restrictions on the system due to increased Biochemical Oxygen Demand (BOD) loading. The BOD is an index which is used to measure the pollutant strength of a biodegradable pollutant. The Authority has requested the PADEP re-rate the system to handle current and future BOD loadings.

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Bethel Township Sewer Authority

The Bethel Township Sewer Authority was created to finance a system to service Warfordsburg and surrounding areas. The system was completed in 1997 and is currently owned and operated by the Bethel Township Sewer Authority. The system uses .027 MGD to service 109 EDUs. Continuing growth pressures will heighten the demand placed on the system. Potential service expansion areas include the Great Cove Road and Buck Valley Road corridors east and west of Warfordsburg.

Knobsville Sewer System

The Knobsville Wastewater Treatment Facility service area is comprised of a portion of Todd Township known as Knobsville. The treatment plant is situated in Todd Township and discharges to Licking Creek. The permitted hydraulic capacity is 0.0202 mgd. Average annual daily flows are 0.0102 mgd with a maximum three month average of 0.0130 mgd, based on data from 2000 to 2004. Annual flow projections show an increase to 0.0117 mgd in 2009 with a projected three month maximum of 0.0150 mgd. This demonstrates that the current design flow of 0.020 mgd is projected population. This sentence doesn't make sense.

Knobsville WWTF personnel routinely monitor the sanitary sewer system and manholes, especially during periods of high flow, for structural integrity. Any potential Inflow and Infiltration problems are corrected as they are indicated. The 2004 Chapter 94 Report indicated that no known major repairs were necessary and minor repairs are made as needed.

The Knobsville collection system is all gravity flow to the single pumping station located at the treatment plant. This pumping station is owned and operated by Todd Township.

Forbes Road School District

The Forbes Road School District operates an on-site sewage treatment plant which currently services both the elementary and high school facilities. The system currently services a population of approximately 550 and is considered adequate for existing and short term future enrollments.

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Hustontown Joint Sewage Authority

The Hustontown Joint Sewage Authority is a wastewater treatment facility designed to serve the Hustontown and Clear Ridge areas in Taylor and Dublin Townships. There is currently a proposed revision to address treatment alternatives for the existing Hustontown Joint Sewage Authority Wastewater Treatment Plant, which is malfunctioning. The revision recommends the abandonment of the existing Bioclere treatment units and the installation of a new sequencing batch reactor treatment system capable of biological nutrient removal, a new disinfection system, and direct stream discharge into the unnamed tributary to the Lamberson Branch.

The draft revision to the Hustontown Joint Sewage Authority Act 537 Sewage Facilities Plan also states that the Authority should reduce the hydraulic capacity of its existing wastewater treatment facility to treat a design capacity of 0.028 mgd with capability of treating a peak flow of approximately 0.112 mgd. This is a decrease from the current permitted annual hydraulic capacity of 0.0435 mgd and monthly maximum hydraulic capacity of 0.1088 mgd.

The wastewater treatment facility was constructed in July 2002 and wastewater treatment began in September of 2002. There have been problems with the facility since the initial start-up date, and to date, the facility is still unable to meet its effluent discharge limits. The Pennsylvania Department of Environmental Protection issued a Notice of Violation in July of 2004. Minor modifications have been made to the wastewater treatment facility in an attempt to achieve compliance with the Water Quality Management Permit, but all modifications thus far have not brought the facility into compliance.

In addition to the municipal wastewater treatment facility, two non-municipal wastewater treatment facilities are also located in Taylor Township.

Proposed Sewer Sites

In July 2006, Dublin Township approved construction of a wastewater treatment facility that will service the Fort Littleton and Pleasant Valley area of the Township. The Fort Littleton treatment system, when completed, will serve 130 users with 161 EDUs (equivalent dwelling units). The Burnt Cabins area of the Township was also investigated but was determined to not be economically viable in July 2006.

Without sewage most development is not possible. All residential and most non-residential uses require wastewater treatment facilities. The type of treatment dictates the intensity of development that is possible. Current smart growth initiatives recognize the benefits of linking sewer and land use planning. Understanding this relation, the Steering Committee for the Comprehensive Plan prioritized growth areas based on existing wastewater treatment infrastructure.

Moving Fulton Forward

Public Water Systems

Burnt Cabins Village

The Village of Burnt Cabins is serviced by a privately owned and operated water supply and distribution system.

McConnellsburg Borough Water Authority

The McConnellsburg Borough Water Authority provides service to customers in McConnellsburg Borough, and Ayr and Todd Townships. Sources for the authority include three wells and six springs. Three reservoirs hold the water for the municipalities; a 500,000 gallon reservoir is located at Reservoir Road and Lions Park Drive, and a 200,000 gallon reservoir and a 300,000 gallon reservoir are located next to each other by the Horton Well and disinfecting station on Route 16. The system currently services 900 customers a day and projected water needs average 320,000 gallons per day. Potential future service areas include the new Hospital and a 240 unit housing development in Todd Township. Also included as a future service area is the Industrial Park that is south of McConnellsburg Borough in Ayr Township. As of December 12, 2005, 17 lots were available in the park.

Needmore Water Supply Company

The Gordon Spring in Needmore provides a groundwater source for the Needmore Water Supply Company. Water is stored in a 2,000 gallon above ground enclosed building. The system averages an intake of 18,000 gallons a day and currently services 104-105 residences and the Fulton County Community Christian School. There are currently no problems with the system and no new expansion or improvements are being planned.

Wells Tannery Village

The Wells Tannery Village water system supports about 37 or 38 residences (approximately 100 to 120 people) and the Post Office in the village of Wells Tannery. Currently, the system gets its water from one spring. The water is then carried by gravity to a chlorination plant and then to a 96,000 gallon concrete, underground reservoir that is 30' by 40' by 9' deep. The reservoir is located off of Route 915 and within 200 yards of the spring.

Improvements to the system were completed at the end of 2005 and include the connection of two wells to replace the current spring. The project was funded by Community Development Block Grant money. Most of the customers in the service area (approximately 75 %) are senior citizens living on fixed incomes. The water company realizes that they do not have the option of raising rates dramatically to increase their revenues and fund a project such as this.

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Water use in 2004 ranged from 5,000 gallons per day in November to 9,000 gallons per day in June. The average daily water withdrawal of the system in 2004 was 7,143 gallons per day.

Other Community Services

The following services are provided to residents within the Region:

	Electric	Gas	Telephone	Cable	Water	Sewer
Forbes Road School District						
Dublin Township	Allegheny Power, Valley Rural Electric Cooperative, Inc.		Embarq			Hustontown Joint Sewer Authority
Taylor Township	Allegheny Power, Valley Rural Electric Cooperative, Inc., Valley Rural Electric Corporation		Frontier Communications of Breezewood, Embarq			Hustontown Joint Sewer Authority
Wells Township	Valley Rural Electric Cooperative		Frontier Communications of Breezewood	Waterfall Cable	Wells Tannery Water Authority, Private well water	On-lot Sewage Disposal
Central Fulton School District						
Ayr Township	Allegheny Power	PPL	Embarq	Comcast	McConnellsburg Borough Water Authority	McConnellsburg Borough Sewage Authority
Licking Creek Township	Allegheny Power, Valley Rural Electric Cooperative, Valley Rural Electric Corporation		Embarq			On-lot Sewage Disposal
McConnellsburg Borough	Allegheny Power	PPL	Embarq	Comcast	McConnellsburg Borough Water Authority	McConnellsburg Sewerage Authority
Todd Township	Allegheny Power, Valley Rural Electric Cooperative	PPL	Embarq	Comcast	McConnellsburg Borough Water Authority	McConnellsburg Sewerage Authority
Southern Fulton School District						
Belfast Township	Allegheny Power, Valley Rural Electric Cooperative		Frontier Communications of Breezewood		Needmore Waterworks (privately owned)	On-lot Sewage Disposal
Bethel Township	Allegheny Power, Valley Rural Electric Cooperative	Columbia Gas of PA	Frontier Communications of Breezewood			Bethel Township Sewer Authority
Brush Creek Township	Allegheny Power, Bedford Rural Electric Cooperative		Frontier Communications of Breezewood			On-lot Sewage Disposal
Thompson Township	Allegheny Power	Columbia Gas of PA	Frontier Communications of Breezewood		Private Well Water	On-lot Sewage Disposal
Union Township	Allegheny Power	Columbia Gas of PA	Frontier Communications of Breezewood		Private Well Water	On-lot Sewage Disposal

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What's the Solution?

The Region needs to coordinate this comprehensive plan with all future long range community facilities planning efforts so as to carry out a consistent vision of growth, development, and conservation. Specifically, all capital investments on public sewer and water line extensions need to be consistent with the Designated Growth Areas identified in the land use plan. Any school facility expansion should also fall within a Designated Growth Area so as to not compromise the Rural Resource Area of the Region.

Cooperation and sharing of services will be vital to the implementation of this comprehensive plan. The Region must avoid duplication of community facilities so as to not spawn unwanted growth in areas identified to be preserved. The Region will need to monitor services that are staffed by volunteers so as to continue to provide the same level of service.

The following table provides implementation recommendations as it relates to the Region's community facilities:

	Strategy	Why	Who	How
C1	Update long range planning documents to be consistent with this joint comprehensive plan.	Through consistency, preservation of the existing quality of life and preferred development scenarios can be achieved.	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Council of Government 3. Sewer and Water Authorities 4. Building Association 5. Local Officials 	<ol style="list-style-type: none"> 1. Update the Region's 537 Plans and Chapter 94 Reports to reflect the plan's population projections. 2. Coordinate with the School Districts to complete Specific Plans for their facilities and campuses that tie to visions of this plan. 3. Update all water feasibility reports to ensure adequate water resources are available to meet the plan's projected population.

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C2	Utilize the growth management strategy as the framework for providing the desired infrastructure and community facility patterns and investments.	<ol style="list-style-type: none"> 1. Plan for 90% of the region's infrastructure and community facility growth to occur in the designated growth area. 2. Plan for the remaining 10% of the region's infrastructure and community facility growth to occur in the rural resource areas. 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Sewer and Water Authorities 3. Council of Government 4. Building Association 5. School Districts 6. Local Officials 	<ol style="list-style-type: none"> 1. Prioritize all investments for sewer and water infrastructure on how they will affect growth within the Region. 2. Utilize the Official Map and DGA Specific Plans to control future sewer and water infrastructure investments. 3. Coordinate with the School Districts on population trends and new construction activity.
C3	Foster volunteerism by redirecting growth and development within the Designated Growth Areas	<ol style="list-style-type: none"> 1. Enhances volunteer capacity 2. Reduces significant financial investments for staffing 	<ol style="list-style-type: none"> 1. Local and County Officials 2. Local Volunteer Organizations 3. Fulton County Planning Commission 4. Council of Government 	<ol style="list-style-type: none"> 1. Develop Specific Plans within the Designated Growth Area. 2. Adopt mixed use neighborhood design tools and incentives to help maintain and shape the physical character of neighborhoods. 3. Require sidewalks and bikeways in existing ordinances to enhance walkability to local emergency and community facility providers that rely on volunteers. 4. Develop a database of available volunteers and their talents to utilize for community functions.
C4	Promote the creation of a trade school, college, or university within the region.	<ol style="list-style-type: none"> 1. Enhances Economic Development 2. Assists in keeping the Region's residents within the area. 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Economic Development Corporation 3. School Districts 	<ol style="list-style-type: none"> 1. Research existing educational needs and work to develop a trade school or branch campus to support secondary education within the region.

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Summary

The Region's community facilities infrastructure is adequate to serve the existing population and proposed population outlined within this plan. However, the Region must be consistently monitoring the needs of the Region's Stakeholders, namely the school districts and authorities against population growth. For if the Region would experience significant growth over the plan period it will directly impact the aforementioned stakeholders and thus increase cost of services which will erode the current quality of life the Region enjoys.

Moving Fulton Forward

CHAPTER 9:

Parks, Recreation, and Greenways

Parks, Recreation, and Greenways Goal

Provide for a coordinated and comprehensive network and system of parks, recreation, open space and greenway areas, connected to and disbursed among not only the rural resource areas, but in and around the designated growth areas, that will meet the active and passive recreation needs of existing and future residents, as well as generate opportunities for tourism and attract outdoor enthusiasts from all over.

The Role of Parks, Recreation, and Greenways

Park planning has evolved over the past several decades. Parks have always played an important part of providing communities a higher quality of life. Over the past several decades greenway planning has risen to the forefront of recreation planning. Greenway planning provides connections to park facilities, open spaces, regional destinations, and other focal points. These linkages provide valuable environmental education opportunities along with offsetting roadway demands for transportation travel.

Trends and Concerns

- The region is blessed with many regional park amenities in both State Game Lands and Cowans Gap State Park.
- The Region lacks close-to-home recreational facilities.
- Much of the recreational amenities within the region center around passive recreation.
- Much of the Region contains significant open space opportunities for preservation and recreation purposes.
- None of the Region's municipalities contain park, recreation, and open space planning or full-time recreation staff.
- None of the Region's municipalities subdivision and land development ordinances offer mandatory dedication requirements.

Parks

Parks, open space, and recreation areas are valuable community facilities. Open space consists of both developed and undeveloped land. Developed open space includes parks and recreational areas. Undeveloped open spaces are areas which reserve land for future recreation; protect streams and stream valleys, forest land, and woodlands; preserve scenic and historic resources, and act as buffers between developed areas.

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Open space serves three basic functions:

- It satisfies human need through recreation by providing fresh air, sunlight, space for exercise, and psychological relief from stress.
- It enhances and protects the natural resource base including air, water, soil, plants and animals.
- It affects economic development factors such as real estate values and land development patterns.

Recreation experts classify parks into five distinct categories based upon size, service population, and intended use. All information on park and recreational facilities in Fulton County is adopted from the Fulton County Comprehensive Plan, 2000.

Regional Parks

Regional parks generally contain 100 or more acres and are located within thirty minutes to one hour driving time from the population served. These parks accommodate a wide variety of recreational activities such as hiking, camping, and picnicking facilities. Regional parks may also have “activity-orientated” facilities.

Cowans Gap State Park serves as an excellent example of a regional park. This 1,085 acre facility is nestled in a scenic valley of the Tuscarora Mountains. Recreational opportunities include swimming, boating, fishing, hunting, picnicking, hiking, cabins, camping, organized group tenting, food and refreshment concessions, environmental education and interpretation, ice fishing and skating, and cross-country skiing.

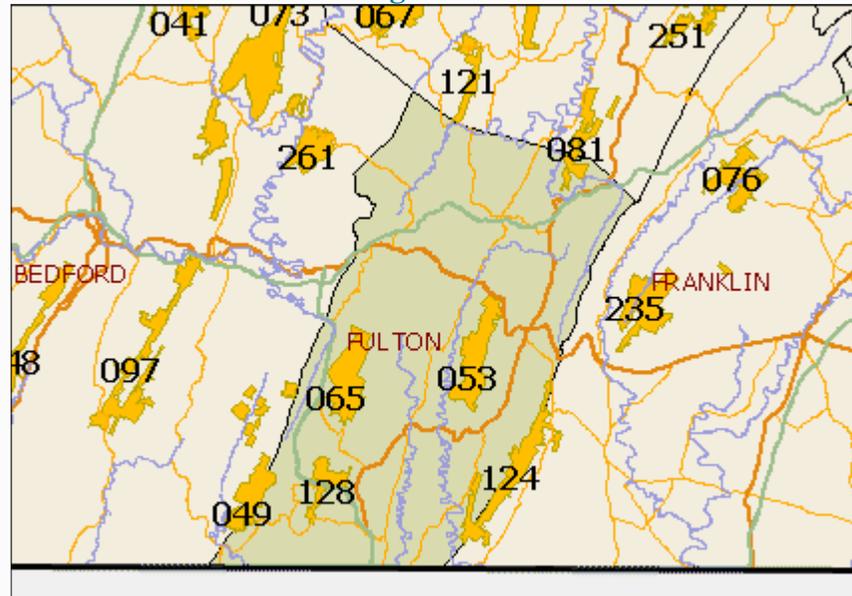


Figure 15: Meadow Grounds Lake

Other regional facilities in the area include Buchanan State Forest, Meadow Grounds Lake, and all or part of State Game Land numbers 49, 53, 65, 81, 124, and 128. Meadow Grounds Lake, a 204 acre lake located within State Game Lands #53 offers fishing and boating opportunities. Primary fish species are large mouth bass, pumpkinseed, and walleye.

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State Game Lands in the Region



Source: Pennsylvania Game Commission

Community Parks

Community or district parks tend to contain 25 or more acres. The recommended travel distance for people served by a community park is one to two miles. These parks generally involve a fairly high level of improvement with multiple sets of athletic fields and courts. Sometimes swimming pools and indoor recreation centers are situated on community park land. Larger schools sometimes have facilities that qualify as community parks and represent valuable recreation resources that can significantly enhance the level of recreation services offered to a given area.

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Wells Tannery Community Park, Buck Valley Park and the McConnellsburg Lions Club Park serve as the Region's most notable community park facilities. The Wells Tannery Community Park is a 6.0 acre facility located in Wells Township. The park was chartered in 1947 and is currently owned and maintained by the Wells Tannery Park Association. The facility includes a baseball field, dining hall, and a grandstand, originally built in 1948. The grandstand has been determined eligible for the National Register of Historic Places. In 1998, the park association received a \$96,000 grant from the Department of Community and Economic Development to upgrade restroom facilities, install playground equipment, a picnic table, and an Americans with Disabilities Association approved stream fishing ramp.

The Buck Valley Park is a 13.0 acre facility located in Union Township. This park is owned and maintained by the Buck Valley Park Association and includes a baseball field, tennis court, pavilion picnic area, and food facility. In addition, a 5 acre area is set aside for small and big game hunting activities.

The McConnellsburg Lions Club Park is located in Todd Township and is maintained by the McConnellsburg Recreation Center, Inc. This 9.6 acre park includes baseball and softball fields, soccer fields, a tennis court, concession stand and a newly constructed play area for children to enjoy.

Neighborhood Parks

Neighborhood parks are the third park type advocated by recreation experts. These parks are generally between 5 and 25 acres in size. The recommended service area for these parks is one-quarter to three-quarter mile radius. Neighborhood parks are intended to provide close-to-home areas for limited athletic activities, playgrounds, and passive pursuits. The location and sizing of neighborhood parks are often tied to decentralized elementary school sites that service individual neighborhoods. The American Legion Memorial Park serves as the county's only neighborhood park. The 5 acre facility is owned by the American Legion Post 561 and is located north of McConnellsburg in Todd Township.

Play Lots and Mini-parks

Play lots and mini-parks are provided at the sub-neighborhood level and are meant to serve residents within the immediate vicinity. These parks are generally less than one acre in size and can be as small as 2,500 square feet. Typically, play lots include several pieces of playground equipment and park benches and are aimed at providing close-to-home play areas for small children. The Region's rural setting has not produced the need for these types of facilities.

Linear Parks

Linear parks are another type of park which are quite different from those previously listed, but play a significant role in a community's open-space composition. Generally, these facilities take the form of bike paths and trails. In addition to the many trails and

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paths located in state owned lands, there are other recreational trails existing such as the Link Trail, Reichley Brothers Rail Trail, and the Tuscarora Trail.

County and Municipal Owned Parks

McConnell Park is owned and maintained by Fulton County. The 1.6 acre facility is located adjacent to the county courthouse and provides picnic and seating areas for an amphitheater. It is heavily used during the Fulton Fall Folk Festival in October and the Strawberry Festival in June.

The Warfordsburg Senior Center is co-owned and maintained by Bethel Township and Fulton County. It currently serves as an open space area but plans are being made for the future installment of a baseball field and track.

Public School Facilities

Fulton County has approximately 354.0 acres of recreational space designated as Public School Recreation Areas. These facilities include: Forbes Road School; Forbes Road Lions Club Park; McConnellsburg Elementary and High School; and Southern Fulton Elementary and Junior / Senior High School.



Figure 16: Unknown pilot in flight from “The Pulpit” near McConnellsburg Borough

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Park and Recreational Facilities in the Region

Facility	Ownership / Maintenance	Acreage	Classification
American Legion Memorial Park	American Legion Post 561	5.0	Neighborhood Park
American Legion Picnic and Recreation Grounds	American Legion Post 561	18.0	Picnic Area
Buchanan State Forest, District #2	PA Bureau of Forestry	29,001.0	State Forest
Buck Valley Park	Buck Valley Park Association	13.0	Community Park / Center
Cowans Gap State Park	Commonwealth of PA	1,085.0	State Park
Forbes Road	Forbes Road School District	180.0	Public School Recreation Area
Forbes Road Lions Club Park	Forbes Road School District	10.0	Public School Recreation Area
McConnellsburg Lions Club Park	McConnellsburg Recreation Center, Inc.	9.6	Community Park / Center
McConnell Park	Fulton County	1.6	County Park
McConnellsburg Elementary School	Central Fulton School District	3.0	Public School Recreation Area
McConnellsburg High School	Central Fulton School District	17.0	Public School Recreation Area
Meadow Grounds Lake	PA Fish and Boat Commission	250.0	N/A
Southern Fulton Elementary School	Southern Fulton School District	130.0	Public School Recreation Area
Southern Fulton High School	Southern Fulton School District	11.5	Public School Recreation Area
State Game Lands No. 49	PA Game Commission	1,549.8	State Game Lands
State Game Lands No. 53	PA Game Commission	5,927.7	State Game Lands
State Game Lands No. 65	PA Game Commission	6,073.1	State Game Lands
State Game Lands No. 81	PA Game Commission	1,100.0	State Game Lands
State Game Lands No. 124	PA Game Commission	2,262.1	State Game Lands
State Game Lands No. 128	PA Game Commission	1,695.1	State Game Lands
Warfordsburg Senior Citizen Center	Bethel Township and Fulton County	2.1	Community Park / Center
Warfordsburg Elementary School	Southern Fulton School District	2.5	Public School Recreation Area
Wells Tannery Community Park	Wells Tannery Park Association	6.0	Community Park
Great Cove Golf Course	Great Cove Golf Course	120.4	Recreation / Open Space Land Use

Source: PA DCNR, 1998; Fulton County Comprehensive Plan, 2000

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Greenways

The Southern Alleghenies Planning and Development Commission is developing a greenways plan that includes Fulton County and the twelve municipalities that comprise the Region. The Regional Greenways Plan was developed concurrently with the development of this Plan. According to public input associated with the plan, three project corridors that the residents wanted to see implemented included: the Link to Tuscarora Connector, the Little Scrub Ridge Wildlife Connector and the Southern Great Trough Creek Wildlife Connector. Many other regional project corridors were identified and itemized in the plan.

What's the Solution?

A system of park and recreation facilities and public open space that meet a variety of the active and passive recreational needs of the Region's citizens of all ages is an important service the county supports in providing to its citizens. Parks and open space assist in the preservation of trees and green areas that make the Region more attractive to those who live here, those who visit and those who wish to invest in the Region.

The Region would benefit by the development of a stand-alone park, recreation and open space plan. By participating in this planning process, the region can determine whether a regional park director is needed, involved municipalities can adopt mandatory dedication fees for development, and develop a holistic recreation planning approach.

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	Strategy	Why	Who	How
P1	Develop a park, recreation, and open space plan to be consistent with this joint comprehensive plan.	Through consistency, preservation of the existing quality of life and preferred recreation scenarios can be achieved.	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Council of Government 3. Local Officials 	<ol style="list-style-type: none"> 1. Coordinate with the Department of Conservation and Natural Resources to assist in securing grant funding for a regional plan.
P2	Utilize the growth management strategy as the framework for providing the desired recreation facility patterns and investments.	<ol style="list-style-type: none"> 1. Plan for 70% of the region's recreation facility growth to occur in the designated growth area. 2. Plan for the remaining 30% of the region's recreation facility growth to occur in the rural resource areas. 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Council of Government 	<ol style="list-style-type: none"> 1. Prioritize all investments for recreation facilities on how they will affect growth within the Region. 2. Utilize the Official Map and DGA Specific Plans to reserve prime areas for future parks, trails, and greenways.
P3	Implement objectives and goals from regional recreation plans.	<ol style="list-style-type: none"> 1. Enhances recreation throughout the Region. 	<ol style="list-style-type: none"> 1. Local and County Officials 2. Local Volunteer Organizations 3. Fulton County Planning Commission 4. Council of Government 	<ol style="list-style-type: none"> 1. Work with Fulton County Planning Commission to implement the Southern Alleghenies Planning and Development Commission's Greenway Plan. 2. Council of Government to facilitate proposed objectives and goals stemming from the recommended parks, recreation, and open space plan.

Summary

The Region's recreation infrastructure is adequate to serve the existing and proposed population's passive recreation needs. However, the Region should begin to proactively pursue future active recreation opportunities. Additionally, the Region will benefit greatly from a coordinated parks, recreation, and open space plan that will direct all future recreation decisions.

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CHAPTER 10:

Natural and Cultural Resources

NATURAL AND CULTURAL RESOURCES GOAL

Preserve, sustain and enhance important natural, scenic, cultural and historical assets and resources for the benefit of existing and future generations, while planning for, accommodating and guiding more intense growth, development and uses away from these important assets.

The Role of Natural and Cultural Resources

Across America a battle is being waged between people and natural and cultural resources. In suburban land developments people are frightened by the sudden appearance of bears in their backyards. Farmsteads that used to symbolize agrarian societies are being demolished and replaced with housing developments.

The two greatest threats to biodiversity are habitat loss/degradation and invasive species, both of which are strongly correlated with sprawling growth. Unfortunately, many planning initiatives focus on protecting a single site or single species without providing an alternative plan for growth or development.

The natural characteristics of the landscape in the Region have been an important factor in determining its historical pattern of development. Areas of significant physical constraint – steep slopes, woodland, floodplains, and carbonate geology- have generally sheltered the Region from being subject to development.

Overall Trends and Concerns

The Region

- With the vast majority of local streams originating within the Region, the municipalities do not inherit the polluted surface and groundwater that may emanate from upstream neighbors.
- The Susquehanna River drainage basin contains four wild trout streams: Brush Creek, Laurel Fork, Sideling Hill, and Roaring Run.
- The Potomac River watershed contains seven of the streams with reaches officially denoted as “impaired” by Pennsylvania Department of Environmental Protection Source Water Assessment Program. Of the seven, none have developed a Total Maximum Daily Load (TMDL), a study that identifies allowable pollutant loads to a waterbody from both point and non-point sources, that will prevent further violation of water quality standards.
- All municipalities within the region are participating in the National Flood Insurance Program.

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- Within Pennsylvania, the US Army Corps of Engineers and Pennsylvania Department of Environmental Protection strictly regulates development practices within proximity of wetlands. Any development of these areas is subject to both state and federal permitting processes.
- The whole geologic surface of the Region is most picturesquely broken; and charming mountain and valley scenery can be enjoyed from many points of view, especially along the turnpike.
- The Region should establish guidelines and regulations through subdivision and land development ordinances to protect the limestone formations from unnecessary or excessive disturbance.
- The Region should look to develop slope regulations that provide a gradual increase in restrictions as the slopes become greater.
- McConnellsburg's historic district was recognized by the United States Department of the Interior in 1993 when it was listed in the National Register of Historic Places. Outside of the historic district no other formal protections exist for the Region's resources.

“The high quality of the region’s waterways and watersheds is a strength that many communities do not have and is a reason for people to move to the area. We cannot compromise these assets because of lack of planning”

-Concerned Citizen of the region in January 2006 public meeting

Hydrology

The Region is located entirely within the Chesapeake Bay Watershed. Located at the headwater of both the Potomac and Susquehanna River, the Region has good water quality and great potential to further improve local water quality in a very low cost manner.

Juniata/Susquehanna River Drainage

The northern third and western edge of the Region drains north to the Juniata River and eventually the Susquehanna River. Water quality in this drainage area is high due to the forested and sparsely populated land uses found within the drainage area. Of the four principal streams, Little Aughwick Creek is designated exceptional value under Pennsylvania's Chapter 93 regulations. **The drainage basin contains four wild trout streams: Brush Creek, Laurel Fork, Sideling Hill, and Roaring Run.**

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Potomac River Drainage

The remainder of the region drains largely to Licking Creek and Big and Little Tonoloway Creeks, tributaries of the Potomac River. The majority of the Region's water quality impairments are located in this drainage, found in association with population centers and agricultural areas. **The watershed contains seven of the streams with reaches officially denoted as "impaired" by Pennsylvania Department of Environmental Protection Source Water Assessment Program. Of the seven, none have developed a Total Maximum Daily Load (TMDL), a study that identifies allowable pollutant loads to a waterbody from both point and non-point sources, that will prevent further violation of water quality standards.** Sideling Hill Creek, in Union Township, is classified as an exceptional value under Pennsylvania's Chapter 93 regulations.

Being located at the "top of the hill" presents unique opportunities and hazards for the Region's residents. With the vast majority of local streams originating within the Region, the municipalities do not inherit the polluted surface and groundwater that may emanate from upstream neighbors. Fulton County Conservation District has taken a watershed approach to guide restoration of local water quality to address the previously mentioned problems in the Region.¹

Floodplains

Other hydrologic characteristics are important in delineating suitable areas for future development. Of major concern are flood zones adjacent to bodies of water, hydric soils, and wetlands. These areas are environmentally sensitive and can present serious physical limitations for development. Development in the floodplains is hazardous to life and property, not only within the proposed development itself but also in existing development areas that may be subjected to unexpected changes in stream channel location or in flood heights and velocities.

Many scenic areas in the Region are location within floodplains. The Pennsylvania Floodplain Management Act requires municipalities identified as being flood-prone to enact floodplain regulations which, at a minimum, meet the requirements of the National Flood Insurance Program (NFIP). **All municipalities within the region are participating in the NFIP.**

¹ County Implementation Plan, Fulton County Conservation District

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Wetlands

Wetlands are among our most valuable resource areas because they control flooding, improve water quality, and support a wide variety of animal and plant species. Wetlands are characterized generally by a high water table, poor drainage, and some degree of surface ponding during the year. Most hydric soils qualify as wetlands if they support predominantly hydrophytic vegetation.

Since 1950, the enforcement of wetland protection has become regulated by the Federal Clean Streams Law. Within Pennsylvania, the US Army Corps of Engineers and Pennsylvania Department of Environmental Protection strictly regulates development practices within proximity of wetlands. **Any development of these areas is subject to both state and federal permitting processes.**

Geology

The two principal features of the Region are the McConnellsburg limestone cove lying along its eastern border, and the Broad Top coal field which occupies about 8 square miles of its north-west corner, at an elevation of 2000 feet above tide, and surrounded by a deep red shale valley. This area is surrounded by Sideling Hill, which is prolonged southward to the Maryland state line, but sends out a long prong south-westward called Town Hill. These mountains are outcrops of Pocono sandstone and contain a number of little coal beds. More workable coal beds are located on the Broad Top. Through the middle of the county passes a broad belt of Catskill and Chemung and Hamilton rocks, containing no minerals of value. At the northern line is a loop of Oriskany sandstone and Lower Helderberg limestone inclosing a Clinton red shale valley with some fossil iron ore circling round the south end of Black-Log Mountain. At the Maryland line there is an exactly similar loop, twice as long (8 ½ miles) in which flows Pigeon Creek. Between the two loops lies a curious trough of higher rocks making the mountain 13 miles long and 2 wide, with a double crest and little enclosed valley, over the northern point of which runs the turnpike. The McConnellsburg cove is floored with the limestone, and walled in by a mountain of slate with a crest of Medina sandstone, all round except on the western side. Here runs the most remarkable fault in the State, the west-dipping limestones of the cove being cut off and dropped about 8000 feet. The limestone floor of the cove is 2 miles wide and 13 miles long, pointed at the north and south ends. A little iron ore has been found in it. Fossil ore outcrops come up out of the fault and run northward into Huntington County and southward along Licking Creek into Maryland. The whole surface of the Region is most picturesquely broken; and charming mountain and valley scenery can be enjoyed from many points of view, especially along the turnpike.²

² *A geological hand atlas of the sixty-seven counties of Pennsylvania*

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The limestone area in the Cove is a sensitive geologic feature because of its susceptibility of being dissolved by the action of percolating water. Once large volumes of limestone are dissolved, underground caverns are created thus increasing the potential for surface collapse, or sinkhole development. **A more pervasive danger from this condition is the prospect of widespread groundwater pollution. The Region should establish guidelines and regulations through its subdivision and land development ordinances to protect the limestone formations from unnecessary or excessive disturbance.**

Topography

The region lies within the Ridge and Valley section of the Appalachian Mountains. Typical of the Ridge and Valley region, the Region has a series of small narrow, flat valleys surrounded by ridges running northeast and southwest. Topography of the region is categorized by steep, high, generally narrow mountainous ridges and rolling intermountain valleys. Big Mount, on the Tuscarora Mountain, represents the highest point with an elevation of 2,440 feet. The lowest point is where Great Tonoloway Creek crosses the Pennsylvania-Maryland State Line at an elevation of 420 feet.³

Slopes that are fifteen percent or greater are considered environmentally sensitive due to their increased potential for erosion, low degree of slope stability and difficult access in poor weather conditions. Steep slopes can also be a factor in road construction, on-lot wastewater systems, and stormwater management. **The Region should look to develop slope regulations that provide a gradual increase in restrictions as the slopes become greater.**

Soils

A soil's composition dictates important planning characteristics such as flooding, suitability for on-lot sewage disposal, and ability to support agricultural practices. A hydric soil is one that in its undrained condition is flooded, ponded, or saturated long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation. Hydric soils generally have a seasonally high water table. An evaluation of the fertility of the region's soils helps to identify the areas best suited to long-term agricultural use and most worthy to be preserved.

A detailed listing of the Region's soils and their classifications are provided in the County Comprehensive Plan. The following displays the percentages of soils based on the above classifications:

³ Changes in Urban Land Use Pattern: An Evaluation of Urbanization in McConnellsburg and its Impact on Storm Water Runoff, Ebenezer Agbobli, May 2005

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Soil Potential for On-Lot Disposal of Sewage

	Acres	Square Miles	Percent
Not limited	204.5	0.32	0.1%
Somewhat limited	9,864.8	15.41	3.5%
Very limited	269,056.4	420.40	95.9%
Not rated	1,341.3	2.10	0.5%

Hydric Soil Components

	Acres	Square Miles	Percent
Not hydric	225,182.9	351.85	80.3%
Partially hydric	48,121.1	75.19	17.2%
All hydric	7,163.0	11.19	2.6%

Dominant Soil Class

	Acres	Square Miles	Percent
I	1,777.3	2.78	0.6%
II	39,150.7	61.17	14.0%
III	38,809.5	60.64	13.8%
IV	45,285.8	70.76	16.1%
VI	22,422.0	35.03	8.0%
VII	131,680.5	205.75	47.0%
VIII	429.1	0.67	0.2%
Undefined	912.2	1.43	0.3%

Historic and Cultural Resources

The Region's historical and cultural resources are heavily influenced by the topographic and geologic formations. Transportation developments, specifically the Pennsylvania Turnpike and the Lincoln Highway, have also played a key role in the development of the Region. Many crossroad communities were established through the development of the roadway infrastructure. The Region is best characterized by its heavily forested hilltops and fertile valleys.

McConnellsburg's historic district was recognized by the United States Department of the Interior in 1993 when it was listed in the National Register of Historic Places. The district consists of 144 structures that contribute to its historic character. Of notable meaning are the numerous taverns, inns, automotive garages and other travel-related structures still in existence today, which includes Daniel McConnell's original log home.

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A variety of organizations focused on the promotion and preservation of the County's rich history exist throughout the Region. The most prominent is the Fulton County Historical Society. Established in 1928, the society is a non-profit organization comprised of approximately 700 members. The Fulton County Heritage Plan identifies features throughout the region for the Historical Society to protect. **Outside of the historic district no other formal protections exist for the Region's resources.**



Figure 17: Burnt Cabins Gristmill

What Protections Are Needed?

Outside of the State and Federal regulations governing wetlands and floodplains, the region has minimal protection against resource disturbance. The Region's resources have been protected from significant development pressures that the surrounding counties have witnessed. These natural and cultural resources provide the Region its character and a distinguished "sense of place." Preserving a healthy natural and cultural environment is one of the biggest issues in the coming years for the Region.

Effective codes and management of the Region's environmentally and cultural significant lands is necessary. In the preparation of ordinances that protect the region's resources, it is recommended that a balanced landscape approach be considered that clearly spells out rules for protecting resources. By taking a landscape approach, the region will encourage corridor connectivity and support migratory activity. The landscape approach provides the opportunity of linking significant cultural areas for the cultivation of tourism within the Region.

What's the Solution?

Protecting the natural and cultural resources is something the Region cannot ignore. These resources need to be respected for their longevity, as well as for their role in where and how we live. Fortunately, there are ways to mitigate or make compromises that will accommodate both human need to occupy the land and nature's need to simply be the way it has been for generations. Because of their distinctive character and history, cultural resources also fit into the category of sensitive lands and need to be protected or rehabilitated.

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The County should look to strengthen its water resource protections with the addition of: riparian buffers, primarily in the agricultural areas; development management plans for the areas vast forest resources; adaptive reuses and demolition requirements to protect the areas historical structural elements; and provisions to protect the ridgelines from visual intrusions.

	Strategy	Why	Who	How
N1	Develop revised subdivision and land development requirements to protect natural and cultural resources.	Modernizing many of the local subdivision and land development requirements will increase protection of many of the region's sensitive areas that are currently unprotected specifically: topography, ground and surface water, natural habitat, ridgelines, prime agricultural soils, and karst geologic features.	<ol style="list-style-type: none"> 1. Fulton County Planning Commission 2. Council of Government 3. Building Association 4. Local Officials 	<ol style="list-style-type: none"> 1. Fulton County Planning Commission to seek funding from DCED to develop the County Subdivision and Land Development Ordinance. 2. Fulton County Planning Commission to develop a county subdivision and land development ordinance for municipalities to adopt.
N2	To prevent further violation of water quality standards, develop a Total Maximum Daily Load (TMDL) study for all Regional Waterbodies.	<ol style="list-style-type: none"> 1. Enhances Water Quality 	<ol style="list-style-type: none"> 1. Fulton County Conservation District 2. Local Watershed Groups 3. Council of Government 	<ol style="list-style-type: none"> 1. Apply for grant funding from the Department of Environmental Protection. Begin with those watershed areas that witness the greatest need.

Summary

Peace of mind in the Region is largely based on an appreciation for the scenic beauty and picturesque landscape that surrounds the community. It is not surprising that the threat of encroachment by development on the natural and cultural resources is the greatest threat to the Region. Implementation of the Rural Resource Area identified in the Land Use chapter and the recommendations within this chapter will aid in protecting the Region's Resources.

Moving Fulton Forward

CHAPTER 11: *Implementation*

This Plan must be used as a primary reference for evaluating and influencing future change in the twelve municipality region. The procedures and actions in this chapter are provided as the instructions for use of this Plan by the county planning commission, county and local elected officials, municipal staff, and the general public.

Adoption of the Plan

The first and most basic step in the implementation of Moving Fulton Forward is its official adoption by the local elected officials. The Comprehensive Plan will then form the policy foundation for day-to-day decisions concerning development, as well as the framework for ordinances and collaboration that are the primary administrative tools for the control of growth and development in the Region.

It is particularly important that the Plan be understood and endorsed by the local municipal officials. Without such understanding and support, the Plan will not be useful nor will it be followed.

Subdivision Regulations

Subdivision regulations are the Region's primary growth management tool- especially influencing quality new developments. These regulations detail standards of any required improvements accompanying construction. The Comprehensive Plan makes several recommendations which affect street access, open space, landscaping, and other improvements. Adoption of these recommendations within one regional planning document will implement development patterns preferred by the Region.

Official Map

A regional official map is the secondary growth management tool for determining ultimate right-of-ways. Ultimate right-of-ways shown for each street should be appropriate for its functional classification, projected traffic volumes, land uses of abutting properties, and general neighborhood character. The regional official map is a valuable long-range planning tool, appropriate to anticipate and accommodate civic, park, recreation, and sewer and water infrastructure uses that will be needed over time.

Using the Plan

After official adoption and appropriate policy regulations are established, the use of Moving Fulton Forward becomes a reference document. Neither the growth management plan nor ordinances can completely anticipate or absolutely control the future growth within the twelve municipality region. Future development will be determined by day-to-day decisions made by the Region's elected officials, largely in response to proposals made by private developers. In each situation where the Region must respond to a specific development proposal, the Comprehensive Plan should be used as a reference to guide the Region in the evaluation of the proposal.

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The natural resources, part of the Comprehensive Plan, are one of the first sources to be referred to in considering any development proposal. The maps provided within this text should be able to identify potential problem areas. In most cases, the developer will be required to supply more precise information on the natural and man-made determinants of development suitability. The technical expertise of local, County, and State agency staff will be needed to determine any potential problems and identify methods to overcome them.

The Land Use Plan should be consulted early in the review of any development proposal. If the proposed use corresponds to that shown on the Land Use Plan, the major issues of concern will be design considerations, technical questions, and guarantees of performance on the part of the developer. If the proposed use differs from that shown on the Land Use Plan, the proposal will require scrutiny.

There are a number of tools available, beyond ordinance adoption, for evaluating specific proposals and for controlling development. The ability of the Region to limit the extent and type of growth to areas defined by the Land Use Plan or by subsequent studies, is reinforced through municipal and regional management of the public sewer, transportation, and water infrastructure. Direction, extent, and type of growth may be effectively implemented through the combination of ordinances and control of infrastructure improvements. Any extension of infrastructure should be consistent with the growth management plan.

Further Planning Studies

The nature of the comprehensive planning process requires that proposals for the long range development of the Region be prepared at a general level. Typically, time and resources do not permit a detailed examination of a number of allied and more specific issues. A combination of factors strongly suggests the need for several follow-up planning and design efforts to address issues of importance to Move Fulton Forward.

Of particular importance is the preparation of the master plans for the Designated Growth Areas. The master plans would entail a detailed study of the circumstances and potentials of the designated growth areas and recommendations for disposition of different uses and site design considerations in each specific designated growth area. The Plan would also address access, circulation, parking, open space, stormwater management, landscaping, sewer and water capacity, and an overall “sense of place” for each area.

The master plans can also produce a set of design guidelines for private development in the designated growth areas that could, in turn, be translated into ordinance recommendations.

Other studies that should be considered include the development of a regional sewer and water plan.

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Information Gathering, Processing, Storage and Retrieval

The Region currently functions by communicating development patterns to their neighboring municipalities in a random fashion. But with rapid development patterns occurring outside the Region's boundaries, the council of government that is recommended to be established needs to track and share development activity in a more organized and efficient manner.

The Region's current system of processing, storing, and retrieving information filed as part of applications for subdivision and land development approvals are placed on each individual municipalities office. Applications should continue to receive information locally but need to be shared regionally. Applications should be coded by number, with corresponding paper and computer-based files, including standardized forms for recording basic information such as the location and dimensions of the tract, the characteristics of the proposed development, and the application and review status, and shared regionally. Submitted plans and other pertinent documents should be stored on computer files.

The Region should prepare an annual report to the County Planning Commission and County Commissioners summarizing development activities in the Region. The compilation and publication of the following data would be useful in documenting the character and quantity of change in the Region over time and would be extremely useful in the day-to-day administration of planning activities in the Region. The items recommended for inclusion in the report are:

- Population estimates
- School population
- Employment estimates
- Development activity summary (new development and redevelopment)
 1. Residential development: new housing units (by type), acres of development, acres of private and dedicated open space
 2. New non-residential construction: acres of new development by land use and gross floor area by use

Annual Reviews

The Region should, as an annual agenda item with the council of government, formally review the annual long range planning projects and capital improvements for the Region to ensure that physical improvements that are being programmed are in accordance with the overall intent of the Comprehensive Plan. The review should also include consideration of items which are called for by the Comprehensive Plan. A formal review and recommendation concerning the long-range recommendations should be forwarded to the municipal officials for the twelve municipalities prior to its adoption.

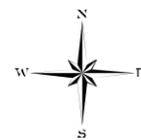
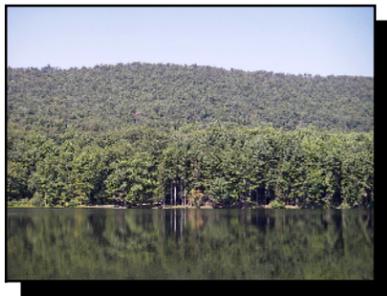
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A second annual agenda item should be the annual review of the plan by the council of government, which should:

- Review the degree of accomplishment of the previous year's objectives,
- Summarize studies or projects finished or underway,
- Identify Comprehensive Plan recommendations that are planned to be addressed in the next year, and
- Plan for future projects or studies, including issues that the Council of Government intends to review or initiate and ordinances that require review.

Fulton County, Pennsylvania

Moving Fulton Forward



0 6,000 12,000 24,000 Feet

Source Data: PA DEP, PA DCNR, PennDOT, Penn State, SAP&DC, USGS, Rettew

Map 1: Existing Land Use

- | | | | | | | | |
|--|--------------------|--|--------------------|--|--------------|--|----------|
| | Rivers/Lakes/Ponds | | Low-Density Urban | | Quarry | | Forests |
| | Streams | | High-Density Urban | | Mining | | Wetlands |
| | | | Farmland | | Transitional | | |

A joint municipal comprehensive plan for McConnellsburg Borough and Ayr, Belfast, Bethel, Brush Creek, Dublin, Licking Creek Taylor, Thompson, Todd, Union and Wells Townships.

Adopted: January, 2007



Fulton County, Pennsylvania

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Source Data: PA DEP, PA DCNR, PennDOT, Penn State, SAP&DC, USGS, Rettew

Map 2: Future Land Use

Base Features

-  Streams
-  Rivers/Lakes/Ponds

Rural Resource Areas

-  Preserved Open Space
-  Restricted Open Space
-  Rural Landscape

Designated Growth Areas

-  Town Center
-  Hamlet

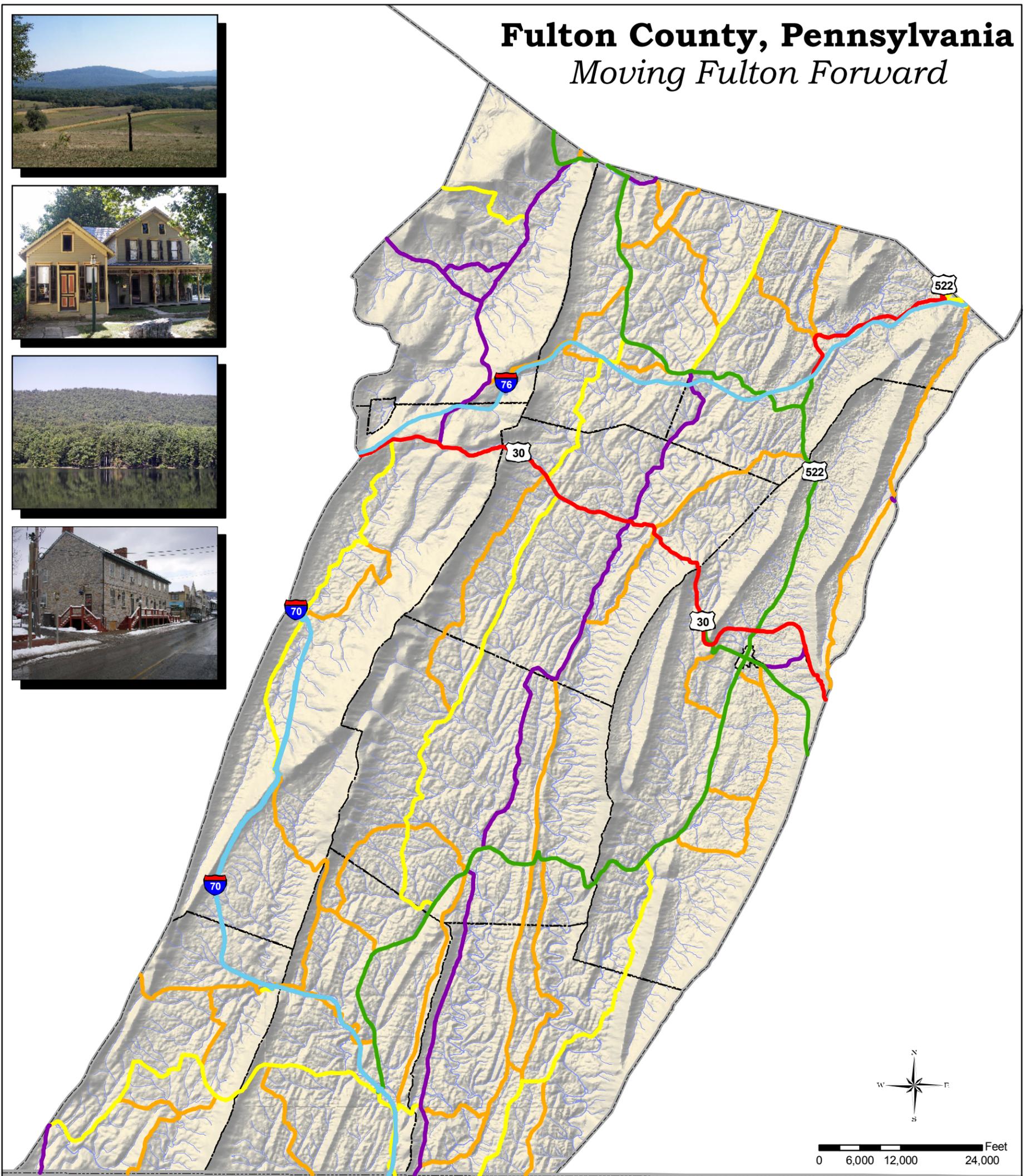
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Adopted: January, 2007

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Source Data: PA DEP, PA DCNR, PennDOT, Penn State, SAP&DC, USGS, Rettew

Map 3: Roadway Functional Classification

-  Streams
-  Rivers/Lakes/Ponds
-  Interstate Highways
-  Other Freeways and Expressways
-  Other Principal Arterial Highways
-  Minor Arterials
-  Rural Major Collector
-  Rural Minor Collector
-  Local Roads

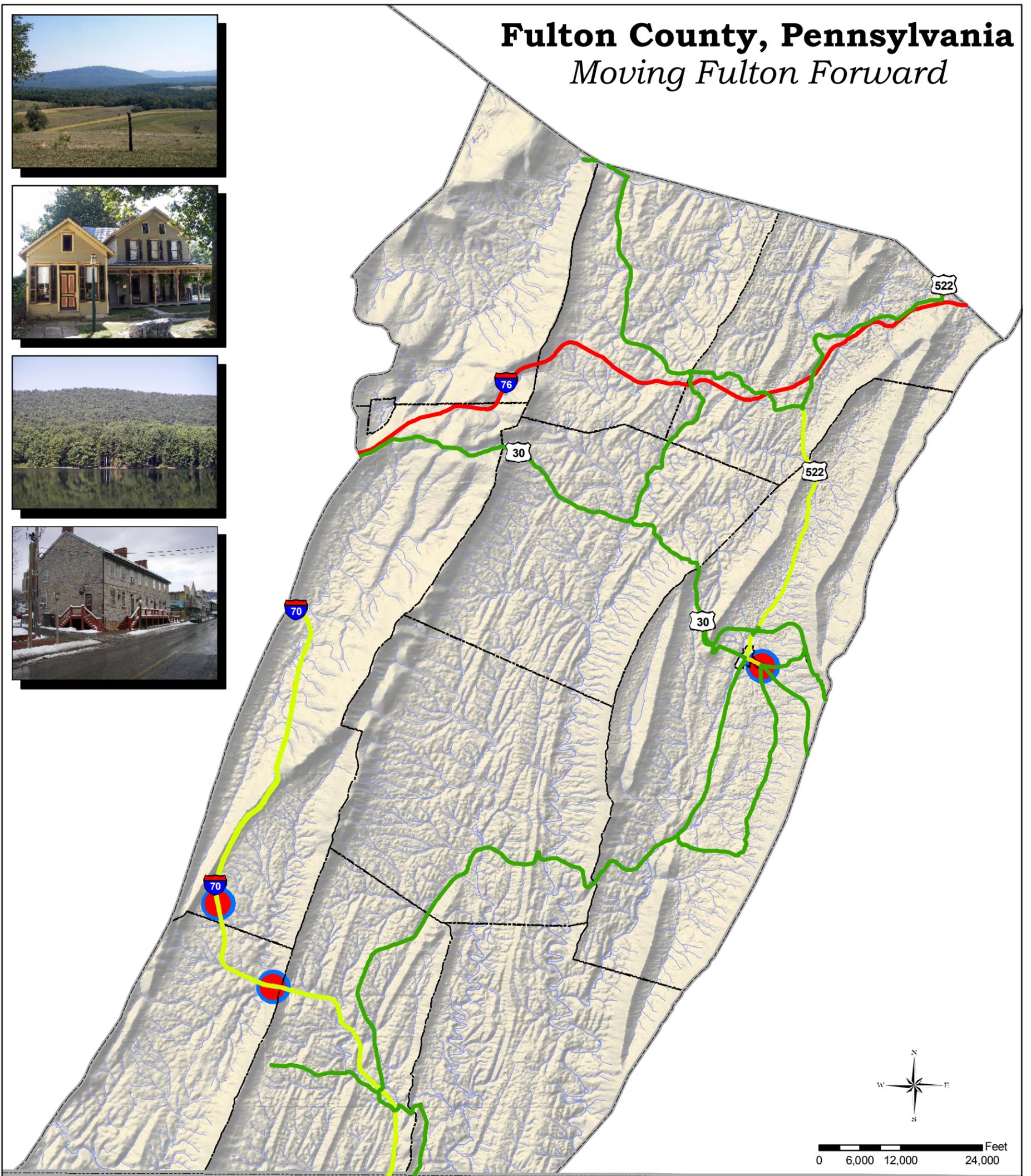
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Adopted: January, 2007

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Source Data: PA DEP, PA DCNR, PennDOT, Penn State, SAP&DC, USGS, Rettew

Map 4: Traffic Volumes and Accident Prone Areas

- Streams
- Rivers/Lakes/Ponds
- Accidents
- 20,001+ Average Daily Trips
- 10,001 - 20,000 Average Daily Trips
- 5,001 - 10,000 Average Daily Trips
- 1,001 - 5,000 Average Daily Trips

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Fulton County, Pennsylvania

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Source Data: PA DEP, PA DCNR, PennDOT, Penn State, SAP&DC, USGS, Rettew

Map 5: Public Water and Sewer Service

-  State Roads
-  Local Roads
-  Areas with Public Water Service
-  Areas with Public Sewer Service

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Adopted: January, 2007

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Source Data: PA DEP, PA DCNR, PennDOT, Penn State, SAP&DC, USGS, Southern Alleghenies Greenways & Open Space Network Plan, Rettew

Map 6: Parks and Open Space

- | | | |
|--------------------|--|--|
| Rivers/Lakes/Ponds | Existing State/National/Regional Trail | Preservation Corridors/Habitats |
| State Roads | Existing Local Trail | Regional Recreation Corridors/Destinations |
| State Parks | Proposed State/National/Regional Trail | County Recreation Corridors/Destinations |
| State Forests | Proposed Local Trail | Key County Destinations |
| State Gamelands | On-Road Bike Routes | |

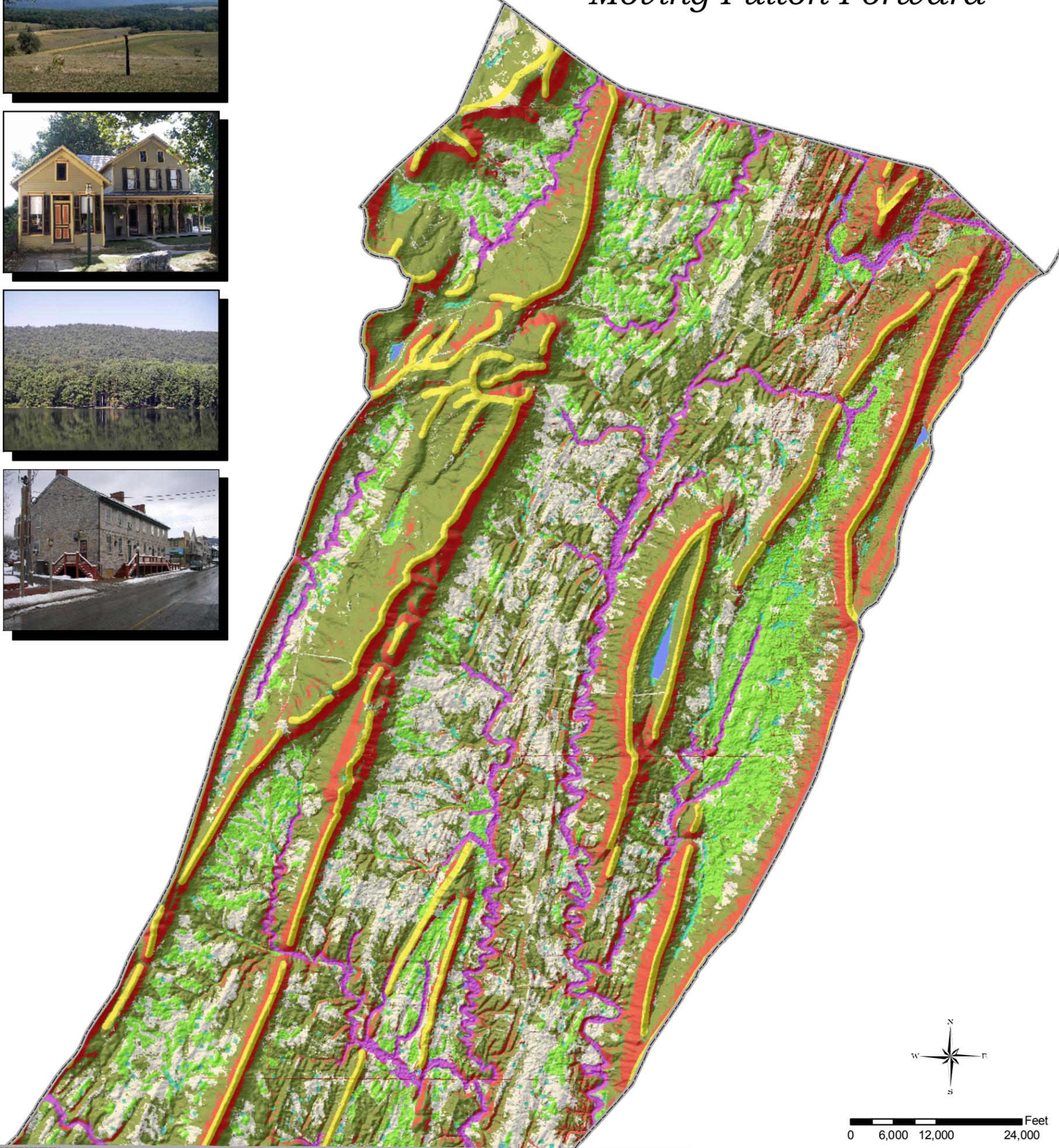
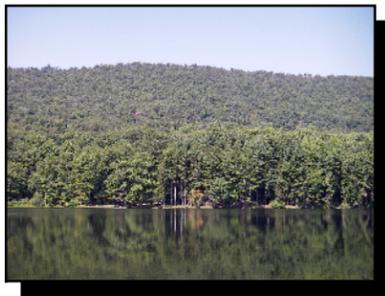
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Adopted: January, 2007



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Source Data: PA DEP, PA DCNR, PennDOT, Penn State, SAP&DC, USGS, Rettew

Map 7: Environmentally Sensitive Areas

-  Rivers/Lakes/Ponds
-  Ridgelines
-  Steep Slopes
-  Floodplains
-  Prime Agricultural Soils
-  Wetlands
-  Forests

A joint municipal comprehensive plan for McConnellsburg Borough and Ayr, Belfast, Bethel, Brush Creek, Dublin, Licking Creek Taylor, Thompson, Todd, Union and Wells Townships.

Adopted: January, 2007

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Appendix

1. Charrette Focus Group Discussion Notes
2. Intergovernmental or Multi-Municipal Cooperation Survey
3. Intergovernmental or Multi-Municipal Cooperation Survey Overall Results
4. Forbes Road School District Municipalities On-going Cooperation Efforts
5. Forbes Road School District Municipalities Future Cooperation Considerations
6. Central Fulton School District Municipalities On-going Cooperation Efforts
7. Central Fulton School District Municipalities Future Cooperation Considerations
8. Southern Fulton School District Municipalities On-going Cooperation Efforts
9. Southern Fulton School District Municipalities Future Cooperation Considerations
10. McConnellsburg Borough Exterior Survey of Structures
11. Specific Plans Summary
12. Official Maps Summary
13. Impact Fees Summary

**Items of Concern Priority
Developed at the January 26, 2006 Charrette**

3/22/2007
RETTEW Associates, Inc.

Group	Subject	Rank	Votes	Strength/Weakness	Issue
Southern Fulton	Community Facilities / Infrastructure	-	0	Strength	Community parks
Southern Fulton	Community Facilities / Infrastructure	3	7	Strength	Local township have control
Southern Fulton	Community Facilities / Infrastructure	-	0	Strength	Vote for superintendents
Southern Fulton	Community Facilities / Infrastructure		2	Strength	Phone service/DSL
Southern Fulton	Community Facilities / Infrastructure	-	0	Strength	Cell coverage – some good
Southern Fulton	Community Facilities / Infrastructure	-	0	Strength	Electric
Southern Fulton	Community Facilities / Infrastructure		1	Strength	Small community feeling
Southern Fulton	Community Facilities / Infrastructure		3	Strength	On-lot sewage disposal: reduces population density and allows for self-management
Southern Fulton	Community Facilities / Infrastructure	-	0	Strength	Sewer system (proposed) in Needmore
Southern Fulton	Community Facilities / Infrastructure		1	Strength	Cove planning committee for school
Southern Fulton	Community Facilities / Infrastructure	-	0	Strength	School district has the land
Southern Fulton	Community Facilities / Infrastructure	-	0	Strength	Outdoor recreation: state parks and gamelands
Southern Fulton	Community Facilities / Infrastructure		1	Weakness	Need to take broadband to next level
Southern Fulton	Community Facilities / Infrastructure		3	Weakness	Mismanagement of on-lot sewage disposal
Southern Fulton	Community Facilities / Infrastructure		2	Weakness	No medical facility in Southern Fulton
Southern Fulton	Community Facilities / Infrastructure	-	0	Weakness	Maryland medical facilities do not accept some insurance
Southern Fulton	Community Facilities / Infrastructure	-	0	Weakness	Travel distance to Bedford (medical facility?)
Southern Fulton	Community Facilities / Infrastructure	-	0	Weakness	No medical facility in Warfordsburg
Southern Fulton	Community Facilities / Infrastructure	-	0	Weakness	Lack of recreation facilities for children
Southern Fulton	Community Facilities / Infrastructure		3	Weakness	No shopping centers
Southern Fulton	Community Facilities / Infrastructure	2	9	Weakness	Recycling

**Items of Concern Priority
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3/22/2007
RETTEW Associates, Inc.

Group	Subject	Rank	Votes	Strength/Weakness	Issue
Southern Fulton	Community Facilities / Infrastructure		3	Weakness	No way to provide information to residents (newsletter/website)
Southern Fulton	Community Facilities / Infrastructure	-	0	Weakness	Zoning too political
Southern Fulton	Community Facilities / Infrastructure	-	0	Weakness	Zoning unfair
Southern Fulton	Community Facilities / Infrastructure		2	Weakness	Difficult to balance community land use goals and individual property rights in planning
Southern Fulton	Community Facilities / Infrastructure	-	0	Strength	Influx of older residents who contribute to tax base but don't use schools
Southern Fulton	Community Facilities / Infrastructure	4	5	Strength	School district newsletter (planned for the future)
Southern Fulton	Community Facilities / Infrastructure	1	10	Strength	Adequate water quality/quantity (Developer could negatively impact)
Southern Fulton	Community Facilities / Infrastructure	5	4	Strength	Fire company sufficient for local needs at present (volunteers down, and may not be able to meet future needs if more development takes place)
Southern Fulton	Community Facilities / Infrastructure		2	Strength	State Police
Central Fulton/Forbes Road	Community Facilities / Infrastructure	1		Strength	Expand telecommunications options
Central Fulton/Forbes Road	Community Facilities / Infrastructure	2		Strength	Adaptive re-use
Central Fulton/Forbes Road	Community Facilities / Infrastructure	1		Weakness	Water limited
Central Fulton/Forbes Road	Community Facilities / Infrastructure	2		Weakness	Lack of infrastructure to draw businesses
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3		Weakness	Insufficient base to sustain business
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3		Weakness	Active recreation (fields and tot-lots)
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3		Weakness	Borough stormwater
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3		Weakness	Soil limitations

**Items of Concern Priority
Developed at the January 26, 2006 Charrette**

3/22/2007
RETTEW Associates, Inc.

Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3		Weakness	Lack of funding
Central Fulton/Forbes Road	Community Facilities / Infrastructure			Weakness	Limited water supply and service
Central Fulton/Forbes Road	Community Facilities / Infrastructure			Weakness	Lack of infrastructure to draw businesses and people
Central Fulton/Forbes Road	Community Facilities / Infrastructure			Weakness	Sewer water and transportation
Central Fulton/Forbes Road	Community Facilities / Infrastructure			Weakness	Housing lots
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Strength	Car friendly county
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Strength	Planned infrastructure
Central Fulton/Forbes Road	Community Facilities / Infrastructure	1	2	Strength	Expand telecommunications options
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Strength	Borough and state police coverage
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Strength	Less need for police
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Strength	Resource sharing (salt)
Central Fulton/Forbes Road	Community Facilities / Infrastructure	2	1	Strength	Adaptive re-use
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Strength	Mixed uses in single buildings
Central Fulton/Forbes Road	Community Facilities / Infrastructure	2	6	Weakness	Lack of infrastructure to draw businesses

**Items of Concern Priority
Developed at the January 26, 2006 Charrette**

3/22/2007
RETTEW Associates, Inc.

Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3	1	Weakness	Insufficient base to sustain business
Central Fulton/Forbes Road	Community Facilities / Infrastructure	2	6	Weakness	Sewer capacity
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3	1	Weakness	Soil limitations
Central Fulton/Forbes Road	Community Facilities / Infrastructure	1	7	Weakness	Water limited
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3	1	Weakness	Aging infrastructure
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Weakness	Cable
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Weakness	Cell
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Weakness	Passive recreation
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3	1	Weakness	Active recreation (fields and tot-lots)
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Weakness	Hustontown fire volunteers
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3	1	Weakness	McConnellsburg stormwater
Central Fulton/Forbes Road	Community Facilities / Infrastructure	3	1	Weakness	Lack of funding
Central Fulton/Forbes Road	Community Facilities / Infrastructure	-	0	Weakness	Lack of mutual material purchase/sharing (Forbes Road)
Central Fulton/Forbes Road	Design Concepts				Agricultural preservation areas outside of the borough

**Items of Concern Priority
Developed at the January 26, 2006 Charrette**

3/22/2007
RETTEW Associates, Inc.

Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Design Concepts				Show prime agricultural soils, agricultural security areas, agricultural density, and actual agricultural use
Central Fulton/Forbes Road	Design Concepts				Distinguish more clearly between agricultural land and open space (productive agriculture vs. non-productive agriculture)
Central Fulton/Forbes Road	Design Concepts				Main Street from west out of McConnellsburg
Central Fulton/Forbes Road	Design Concepts				Housing west of McConnellsburg
Central Fulton/Forbes Road	Design Concepts				Recreation with housing
Central Fulton/Forbes Road	Design Concepts				Rotate design towards other side of Old Route 30
Central Fulton/Forbes Road	Design Concepts				Preservation efforts in the Cove
Central Fulton/Forbes Road	Design Concepts				More emphasis on agricultural preservation
	Land Use			Strength	Rural character from farmland, woodlands and mountains
	Land Use			Strength	Housing affordability
	Land Use			Weakness	C.F. Inadequate economic development (inf. not dev.)
Central Fulton/Forbes Road	Land Use	1		Strength	Zoning and comprehensive planning
Central Fulton/Forbes Road	Land Use	2		Strength	Farming
Central Fulton/Forbes Road	Land Use	3		Strength	Rural area
Central Fulton/Forbes Road	Land Use	4		Strength	Forests and woodlands
Central Fulton/Forbes Road	Land Use	5		Strength	Prime agricultural areas

**Items of Concern Priority
Developed at the January 26, 2006 Charrette**

3/22/2007
RETTEW Associates, Inc.

Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Land Use	6		Strength	Forestry and logging
Central Fulton/Forbes Road	Land Use	7		Strength	Diverse economy, drawing on the Borough as a central point, and the history of the area.
Central Fulton/Forbes Road	Land Use	8		Strength	Villages
Central Fulton/Forbes Road	Land Use	1		Weakness	Land values are too high, and becoming unaffordable
Central Fulton/Forbes Road	Land Use	2		Weakness	Borough is landlocked
Central Fulton/Forbes Road	Land Use			Strength	Rural area
Central Fulton/Forbes Road	Land Use			Weakness	High land values and lack of affordability
	Land Use	1		Weakness	No control over heavy industry and regulation (negative impacts on roadways from logging and CAFOs)
	Land Use	2		Strength	Rural character
	Land Use	3		Strength	Mountains and general landscape
	Land Use	4		Weakness	Lack of planning (Southern Fulton School District)
	Land Use	5		Strength	Quiet
	Land Use	5		Weakness	Strip development (speed not safe, inefficient use of land)
Southern Fulton	Land Use		1	Strength	Know your neighbors
Southern Fulton	Land Use	2	11	Strength	Rural character
Southern Fulton	Land Use		1	Strength	Farming background
Southern Fulton	Land Use	3/4	9	Strength	Mountains and general landscape
Southern Fulton	Land Use		1	Strength	No traffic problems (...yet, hopefully not)
Southern Fulton	Land Use	7	5	Strength	Low crime
Southern Fulton	Land Use	5	7	Strength	Quiet
Southern Fulton	Land Use	-	0	Strength	Lay out.
Southern Fulton	Land Use		3	Strength	Land use favors hunting
Southern Fulton	Land Use	-	0	Strength	Hunting
Southern Fulton	Land Use	-	0	Strength	Amount of room
Southern Fulton	Land Use		1	Strength	Neighbors are similar
Southern Fulton	Land Use	6	6	Weakness	Strip development along rural highways
Southern Fulton	Land Use	7	5	Weakness	No impact fees - week state legislation
Southern Fulton	Land Use		1	Weakness	Amount of limitations placed on local officials

**Items of Concern Priority
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Southern Fulton	Land Use		1	Weakness	Inefficient school system - why not share resources
Southern Fulton	Land Use	1	12	Weakness	No control over heavy industry and regulation
Southern Fulton	Land Use		2	Weakness	Very little industry/commercial - low tax base
Southern Fulton	Land Use		1	Weakness	As people with children (residential growth) move in, the rest of the area will feel the tax burden
Southern Fulton	Land Use	-	0	Weakness	State land - not in tax base
Southern Fulton	Land Use	3/4	9	Weakness	Lack of planning
Southern Fulton	Land Use		2	Weakness	Is agriculture "dead"?
Central Fulton/Forbes Road	Land Use	-	0	Weakness	Rural nature
Central Fulton/Forbes Road	Land Use	-	0	Weakness	Potential for haphazard development
Central Fulton/Forbes Road	Land Use	2	1	Weakness	McConnellsburg landlocked - constraint
Central Fulton/Forbes Road	Land Use	1	4	Weakness	Land values are too high, and becoming unaffordable
Central Fulton/Forbes Road	Land Use	-	0	Weakness	Low-income housing
Central Fulton/Forbes Road	Land Use	-	0	Weakness	Lack of restaurants
Central Fulton/Forbes Road	Land Use	3	6	Strength	Rural area
Central Fulton/Forbes Road	Land Use	-	0	Strength	Open space
Central Fulton/Forbes Road	Land Use	2	8	Strength	Farming
Central Fulton/Forbes Road	Land Use	4	5	Strength	Forests and woodlands
Central Fulton/Forbes Road	Land Use	7	2	Strength	History

**Items of Concern Priority
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Land Use	-	0	Strength	Safe
Central Fulton/Forbes Road	Land Use	7	2	Strength	Diverse economy
Central Fulton/Forbes Road	Land Use	6	3	Strength	Forestry and logging
Central Fulton/Forbes Road	Land Use	-	0	Strength	Sustainable use
Central Fulton/Forbes Road	Land Use	1	9	Strength	Zoning and comprehensive planning
Central Fulton/Forbes Road	Land Use	-	0	Strength	Compatible land uses
Central Fulton/Forbes Road	Land Use	-	0	Strength	The Cove
Central Fulton/Forbes Road	Land Use	5	4	Strength	Prime agricultural areas
Central Fulton/Forbes Road	Land Use	8	1	Strength	Villages
Central Fulton/Forbes Road	Land Use	-	0	Strength	Regionalization
Central Fulton/Forbes Road	Land Use	7	2	Strength	McConnellsburg as central point
Central Fulton/Forbes Road	Land Use	-	0	Strength	Public services
Central Fulton/Forbes Road	Land Use	7	2	Strength	JLG
Central Fulton/Forbes Road	Land Use	-	0	Weakness	Clear cutting

**Items of Concern Priority
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Land Use	2	5	Weakness	Tax base
Central Fulton/Forbes Road	Land Use	-	0	Weakness	Below median income
Central Fulton/Forbes Road	Misc.			Weakness	Tourism
Central Fulton/Forbes Road	Misc.			Weakness	Property maintenance
Central Fulton/Forbes Road	Misc.			Weakness	Corporate agriculture
Central Fulton/Forbes Road	Misc.			Weakness	Spreading of biosolids
Central Fulton/Forbes Road	Misc.			Weakness	Low real estate turnover
Central Fulton/Forbes Road	Misc.			Weakness	Price for pumping and hauling septic
Central Fulton/Forbes Road	Misc.			Weakness	No place to haul septic
Central Fulton/Forbes Road	Misc.			Strength	Tourism
Central Fulton/Forbes Road	Misc.			Strength	Promotion of tourism
Central Fulton/Forbes Road	Misc.			Strength	Corporate agriculture
Central Fulton/Forbes Road	Misc.			Strength	Nutrient management
Central Fulton/Forbes Road	Misc.			Strength	Low real estate turnover

**Items of Concern Priority
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3/22/2007
RETTEW Associates, Inc.

Group	Subject	Rank	Votes	Strength/Weakness	Issue
	Natural / Cultural Resources			Strength	Importance of high quality waterways
	Natural / Cultural Resources			Strength	Hunting, wildlife and forests
	Natural / Cultural Resources			Weakness	Building in the 100-year floodplains
	Natural / Cultural Resources			Weakness	Roadside dumping
Central Fulton/Forbes Road	Natural / Cultural Resources	1		Strength	High quality waterway and watersheds
Central Fulton/Forbes Road	Natural / Cultural Resources	1		Strength	Low impact development
Central Fulton/Forbes Road	Natural / Cultural Resources	1		Strength	Floodplain protection
Central Fulton/Forbes Road	Natural / Cultural Resources	2		Strength	More money from state
Central Fulton/Forbes Road	Natural / Cultural Resources	3		Strength	Hunting
Central Fulton/Forbes Road	Natural / Cultural Resources	4		Strength	Public lands
Central Fulton/Forbes Road	Natural / Cultural Resources	5		Strength	Attracting park visitors
Central Fulton/Forbes Road	Natural / Cultural Resources	6		Strength	Updating ordinances
Central Fulton/Forbes Road	Natural / Cultural Resources	1		Weakness	No access to public land
Central Fulton/Forbes Road	Natural / Cultural Resources	2		Weakness	Meadow Ground Lake (PFBC)
Central Fulton/Forbes Road	Natural / Cultural Resources	2		Weakness	State park: no links to and no focus on Fulton County

**Items of Concern Priority
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Natural / Cultural Resources	3		Weakness	Building in the 100-year floodplains
Central Fulton/Forbes Road	Natural / Cultural Resources			Strength	State pays money in lieu of taxes for public land
Central Fulton/Forbes Road	Natural / Cultural Resources			Strength	Maintaining high quality waterways
Central Fulton/Forbes Road	Natural / Cultural Resources			Strength	Low impact development
Central Fulton/Forbes Road	Natural / Cultural Resources			Strength	Floodplain protection
	Natural / Cultural Resources	1		Strength	Forests
	Natural / Cultural Resources	2		Weakness	Roadside dumping
	Natural / Cultural Resources	3		Strength	Wildlife
	Natural / Cultural Resources	3		Weakness	No recycling facilities
	Natural / Cultural Resources	3		Strength	Clear air
	Natural / Cultural Resources	4		Strength	High quality water/streams (sediment and bacterial)
	Natural / Cultural Resources	5		Strength	Night sky
Southern Fulton	Natural / Cultural Resources	1	13	Strength	Forests, rolling mountains, hills
Southern Fulton	Natural / Cultural Resources	3	8	Strength	Clean air - farming
Southern Fulton	Natural / Cultural Resources	5	5	Strength	Night sky
Southern Fulton	Natural / Cultural Resources	4	8	Strength	High quality water/streams
Southern Fulton	Natural / Cultural Resources		1	Strength	Redbuds/Pigeon Cove
Southern Fulton	Natural / Cultural Resources	3	8	Strength	Wildlife
Southern Fulton	Natural / Cultural Resources	-	0	Strength	Tonoloway Baptist Church

**Items of Concern Priority
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Southern Fulton	Natural / Cultural Resources	-	0	Strength	Akresville - Old stone house church
Southern Fulton	Natural / Cultural Resources	-	0	Strength	State gamelands
Southern Fulton	Natural / Cultural Resources	-	0	Strength	Community parks
Southern Fulton	Natural / Cultural Resources	-	0	Strength	Roadside vistas
Southern Fulton	Natural / Cultural Resources	2	11	Weakness	Roadside dumping
Southern Fulton	Natural / Cultural Resources	-	0	Weakness	Wildlife management - deer population/predators
Southern Fulton	Natural / Cultural Resources		3	Weakness	Roadside spraying of vegetation (harmful to trees, harms streams)
Southern Fulton	Natural / Cultural Resources	-	0	Weakness	Lack of process to remove dead carcasses from road
Southern Fulton	Natural / Cultural Resources	-	0	Weakness	Power line clearing unsightly
Southern Fulton	Natural / Cultural Resources	-	0	Weakness	Release of fish into streams and you can't eat the fish
Southern Fulton	Natural / Cultural Resources	3	8	Weakness	No recycling facilities
Southern Fulton	Natural / Cultural Resources	-	0	Weakness	Need non-internet information distribution
Central Fulton/Forbes Road	Natural / Cultural Resources	1	7	Strength	High quality waterway and watersheds
Central Fulton/Forbes Road	Natural / Cultural Resources	1	7	Strength	Low impact development
Central Fulton/Forbes Road	Natural / Cultural Resources	-	0	Strength	Main Street / Elm Street programs
Central Fulton/Forbes Road	Natural / Cultural Resources	4	1	Strength	Updating ordinances
Central Fulton/Forbes Road	Natural / Cultural Resources	1	7	Strength	Floodplain protection
Central Fulton/Forbes Road	Natural / Cultural Resources	-	0	Strength	Trout fishing

**Items of Concern Priority
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Natural / Cultural Resources	4	1	Strength	Attracting park visitors
Central Fulton/Forbes Road	Natural / Cultural Resources	4	1	Strength	Public lands
Central Fulton/Forbes Road	Natural / Cultural Resources	2	2	Strength	Hunting
Central Fulton/Forbes Road	Natural / Cultural Resources	2	2	Strength	More money from state
Central Fulton/Forbes Road	Natural / Cultural Resources	-	0	Weakness	S.A.L.D.O. regulations and landscaping
Central Fulton/Forbes Road	Natural / Cultural Resources	3	1	Weakness	Currently building in the 100-year floodplain
Central Fulton/Forbes Road	Natural / Cultural Resources	3	1	Weakness	Flooding
Central Fulton/Forbes Road	Natural / Cultural Resources	2	2	Weakness	Meadow Ground Lake (PFBC)
Central Fulton/Forbes Road	Natural / Cultural Resources	2	2	Weakness	State park: no links to and no focus on Fulton County
Central Fulton/Forbes Road	Natural / Cultural Resources	1	4	Weakness	No access to public land
Southern Fulton	Regionalization	1			Transportation: limited access program
Southern Fulton	Regionalization	2			Regional planning: zoning
Southern Fulton	Regionalization	3			Emergency services: fire
Southern Fulton	Regionalization	4			Emergency services: police
Southern Fulton	Regionalization	5			Moderately priced dwelling units and home maintenance
Central Fulton/Forbes Road	Regionalization				Zoning
Central Fulton/Forbes Road	Regionalization				Public image issues of zoning

**Items of Concern Priority
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Regionalization				Zoning only tool for certain controls
Central Fulton/Forbes Road	Regionalization				Allow for better distribution of resources
Central Fulton/Forbes Road	Regionalization				Property rights
Central Fulton/Forbes Road	Regionalization				Value of real estate
Central Fulton/Forbes Road	Regionalization				EMS
Central Fulton/Forbes Road	Regionalization				Plan now for coming development
Central Fulton/Forbes Road	Regionalization				Joint SEO
Central Fulton/Forbes Road	Regionalization				Parks and recreation
Central Fulton/Forbes Road	Regionalization				Paperwork for administration
Central Fulton/Forbes Road	Regionalization				Lack of enforcement (across all topics/issues)
Central Fulton/Forbes Road	Regionalization				School district quarterly meetings
	Transportation				Capacity of roads
	Transportation				Maintenance of township roads
	Transportation				Sidewalks
	Transportation			Weakness	Roads not friendly to trucks
	Transportation				Guiderails
Central Fulton/Forbes Road	Transportation	1		Strength	Pike to bike

**Items of Concern Priority
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3/22/2007
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Transportation	2		Strength	Trails in state forests
Central Fulton/Forbes Road	Transportation	1		Weakness	Maintenance of township roads
Central Fulton/Forbes Road	Transportation	2		Weakness	Not truck friendly (US-522 and PA-16)
Central Fulton/Forbes Road	Transportation	2		Weakness	Sidewalks in McConnellsburg
Central Fulton/Forbes Road	Transportation	3		Weakness	Parking at intersections in McConnellsburg for trucks
	Transportation	1		Strength	Interstate 70's service to the area
	Transportation	2		Weakness	Bridge conditions (state roads)
	Transportation	3		Weakness	Roads won't carry future growth
	Transportation	3		Strength	Decent conditions currently
	Transportation	4		Weakness	Guiderails
	Transportation	5		Strength	US-522 and the Turnpike
Southern Fulton	Transportation	1	10	Strength	Interstate 70's service to the area
Southern Fulton	Transportation	4	4	Strength	Interstate 81 close by
Southern Fulton	Transportation	5	1	Strength	US-522 for Turnpike access
Southern Fulton	Transportation	-	0	Strength	US-30
Southern Fulton	Transportation	3	7	Strength	Decent conditions (for current population)
Southern Fulton	Transportation	2	7	Weakness	Bridge conditions
Southern Fulton	Transportation	3	8	Weakness	Roads won't carry future growth
Southern Fulton	Transportation	4	5	Weakness	Guardrail conditions
Central Fulton/Forbes Road	Transportation	1	4	Strength	Pike to bike
Central Fulton/Forbes Road	Transportation	2	3	Strength	Trails in state forests
Central Fulton/Forbes Road	Transportation	-	0	Strength	Nice roadways for biking
Central Fulton/Forbes Road	Transportation	-	0	Strength	Turnpike

**Items of Concern Priority
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3/22/2007
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road	Transportation	-	0	Strength	Car friendly
Central Fulton/Forbes Road	Transportation	2	3	Weakness	Not truck friendly (US-522 and PA-16)
Central Fulton/Forbes Road	Transportation	-	0	Weakness	No rail line
Central Fulton/Forbes Road	Transportation	-	0	Weakness	Bikers on road (Forbes Road)
Central Fulton/Forbes Road	Transportation	-	0	Weakness	No tax dollars from Sidling Hill Rest Area
Central Fulton/Forbes Road	Transportation	1	11	Weakness	Maintenance of township roads
Central Fulton/Forbes Road	Transportation	3	1	Weakness	Parking at intersections in McConnellsburg for trucks
Central Fulton/Forbes Road	Transportation	-	0	Weakness	More money for PennDOT roads
Central Fulton/Forbes Road	Transportation	2	3	Weakness	Sidewalks in McConnellsburg (no handicap access)
Central Fulton/Forbes Road	Transportation	-	0	Weakness	Sidewalks in denser areas
Central Fulton/Forbes Road		1		Strength	Adequate water quality/quantity (Developer could negatively impact)
Central Fulton/Forbes Road		2		Weakness	No recycling (in southern stations)
Central Fulton/Forbes Road		3		Strength	Local township have control
Central Fulton/Forbes Road		4		Strength	Newsletter for school district planned for the future

**Items of Concern Priority
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Group	Subject	Rank	Votes	Strength/Weakness	Issue
Central Fulton/Forbes Road		5		Strength	Fire company sufficient for local needs at present (volunteers down, and may not be able to meet future needs if more development takes place)

INTERGOVERNMENTAL OR MULTI-MUNICIPAL COOPERATION SURVEY

1. Name of municipality you represent? _____
2. Does your municipality currently participate with another municipality(ies) in an intergovernmental or multi-municipal cooperative program or service? _____ If "YES", please check all programs and/or services (listed below) which apply, as well as indicating next to the service or program, the name(s) of the other municipality(ies) with which your municipality currently participates and proceed to question # 3. If "NO", please proceed directly to question # 3.

- | | | |
|---|---|--|
| <input type="checkbox"/> Council(s) of Government | <input type="checkbox"/> Auction of Surplus Equipment | <input type="checkbox"/> Solid Waste Collection |
| <input type="checkbox"/> Joint Authorities | <input type="checkbox"/> Code Enforcement | <input type="checkbox"/> Recycling |
| <input type="checkbox"/> Sewer | <input type="checkbox"/> Building | <input type="checkbox"/> Leaf Collection |
| <input type="checkbox"/> Water | <input type="checkbox"/> Property Maintenance/Nuisance | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Other Municipal Authorities | <input type="checkbox"/> Sewage Enforcement | <input type="checkbox"/> Recreation Commission |
| <input type="checkbox"/> Tax | <input type="checkbox"/> Economic Development | <input type="checkbox"/> Projects (Parks, Trails, Playgrounds) |
| <input type="checkbox"/> Collection | <input type="checkbox"/> Planning | <input type="checkbox"/> Programs |
| <input type="checkbox"/> Revenue Sharing | <input type="checkbox"/> Planning Commission | <input type="checkbox"/> Halloween |
| <input type="checkbox"/> Insurance | <input type="checkbox"/> Stormwater | <input type="checkbox"/> Signs |
| <input type="checkbox"/> Circuit Riding Municipal Manager | Management/Watershed (Act 167) | <input type="checkbox"/> Street Naming |
| <input type="checkbox"/> Employee Salary and Benefits Survey | <input type="checkbox"/> Sewage Facilities Planning (Act 537) | <input type="checkbox"/> Traffic Impact Fees |
| <input type="checkbox"/> Computers | <input type="checkbox"/> Zoning | <input type="checkbox"/> Traffic Signal Maintenance |
| <input type="checkbox"/> Purchasing | <input type="checkbox"/> Joint Zoning Ordinance | <input type="checkbox"/> Transportation Development Districts |
| <input type="checkbox"/> Training | <input type="checkbox"/> Joint Zoning Hearing Board | <input type="checkbox"/> Bus Service |
| <input type="checkbox"/> Equipment Sharing | <input type="checkbox"/> Sharing Uses | |
| <input type="checkbox"/> Joint Ownership | <input type="checkbox"/> Subdivision and Land Development | |
| <input type="checkbox"/> Rental Agreements | <input type="checkbox"/> Official Map | |
| <input type="checkbox"/> Equipment Trading | <input type="checkbox"/> Transfer of Development Rights | |
| <input type="checkbox"/> Joint Purchasing | <input type="checkbox"/> Emergency Preparedness | |
| <input type="checkbox"/> Equipment | <input type="checkbox"/> Fire Service | |
| <input type="checkbox"/> Road | <input type="checkbox"/> Equipment | |
| <input type="checkbox"/> Office | <input type="checkbox"/> Mutual Aid | |
| <input type="checkbox"/> Materials | <input type="checkbox"/> Police Service | |
| <input type="checkbox"/> Pavement | <input type="checkbox"/> Joint Police Service | |
| <input type="checkbox"/> Stone | <input type="checkbox"/> Contract Police Service | |
| <input type="checkbox"/> Salt | <input type="checkbox"/> Police Dispatch and Records | |
| <input type="checkbox"/> Administration (bid preparation,
advertising) | <input type="checkbox"/> Mutual Aid | |
| | <input type="checkbox"/> Police Testing | |

INTERGOVERNMENTAL OR MULTI-MUNICIPAL COOPERATION SURVEY (CONT'D)

3. Would your municipality consider participating with another municipality(ies) in an intergovernmental or multi-municipal cooperative program or service? _____ If "YES", please check all programs and/or services (listed below) which apply, as well as indicating in next to the services or programs, the name(s) of the other municipality(ies) with which your municipality may consider participating with:

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> <input type="checkbox"/> Council(s) of Government <input type="checkbox"/> Joint Authorities <ul style="list-style-type: none"> <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Other Municipal Authorities <input type="checkbox"/> Tax <ul style="list-style-type: none"> <input type="checkbox"/> Collection <input type="checkbox"/> Revenue Sharing <input type="checkbox"/> Insurance <input type="checkbox"/> Circuit Riding Municipal Manager <input type="checkbox"/> Employee Salary and Benefits Survey <input type="checkbox"/> Computers <ul style="list-style-type: none"> <input type="checkbox"/> Purchasing <input type="checkbox"/> Training <input type="checkbox"/> Equipment Sharing <ul style="list-style-type: none"> <input type="checkbox"/> Joint Ownership <input type="checkbox"/> Rental Agreements <input type="checkbox"/> Equipment Trading <input type="checkbox"/> Joint Purchasing <ul style="list-style-type: none"> <input type="checkbox"/> Equipment <ul style="list-style-type: none"> <input type="checkbox"/> Road <input type="checkbox"/> Office <input type="checkbox"/> Materials <ul style="list-style-type: none"> <input type="checkbox"/> Pavement <input type="checkbox"/> Stone <input type="checkbox"/> Salt <input type="checkbox"/> Administration (bid preparation, advertising) <input type="checkbox"/> Auction of Surplus Equipment | <ul style="list-style-type: none"> <input type="checkbox"/> Code Enforcement <ul style="list-style-type: none"> <input type="checkbox"/> Building <input type="checkbox"/> Property Maintenance/Nuisance <input type="checkbox"/> Sewage Enforcement <input type="checkbox"/> Economic Development <input type="checkbox"/> Planning <ul style="list-style-type: none"> <input type="checkbox"/> Planning Commission <input type="checkbox"/> Stormwater Management/Watershed (Act 167) <input type="checkbox"/> Sewage Facilities Planning (Act 537) <input type="checkbox"/> Zoning <ul style="list-style-type: none"> <input type="checkbox"/> Joint Zoning Ordinance <input type="checkbox"/> Joint Zoning Hearing Board <input type="checkbox"/> Sharing Uses <input type="checkbox"/> Subdivision and Land Development <input type="checkbox"/> Official Map <input type="checkbox"/> Transfer of Development Rights <input type="checkbox"/> Emergency Preparedness <input type="checkbox"/> Fire Service <ul style="list-style-type: none"> <input type="checkbox"/> Equipment <input type="checkbox"/> Mutual Aid <input type="checkbox"/> Police Service <ul style="list-style-type: none"> <input type="checkbox"/> Joint Police Service <input type="checkbox"/> Contract Police Service <input type="checkbox"/> Police Dispatch and Records <input type="checkbox"/> Mutual Aid <input type="checkbox"/> Police Testing | <ul style="list-style-type: none"> <input type="checkbox"/> Solid Waste Collection <input type="checkbox"/> Recycling <ul style="list-style-type: none"> <input type="checkbox"/> Leaf Collection <input type="checkbox"/> Recreation <ul style="list-style-type: none"> <input type="checkbox"/> Recreation Commission <input type="checkbox"/> Projects (Parks, Trails, Playgrounds) <input type="checkbox"/> Programs <input type="checkbox"/> Halloween <input type="checkbox"/> Signs <input type="checkbox"/> Street Naming <input type="checkbox"/> Traffic Impact Fees <input type="checkbox"/> Traffic Signal Maintenance <input type="checkbox"/> Transportation Development Districts <input type="checkbox"/> Bus Service |
|---|--|---|

For more information concerning Intergovernmental Cooperation, please contact one of RETTEW's planners or utilize the following link to publications provided by the Department of Community and Economic Development, the Governor's Center for Local Government Services:

<http://www.newpa.com/default.aspx?id=132>

and select:

Intergovernmental Cooperation Handbook
6th Ed. Feb. 2006



INTERGOVERNMENTAL OR MULTI-MUNICIPAL COOPERATION SURVEY
ONGOING EFFORTS

Entire Planning Area (All 3 School Districts)

1. Code Enforcement – Building – 15 Responses
2. Recreation – Recreation Commission – 7 Responses
3. Planning – Planning Commission – 5 Responses
4. Joint Authorities – Sewer – 4 Responses
5. Planning – Sewage Facilities Planning (Act 537) – 4 Responses
6. Fire Service – 4 Responses

Forbes Road

1. Code Enforcement – Building – 5 Responses
2. Recreation – Recreation Commission – 3 Responses
3. Joint Authorities – Sewer – 3 Responses
4. Planning – Planning Commission – 2 Responses
5. Planning – Sewage Facilities Planning (Act 537) – 2 Responses
6. Tax – Collection – 2 Responses

Central Fulton

1. Code Enforcement – Building – 4 Responses
2. Joint Authorities – Sewer – 3 Responses
3. Joint Authorities – Water – 3 Responses
4. Recreation – Recreation Commission – 3 Responses
5. Planning – Planning Commission – 3 Responses
6. Fire Service – Mutual Aid – 2 Responses

Southern Fulton

1. Code Enforcement – Building – 6 Responses
2. Code Enforcement – Sewage Enforcement – 3 Responses
3. Planning – Sewage Facilities Planning (Act 537) – 2 Responses
4. Fire Service – 2 Responses
5. Solid Waste Collection – 2 Responses
6. Street Naming – 2 Responses
7. Insurance – 2 Responses

INTERGOVERNMENTAL OR MULTI-MUNICIPAL COOPERATION SURVEY FUTURE CONSIDERATIONS

Entire Planning Area (All 3 School Districts)

1. Planning Commission – 9 Responses
2. Code Enforcement – Sewage Enforcement – 8 Responses
3. Joint Authorities – Sewer – 6 Responses
4. Code Enforcement – Building – 6 Responses
5. Recreation – Projects (Parks, Trails, Playgrounds) – 6 Responses

Forbes Road

1. Joint Authorities – Sewer – 3 Responses
2. Equipment Sharing – Equipment Trading – 3 Responses
3. Code Enforcement – Building – 3 Responses
4. Code Enforcement – Sewage Enforcement – 3 Responses
5. Planning – Planning Commission – 3 Responses
6. Planning – Sewage Facilities Planning (Act 537) – 3 Responses
7. Recreation – Recreation Commission – 3 Responses
8. Recreation – Projects (Parks, Trails, Playgrounds) – 3 Responses

Central Fulton

1. Joint Authorities – Sewer – 3 Responses
2. Joint Authorities – Water – 3 Responses
3. Code Enforcement – Sewage Enforcement – 3 Responses
4. Planning – Planning Commission – 3 Responses
5. Code Enforcement – Building – 3 Responses

Southern Fulton

1. Planning – Planning Commission – 3 Responses
2. Code Enforcement – Sewage Enforcement – 2 Responses
3. Economic Development – 2 Responses
4. Solid Waste Collection – 2 Responses
5. Recreation – Projects (Parks, Trails, Playgrounds) – 2 Responses

Intergovernmental or Multi-Municipal Cooperation Survey Responses (Total)
Ongoing Efforts

School District	Municipality	Existing Service/Program	Cooperating Municipality	Responses
Forbes Road	Dublin	Code Enforcement - Building	Ayr, Licking Creek, McConnellsburg, Taylor, Thompson, Todd, Union, Wells	3
Forbes Road	Dublin	Computers - Training		1
Forbes Road	Dublin	Economic Development		1
Forbes Road	Dublin	Emergency Preparedness		1
Forbes Road	Dublin	Equipment Sharing - Equipment Trading		1
Forbes Road	Dublin	Fire Service		1
Forbes Road	Dublin	Joint Authorities - Sewer	Taylor	3
Forbes Road	Dublin	Planning - Planning Commission		2
Forbes Road	Dublin	Planning - Sewage Facilites Planning (Act 537)	Taylor	2
Forbes Road	Dublin	Recreation - Recreation Commission	Ayr, McConnellsburg, Thompson, Todd	3
Forbes Road	Dublin	Solid Waste Collection		1
Forbes Road	Dublin	Tax - Collection		2
Forbes Road	Taylor	Code Enforcement - Building	Ayr, Dublin, Licking Creek, McConnellsburg, Thompson, Todd, Union, Wells	1
Forbes Road	Wells	Code Enforcement - Building	Ayr, Dublin, Licking Creek, McConnellsburg, Taylor, Thompson, Todd, Union	1

Intergovernmental or Multi-Municipal Cooperation Survey Responses (Total)
Future Considerations

School District	Municipality	Service/Program	Cooperating Municipality	Responses
Forbes Road	Dublin	Auction of Surplus Equipment		2
Forbes Road	Dublin	Code Enforcement - Building		3
Forbes Road	Dublin	Code Enforcement - Property Maintenance/Nuisance		2
Forbes Road	Dublin	Code Enforcement - Sewage Enforcement		3
Forbes Road	Dublin	Computers - Training		1
Forbes Road	Dublin	Council(s) of Government		2
Forbes Road	Dublin	Economic Development		2
Forbes Road	Dublin	Emergency Preparedness		1
Forbes Road	Dublin	Equipment Sharing - Equipment Trading		3
Forbes Road	Dublin	Fire Service - Equipment		2
Forbes Road	Dublin	Fire Service - Mutual Aid		1
Forbes Road	Dublin	Joint Authorities - Sewer		3
Forbes Road	Dublin	Joint Purchasing - Administration (bid preparation, advertising)		1
Forbes Road	Dublin	Joint Purchasing - Materials - Pavement		1
Forbes Road	Dublin	Joint Purchasing - Materials - Salt		1
Forbes Road	Dublin	Joint Purchasing - Materials - Stone		1
Forbes Road	Dublin	Official Map		1
Forbes Road	Dublin	Planning - Planning Commission		3
Forbes Road	Dublin	Planning - Sewage Facilities Planning (Act 537)		3
Forbes Road	Dublin	Planning - Stormwater Management/Watershed (Act 167)		1
Forbes Road	Dublin	Recreation - Programs		2
Forbes Road	Dublin	Recreation - Projects (Parks, Trails, Playgrounds)		3
Forbes Road	Dublin	Recreation - Recreation Commission		3
Forbes Road	Dublin	Recycling		2
Forbes Road	Dublin	Solid Waste Collection		1
Forbes Road	Dublin	Subdivision and Land Development Ordinance		1
Forbes Road	Dublin	Tax - Collection		2
Forbes Road	Dublin	Tax - Revenue Sharing		2
Forbes Road	Dublin	Traffic Impact Fees		1
Forbes Road	Dublin	Zoning - Joint Zoning Hearing Board		1
Forbes Road	Dublin	Zoning - Joint Zoning Ordinance		1
Forbes Road	Dublin	Zoning - Sharing Uses		1
Forbes Road	Dublin	Zoning - Transfer of Development Rights		1

Intergovernmental or Multi-Municipal Cooperation Survey Responses (Total)
Ongoing Efforts

School District	Municipality	Service/Program	Cooperating Municipality	Responses
Central	Ayr	Code Enforcement - Building	Dublin, Licking Creek, McConnellsburg, Taylor, Thompson, Todd, Union, Wells	1
Central	Ayr	Emergency Preparedness	McConnellsburg, Todd, Licking Creek	1
Central	Ayr	Fire Service		1
Central	Ayr	Joint Authorities - Sewer	McConnellsburg, Todd	1
Central	Ayr	Joint Authorities - Water	McConnellsburg, Todd	1
Central	Ayr	Joint Purchasing - Materials - Salt	McConnellsburg	1
Central	Ayr	Recreation - Recreation Commission	Dublin, McConnellsburg, Thompson, Todd	1
Central	Licking Creek	Code Enforcement - Building	Ayr, Dublin, McConnellsburg, Taylor, Thompson, Todd, Union, Wells	1
Central	Licking Creek	Fire Service - Mutual Aid		1
Central	Licking Creek	Planning - Planning Commission		1
Central	McConnellsburg	Code Enforcement - Building	Ayr, Dublin, Licking Creek, Taylor, Thompson, Todd, Union, Wells	1
Central	McConnellsburg	Joint Authorities - Sewer	Ayr, Todd	1
Central	McConnellsburg	Joint Authorities - Water	Ayr, Todd	1
Central	McConnellsburg	Recreation - Recreation Commission	Ayr, Dublin, Thompson, Todd	1
Central	Todd	Code Enforcement - Building	Ayr, Dublin, Licking Creek, McConnellsburg, Taylor, Thompson, Union, Wells	1
Central	Todd	Code Enforcement - Sewage Enforcement		1
Central	Todd	Fire Service - Mutual Aid		1
Central	Todd	Insurance		1
Central	Todd	Joint Authorities - Sewer	Ayr, McConnellsburg	1
Central	Todd	Joint Authorities - Water	Ayr, McConnellsburg	1
Central	Todd	Planning - Planning Commission		2
Central	Todd	Planning - Stormwater Management/Watershed (Act 167)		1
Central	Todd	Recreation - Projects (Parks, Trails, Playgrounds)		1
Central	Todd	Recreation - Recreation Commission	Ayr, Dublin, McConnellsburg, Thompson	1

Intergovernmental or Multi-Municipal Cooperation Survey Responses (Total)
Future Considerations

School District	Municipality	Service/Program	Cooperating Municipality	Responses
Central	Ayr	Code Enforcement - Building		1
Central	Ayr	Joint Authorities - Sewer	McConnellsburg, Todd	1
Central	Ayr	Joint Authorities - Water	McConnellsburg, Todd	1
Central	Ayr	Planning - Planning Commission	County	1
Central	Licking Creek	Code Enforcement - Property Maintenance/Nuisance		1
Central	Licking Creek	Code Enforcement - Sewage Enforcement		1
Central	Licking Creek	Fire Service - Mutual Aid		1
Central	Licking Creek	Joint Purchasing - Materials - Pavement		1
Central	Licking Creek	Joint Purchasing - Materials - Salt		1
Central	Licking Creek	Joint Purchasing - Materials - Stone		1
Central	Licking Creek	Planning - Planning Commission		1
Central	Todd	Code Enforcement - Building		1
Central	Todd	Code Enforcement - Sewage Enforcement		2
Central	Todd	Economic Development		1
Central	Todd	Fire Service		1
Central	Todd	Fire Service - Mutual Aid		1
Central	Todd	Insurance		1
Central	Todd	Joint Authorities - Sewer		2
Central	Todd	Joint Authorities - Water		2
Central	Todd	Planning - Planning Commission		1
Central	Todd	Planning - Sewage Facilities Planning (Act 537)		2
Central	Todd	Planning - Stormwater Management/Watershed (Act 167)		1
Central	Todd	Recreation - Projects (Parks, Trails, Playgrounds)		2
Central	Todd	Recreation - Recreation Commission		1
Central	Todd	Subdivision and Land Development		1
Central	Todd	Zoning - Joint Zoning Ordinance		1

Intergovernmental or Multi-Municipal Cooperation Survey Responses (Total)
Ongoing Efforts

School District	Municipality	Service/Program	Cooperating Municipality	Responses
Southern	Belfast	None		1
Southern	Bethel	Fire Service	Belfast	1
Southern	Brush Creek	Code Enforcement - Building		1
Southern	Brush Creek	Code Enforcement - Sewage Enforcement		1
Southern	Thompson	Code Enforcement - Building	Ayr, Dublin, Licking Creek, McConnellsburg, Taylor, Todd, Union, Wells	2
Southern	Thompson	Fire Service		1
Southern	Thompson	Recreation - Recreation Commission	Ayr, Dublin, McConnellsburg, Todd	1
Southern	Thompson	Subdivision and Land Development Ordinance		1
Southern	Union	Code Enforcement - Building	Ayr, Dublin, Licking Creek, McConnellsburg, Taylor, Thompson, Todd, Wells	1
Southern	Union	Code Enforcement - Building	All	2
Southern	Union	Code Enforcement - Sewage Enforcement	All	2
Southern	Union	Economic Development	All	1
Southern	Union	Emergency Preparedness	All	1
Southern	Union	Fire Service - Mutual Aid	Belfast, Bethel	1
Southern	Union	Insurance	Bethel	2
Southern	Union	Planning - Planning Commission		1
Southern	Union	Planning - Sewage Facilities Planning (Act 537)		2
Southern	Union	Solid Waste Collection	Belfast	2
Southern	Union	Street Naming	All	2

Intergovernmental or Multi-Municipal Cooperation Survey Responses (Total)
Future Considerations

School District	Municipality	Service/Program	Cooperating Municipality	Total Responses
Southern	Belfast	Auction of Surplus Equipment		1
Southern	Belfast	Computers - Purchasing		1
Southern	Belfast	Computers - Training		1
Southern	Belfast	Emergency Preparedness		1
Southern	Belfast	Insurance		1
Southern	Belfast	Recreation - Programs		1
Southern	Belfast	Recreation - Projects (Parks, Trails, Playgrounds)		1
Southern	Bethel	Code Enforcement - Sewage Enforcement		1
Southern	Bethel	Planning		1
Southern	Brush Creek	Code Enforcement - Building		1
Southern	Brush Creek	Code Enforcement - Sewage Enforcement		1
Southern	Brush Creek	Planning - Planning Commission		1
Southern	Brush Creek	Recycling		1
Southern	Brush Creek	Solid Waste Collection		1
Southern	Brush Creek	Street Naming		1
Southern	Brush Creek	Subdivision and Land Development Ordinance		1
Southern	Brush Creek	Zoning - Sharing Uses		1
Southern	Thompson	Equipment Sharing - Joint Ownership		1
Southern	Thompson	Joint Purchasing - Equipment		1
Southern	Thompson	Planning - Planning Commission		1
Southern	Thompson	Police Service - Contract Police Service		1
Southern	Thompson	Recreation - Projects (Parks, Trails, Playgrounds)		1
Southern	Thompson	Signs		1
Southern	Thompson	Tax - Collection		1
Southern	Thompson	Yes		1
Southern	Union	Economic Development		2
Southern	Union	Planning - Planning Commission		1
Southern	Union	Solid Waste Collection		1

McConnellsburg Borough

Exterior Survey of Structures

Submitted by
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August 5, 2005

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Research Plans for McConnellsburg Borough

Phase	Task	Time
1. Planning	<ul style="list-style-type: none"> • Research Area: McConnellsburg Borough • Research Problem: Assessing exteriors of residential housing within the borough • Research Method: Use rubric to grade all structures that lie in the borough • Classifying Method: Structures fall into three categories; sound, deficient and substandard 	4 Days July (5-13)
2. Data Collection	<ul style="list-style-type: none"> • Tested surveying techniques • Conducted Surveys on all structures within the borough 	6 Days July (14-25)
3. Analysis/Interpretation	<ul style="list-style-type: none"> • Calculated data/results • Tabulated/Graphed/Mapped data • Determined scale to determine sound, deficient and substandard structures 	4 Days July (26-29)
4. Conclusion	<ul style="list-style-type: none"> • Final Analysis • Summary of report/results 	4 Days August (1-4)

Introduction

The following report details an exterior building analysis performed in McConnellsburg Borough in Fulton County. The exterior surveying was performed during July of 2005. This project was made possible by Fulton County Planning Commission and Shippensburg University.

History

The town of McConnellsburg is steeped in history and rich in tradition. McConnellsburg which is nestled in the serene Great Cove, first became settled in 1786 and later became a borough in 1814. Two events shaped McConnellsburg tremendously, the Civil War and the formation of the Lincoln Highway (Fulton County Chamber of Commerce). The borough became an integral way point for both armies during the civil war. It was also the back drop for the first confederate casualties north of the Mason Dixon line. The formation of the Lincoln Highway and its predecessor the Chambersburg-Bedford Turnpike transformed a side street into America's first coast to coast highway (Higginson Book Company). The borough literally grew around the road which is now considered the main street in town.

McConnellsburg seems to go outside the norms of most Pennsylvania towns. Like most towns it has a square and several main roads leading in and out. But unlike most towns the main street developed a block south of the square on the famous Lincoln Highway. The Lincoln Highway is not used as much as it was decades ago but it is still bustling. From Market Street to Maple Street you will find the historic district which encompasses numerous historic structures including the Fulton House and the McConnell

House (Fulton County Chamber of Commerce). Architecture through out the borough is quite varied ranging from Early Georgian to Early American.

Purpose

The purpose of this exterior survey of structures is three fold. First, it is an overall study of aesthetics through out multiple neighborhoods in the borough of McConnellsburg. Second, this survey when compared to past surveys shows trends along streets or borough wide. Third, it shows areas where rejuvenation is needed and it shows areas that are sound to begin with.

Methods

The study area for this survey was all the structures that lie within the borough McConnellsburg, PA. These structures were then divided up by streets and then further divided by blocks. The total survey area consisted of 580 structures.

The method for surveying these structures is largely superficial and based off visual impressions. The grading rubric for each structure was borrowed from Dr. George Pomeroy of Shippensburg University. Standing in front of each structure, the surveyor will observe any exterior flaws in the structure.

The indicators for all structures were foundation, walls, roof, chimney, porch, steps, doors, windows, eaves/gutters and a garage (Pomeroy). Each one of these items was then cross-checked with the listed flaws. The listed flaws were sagging, cracks, holes, inadequate construction, rotting, L & M material, crumbling, leaning, bulging, seepage, inadequate protection against weather, painting, tilting, missing, unsafe steps and missing risers (Pomeroy). Each flaw was given the same point value a 1, the

number of flaws added up resulted in the final assessment of sound, deficient or substandard. 0-2 flaws equaled a sound structure, 3-4 flaws equaled a deficient structure and 5 or more flaws were considered a substandard structure (Rubric Sample).

Limitations

There are a number of limitations that are relevant to this study. Subjectivity is a big problem because not everybody has the same thought process or ideas of what is rotting and what is not rotting. To combat this problem a scale was set after the survey was completed on all structures. A scale was developed after the fact in order to keep the surveyor impartial as to how many structures were sound, deficient or substandard.

Another limitation is that this survey is entirely superficial, no structures were tested and most structures were viewed from a distance (sidewalk). This does not mean that structures considered deficient or substandard are indeed that. This survey simply suggests that the exterior of these structures are deficient or substandard.

One more limitation is the grading rubric. This rubric is not based off a point value and all flaws are equal. In reality all flaws are not equal, some are superficial and others are very deep problems. The surveyor realizes that an equal flaw survey may not be the most accurate, however with a limited time frame and limited man power the idea seemed to be the best route.

All survey methods have inherent flaws. It is important that the surveyor use a method that will accurately access the problem they are researching. Several different surveys combined together would give a better all around analysis of structures in McConnellsburg.

Results

Exterior Structural Survey of McConnellsburg Borough

	Number of Units Surveyed	Number of Units Sound	Number of Units Deficient	Number of Units Substandard
McConnellsburg	580	553	21	6

580 units were surveyed in McConnellsburg Borough. 553 structures were identified to be sound. 21 units were deficient and 6 other units were found to be substandard.

Comparisons

McConnellsburg Borough Structural Surveys

	Total Units Sampled	Number of Deficient Units	Percentage of Units Deficient
RCS&A Inc. Survey 1992	82	6	7%
NLI Survey 2005	580	27	4.7%

A comparison between the 1992 and 2005 study shows a difference of 2.3%. It is also difficult to grasp a good reading being that 13 years have elapsed since the last survey was performed. Another discrepancy is the actual amount surveyed. In 2005 almost all houses were surveyed however in 1992 only a small amount was actually surveyed. Another argument can be made over how each survey was done, for instance the 1992 survey used their own points flaw system and the 2005 survey used its own equal flaw system.

Conclusion

This survey indicates that the number of deficient units in McConnellsburg has improved a few percentage points since the survey in 1992. The percentage of units deficient dropped from 7% to 4.7%.

This survey allows us to identify where deficient and sound structures congregate. From all the data collected you can clearly see patterns in neighborhoods (map). For example all of First Street is sound with the exception of one structure. However the area around North Second Street is significantly different. Six structures alone are either deficient or substandard (map). This data allows us to make a neighborhood analysis based solely on the exterior of structures.

There are two conclusions drawn from this survey. The first being McConnellsburg's structures have gotten significantly better since 1992. The second being that McConnellsburg's structures; sound or deficient have a spatial pattern to them.

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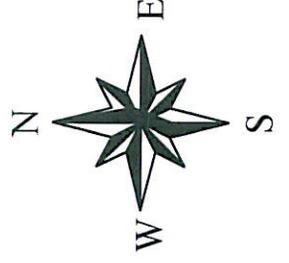
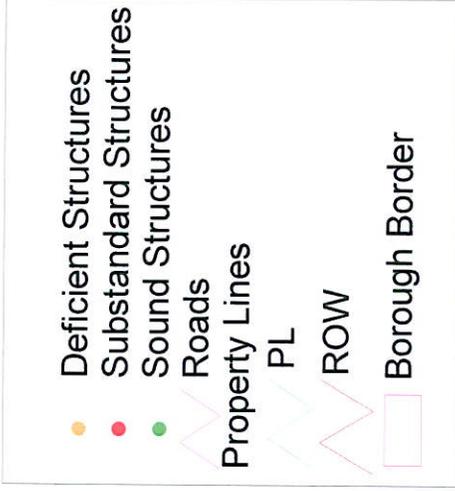
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Building Exterior Survey McConnellsburg, PA



Specific Plans Summary

A specific plan is a regulatory document that supersedes the planning policies and zoning provisions of a specified area within a multi-municipal comprehensive plan. The plan and accompanying development regulations and implementation programs are “specific” to the area subject to the specific plan.

Municipalities Planning Code Section 1106. Specific Plans.

(a) Participating municipalities shall have authority to adopt a specific plan for the systematic implementation of a county or multi-municipal comprehensive plan for any nonresidential part of the area covered by the plan.

Such specific plan shall include a text and a diagram or diagrams and implementing ordinances which specify all of the following in detail:

(1) The distribution, location, extent of area and standards for land uses and facilities, including design of sewage, water, drainage and other essential facilities needed to support the land uses.

(2) The location, classification and design of all transportation facilities, including, but not limited to, streets and roads needed to serve the land uses described in the specific plan.

(3) Standards for population density, land coverage, building intensity and supporting services, including utilities.

(4) Standards for the preservation, conservation, development and use of natural resources, including the protection of significant open spaces, resource lands and agricultural lands within or adjacent to the area covered by the specific plan.

(5) A program of implementation including regulations, financing of the capital improvements and provisions for repealing or amending the specific plan. Regulations may include zoning, storm water, subdivision and land development, highway access and any other provisions for which municipalities are authorized by law to enact. The regulations may be amended into the county or municipal ordinances or adopted as separate ordinances. If enacted as separate ordinances for the area covered by the specific plan, the ordinances shall repeal and replace any county or municipal ordinances in effect within the area covered by the specific plan and ordinances shall conform to the provisions of the specific plan.

(b) (1) No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with an adopted county or multi-municipal comprehensive plan.

(2) No capital project by any municipal authority or municipality shall be approved or undertaken, and no final plan, development plan or plat for any subdivision or development of land shall be approved unless such projects, plans or plats are consistent with the adopted specific plan.

(c) In adopting or amending a specific plan, a county and participating municipalities shall use the same procedures as provided in this article for adopting comprehensive plans and ordinances.

(d) Whenever a specific plan has been adopted, applicants for subdivision or land development approval shall be required to submit only a final plan as provided in Article V, provided that such final plan is consistent with and implements the adopted specific plan.

(e) A county or counties and participating municipalities are prohibited from assessing subdivision and land development applicants for the cost of the specific plan.

Benefits to the Region for Adoption

The Fulton Region would benefit by being able to incorporate specific regulations and smart growth policies by the plans inherent ability to tailor regulations to portions of the Designated Growth Areas.

Official Map Summary

The Official map as authorized by Article IV of the Municipalities Planning Code is a graphic depiction of elements of the Municipalities Comprehensive Plan. The Official map can show:

1. existing and proposed roads;
2. watercourses;
3. public grounds;
4. public parks, playgrounds and other recreational sites;
5. opens space reservations;
6. pedestrian ways and easements;
7. transit right-of-ways;
8. flood control and storm water management areas;
9. drainage easements; and
10. properties to be held by public bodies when these elements are part of the Comprehensive Plan.

How does it work?

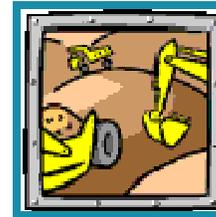
The mere adoption of the official map shall not, in and of itself, constitute a taking or acceptance of any land by a municipality. Additionally, it does not constitute the obligation of maintaining any street or land or opening of a new street.

No permit shall be issued for any building within the lines of any street, watercourse, or public ground shown or laid out on the official map. If improvements are constructed within the lines of any street, watercourse or public ground the owner is responsible for the expense of removal of the improvement. The governing body may fix the time for which elements shown on the map shall be deemed reserved for future taking or acquisition for public use. The reservation for public grounds shall lapse on year after the property owner has submitted a written request announcing their intentions to do other than as shown on the official map. The governing body has to act within that timeframe or begin condemnation proceedings to acquire the property before the end of the year.

Application to the Region

The Official map is most appropriate to the region in that most of the region is largely undeveloped and building off of the forethought by the committee as part of the comprehensive plan the region can protect its rural landscape and develop in an orderly fashion. It should be noted that the Official map can be adopted by the local municipality, region, or county.

INFORMATIONAL PAPER ON IMPACT FEES



This informational white paper summarizes important details and considerations relating to impact fees used as a growth management tool by communities. The first part of this white paper includes general background information relating to impact fees as used by municipalities throughout the United States as a growth management tool. Whereas the second part of this informational paper provides general information on impact fees in the State of Pennsylvania, they are expressly authorized by Pennsylvania Municipalities Planning Code Act of 1968, P.L. 805, No. 247 as reenacted and amended (MPC).

Growth and Development is Inevitable

In general, growth and development in a community is inevitable. Not all new growth and development is “bad”; and growth and development should not be viewed as a “negative” for a community. Growth and development in a community cannot and should not be stopped. Growth and development in a community should be accommodated in a timely, orderly and efficient manner, benefiting not only the new residents and businesses, but also benefiting existing citizens and businesses as well (with the least amount of inconvenience).

Communities continually strive to provide quality services and adequate infrastructure facilities to serve the needs of their residents and businesses. In light of the need to continue to provide for acceptable levels of service for various facilities and services, communities must continually be aware of the increased cost of not only sustaining those desired levels of services, but also be aware of the increased costs of service and facility expansions and upgrades.

The impacts of new community growth and development cost money. All development, no matter the size, requires expenditures of time, energy and resources (specifically money). Typically no one development necessitates the extension or installation of new services or facilities required for the entire community, but rather it is a cumulative affect of many development projects within a community occurring over time which increases the demand for those services and facilities. Therefore, no one development (in addition to the existing residents and businesses) should be required to pay the full amount for providing those increased services and facilities. As such, each new subdivision and

land development project which benefits from being serviced by the extension or construction of community services and facilities should be required to pay for their "portion" of those services and facilities.

What are Impact Fees?

A tool to help municipalities deal with accommodating growth and development in an orderly and efficient manner is impact fees. Generally impact fees are charges and expenses assessed against new subdivision and land development projects. Impact fees help to ensure the "nearly" full cost of providing both on-site and off-site capital improvements such as:

1. Transportation facilities (roads, intersections, signals);
2. Water and sewer facilities (collection, treatment, distribution);
3. Parks and recreation facilities (land, playgrounds, courts);
4. School facilities (buildings, land); and
5. Public safety facilities (police, fire and emergency buildings, equipment)

required to service the new subdivision and land development projects, are borne by those demanding or necessitating the provision of those facilities and services (new residents, new property and business owners). In doing so, impact fees help to ensure that the costs associated with new growth and development are not borne by the existing residents, property owners and the community.

Rational Nexus

When considering impact fees, the principle known as “rational nexus” must be applied to fairly, equitably, and legally justify charging such fees. The “rational nexus” principle consists of the following points:

1. The expansion, extension or installation of the infrastructure or service must be directly caused by and service the new development.
2. The fees charged must be based upon the percentage of the total costs of the new infrastructure or service attributed to each new development.
3. The fees must benefit those who pay the fees and the funds must be earmarked in a specific account and spent within a reasonable amount of time.

What are Impact Fees Based Upon?

Typically impact fees are based upon projections and plans for municipal costs related to impacts of a particular development. They also include an ordinance specifically authorizing provisions such as responsibility of developing the ordinance, including the methods of assessing and collecting fees, and also the methods for expending the funds collected (within specific time requirements). The following outlines the general steps in developing an impact fee ordinance:

1. Analyze current conditions/capacity;
2. Identify existing demands and deficiencies;
3. Determine desired levels of service to accommodate current demands;
4. Plan for future desired levels of service;
5. Upgrade existing services and facilities to desired levels of service; and
6. Charge all new development a percentage of service and facility costs needed to meet future desired levels of service.

The type and location of development and growth along with the timing and pace of growth are among the factors to be considered when deliberating whether to enact an impact fee ordinance. Impact fees must be based upon a capital improvements plan and program developed by the municipality. The capital improvements plan generally should be divided into two sections. The first section identifies services and facilities needing replacement or rehabilitation to fix existing deficiencies. These projects are to be paid by the municipality through the municipality's budget. In the second section, the capital improvements plan should identify facilities and services requiring expansion or upgrades to accommodate future growth and development. It should be noted that all municipalities should make cost-benefit determinations to see if enacting impact fee ordinances will likely be a net revenue producer over a given period of years.

Definitions of Impact Fees

One definition of an impact fee includes the following:

“Development Impact Fee or Impact Fee – Any fee or charge assessed by the local government upon or against new development or the owners of new development intended or designed to recover expenditures of the local government that are to any degree necessitated by the new development. It does not include real property taxes under [*cite to property tax statute*] whether as a general or special assessment, . . . or fees assessed on development permit applications that are approximately equal to the cost to the local government of the development permit review process.”¹

¹ *GROWING SMARTSM LEGISLATIVE GUIDEBOOK, 2002 EDITION, American Planning Association*

Another way of explaining impact fees is as follow:

“. . . impact fees have become an integral part of local government infrastructure financing. As an offspring of the negotiated exaction and the fee-in-lieu of land dedication, impact fees have done more to change our approach to paying for public facilities than any other single financing technique . . . the phrase ‘growth should pay its own way’ is now part of our national vocabulary.

Impact fees come in many forms and flavors. They first appeared on the American scene in the 1950s and 1960s as capital recovery fees for the funding of water and wastewater facilities. With the decline of Federal and State grants to local governments and the ascension of the anti-tax revolution in the late 1970s, their use was expanded to several non-utility facilities, such as roads, parks and schools. It was not until the 1980s, however, that impact fees began being universally used for a broader array of municipal facilities, such as fire, police and libraries.”²

General Issues to Consider for Impact Fees

Prior to deciding to undertake a process to develop impact fees for a community, local officials should consider the following issues:

1. **Cannot stop growth** – As previously stated, growth and development cannot and should not be stopped.
2. **Cannot assess existing development** – Typically, impact fees cannot be assessed against development that has previously been constructed, or upon any development projects which have been submitted to a municipality for consideration.
3. **Direct benefits** – Beneficiaries of the service (new, extension or enhancement), pay for the service.

² <http://www.impactfees.com/>

4. **Municipal borrowing and debt costs** – Provide an alternative funding source for financing for major capital improvements and infrastructure.
5. **May not cover total infrastructure and service costs** – Not all fees collected will pay for all costs of the services due to existing development benefiting
6. **Cost of preparing studies, plans and ordinances** – To determine the current service levels of each capital facility or service, existing deficiencies, desired levels of service and future projections, costs for correcting existing deficiencies, costs per unit to cover the cost of providing new services and facilities, is time, labor and financially intensive.
7. **Administration of ordinances and accounting of fees** – Proper administration and long-term bookkeeping (collecting fees, tracking fees, allocating fees to separate accounts, and scheduling fund withdrawals) are essential.
8. **Impacts on development (especially on housing prices)** – Impact fees may deter some development or certain development types from locating in a community. If a goal of a municipality is to provide for reasonably affordable housing, impact fees may increase the cost of building or buying a new home.
9. **Fee revenue dependent on rate of new development** – The economy and the building industry are susceptible to recessions or declines. Additionally, the amount of growth affecting a municipality affects the amount of revenue collected from impact fees.

Pennsylvania and Impact Fees

The Pennsylvania Municipalities Planning Code (MPC), the State enabling legislation for communities to plan and regulate land use and development, permits three types of provisions that could be considered a type of "impact fee". Specifically Article V-A of the MPC permits Municipal Capital Improvements (Transportation impact fees), while Section 507-A permits Sewer and Water Tap-in Fees, and finally Section 503.11 Park and Recreation allows municipalities to require park land to be dedicated for public use or that fees be paid in lieu of providing such park land dedication. At this time, these three "impact fees" are permitted within Pennsylvania. Additionally, there have been at three bills, HB 91, HB 1719 and SB 954, introduced to the Pennsylvania State House and Senate. While HB 91 and SB 954 both consider provisions for school district or educational impact fees, HB 1719 suggests revisions concerning transportation capital improvements/transportation impact fees (described below):

1. Allow for a municipality's comprehensive plan (and maps) to be used in place of the transportation capital improvement plan;
2. Reduce the required number of real estate and building industry representatives on transportation impact fee advisory committees from 40% to 25%; and
3. Authorize municipalities and school districts to levy an impact fee on new development to fund all or part of a public facility's capital improvement costs resulting from the new development.

The MPC defines an impact fee as, "A charge or fee imposed by a municipality against new development in order to generate revenue for funding the costs of transportation capital improvements necessitated by and attributable to new development."³

³ Department of Community and Economic Development, the Governor's Center for Local Government Services; Pennsylvania Municipalities Planning Code Act of 1968, P.L. 805, No. 247 as reenacted and amended. 18th Ed. Feb. 2005

Municipal Capital Improvements (Transportation Impact Fees)

Growth and development inevitably increases the amount of traffic utilizing roadways. More new homes, businesses and other types development mean more people in more cars traveling to get to their destinations, albeit work, shopping, recreation area or their home. Along with the increased number of automobile and truck trips come increased travel time, congestion, and wear-and-tear on the roadways, especially for roadways and transportation facilities not originally designed and constructed to accommodate the amount and type usage.

Article V-A of the MPC gives municipalities the power to enact and collect offsite transportation impact fees, although the standards and procedures municipalities must follow in order to develop and enact an impact fee ordinance are very specific and complex. Additionally, it should be noted that municipalities who have adopted joint comprehensive plans under Article XI of the MPC, are also permitted to enact joint transportation impact fee ordinances.

In order to develop, enact and enforce a transportation impact fee ordinance, municipalities are required to have adopted the following ordinances and plans:

1. zoning ordinances;
2. subdivision and land development ordinances; and
3. comprehensive plans.

Additionally, in developing a transportation impact fee ordinance, municipalities shall:

1. appoint and establish a transportation impact fee advisory committee (made up of 7–15 members who may include the members of the planning commission, but in no case shall less than 40% must be representatives be from the real estate, development, or building industries whom are not local government officials);
2. identify and delineate transportation service areas; and
3. conduct studies and develop plans including:
 - a. land use assumption reports;
 - b. roadway sufficiency analyses; and
 - c. transportation capital improvements plans.

What municipal capital improvement (transportation impact fees) may be used for (Section 503–A).

The law authorizes the use of **impact fees** for costs incurred for improvements designated in the municipality's transportation capital improvement program **attributable to new development**, including the acquisition of land and rights-of-way; engineering, legal and planning costs; and all other costs directly related to road improvements within the service area or areas, including debt service. Impact fees may also be used for a proportionate share of the cost of professional consultants hired to prepare a roadway sufficiency analysis. The proportionate share must be determined based on a formula specified in the act.

What municipal capital improvement (transportation impact fees) may NOT be used for (Section 503-A).

Municipalities are expressly **prohibited** from using impact fees for:

1. Construction, acquisition or expansion of municipal facilities that have not been identified in the municipal transportation capital improvement plan.
2. Repair, operation or maintenance of existing or new capital improvements.
3. Upgrade, update, expansion or replacement of existing capital improvements to serve existing developments to meet stricter safety, efficiency, and environmental or regulatory standards that are not attributable to new development.
4. Preparation and development of land use assumptions and the capital improvements plan.
5. Road improvements due to pass-through traffic or to correct existing deficiencies.⁴

It should be noted that transportation impact fees may not cover all of a municipalities transportation needs and costs, as transportation impact fees cannot be used to pay for operation and maintenance expenses, repairs, pass through trips or trips attributable to existing development.

⁴ Department of Community and Economic Development, the Governor's Center for Local Government Services, No. 8 – Subdivision and Land Development in Pennsylvania 5th Ed. June 2003

Sewer and Water Tap-in Fees

Growth and development inevitably increases the amount of residences and businesses in certain areas. Typically in rural areas, homes and businesses which are served by private on-lot wells for their water supplies, as well as on-lot septic systems for disposal and treatment of their sewage are sited on lots containing 1+ acres of land. As growth and development occurs more homes and businesses are built to house and serve more people. Along with more homes, businesses and people comes the increased need for access to a safe, constant and efficient supply of water, as well as safe and efficient disposal of sewage. When growth and development reaches a certain level, including existing areas with an average of more than one home per acre or in newer, larger developments with new homes located on lots less than one acre each, centralized forms of water and sewer service are not only necessitated, but generally become more cost effective.

The MPC, through its reference of the Act of May 2, 1945, (P.L.382, No.164), known as the "Municipality Authorities Act of 1945 allows municipalities to charge a type of impact fee for the provision of public water and public sewer. Section 507-A requires municipalities that assess tapping fees or similar sewer and water fees to calculate such fees in accordance with the Municipality Authorities Act.

The Municipality Authorities Act allows authorities to assess and charge for certain specific costs of providing water and sewer services to users and customers through the use of connection and tap-in fees. Connection fees, also known as customer facilities fees are typically incurred for the cost of installing laterals from houses and buildings which connect into an authority's main line (generally in the street or other right-of-way). Additionally, this fee may also be charged for the costs of installing water meters. Generally connection fees can also be charged to cover the cost of initially setting up customer billing accounts, for the inspections and testing of sewer and water connections, and may also include any other materials needed to facilitate those sewer and water connections. It should be noted that individual connection fees may not be in excess of actual costs of individual connections or be based on the average cost for connections related to other projects of similar type or size undertaken in the past.

Tap-in fees are assessed and charged by municipal authorities to recoup costs attributed to each new customer's portion of capital costs. The following are examples of capital costs that authorities may charge tap-in fees for in order to recover costs pertaining to their capacity to provide service: distribution or collection facility costs; costs associated with pumping stations or storage tanks; and the cost to reimburse individuals (private residents or developers) who originally paid for the construction of such facilities. In order to assess and charge tap-in fees, municipal authorities must base the fees upon actual historical costs. Additionally, the fees shall not include costs associated with financing, interest or grants. Importantly, tap-in fees also shall not include the costs of facilities exclusively serving existing users/customers. Finally, when determining tap-in fees, capacity utilization must be calculated on up-to-date figures.

The Municipality Authorities Act provides for certain exemptions from users paying connection and tap-in fees directly to municipal authorities. Specifically, purchasers of lots (users/residents) in developments where a developer has built a sewage collection or water distribution system within the developments and/or connects to sewer and water mains, are not required to pay to connection and tap-in fee directly to the municipal authority, as the costs for such connections were included in selling price of the individual lots.

Mandatory Dedication of Land for Park and Recreation Purposes

Growth and development inevitably increases the number of persons living, working and going to school in certain areas. As more people are occupying less space (smaller lot sizes), there is an increased need for providing adequate open space and recreation areas for use by the public. New homes, businesses and other development mean more people who are looking for ways to spend free time, whether it be bird watching, enjoying a picnic, cycling or playing ball, or desiring common places to gather and recreate. With the increased number of person comes increased need to upgrade or expand existing park and recreation facilities, or develop new areas and opportunities for public recreation.

The MPC, under Section 503 (11), authorizes municipalities to require that developers of new subdivisions and land development dedicate park and recreation lands for use by the general public.

In order for municipalities to require dedication of land (or fees in lieu of) for public parks and recreation facilities, the MPC requires the municipalities to have an adopted park and recreation plan (or element of the municipal comprehensive plan). The plan should at least identify the municipality's goals and objectives relating to parks and recreation, but must include specific criteria for identifying suitable land for parks and recreation facilities, the needs for park and recreation facilities within the municipality, a prioritized capital improvement program, as well as specific reference the municipal Subdivision and Land Development Ordinances. The requirements and standards in the plan and utilized in the Subdivision and Land Development Ordinance for new park and recreation facility dedication must be based on acceptable standards such as the National Recreation and Park Association's minimum guidelines for parks and recreation facilities.

The land dedicated must be suitable and intended to be utilized for public parks and recreation land. The MPC also states that municipalities have a choice (upon agreement by both the municipality and the developer) of utilizing one of the four following methods for accepting the park and recreation dedication. They include:

1. payment of fees equal to the amount of land required to be dedicated for park and recreation purposes (fees in lieu of);
2. the construction of recreational facilities;
3. private reservation of land; or
4. a combination of the three methods above.

The Subdivision and Land Development Ordinance must also contain definite standards outlined in the park and recreation plan, for determining land to be dedicated or the amount of the fee in lieu.

When municipalities collect fees in lieu of, the municipalities are required to create a separate interest bearing account specifically for parks and recreation facilities. Municipalities are also required to expend those funds within three years or refund the fees with interest back to the developer. If fees in lieu are used to provide off-site park or recreational facilities, the park or recreational facilities must be accessible to the development.

Conclusion

For municipalities in Pennsylvania experiencing growth and development pressures, impact fees are just one of the types of growth management tools authorized by the MPC. There are many issues to consider and requirements to be met prior to enacting an impact fee ordinance, and municipalities should be aware of the benefits, drawbacks and implications relating to each type authorized by the MPC. Specifically, municipalities in Pennsylvania are limited as to the types of impact fees they are authorized to utilize. Under Section 503.11 of the MPC, the provision relating to the mandatory dedication of land for park and recreation purposes (and the associated fees in lieu of) could be considered the most widely used type of exaction and/or impact fee, as it is generally the easiest to develop, implement and administer. Additionally, Article V-A of the MPC, relating to the Municipal Capital Improvements (Transportation Impact Fees) may be the most difficult to develop, implement and administer as the existing and future costs (both financially and administratively) for addressing existing infrastructure or service deficiencies as well as developing, enforcing, maintaining and expending impact fees must be seriously and thoroughly considered by municipalities.



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