



COMPREHENSIVE PLAN



February 2007

Adopted by Resolution #3 of 2007 on February 14, 2007.



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OUR REASON FOR PREPARING THIS PLAN

Most of the people who live and work in Irwin have strong feelings about our community. Admittedly, not everything in our community is perfect. But Irwin is the kind of town where people identify strongly with the community and will work hard to preserve the place we love.

We are a collection of proud, hard working and energetic people. We share a common concern and sense of optimism about the future of our community. This explains why we devoted the entire year of 2006 to studying our community and planning for its future.



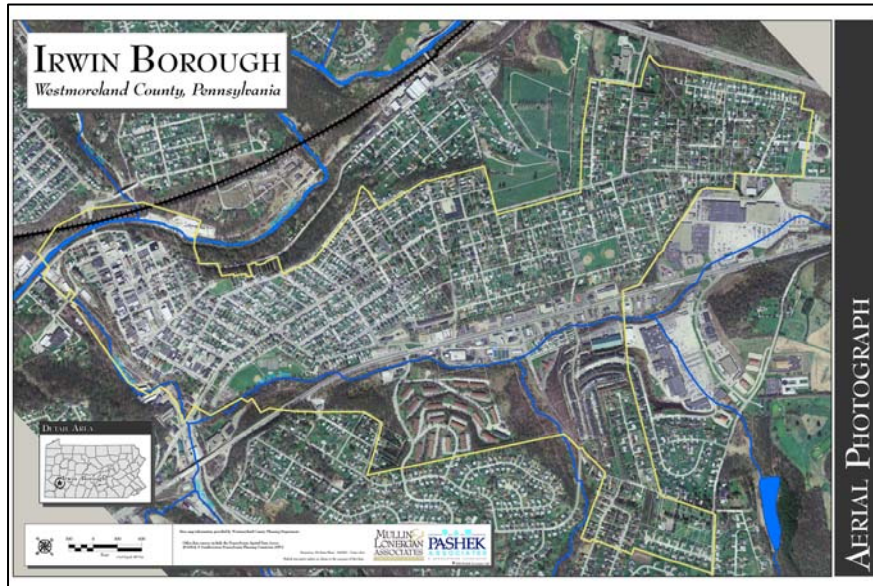
This plan is a statement of our goals and aspirations as a community. It serves as a guide to achieving our vision for Irwin. We refer to it as “The Irwin Community Blueprint”. As part of the planning process, we challenged ourselves to think about the things that we hold most near and dear. We also identified some things about Irwin that need to be improved. Therefore, this plan describes the values that we share as a community and a general sense of direction for our future.

Having undertaken this detailed examination of our community, we now feel compelled to summarize our thought process in writing. In doing so, our thoughts become legitimized and remembered. We feel the need to share these ideas with our neighbors and to create a permanent record that becomes part of our history and legacy and a guide to future leaders in our community.

SMALL STEPS LEAD TO BIG RESULTS

Irwin is an older, built-out community. By necessity, this calls for a different type of plan. Unlike suburban and rural communities, we won’t need to think about how raw land will become developed. Our challenge is more difficult. We need to think about how to make positive things happen in Irwin without adversely affecting all of the good things about our little community.

Because of Irwin's very nature, this plan focuses primarily on infill redevelopment, revitalization and reuse of existing resources rather than new development.



Since Irwin is such a stable and desirable community, most of the plan will be devoted to a discussion of smaller changes in our town. This is not meant to imply that the changes envisioned in this plan are insignificant. On the contrary, when taken together, a series of smaller concerted efforts can be quite powerful in terms of impact.

DISCOVERING THE TRUE IRWIN

Irwin is well known, but not always fully understood and appreciated.

Irwin serves as the traditional town center of a group of municipalities along the western edge of Westmoreland County that includes North Huntingdon and North Irwin. Together, we form the Norwin School District. During the planning process, we remained mindful of the fact that the decisions we reach will not only affect Irwin, but will have a decided impact on the residents of neighboring communities and those who visit Irwin or pass through the area.

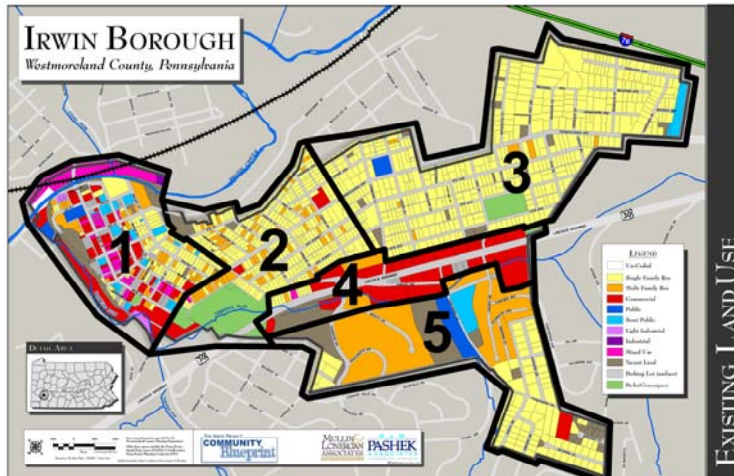
How is Irwin really perceived by others? Most cross-state travelers associate the name "Irwin" with an interchange of the same name on the Pennsylvania Turnpike. But there is more to Irwin than just an interchange on the Turnpike.

People from Westmoreland County and the eastern edge of Allegheny County identify Irwin as a one-mile segment of the Route 30 corridor that includes many popular retail destinations. This highway is important to us economically and as a convenient place to shop. But Irwin is certainly more than commercial real estate along a busy highway.

To the uninitiated, Irwin's downtown can be downright difficult to find. We need to make it easier and more enjoyable for visitors to discover the charm of our community. We'll address this concern in more detail a little later. For now, let's just say that people who take the time to explore our community will discover that there are five distinct sides to Irwin, as follows:

1. The traditional downtown,
2. The Oak Street mixed use neighborhood that functions as a commercial neighborhood unto itself, but also as an important entranceway to the downtown from Route 30,

3. The Pennsylvania Avenue (former Lincoln Highway) corridor and its surrounding residential neighborhoods, including an odd sounding place called *Penglyn*,
4. The well known Route 30 corridor, and
5. The general area south of Route 30 that is home to our library and a variety of residential neighborhoods.



It is this unique combination of neighborhoods and how they functionally interrelate to one another that sets Irwin apart and makes it such a special place. Let's explore each of these neighborhoods in more detail to see what makes Irwin so special.

DOWNTOWN IRWIN

The downtown is the historic focal point of our community. Stagecoach service passed along present day Pennsylvania Avenue as early as 1791 and Irwin became a stopping point between Pittsburgh and Greensburg. The railroad followed in 1852. Our founder, John Irwin laid out a plan of lots between the railroad and Pennsylvania Avenue.

At the turn of the century, Irwin's downtown was a vibrant center of commercial activity. Trolley service extended along Main Street. The Lincoln Highway (now Pennsylvania Avenue) served as the primary access route to downtown Irwin. What we now know as Route 30 is actually a bypass that was constructed around 1939. Relocating through-traffic from Pennsylvania Avenue to the new Route 30 would forever change the face of retailing in the downtown.



Unfortunately, our downtown has lost much of its urban character and historic architecture due to fires and demolition. Today, the urban character of our downtown is limited to just three face blocks. These three blocks are characterized by multi-story buildings, the facades of which extend to the sidewalk. One of the most important things that we can do as a community is to preserve what remains of our urban core. This means that we must employ extraordinary measures to preserve and

rehabilitate existing buildings. It is equally important that any new construction in the core area be constructed in a way that maintains the multi-story façade line of Main Street.



The most appealing attribute of our downtown is its pedestrian scale. People feel comfortable walking to, from and within our downtown. There are many interesting buildings, and newer commercial destinations are routinely being introduced to the downtown. The downtown captures the essence of our community. We need to capitalize on these assets and think about ways to make the downtown a more interesting and inviting place to be as a pedestrian.



GETTING TO THE DOWNTOWN

During the planning process, we spent a considerable amount of time evaluating our entrance portals to the downtown. Motorists and pedestrians gain access to our downtown area through one of three major “gateways”, as follows:

1. **Tenth Street and Pennsylvania Avenue** - This is the primary access route to the downtown from Route 30. About 6,200 vehicles travel this route every day. While there are a few directional signs to the downtown from Route 30, this main entrance portal to the downtown is not visually inviting. We need to do a better job of guiding motorists through the streets that form the entrance to our downtown.
2. **Pennsylvania Avenue at Main Street** - Motorists entering Irwin from the west follow Center Highway, which becomes Pennsylvania Avenue. Since the traffic flow on Main Street is one way feeding into Pennsylvania Avenue, motorists must make a left turn onto Oak Street to gain access to the downtown. While the John Irwin house is an interesting landmark, the visual quality of this corridor is generally lacking.
3. **Route 993** - This is the entrance point to the downtown for motorists coming from North Irwin and Westmoreland City. About 4,500 vehicles travel this route daily. One’s entrance into Irwin is announced by the railroad bridge. This is not a particularly attractive area of our community.

The appearance and functionality of gateways are important because they help to form an initial impression of our community. We want to create a “wow” factor for those that visit our community. By making it easy for visitors to find their way to the downtown and by improving the visual quality of the journey, we can create a positive first impression and build a sense of community pride.

TOP TEN DOWNTOWN REVITALIZATION CONCEPTS FOR IRWIN

1. **Strive to preserve continuous, uninterrupted storefronts in our retail core**, i.e., the 200 to 400 blocks of Main Street



2. **Preserve older buildings in order to maintain Irwin's sense of place.** This means encouraging investors to restore the facades of our older buildings.
3. **Encourage businesses to make use of smaller, higher quality signs in appropriate locations**
4. **Expand and diversify the economic base of the Borough by encouraging a wider variety of retail, service, office, institutional, entertainment and residential space in the downtown.** Reach for a higher quality of development that increases square

footage rents. A rising tide will lift all of the boats in Irwin's economic harbor.

5. **Strengthen pedestrian and bicycle linkages between the downtown and other activity areas in the Borough.**
6. **Assemble sites to accommodate new, higher density development.** Treat surface parking lots as ready-to-go development sites, then replace parking on the periphery of the core commercial area within a block of the retail area.
7. **Make the downtown visually attractive and pedestrian-friendly.**
 - a. Safe crosswalks
 - b. Generous sidewalks with places to sit, rest and people watch
 - c. Removal of unsightly overhead wiring
 - d. Landscaping
 - e. Lower level pedestrian scale lighting in combination with bright, higher level nighttime lighting
 - f. Business directory and map
 - g. Open space improvements
8. **Encourage more people to live in our downtown area.** Expanding the supply of apartment units in the downtown would offer an alternative to both younger and older residents who prefer to live within walking distance of downtown amenities. With fuel prices inching ever higher, downtown living reduces dependency on the automobile. Irwin is uniquely positioned to attract a variety of housing types to its downtown; from luxury condos to loft apartments to senior housing.
9. **Re-introduce more entertainment uses in our downtown.** Restoring and re-opening the Lamp Theater is a particularly important project that can help to anchor the northern edge of the business district. The potential economic impact of arts and entertainment establishments in the downtown is profound. An expanded arts and entertainment venue will create the economic impetus for new eating and drinking establishments.
10. **Use Pennsylvania's Main Street Program to organize our downtown revitalization efforts under a single management entity.**



OAK STREET AND THE PERIPHERAL DOWNTOWN NEIGHBORHOODS

Oak Street serves an important function in our community. Not only is it the primary access route to the downtown, but it is an important neighborhood unto itself. Our residents who live on Oak Street can easily walk to commercial destinations in the downtown. There are many establishments along Oak Street that generate activity and serve as commercial destinations.



Here, residents and businesses peacefully co-exist. We believe that the variety of land uses actually make this neighborhood more interesting. We would like to preserve the mixed use character and vibrancy of this neighborhood. We intend to accomplish this by:

1. Seeking State Elm Street designation to spruce up the neighborhood and organize its residents into a revitalization planning and management entity
2. Encouraging appearance standards for the neighborhood
3. Stimulating higher density residential or mixed use infill development on the vacant Sixth Street school site
4. Seeking MUFFI (Neighborhood Revitalization Initiative) funding from the Pennsylvania Housing Finance Agency to convert vacant mixed use buildings into productive reuse

PENNSYLVANIA AVENUE CORRIDOR AND SURROUNDING NEIGHBORHOODS

Before 1939, Pennsylvania Avenue was part of the Lincoln Highway and functioned primarily as a commercial corridor. The Pennsylvania Avenue corridor features a wide, boulevard-type street lined with mature trees and attractive homes. This is an attractive area of our



community where real estate values have consistently risen with time. Our goal is to preserve the stability of this residential area and improve its connection with the downtown.



The Pennsylvania Avenue School was the subject of considerable discussion during the planning process. The school has been closed for several years and the Norwin School District has made it clear that this facility will not be reused for public education. Since this property is one of the few developable sites in the community, we conducted a special purpose meeting with neighborhood residents to discuss reuse alternatives. We also met with school district officials to learn more about their plan to sell the property. Generally, neighborhood

residents prefer a lower density residential reuse of the site while the school district prefers a less restricted use of the site.

Our goal for Pennsylvania Avenue and surrounding neighborhoods involves:

1. Implementing a streetscape improvement along the corridor to underscore its boulevard appearance
2. Upgrading public water and sewer facilities along Pennsylvania Avenue
3. Expanding the function of the Pennsylvania Avenue corridor to accommodate alternate modes of travel (bike/hike)
4. Creating an overlay zoning district for the Pennsylvania Avenue school site and adjacent property that allows for low impact mixed use development

ROUTE 30 CORRIDOR

We recognize that the Route 30 corridor serves an important economic function in our community. Not only does it represent a considerable part of our tax base, but it is an important retail destination for our residents and visitors to our community.

However, the Route 30 corridor is not without its share of challenges:

1. This busy four lane highway is a barrier that separates the library and the residential neighborhoods in the south from the core area of our community.
2. Some 13,000 vehicles pass through this corridor every day. Traffic congestion and crashes are not unusual.
3. The corridor is not pedestrian-friendly. It can be detrimental to one's physical and mental well-being to cross this highway



on foot or by bicycle.

4. Curb cuts and access driveways abound. Traffic enters and exits the highway at random, which contributes to congestion and crashes.
5. The visual environment along the corridor is harsh. There is a general absence of green space and landscaping. Signage is generally garish in design. The general appearance of the corridor is uninviting.

We can't rebuild the Route 30 corridor from scratch. But we *can* take steps now to improve the future appearance and functionality of this neighborhood. For example, we can:



- Be an active participant in the multi-municipal Route 30 corridor plan that has recently been commissioned by the Smart Growth Partnership of Westmoreland County
- Cooperate with neighboring municipalities in establishing common design standards for the corridor, including signage regulation and the establishment of uniform appearance standards for new development
- Establish access management

standards for future development that reduces the number of curb cuts and driveways along the corridor. Fewer driveways = less congestion + fewer crashes

- Create pedestrian crosswalks at signalized intersections
- Prepare a master landscaping plan to soften the harsh visual environment
- Incorporate Intelligent Transportation Systems (ITS) along the corridor to coordinate signals and move traffic more efficiently
- Establish a vigorous site plan review process for new development along the corridor. Invite the Smart Growth Partnership and other professionals to participate in this process. Aim for the highest quality of development attainable
- Encourage higher density mixed use development wherever possible
- Enhance the appearance of the 10th Street/Route 30 intersection to create an inviting gateway to the downtown



NEIGHBORHOODS SOUTH OF ROUTE 30

The area south of Route 30 is a predominantly residential neighborhood that features lower density single-family homes and apartment complexes. Our community library is also located in this area.

While this area of our community is quite stable, it is nonetheless isolated from the remainder of the Borough. Our single most important goal for this neighborhood is to connect it to the downtown by way of a hike/bike trail network that would cross Route 30 at a controlled intersection.



TOWARDS A NETWORK OF TRAILS TO CONNECT OUR NEIGHBORHOODS

The idea of a hike/bike trail network in Irwin is really exciting to think about. It would help to bring us together as a community and would keep our residents physically fit and active. If we can provide an alternative way of getting to the store or the library, it may even eliminate a few automobile trips.

The interconnected trail network in Irwin may include:

- A trail along Brush Creek
- A trail along Tinkers Run in the valley below Main Street that would link the downtown to Irwin Park
- An enhanced sidewalk/bike lane feature along Pennsylvania Avenue and Tenth Street that would connect Irwin Park to a pedestrian crossing at a signalized intersection on Route 30
- An enhanced sidewalk/bike lane feature along the entire length of Pennsylvania Avenue leading to the shopping plazas on the north side of Route 30
- An extension of Tinkers Run trail that would extend from the pedestrian crossing on Route 30 to the library



The proposed trail network will require further study and design. But conceptually, it is an idea that could provide multiple benefits to our community.

IRWIN PARK

Irwin offers an abundance of parks and open space that enhance the quality of our community. Irwin Park, in particular, is a major asset. Summer concerts in the park are a big part of what makes Irwin so special.

We believe that Irwin Park has untapped potential to contribute even further to our quality of life. It is centrally located and is highly accessible by roads, sidewalks and the proposed network of trails.



Irwin is in need of new municipal offices and community center space. We believe that such a facility could be introduced to Irwin Park without interrupting or detracting in any way from recreational use of the park. We should prepare a master plan for the park and embark on a long-range capital improvement program to enhance this important facility.

MUNICIPAL CODE ENFORCEMENT

Sustaining the quality of our neighborhoods is a matter of holding our community to a higher standard of excellence. The majority of our residents care about the community and take good care of their properties. For the most part, this seems to happen naturally and without governmental intervention. It is a statement about who we are as a community.

However, in the small number of cases where property maintenance does not occur naturally, we must be prepared as a community to combat deterioration. Poor upkeep and low maintenance standards lead to lower property values and a general state of decline. At the first sign of a problem, we must be prepared to sustain neighborhood quality through rigorous and uniform enforcement of building codes and property maintenance codes.

OUR CHALLENGE AS A COMMUNITY: NEXT STEPS

Irwin is blessed with borough officials and volunteers who can get things done. Building and maintaining relationships with others is the key to implementing great projects. We need to stay connected with Westmoreland County officials, state officials, the Smart Growth Partnership, design and development professionals, and the various funding sources that will be needed to implement the projects and initiatives described in this plan.

Coordinating all of this activity will be quite a challenge. We need to learn how to delegate responsibility and enlist the support of others without losing managerial oversight of the process. The borough has a history of working in concert with others to achieve common goals. We have every reason to believe that we can build on these successes to implement most or all of the projects outlined in this plan. After all, implementing exciting projects creates its own energy.

But we also understand that maintaining this upward momentum in the community will take extra effort and increase the responsibilities of our staff. We are highly optimistic about our chances for short-term success in implementing the plan.

The bigger challenge will be to keep the planning process alive over the long term. Because Irwin and its environs are constantly changing, we know that this plan will remain relevant for only a brief period of time. Newer ideas will eventually be needed to respond to changing circumstances. We need to be able to pass the baton to new volunteers who will maintain the excitement and generate ideas for future projects. Therefore, this plan is an admonition to future generations of Irwinites to keep thinking and planning for the betterment of our community.

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2. INTRODUCTION

A. What is the Purpose of a Comprehensive Plan?

A comprehensive plan is a document that provides information on the existing conditions within a municipality, assesses the issues facing the municipality, establishes a vision for the municipality's future, and formulates goals and strategies to implement the municipality's vision.

The Irwin Community Blueprint is a document for guiding the future of Irwin Borough. This plan is the product of a one-year planning process. It reflects input from a wide variety of sources – a six-member steering committee, borough officials and staff, business organizations, senior citizens, and, most importantly, borough residents.

The borough will use the policy statements within this document to guide day-to-day decisions relative to funding opportunities and development/redevelopment issues.

Comprehensive plans are not static documents. They are guides that must be reviewed and revised in light of changing conditions. The Pennsylvania Municipalities Planning Code (MPC) requires that comprehensive plans be reviewed every 10 years to ensure that they address the needs of current and future borough residents.

B. Planning Process and Citizen Participation

The Irwin Community Blueprint planning process began in November 2005. Public participation in the process was obtained via the following:

- Five public meetings were held including special purpose meetings for downtown revitalization, the reuse of the Pennsylvania Avenue School property, and streetscape improvements. These meetings attracted varying numbers of residents and special interest groups. Meeting attendees provided feedback to information presented, and offered input on a variety of planning issues.
- The borough appointed a six-member comprehensive plan steering committee consisting of borough residents representing various planning and community development interests and expertise. The steering committee met three times during the planning process to provide advice, guidance, and recommendations on planning issues.
- Key stakeholders in the fields of housing, economic development, transportation, natural resources, education, historic preservation, and other areas were interviewed for their insights.
- In April 2006, a meeting was held with the borough planning commission to discuss comprehensive plan issues and obtain the planning commission's feedback, input, and advice on these issues.



- A survey of business owners and commercial property owners was conducted to obtain their input regarding downtown revitalization issues, including rehabilitation of upper floor space in the downtown area for residential uses. (See Appendix A.)
- A survey of Irwin Manor residents was conducted to obtain the opinions of the residents of this senior citizen highrise on a number of comprehensive planning issues, including how well their housing, recreation, transportation, and other needs are being met.



- In August 2006, the borough planning commission advertised and conducted a meeting to present a summary of the draft plan to the public and to receive feedback on all aspects of the plan.
- The planning consultant's website was used to post information about the comprehensive plan, including meeting summaries and the draft comprehensive plan.
- In October 2006, the borough placed the draft comprehensive plan on display for public review and comment. The borough received comments from citizens, the comprehensive plan steering committee, and Westmoreland County.
- In November 2006, a formal public hearing on the plan was duly advertised and convened by the Borough of Irwin Borough Council.



C. Statement of Objectives

The following set of objectives was established in response to issues identified during the comprehensive planning process:

Land Use

Policy: Preserve and strengthen existing land uses

Goal: Maintain an adequate supply of appropriately zoned land for all desired types of development.

Goal: Adopt and enforce land development regulations and design guidelines that will promote efficient use of land and natural resources and provide visually attractive development

Goal: Establish a mixed use district in the downtown area that allows for a mix of commercial, residential, public and semi-public uses

Goal: Preserve the remaining open space (parks, steep slopes, floodplains, stream corridors, etc.) within the borough

Goal: Encourage the conversion of vacant downtown upper floor space to commercial or residential use

Goal: Support higher density residential development in the downtown area

Goal: Support mixed use development (commercial on first floor, residential above) along the Rt. 30 corridor

Goal: Redevelop vacant land via infill development of small parcels or new development of larger parcels, e.g., the former Sixth Street School site and the Pennsylvania Avenue School property.

Goal: Create a system of walking trails and bicycle paths that connect the downtown area, community facilities (e.g., parks, library, etc.) and neighborhoods.

Housing

Policy: Support the preservation and rehabilitation of the existing housing stock, construction of new and infill housing, selective demolition of dilapidated units and conversion of downtown upper floor space to residential units.

- Goal: Redevelop selected downtown structures with vacant upper floors that are appropriate for conversion to innovative housing options such as loft apartments, condominiums, and studio apartments
- Goal: Explore opportunities to implement alternative neighborhood design concepts on larger parcels available in residential neighborhoods, such as the site of the former Sixth Street School and the former Pennsylvania Avenue School building
- Goal: Anticipate the future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions
- Goal: Protect residential areas from illegal land use activities through enforcement of borough codes

Economic Development

Policy: Support the maintenance and improvement of the Main Street business district and the Route 30 commercial corridor.

- Goal: Implement a “Main Street” Program in the downtown area
- Goal: Improve the physical environment via building rehabilitation, infrastructure improvements and streetscape improvements
- Goal: Improve the connection between Rt. 30 and Main Street
- Goal: Retain (and expand) existing businesses and attract new businesses
- Goal: Increase/optimize use of upper floor space in the downtown area.
- Goal: Identify potential development and redevelopment sites
- Goal: Encourage historic and cultural tourism as an economic development generator
- Goal: Collaborate with local, county, regional, state and federal economic development partners, including marketing efforts

Policy: Support the development of manufacturing firms

- Goal: Identify appropriate locations for industrial growth and maintain an adequate supply of land zoned for industrial development

Transportation

- Policy: Support the development of a safe and efficient transportation system that meets the needs of borough residents and businesses
- Goal: Maintain, improve, and upgrade existing infrastructure to improve traffic flow and reduce congestion on existing roadways
- Goal: Improve access to downtown Irwin
- Goal: Reduce high speeds and cut-through traffic in residential neighborhoods
- Goal: Develop and enhance transit corridors that connect to local and regional destinations
- Goal: Increase commuter transit routes to employment centers
- Goal: Provide an accessible network of pedestrian and bicycle facilities
- Goal: Improve the overall safety of the transportation network, including pedestrian crosswalks
- Goal: Provide sufficient parking for visitors, employees, commuters and residents

Historic and Cultural Resources

- Policy: Promote the preservation, restoration, and development of Irwin's historic and cultural resources
- Goal: Educate borough officials, property owners and residents about the economic and aesthetic benefits of historic preservation and the financial and regulatory tools available to assist in historic preservation efforts.
- Goal: Support the restoration of historic or architecturally significant structures in borough, especially in the downtown area.
- Goal: Pursue additional listings of historically significant buildings on the National Register of Historic Places and explore the feasibility of designating a downtown historic district.
- Goal: Support local efforts to create or restore performance spaces and other venues for the arts
- Goal: Reinforce and enhance local efforts to draw people into downtown Irwin through festivals and other events

Goal: Market Irwin's historic and cultural assets to a broad regional audience

Environmental Features

Policy: Support the preservation, protection, and restoration of Irwin's natural assets.

Goal: Limit development on steep slopes and in floodplains by ordinance and promote restoration of stream banks

Goal: Support the clean up of waterways to restore water quality and improve the visual environment

Public Facilities and Services

Policy: Maintain, improve, upgrade and expand existing public facilities and services as warranted to meet the needs of borough residents and businesses.

Goal: Create a municipal complex in Irwin Park to house all municipal offices, including the police and fire departments

Goal: Separate the combined sewer lines and create a storm water collector to handle excess storm water flow

Goal: Support efforts to enhance educational opportunities for borough residents of all ages.

Parks, Recreation and Open Space

Policy: Support the provision of high-quality recreational facilities, services and programs for all Irwin residents.

Goal: Implement the borough's Park Master Plans

Goal: Support plans to develop a network of walking trails and bike lanes that connect recreational facilities

Goal: Establish conveniently located, accessible recreational facilities and/or programs for senior citizens, including Irwin Manor residents

Goal: Explore opportunities for multi-municipal development, maintenance and financing of recreation facilities and programs

Goal: Explore the feasibility of developing a community center that includes indoor space for community events and programs

Policy: Encourage the conservation of the remaining open space within the borough

Goal: Adopt and enforce ordinances that protect steep slopes, floodplains, and other environmentally sensitive areas.

D. Statement of Compatibility

Irwin is surrounded by North Irwin Borough and North Huntingdon Township. North Irwin is a residential borough, and North Huntingdon is a suburban township. North Huntingdon Township has a comprehensive plan (2000), but North Irwin Borough does not.

As the Future Land Use Map in Section 4 indicates, Irwin's existing and proposed land uses along its borders with North Irwin and North Huntingdon are compatible with adjoining uses in these municipalities. In fact, there is often a continuous flow of compatible land uses across these municipal boundaries. Although Irwin does not anticipate any conflicts with proposed development in adjacent municipalities, there are some natural features along portions of the borough's boundary that will serve as buffers to minimize any potential conflicts. These natural buffers are chiefly steep topography and streams.

In sum, based on the future land use plans contained in the North Huntingdon Township comprehensive plan and Irwin's knowledge of existing and anticipated development in North Irwin Borough, Irwin does not foresee any substantial conflicts between its existing and proposed land uses and those of surrounding municipalities. As North Huntingdon Township and North Irwin Borough complete or update comprehensive plans, Irwin will review them to determine the compatibility and potential impacts of proposed land uses in these surrounding municipalities with Irwin's proposed land uses along shared borders.

Irwin's existing and proposed development is generally consistent with the objectives and plans of the Westmoreland County Comprehensive Plan. The borough will also attempt to maintain long-term cooperative planning efforts with neighboring municipalities and Westmoreland County to insure continued compatibility of land uses and development and to implement mutually beneficial development actions. For example, Irwin will maintain its liaison with Westmoreland County and the other Route 30 municipalities to promote improvements to Route 30 and compatible development along the Route 30 corridor.

E. Statement of Inter-relationships

There are many inter-relationships among the elements in the Irwin Community Blueprint. The following are some examples of the inter-relationships and linkages among comprehensive plan components:

- Economic development recommendations to promote building rehabilitation and provide public improvements (including streetscape improvements) in the downtown area and the Route 30 corridor are linked to land use recommendations to develop design standards for downtown Route 30. They are also linked to transportation recommendations for the borough to participate in the multi-municipal Route 30 Master Plan, and to develop the Route 30-to-downtown gateway corridor.

- Historic and cultural resources recommendations to implement downtown design standards that preserve the historic character of the downtown area are linked to land use recommendations for adopting building code standards for the rehabilitation of historic structures.
- Land use recommendations to restrict ground floor uses in downtown commercial buildings to businesses are linked to housing and economic development recommendations to develop mixed use structures in the downtown area.
- Environmental features recommendations to remedy combined sewer overflow problems are linked to public facilities/services recommendations to separate the borough's combined sewer lines.
- Transportation recommendations to make the borough's road network more bicycle and pedestrian friendly are linked to parks, recreation, and open space recommendations to establish a bicycle and pedestrian trail network that links borough neighborhoods with community activity areas, and to historic and cultural resources recommendations that call for the trail network to link historic and cultural assets.
- Economic development recommendations to develop historic and cultural resources to attract people to the downtown area are linked to historic and cultural resources recommendations to restore historic structures and seek historic designation for buildings and/or districts.
- Land use recommendations concerning the regulation of steep slope development as a means of insuring proper and efficient land use are linked to environmental features and parks, recreation, and open space recommendations that call for regulation of steep slope development as a means of protecting environmental features and preserving open space.
- Land use recommendations concerning mixed-use development (including higher density residential uses) in the downtown area are linked to transportation recommendations to revise parking regulations to accommodate changes in land use.

F. Document Layout

This concludes Section 2 of the Comprehensive Plan.

Section 3 contains the borough's demographic profile.

Sections 4-11 are the core components of the comprehensive plan. There are eight main elements: land use; housing; economic development; transportation; historic and cultural resources; environmental constraints; public facilities and services; and park, recreation, and open space. Each element contains an in-depth profile and a plan that consists of a vision statement and an implementation strategy matrix of policy statements, goals, and implementation actions.

Supporting documentation is found in the Appendix.

G. Municipal Planning Code Requirements

Comprehensive plan elements required by the Pennsylvania Municipal Planning Code (MPC) can be found throughout the comprehensive plan. Several MPC-required elements are located in the introduction, including:

- Statement of objectives
- Statement of inter-relationships
- Statement of compatibility with adjacent municipalities

The eight main sections of the comprehensive plan are required MPC elements. Short- and long-term implementation strategies can be found at the end of each main section as implementation matrices.

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3. DEMOGRAPHIC TRENDS

Population

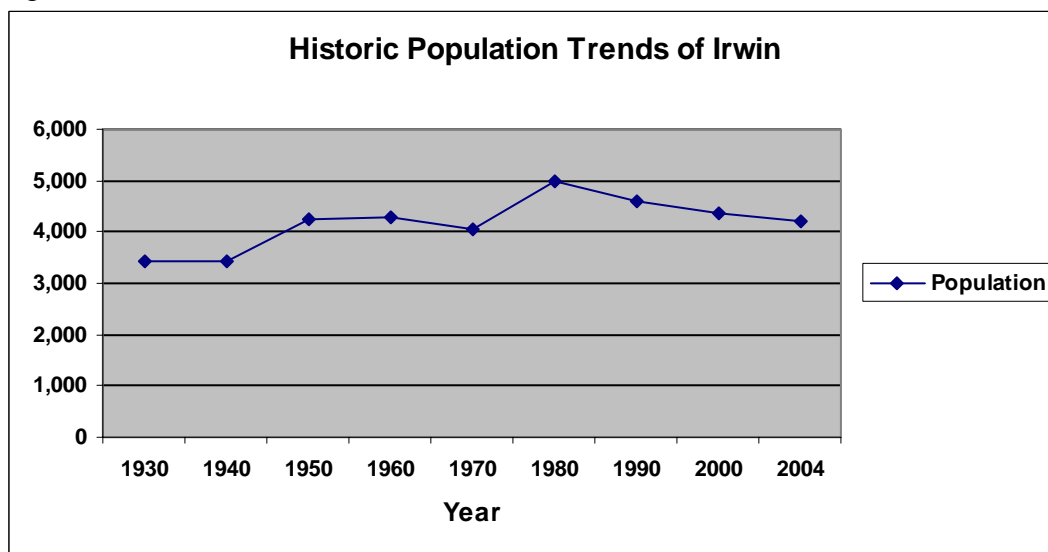
In order to develop a long-term plan for Irwin, it is essential to understand where Irwin is today, what it was like in the past, and where it is going in the future. Census data provides an accurate and reliable source of information on population, households, age groups, housing, employment and income. Cumulatively, these data profile a community in ways that can serve as the foundation for making land use projections, planning future public facilities, and much more. (Detailed census tables are included in Appendix B of this document.)

Westmoreland County is divided into seven planning regions. Irwin is one of ten municipalities in Planning Region 2. Some of the census data below compares Irwin to other municipalities in the planning region, county and state.

According to the U.S. Census, Irwin had 4,366 residents in 2000. Since then, the census has estimated that the borough has lost approximately 142 residents, resulting in an estimated 2004 population of 4,224. This decline in population is a continuation of a downward trend following a peak of 4,995 residents in 1980. (See Figure 1 below.)

Irwin may be losing residents to surrounding North Huntingdon Township where the population has grown by 4.2% since 1990. As a nearly completely built-out borough, Irwin has very few opportunities for new housing construction, which is a driving force behind population growth in the region.

Figure 1.

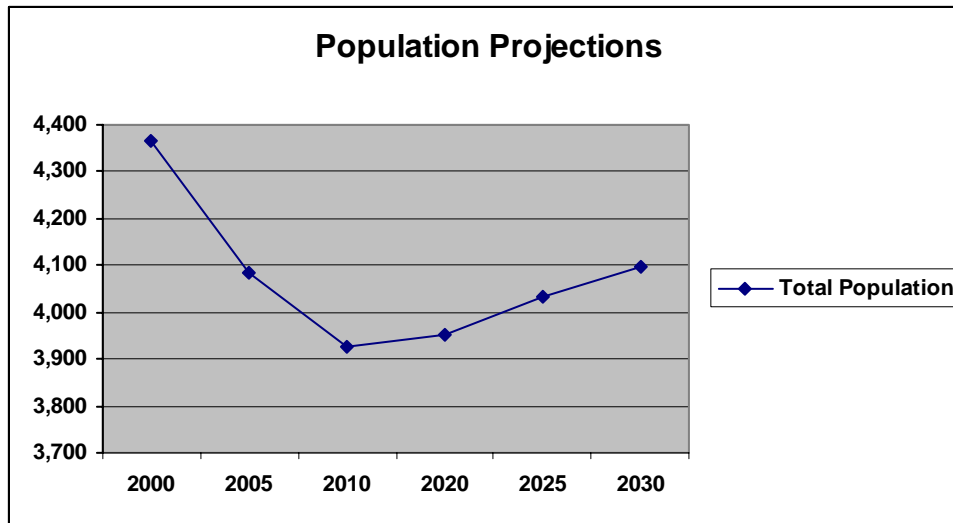


Source: U.S. Census Bureau

Population projections provided by Southwestern Pennsylvania Commission for Irwin indicate a continuing decline in population to 2030. According to the data illustrated in

Figure 2, the number of borough residents is estimated to reach a low of 3,926 by 2010 before beginning a gradual increase to 4,099 by 2030. The projected 2010 population represents a loss of 10% of the 2000 Census population. While this data may be unsettling for local residents and businesses, it does provide insight into a trend that is projected to occur based on conditions that existed in 2003 when the calculations were made. It also provides an opportunity for the borough to recognize the need to reverse those conditions, where possible, and to implement strategies that would market Irwin as a high quality place to live, work and play.

Figure 2.



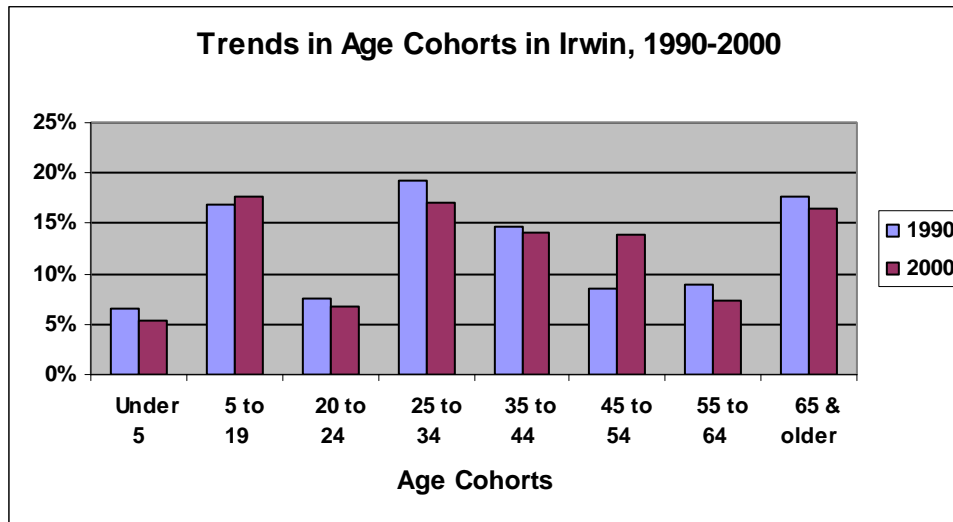
Source: Southwestern Pennsylvania Commission

Irwin has traditionally been a community of long-term residents. In 1990, slightly more than 50% of all residents over the age of 5 lived in the same house as they did in 1985. By 2000, nearly 59% of residents lived in the same house as they did in 1995.

Irwin residents claim ancestry from many different countries. Some of the more predominant ancestries include German, Irish, Italian, English, Polish and Slovak. The borough's minority population increased from 86 residents in 1990 to 148 residents in 2000. This minority population accounts for 3.4% of all borough residents.

Irwin's population is aging, but its median age of 36.9 is the second-youngest in Westmoreland County. (Only Penn Borough has a lower median age of 35.1 years.) The borough's median age did increase from 34.9 in 1990; however, borough residents are proportionately younger when compared to Westmoreland County (median age of 41.3) and the Commonwealth (median age of 38.0). Nationally, the median age was 35.3 in 2000.

Figure 3.



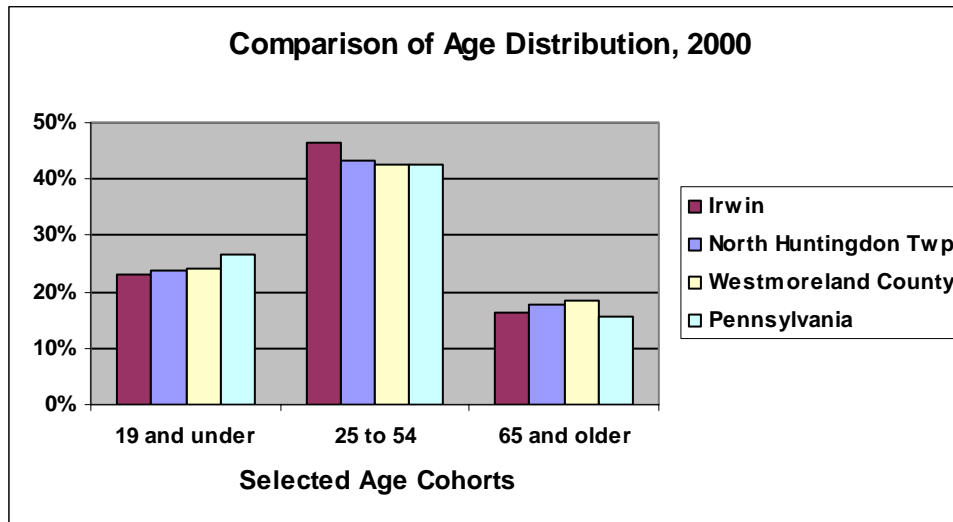
Source: U.S. Census Bureau

Figure 3 above illustrates the trends in age groups in Irwin. These trends can be summarized as follows:

- Even with an increasing median age, the borough's older age groups are decreasing.
- Between 1990 and 2000, aging baby boomers 55 to 64 years old declined by 23% and persons 65 years and older declined by 12.4%. Losses in the older group can be attributed to age attrition in demographics due to death or out-migration from the area.
- The largest increase occurred in the 45 to 54 age group, which grew by 35% between 1990 and 2000, and comprised 13.9% of the total 2000 population. The borough's median age can be expected to increase further over the next decade and beyond as this group grows older.
- Among 35 to 44 year old residents, the 2000 population was only slightly lower than in 1990.
- The segment of residents 25 to 34 years old declined by 11% during the 1990s.
- Younger adults between 20 and 24 years of age remain a small segment of the population. This trend is typical of communities where college-age residents leave the area for higher education and employment opportunities elsewhere.
- The school age population represented by children 5 to 19 years grew by only 8 students, but increased as a percentage of the population from 16.9% in 1990 to 17.6% in 2000.

Even with one of the lowest median ages in the county, Irwin has proportionately fewer children (ages 0-19) than North Huntingdon Township, the county and the state. Irwin also has a smaller segment of senior residents (ages 65 and older) than the township and the county. Nearly half of Irwin's population falls in the middle of the age distribution (ages 25 to 54). (See Figure 4.)

Figure 4.

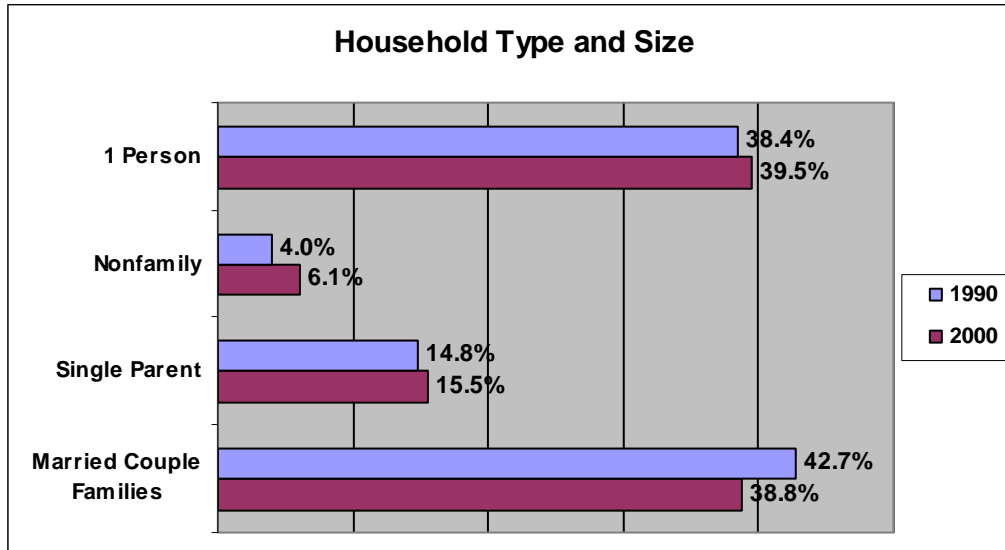


Source: U.S. Census Bureau

Households

Trends in household type and size are changing Irwin's housing patterns and future housing needs. (See Figure 5.) Overall household size decreased from 2.14 persons in 1990 to 2.09 in 2000. This was accompanied by an increase in all types of households except married couple family households. One person, non-family and single parent households comprised 57.3% of the population in 1990, but increased to 61.2% in 2000. One-person households represented a larger segment of household type than the married couple family households. This shift to smaller households will mean a greater demand for smaller units and multi-family dwelling units accompanied by a decreasing demand for the more traditional larger, single-family homes in Irwin. This need is further demonstrated by the average household size by tenure. Among owner-occupied units, the average household was 2.48 persons in 2000 compared to only 1.79 persons for renter-occupied units.

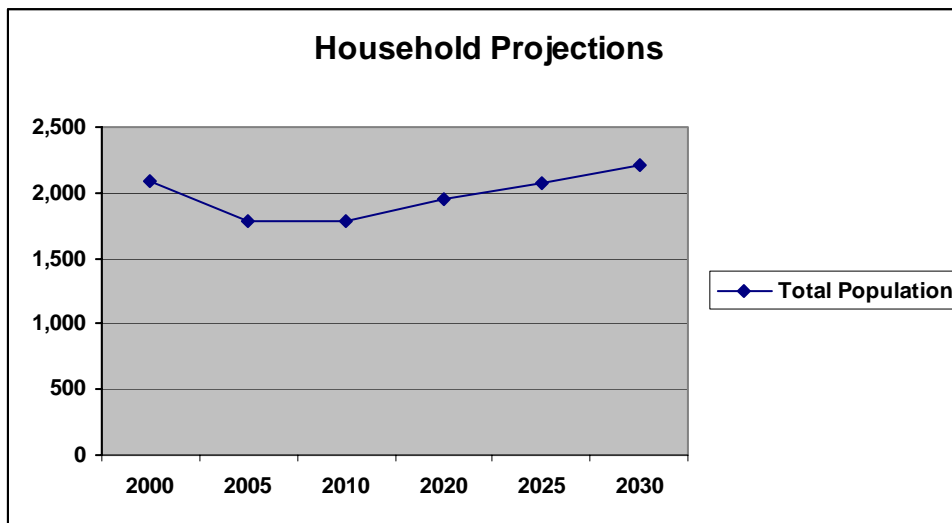
Figure 5.



Source: U.S. Census Bureau

Southwestern Pennsylvania Commission also provided household projection data for Irwin. While the number of borough residents is projected to decrease by 10% between 2000 and 2010, the number of borough households is projected to fall by 14%. (See Figure 6.) However, the lowest point may have already been achieved in 2005 as the data projects a leveling off between 2005 and 2010 before a gradual increase begins.

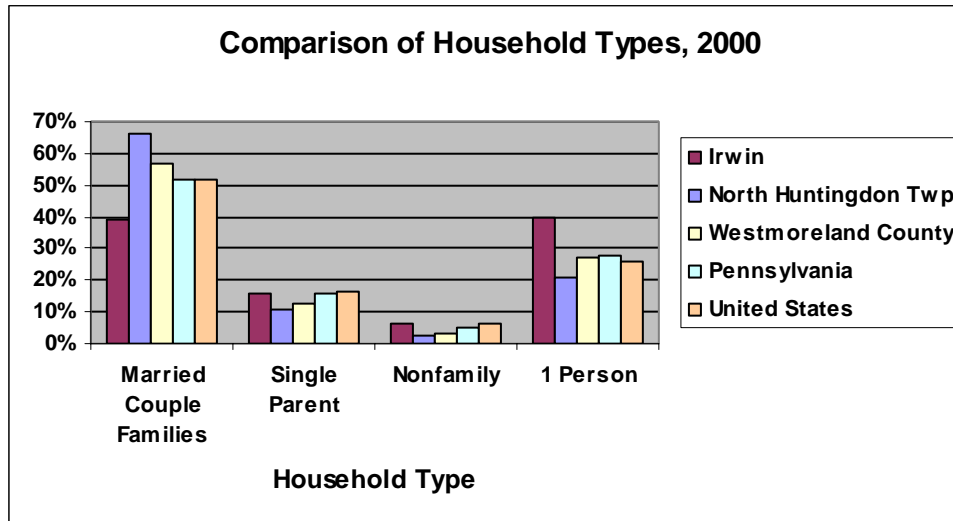
Figure 6.



Source: Southwestern Pennsylvania Commission

A comparison of household types (as shown in Figure 7 below) reveals that Irwin's trends run contrary to local, regional and national trends. Married couple households are higher elsewhere, while one-person households are much lower. This distinction will have implications in the size and type of future housing demands in the Borough.

Figure 7.



Source: U.S. Census Bureau

Key Population and Household Issues:

- The borough's population has decreased each year since 1980. Under existing conditions, there is no indication that this pattern will change.
- Population projections estimate a continuing net loss of residents until 2010 at which time the trend is expected to reverse and a gradual increase will begin.
- Population mobility is relatively low, with approximately 6 out of every 10 residents having lived in the borough for twenty years or more, and most remaining in the same house during that time.
- As a built-out older borough, there are very few opportunities for new housing construction.
- Irwin has the second-youngest median age in the county due to a proportionately larger population segment in the range of 25 to 54 years.
- The age group of 25-34 year old residents decreased in the 1990s. If this trend continues, the loss of residents most involved in home-buying and starting families will impact housing demand, school enrollment and demand for other services and facilities.
- One-person households represented the largest segment of household types in 2000. More than one in every three households in Irwin was comprised of only one person. This statistic will heavily influence future housing demand in the borough.

- The number of households also is projected to decline with a leveling off between 2005 and 2010. Then, a gradual increase is expected to occur with the number of households increasing by 24% to 2,208 in 2030.

4. LAND USE

A. Profile

Existing Land Use

Irwin Borough is located in the western region of Westmoreland County and is surrounded by North Irwin Borough and North Huntingdon Township. U.S. Route 30, also known as the Lincoln Highway, runs through the southern end of the borough and connects with the Pennsylvania Turnpike. Both of these major transportation routes played key roles in the historic development of the borough and contributed greatly to its existing land use patterns.

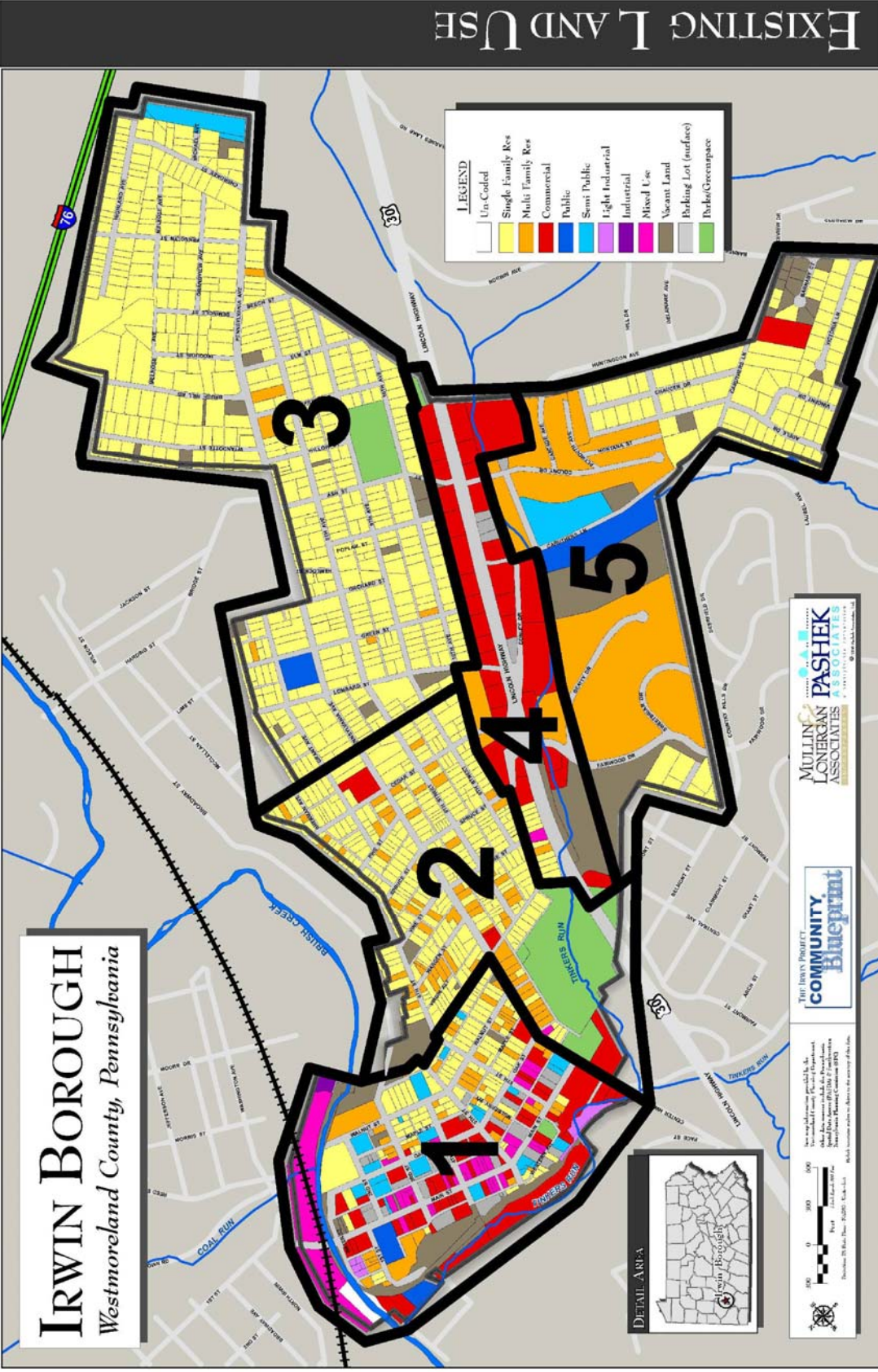
Like most older boroughs, Irwin is almost completely built-out with only a few vacant developable parcels scattered throughout the municipality. The predominant land use in the borough is residential, with nearly two-thirds of all borough land occupied by single family and multi-family structures. The remaining one-third of borough land is occupied by numerous other uses. Figure 1 below lists Irwin's existing land uses and the percentages of borough land occupied by each use.

Figure 1.

Existing Land Use				
Type	Acre	Parcels	Acre %	Parcel %
Single Family Residential	219.2	985	51.10	72.16
Multi Family Residential	62.46	124	14.56	9.08
Commercial	49.65	91	11.57	6.67
Public	7.97	4	1.86	0.29
Semi Public	10.91	25	2.54	1.83
Light Industrial	1.42	7	0.33	0.51
Industrial	0.46	1	0.11	0.07
Mixed Use (combination of residential and commercial)	12.61	37	2.94	2.71
Vacant Land	39.2	51	9.14	3.74
Parks/Greenspace	19.13	6	4.46	0.44
Parking Lot	5.97	34	1.39	2.49
total	429	1365	100.00	100.00

Source: Mullin & Lonergan Associates, Inc. Field survey, April 2006.

These land uses are illustrated on the Existing Land Use Map on the following page.



As indicated on the Existing Land Use Map, there are five distinct land areas within the borough. They are delineated by predominant land uses, lot configuration and transportation corridor characteristics.

The first area is the central business district (CBD) and its adjacent neighborhood that form the western end of Irwin. This area generally includes the land uses north of Pennsylvania Avenue up to the railroad and west of Chestnut Street to Tinkers Run. It features traditional development patterns of more intensive land uses with buildings typically built up to the sidewalks, with minimal (if any) side setbacks. This area has a healthy mix of land uses including retail shops, personal and professional service offices, churches, fraternal lodges, funeral homes, schools, and some residential uses. Such uses flank both Main Street and Oak Street, the one-way pair of streets that provide access to and through the business district.



Businesses in 200 block of Main Street

The second area is located between Chestnut Street and Locust Street, and between Sixth Street and Tenth Street, including the south side of Pennsylvania Avenue west of Chestnut Street. This is primarily a residential area with smaller, older homes situated on small, narrow lots. Many multi-family residential structures are found here, particularly along Pennsylvania Avenue. Only a few commercial parcels are present.



Single family homes on Vine Street

The third area includes all of the land east of Locust Street and north of Tenth Avenue. Larger lots with large single family homes are the predominant land use in this area.



Large single family house on Pennsylvania Avenue

The fourth area is the Route 30 commercial corridor. Its highway commercial land uses include restaurants, gas stations, motels, fast food establishments and various personal and professional services.



Route 30 commercial corridor

The fifth area is the remainder of the borough south of the Route 30 corridor. This area contains the borough's largest multi-family residential parcels, which consist primarily of apartment complexes. It also has large single family homes, including the only new housing construction occurring in the borough (on Barnaby Court). This area also includes the library and several large parcels of severely sloping hillsides that are not appropriate for development.



**Apartment building in Villages of Easton
apartment complex south of Route 30**

Key Land Use Issues:

- Very few parcels are available for new construction of any type, particularly new residential development. One notable exception is the site of the former Sixth Street School. This site provides an opportunity for higher density residential development.
- The exterior condition of the vast majority of structures in the borough is good. Although the borough will benefit from continued code enforcement efforts, there are no concentrations of deteriorated or dilapidated structures that would warrant targeted code enforcement or demolition programs.

B. Future Land Use Plan

As an older built-out borough, Irwin's land use patterns are clearly established and have remained unchanged for 30 years or longer. While there are a few vacant parcels available for development (e.g., the site of the former Sixth Street School), most of the borough's development opportunities will entail the reuse and redevelopment of parcels with deteriorated and/or underutilized structures.



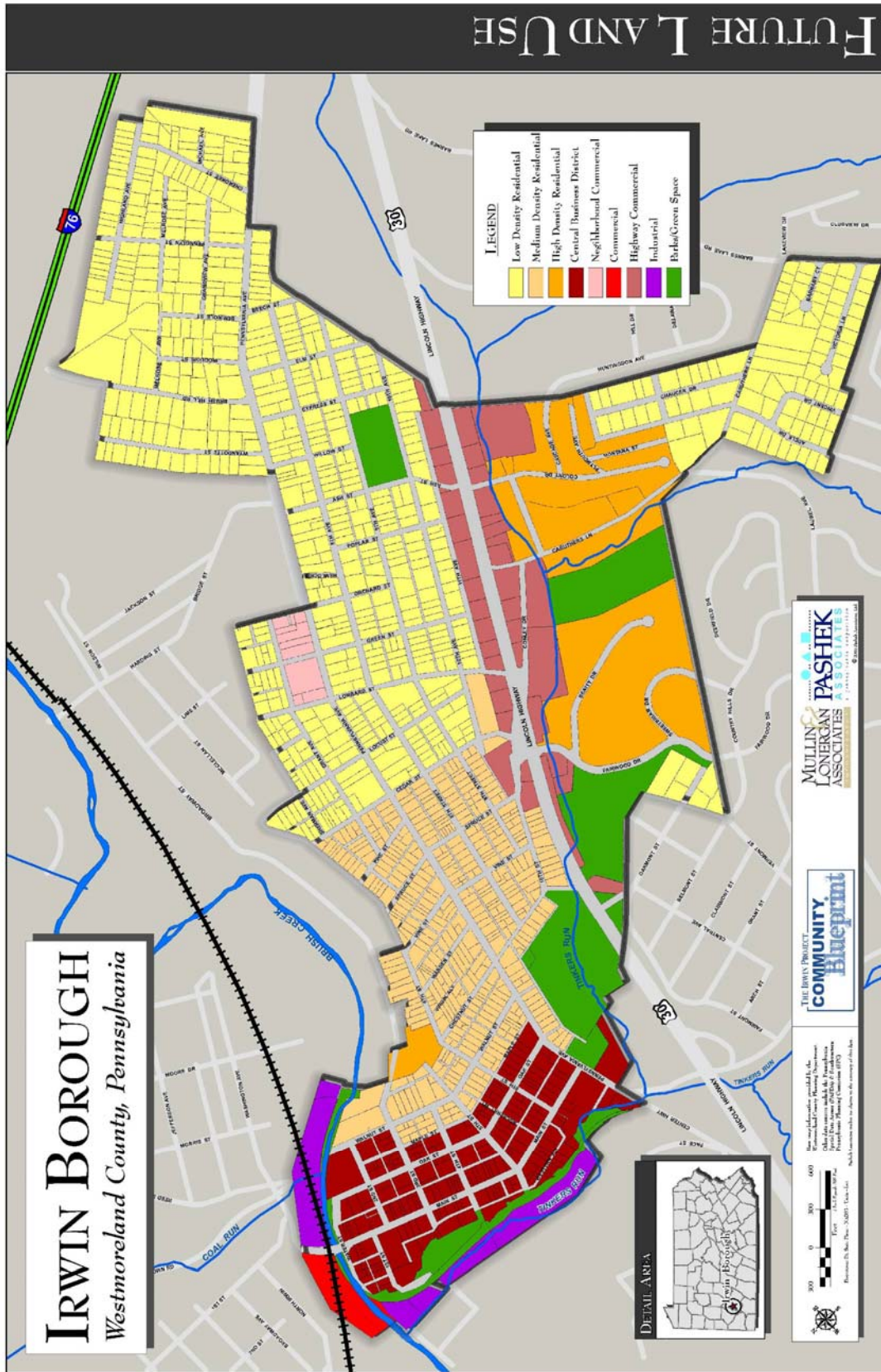
Development opportunity – Former South Sixth Street School site

Large, vacant or underutilized buildings in the central business district present development opportunities. Commercial uses at street level could be greatly enhanced with the inclusion of residential units above them, including innovative residential uses like condominiums, loft studios and large apartments for smaller households.

The borough is currently undertaking several community revitalization initiatives, e.g., implementing a Main Street program in the central business district (CBD); installing streetscape improvements on the 10th Street Extension, Chestnut Street, and Pennsylvania Avenue; separating the combined sewer lines along Pennsylvania Avenue; etc. These

initiatives will re-invigorate the CBD and serve as a catalyst for future private sector and public sector investment. The borough is committed to ensuring that all revitalization initiatives preserve and enhance Irwin's history and are compatible with surrounding uses and structures.

The Future Land Use Plan emphasizes redevelopment of underutilized sites, revitalization of the central business district, preservation of stable, safe residential neighborhoods, and the enhancement of the Lincoln Highway corridor. These policies are illustrated on the Future Land Use map included on the following page.



FUTURE LAND USE

While the Future Land Use map looks very similar to the Existing Land Use map, there are several key distinctions. These include:

- Clear delineation and extension of the central business district
- Preservation of vacant parcels with steep topography as green spaces, and
- Preservation of established residential neighborhoods.

The Future Land Use Plan depicts the Irwin central business district extending from Water Street south to Pennsylvania Avenue, and from Tinkers Run east to Walnut Street / Maple Street. Enlarging the business district serves three purposes:

- It will encourage the redevelopment of vacant and underutilized parcels between Fifth Street and Pennsylvania Avenue
- It provides an opportunity to develop design standards for the CBD that can greatly enhance the marketability and physical appeal of the CBD for both business owners and shoppers, and
- The clear boundaries define the limits beyond which commercial uses will not be permitted to encroach into established residential neighborhoods.

The Future Land Use Plan includes the following land use categories:

- Low Density Residential areas include established single family neighborhoods and newer neighborhoods along Caruthers Lane, Barnaby Court and Victoria Lane. The borough places high value on preserving these stable and highly desirable neighborhoods. Lots are typically larger with longer front setbacks and wider side yards. Housing styles vary greatly, but the exterior condition of the existing housing is very good throughout.
- Medium Density Residential areas include the oldest residential neighborhoods adjacent to the central business district. These are typically single family homes on smaller lots, set closer together and closer to the street, with multi-family housing scattered throughout the neighborhoods.
- High Density Residential areas include the larger apartment complexes south of the Lincoln Highway corridor off Fairwood Drive, Caruthers Land and Colony Drive. It would also include the site of the former Sixth Street School, which presents opportunities for innovative residential design at a higher density. Development plans for this site will need to be compatible with surrounding residential development.
- The central business district includes the traditional business core of Irwin extending southward to Pennsylvania Avenue. In addition to serving the primary commercial needs of local residents, this designation also promotes mixed use building, higher density residential units, and design standards specific to a central downtown.
- Local commercial uses are designated for the northwest tip of the borough.

- Neighborhood Commercial uses will be located in the area bounded by Grant Avenue, Orchard Street, Pennsylvania Avenue, and Lombard Street. The purpose of this land use category would be to provide non-retail commercial establishments along the Pennsylvania Avenue corridor with minimal impact on the surrounding single-family residential neighborhood. Appropriate future land uses may include professional offices such as medical, dental, legal, financial, and other similar office types where the majority of business is derived from customers who schedule appointments. No retail or other commercial establishments dependent upon walk-in customers would be appropriate at this location. Some form of residential use may be appropriate. The size and intensity of the development would be determined by the amount of off-street parking that could be provided, as on-street parking would be strongly discouraged or prohibited.
- Highway Commercial uses are located along the Lincoln Highway corridor. Typical highway commercial uses include commercial amenities that cater to regional travelers and larger “big box” retail establishments. Setbacks accommodate adequate parking and access management. (This area will be part of a multi-municipal initiative to develop a revitalization plan for the Lincoln Highway along its entire length through Westmoreland County.)
- Industrial areas include traditional industrial uses along the outer perimeter of the borough in the northwest corner. These areas have historically been the location of industrial uses due to their location along the creek and railroad line.
- Parks / Open Space areas include established public parks and playgrounds, but also include parcels with steep slopes that are not suitable for development without retaining walls and similar measures that would be needed to ensure safe and proper use of the parcels.

Vision Statement for the Year 2025

We have preserved and strengthened our traditional land use patterns for residential, commercial, public, and other uses and created or enhanced physical connections between and among these uses. We have accomplished this through a combination of infill development, redevelopment, new construction, and a bicycle and pedestrian trail network.

Implementation Strategies

The following matrix contains the policies, goals and implementation actions that will need to be pursued in order to achieve the borough’s land use vision. Achieving that vision will require the cooperation and collaboration of many public sector and private sector entities.

For each implementation action, the matrix lists the party or parties responsible for implementation, an estimated cost, potential funding sources, and a priority ranking. Generally speaking, high priority actions should be initiated, if not completed, within one

to three years; medium priority actions should be initiated/completed within four to seven years; and low priority actions should be initiated/completed within eight to 15 years.

DCED	Pennsylvania Department of Community and Economic Development
DCNR	Pennsylvania Department of Conservation and Natural Resources
LUPTAP	Land Use Planning and Technical Assistance Program (PA DCED)
MUFFI	Mixed Use Facility Financing Initiative (PHFA)
PHFA	Pennsylvania Housing Finance Agency

LAND USE

Policy 1: Preserve and strengthen existing land uses.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Maintain an adequate supply of appropriately zoned land for all desired types of development.					
A. 1	Update borough zoning ordinance to achieve consistency with adopted comprehensive plan.	Borough Council	\$20,000	DCED LUPTAP	H
Goal B: Adopt and enforce land development regulations and design standards that will promote efficient use of land and natural resources and provide visually attractive development.					
B. 1	Update borough zoning ordinance to achieve consistency with adopted comprehensive plan.	Borough Council	Included in cost of zoning ordinance update (Goal A.1)	DCED LUPTAP (Goal A.1)	H
B. 2	Develop and implement design standards (i.e., setbacks, building height, mass and orientation, fenestration ratios, etc.) that would be required of all new construction and major rehabilitation of structures within the downtown area. The standards shall be compatible with the historical design standards of surrounding existing structures.	Borough Council			
B. 3	Develop and implement design standards for new construction on the former Sixth Street school site. The standards may be innovative but shall be compatible with surrounding development.	Borough Council			
B. 4	Develop and implement design standards for new construction on the former Pennsylvania Avenue school site. The standards may be innovative but shall be compatible with surrounding development.	Borough Council			
B. 5	Develop regulatory standards to limit and/or prohibit development on steep slopes in excess of 25%.	Borough Council			

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal C: Establish a mixed use district in the downtown area that allows for a mix of commercial, residential, public and semi-public uses.					
C. 1	Update borough zoning ordinance to achieve consistency with adopted comprehensive plan.	Borough Council	Included in cost of zoning ordinance update (Goal A.1)	DCED LUPTAP (Goal A.1)	H
C. 2	Develop standards that require commercial uses in street level spaces and restrict residential uses to upper levels (in most cases) of downtown structures.				
Goal D: Preserve the remaining open space (parks, steep slopes, floodplains, stream corridors, etc.) within the borough.					
D. 1	Update borough zoning ordinance to achieve consistency with adopted comprehensive plan.	Borough Council	Included in cost of zoning ordinance update (Goal A.1)	DCED LUPTAP (Goal A.1)	H
D. 2	Develop regulations to create riparian buffers, where appropriate, along waterways through borough.				
D. 3	Develop regulatory standards to limit and/or prohibit development on steep slopes in excess of 25%.				
Goal E: Encourage the conversion of vacant downtown upper floor space to commercial or residential use.					
E. 1	Develop standards that require commercial uses in street level spaces and restrict residential uses to upper levels (in most cases) of downtown structures.	Borough Council	Included in cost of zoning ordinance update (Goal A.1)	DCED LUPTAP (Goal A.1)	H
E. 2	Identify 4-6 structures and conduct A&E feasibility study for reuse and redevelopment.	Borough Council	\$20,000		M
E. 3	Select 1-2 structures that are most economically feasible to redevelop into mixed use structures with residential above street level commercial.	Borough Council	Unknown; dependent upon structural conditions, future plans, etc.	DCED MUFFI	M
E. 4	Adopt building code standards for rehabilitation of historic structures.	Borough Council			H

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal F: Support higher density residential development in the downtown area.					
F. 1	Update borough zoning ordinance to achieve consistency with adopted comprehensive plan.	Borough Council	Included in cost of zoning ordinance update (Goal A.1)	DCED LUPTAP (Goal A.1)	H
F. 2	Develop innovative parking standards (such as shared parking) to accommodate day workers and evening residents.				
Goal G: Support mixed use development (commercial on first floor, residential above) along the Route 30 corridor.					
G. 1	Cooperate and collaborate with the multi-municipal initiative to redesign Route 30 through Westmoreland County.	Borough Council, General Public	NA		M
Goal H: Redevelop vacant land via infill development of small parcels or new development of larger parcels, e.g., the former Sixth Street school site and the Pennsylvania Avenue school property.					
H. 1	Achieve consensus regarding the development of the Pennsylvania Avenue School parcel.	Borough Council, School District	NA	NA	H
H. 2	Update borough zoning ordinance to achieve consistency with adopted comprehensive plan and to provide appropriate zoning district designation for each parcel.	Borough Council	Included in cost of zoning ordinance update (Goal A.1)	DCED LUPTAP (Goal A.1)	H
H. 3	Solicit innovative design proposals for new development on each site.	Borough Council	None	NA	M
Goal I: Create a system of walking trails and bicycle paths that connect the downtown area, community facilities (e.g., parks, library, etc.) and neighborhoods.					
I. 1	Develop and implement a borough greenway plan that would identify appropriate paths throughout the borough to connect the downtown, community facilities and neighborhoods.	Borough Council	\$20,000	DCNR Community Conservation Partnership Program (C2P2)	H

5. HOUSING

A. Profile

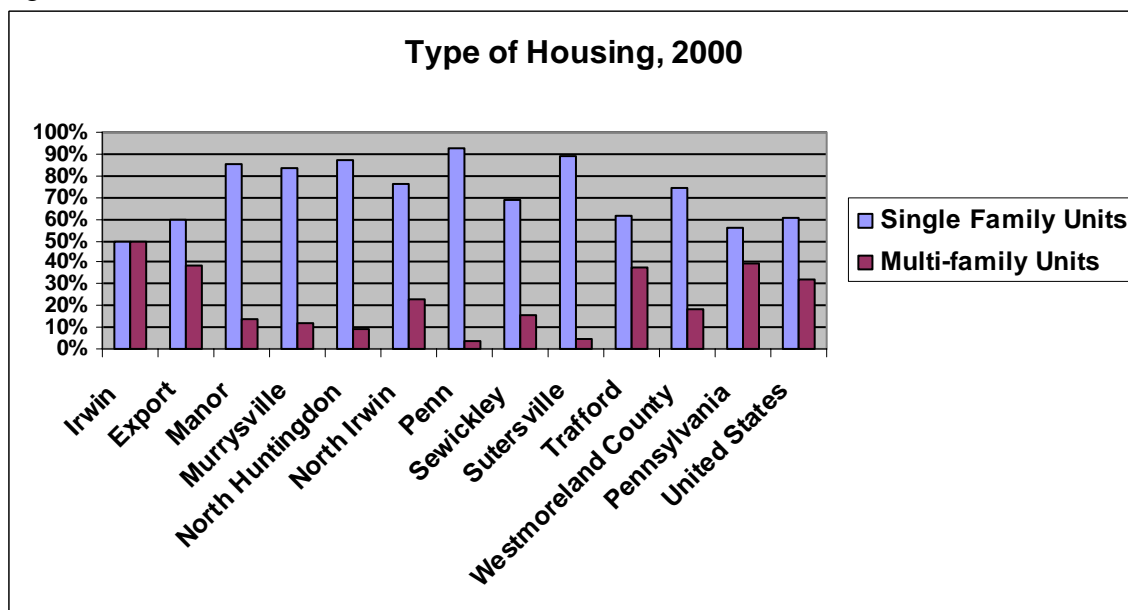
Housing Trends

Housing trends indicate growth or decline in a community. Housing markets where new construction activity is high and continuous means that the locale is marketable as a desirable place to live. A decline in the number of housing units may indicate a concurrent loss of population and an active demolition program to eliminate vacant and deteriorated units. A municipality with limited or no opportunities for new housing development is at risk of losing residents to surrounding areas where new housing is available.

During the public planning process, many comments were voiced about the “good quality of life” in Irwin and how the borough is “a wonderful place to raise a family.” While many elements of the community contribute to these broad value statements, the quality of housing and the residential neighborhoods in Irwin played critical roles in generating these deeply-rooted community values. A closer look at the quality, type and cost of the housing stock can offer insight into a future housing strategy.

There were a total of 2,277 housing units in Irwin in 2000. The housing stock was nearly equally divided between single family detached homes (49.2%) and structures containing two or more housing units (50%) as illustrated in Figure 8. This is in stark contrast to all other municipalities in the planning region (and the county, state and nation) where single family units outnumber multi-family units.

Figure 8.



Source: U.S. Census Bureau

Very little new housing construction occurred in Irwin between 1980 and 2004. The median year of construction for all housing in Irwin is 1957 compared to 1973 in Murrys ville, for example. Today's homebuyers are typically searching for updated floor plans that include larger kitchens and family rooms, more closet space, larger bathrooms and a home office.

Between 1980 and 2004, a total of 57 building permits were issued for single-family units, i.e. an average of 2.28 new units annually. Only 13 permits for multi-family units were issued during the same period. Few vacant parcels are available for new housing construction north of Route 30; however, there is new sales housing being built in the southeastern corner of the borough on Barnaby Court off Barnes Lake Road.



New single family housing on Barnaby Court

A comparison of new housing construction between 1996 and 2003 illustrates the significance of the value of new housing to the local tax base. During this period, 10 new single family housing units were built in Irwin with a combined total construction cost of \$1,227,200. The average cost per unit was \$122,720. This implies a sales range of approximately \$135,000 to \$150,000 per home. Similar trends occurred in Manor Borough and North Irwin Borough. These trends demonstrate that new sales housing in the region is being built for households in the middle income level and above.

New housing construction activity in Irwin is similar to that of surrounding boroughs in the region. Most of these boroughs are built-out with few vacant parcels available for new development. This lack of new housing negatively impacts new homeownership opportunities in Irwin where the vacancy rate among owner-occupied units is 1.3%. This vacancy rate is nearly twice the rate of North Huntingdon (0.7%) but is lower than the county rate (1.5%), the state rate (1.6%), and the national rate (1.7%).

In Irwin, the vacancy rate for rental units is 9.1%, which suggests a plentiful supply of multi-family units is available. This rental vacancy rate is significantly higher than North Huntingdon's (7.2%), the county's (8.3%), the state's (7.2%) and the nation's (6.8%). Many of the rental units (31.5%) are in buildings with five or more units. While a high rental vacancy rate does exist, it may exist because of the type of rental units available on the market (i.e. large apartment complexes) and their location (i.e. south of Route 30 at a distance from downtown or neighborhood amenities).

A different type of multi-family structure, such as townhouses in a neighborhood setting or loft apartments above downtown stores, may find a market among the increasing one-person households and empty-nesters.

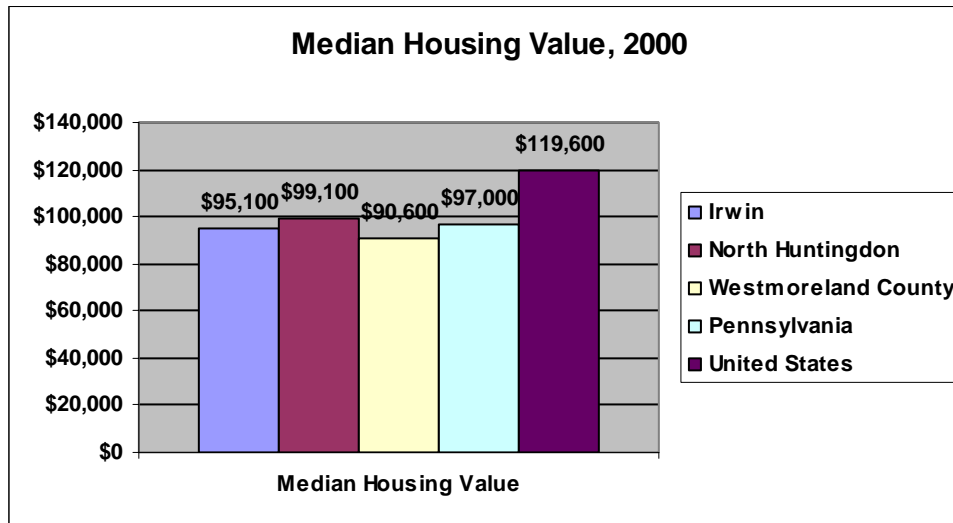
Irwin Manor, a senior high-rise residence that is owned and operated by the Westmoreland County Housing Authority, is located near downtown Irwin. Residents were surveyed to determine if they were satisfied with this type of housing and its location and amenities. Fifty-two percent of the residents indicated they were happy with their living arrangement. A complete summary of survey results is included in Appendix C.



Irwin Manor

Median housing values are illustrated in Figure 9. All of the local markets were lower than the national median housing value of \$119,600 in 2000. Comparatively speaking, Irwin's median housing value was very much in line with North Huntingdon, the county, and the state in 2000.

Figure 9.



Source: U.S. Census Bureau

Building Conditions

Exterior building conditions within the borough are generally very good. Of the 1,265 parcels with structures, almost 96% are in good condition or need only minor rehabilitation, while 4% need major rehabilitation. (See Figure 10.) Virtually all of the buildings requiring major rehabilitation are located north of Route 30 and west of Lombard Street. However, these buildings are scattered throughout this portion of the borough. As a result, there are no clusters of deteriorated buildings that would warrant targeted rehabilitation efforts in a concentrated area.

Figure 10.

Building Conditions on Parcels with Structures		
Type	# of Parcels	Parcel %
Good	857	62.74
Minor Rehab	357	26.13
Major Rehab	50	3.66
Economically Infeasible	1	0.07
	1,265	92.61

Source: Mullin & Lonergan Associates field survey (April 2006)



A well-maintained home in the Penglyn neighborhood

Key Housing Issues:

- The borough's housing stock is equally divided between owner and rental units. However, the 2000 vacancy rates differ significantly – 1.3% among owner-occupied and 9.1% among rental-occupied units. This suggests a very tight homeowner market with few units for sale and an over-supply of rental units. Among the rental housing stock, the overabundance of units may exist because of the type of rental units available on the market and their distance from desirable amenities.

To enhance community stability, it would be advantageous for the borough to achieve a higher ratio of owner-occupied to renter-occupied housing units. To help reach this goal, the borough should encourage the construction of single family residences as infill development where appropriate.

- Only 57 new residential building permits for residential structures were issued in the borough between 1980 and 2004. This situation may force homebuyers looking for new housing to go outside of Irwin.
- While very little new housing construction is occurring in the borough, the average cost of housing being built (based on construction costs between 1996 and 2003) was \$122,720. This is significantly higher than the 2000 median housing value of \$95,100.

B. Plan

Vision Statement for the Year 2025

Irwin is a vibrant community with a diversity of housing for a wide range of household types and income levels. Traditional single family homes encourage stable, family-oriented neighborhoods. Multi-family housing is available for the elderly, smaller families, individuals and residents who are new to the community. Innovative housing options such as over-store dwellings, condominiums and apartment lofts offer residents the opportunity to live within walking distance of downtown's commercial and cultural amenities.

Implementation Strategies

The following matrix contains the policies, goals and implementation actions that will need to be pursued in order to achieve the borough's housing vision. Achieving that vision will require the cooperation and collaboration of many public sector and private sector entities.

For each implementation action, the matrix lists the party or parties responsible for implementation, an estimated cost, potential funding sources, and a priority ranking. Generally speaking, high priority actions should be initiated, if not completed, within one to three years; medium priority actions should be initiated/completed within four to seven years; and low priority actions should be initiated/completed within eight to 15 years.

DCED	Pennsylvania Department of Community and Economic Development
HOME	Home Investment Partnerships Program
MUFFI	Mixed Use Facility Financing Initiative (PHFA)
PHFA	Pennsylvania Housing Finance Agency

HOUSING

Policy 1: Support the preservation and rehabilitation of the existing housing stock; construction of new and infill housing; selective demolition of dilapidated units; and conversion of downtown upper floor space to residential units.

Implementation Action(s)	Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Redevelop selected downtown structures with vacant upper floors that are appropriate for conversion to innovative housing options such as loft apartments, condominiums, and studio apartments.				
A. 1 Identify 4-6 structures and conduct A&E feasibility study for reuse and redevelopment.	Borough Council	\$20,000		M
A. 2 Select 1-2 structures that are most economically feasible to redevelop into mixed use structures with residential above street level commercial.	Borough Council; Property owners	Unknown; dependent upon structural conditions, future plans, etc.	MUFFI; private financing	M
Goal B: Explore opportunities to implement alternative neighborhood design concepts on larger parcels available in residential neighborhoods, such as the site of the former Sixth Street School and the former Pennsylvania Avenue School building.				
B. 1 Prepare site plans for both sites.	School district; Borough Council	\$20,000	Developers	M
B. 2 Redevelop sites into tax-generating residential properties.	Private developers; Borough Council; School District; County Redevelopment Authority	Unknown; dependent upon site plan, design, construction costs, etc.	Private financing	H
Goal C: Anticipate the future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions.				
C. 1 Conduct an annual survey of building conditions, with emphasis on residential structures.	Borough Code Official/ Inspector	NA	General Fund	Ongoing
C. 2 Institute and enforce a landlord rental inspection program.	Borough Council; Borough Code Official/ Inspector	\$50 per unit inspection fee	Fees generated through inspections	Ongoing

Implementation Action(s)	Responsible Parties	Estimated Cost	Potential Funding Source	Priority
C. 3 Obtain Elm Street designation for the neighborhood adjacent to downtown Irwin.	Borough Council; Irwin Project	\$30,000	DCED Elm Street Planning Grant	H
Goal D: Protect residential areas from illegal land use activities through enforcement of borough codes.				
D. 1 Prohibit conversions of single-family homes to multi-family structures.	Borough Council; Borough Planning Commission	NA	NA	H
D. 2 Enforce building and zoning codes.	Borough Council; Borough Code Official/ Inspector	NA	NA	Ongoing

6. ECONOMIC DEVELOPMENT

A. Profile

Economic History

With its rich natural resources, western Pennsylvania fueled the nation's industrial revolution and Irwin rode the resulting tide of prosperity well into the 20th century. The earliest settlers that came to the area in the 18th century were farmers and fur trappers. However, after coal was discovered in the early 19th century, mining grew rapidly and the population began to climb dramatically. Within 50 years, the population of Irwin increased five-fold from 2,000 in 1840 to 10,000 in 1890.

In 1852, the Pennsylvania Railroad opened a line from New York to Pittsburgh with a station in Irwin. The railroad allowed coal to be shipped cheaply. The first coal mine in the area, "Old Northside," was opened in 1854 in North Irwin just north of the tracks at the northern end of the borough. Several other mines followed, and mining became the major source of employment in the county. Coal patch towns dotted the region.

The Borough of Irwin was officially incorporated on August 23, 1864 and developed into a center of commerce. Supply and repair shops catered to the needs of the farms, mines and growing industries, such as brickworks, steel mills, and glass factories. Stores, banks and other businesses sprang up along Main Street as an increasing number of residents from Irwin and surrounding towns required goods and services.

Irwin also benefited from its location along major transportation corridors such as the Greensburg-Pittsburgh stagecoach route, the Pennsylvania Railroad, and later, the Lincoln Highway and the Pennsylvania Turnpike. The town became a frequent stopover for travelers. This led to the establishment of hotels, taverns, restaurants and other tourist businesses.

In the first half of the 20th century, mining began to wane. However, large companies, such as Westinghouse Electric, became the economic powerhouses. Founded in 1886, Westinghouse was the largest employer in Westmoreland County in the 1950s. Small manufacturing businesses cropped up in Irwin that supplied products to Westinghouse and the steel mills. The availability of well-paying manufacturing jobs lured more workers and families into the region and Irwin continued to thrive as a commercial hub.

The economic vitality of the region was dealt a severe blow when the steel industry declined and then collapsed around 1980. Thousands of jobs were lost in the county and Irwin felt the economic pinch.

Despite the downturn, Irwin's downtown district endured. Today it is home to 106 diverse businesses, including clothing shops, banks, medical offices, gift shops, restaurants, beauty shops and funeral homes. There are few vacant storefronts, and the borough retains a healthy mix of

retail shops, service businesses, and offices. Each of these business types is a necessary and important element of a downtown business environment.

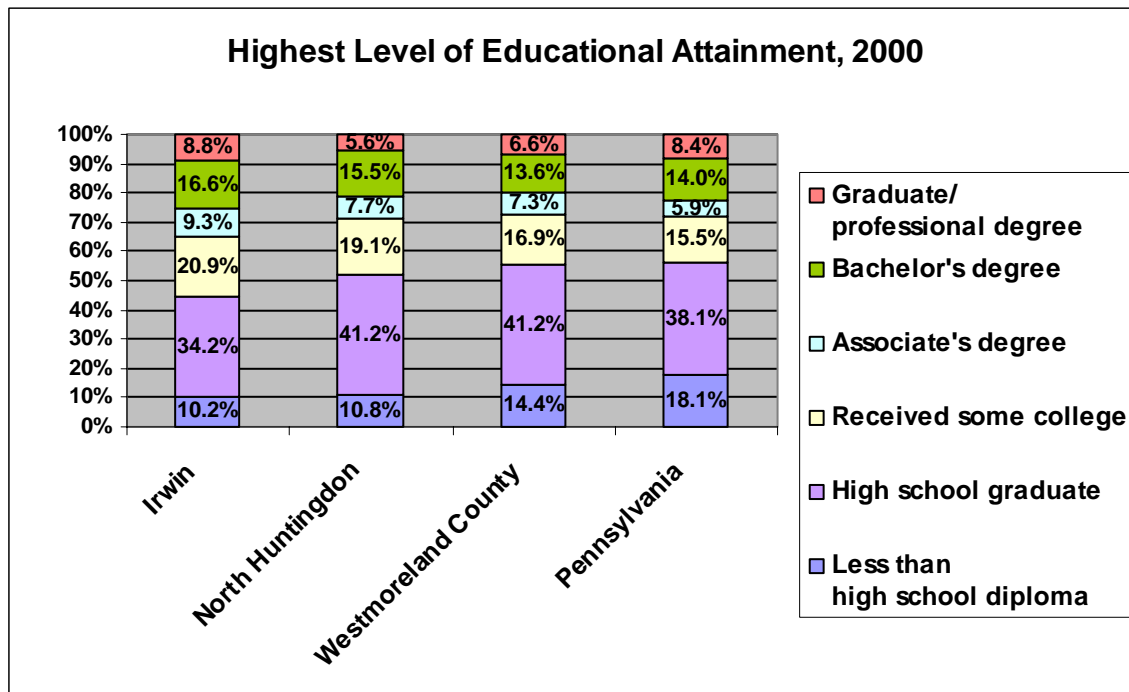
Irwin's business district continues to be "downtown" for North Irwin Borough, N. Huntingdon Township, and other neighboring municipalities. These municipalities have great economic importance to Irwin. Consequently, the borough should strive to maintain and improve the appeal of Main Street as a place to shop, dine, obtain personal services, and conduct business.

Education

Education plays a critical role in the economic viability of a community. Business and industry analyze regional demographics when searching for new locations and considering plant expansions. They scrutinize the level of high school and college graduates, the quality of local schools and the availability of worker-readiness programs.

In terms of the *highest* level of education attainment, Irwin Borough is a well-educated municipality. In 2000, among residents 25 years and older, a total of 34.2% were high school graduates. This was less than the county rate (41.2%) and the state rate (38.1%). However, of these high school graduates, 9.3% also held associate degrees with another 16.6% identified as having received bachelor degrees. These rates exceeded rates in North Huntingdon Township and the county and state. The rate of graduate and professional degree recipients was also highest in Irwin. Higher educational levels typically translate to higher earnings.

Figure 8.



Source: U.S. Census Bureau

Major Employers

Service, manufacturing, as well as health and education have been growing sectors of Irwin's employment. Today, the largest employer in the Norwin area is the Norwin School District with approximately 520 full-time employees. According to the Norwin Chamber of Commerce, the three largest private employers in its membership today are Irwin Bank and Trust, Extrude Hone, a manufacturing company and subsidiary of Kennametal, and PDS Industries, a business manufacturing components for the defense industry. The 2005 Westmoreland County Business Directory, prepared by the Westmoreland County Industrial Development Authority, lists businesses by mailing address. The listings for Irwin include all businesses having an Irwin zip code and therefore include companies located in North Irwin and North Huntingdon. According to the directory, the nine largest employers in the area with more than 100 employees are listed in Figure 9.

Figure 9.

Company Name	Type of Business	# Employees
Shuster's Building Components	Distribution of building supplies	200
Laidlaw Transit, Inc.	School Bus Service	180
Extrude Hone Corp.	Precision machining and finishing	160
Parker Hannifin Corp.	Manufacturing	125
Briarcliff Pavilion for Specialized Care	Nursing Home	120
Baldock Health Care Center	Personal Nursing Care Facility	115
FNB Corp.	National Commercial Bank	114
Penn State Tool and Die Corp.	Machining & manufacturing	109
Irwin Bank & Trust Co. Inc./IBT Bancorp Inc.	Commercial Banking	105*

Source: Westmoreland County Industrial Development Authority

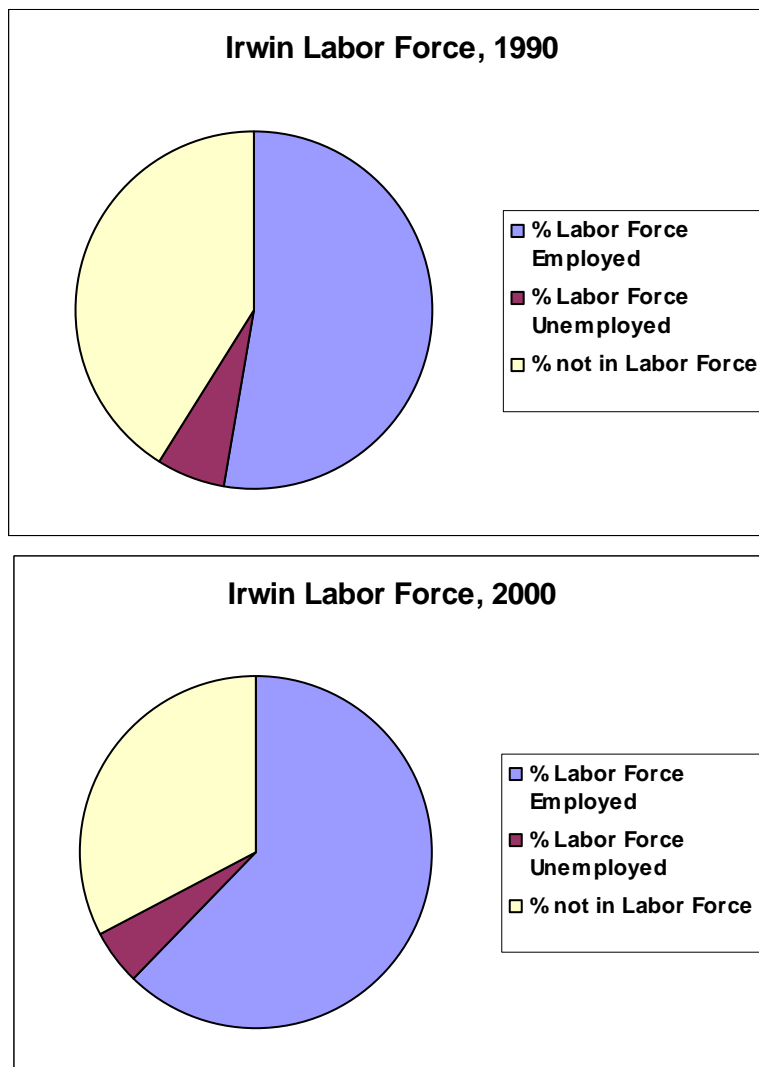
*The bank has approximately 210 employees, with 105 positions in the Irwin zip code area and the remaining positions at other branch banks.

In Irwin proper, most businesses are small with a few employees each. However, Irwin Bank and Trust employs about 90 employees at its Main Street Irwin branch, making it the largest employer within the Borough.

Labor Force

The size and make-up of Irwin's labor force were evaluated for both 1990 and 2000 and compared to the corresponding data for the neighboring municipality of North Huntingdon and Westmoreland County. (See Figure 10.) The Borough of Irwin has seen a substantial increase in the percentage of its residents who are working or seeking work. The labor force increased from 59% in 1990 to more than 67% in 2000. This is substantially higher than the 59% of Westmoreland County residents and 62% of North Huntingdon residents who were in the work force in 2000. Irwin's 8.3% increase in its labor force from 1990 to 2000 far exceeded a less than 1% increase in North Huntingdon and a less than 2% increase in the county over the same period. Moreover, the percentage of Irwin residents out of work fell from 6.2% in 1990 to 5% in 2000. Irwin's unemployment rates were lower than the county rates in both 1990 and 2000. These statistics demonstrate that Irwin residents have a strong work ethic.

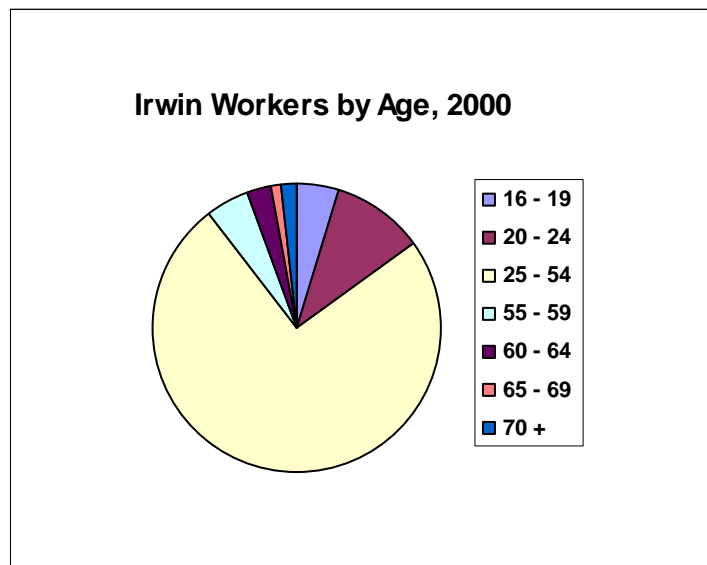
Figure 10.



Source: U.S. Census Bureau

In 2000, workers between the ages of 25 and 54 made up nearly three quarters of the employed work force. The remaining quarter was divided among workers under age 25 (15%) and, on the other end of the spectrum, workers age 55 and over (11%). (See Figure 11.)

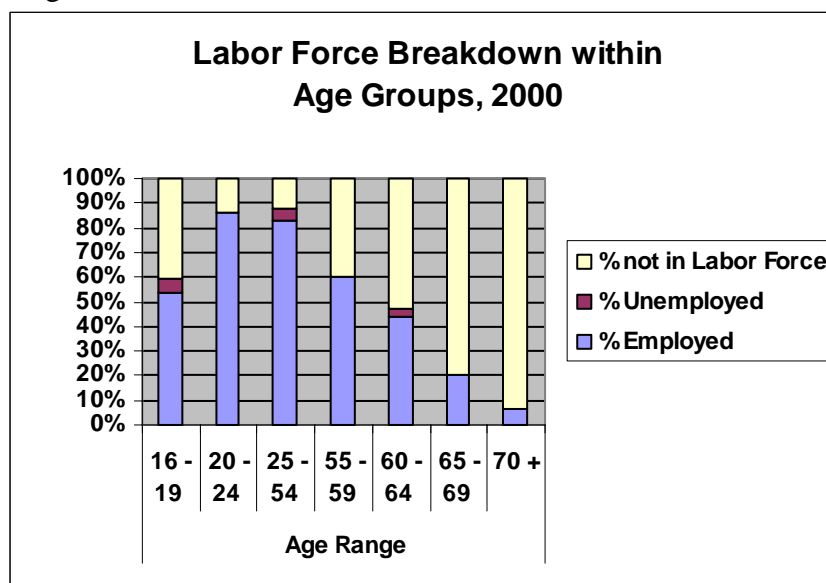
Figure 11.



Source: U.S. Census Bureau

Residents ages 20 to 24 had the highest rate of employment at more than 86%, closely followed by nearly 83% of those ages 25 to 54. While the percentages of employed residents fall sharply after age 54, a notable 20% of residents between 65 and 69 were still working. Unemployment rates were low across all age groups, except in the 16 to 19 age range. In that group, 6.1% of eligible workers reported that they were unable to find a job in 2000. (See Figure 12.)

Figure 12.



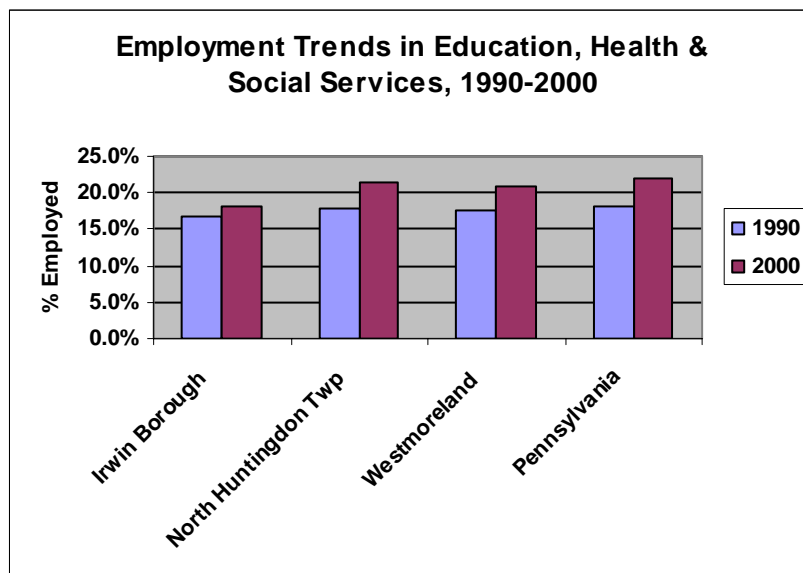
Source: U.S. Census Bureau

Employment Trends

The occupations of Irwin residents was analyzed and compared to occupation statistics of residents in North Huntingdon Township, Westmoreland County and the state as a whole. In 2000, Irwin Borough had a total of 2,269 residents that were employed in a variety of occupations. Nearly a third (31.7%) of those borough residents held positions in management, professional and related occupations. This lags behind the corresponding percentages of workers residing in North Huntingdon and in the Commonwealth overall, but slightly exceeds the county rate. Slightly more than a quarter of Irwin residents held sales and office jobs. Irwin had substantially more residents working in service occupations (17.9%) than did North Huntingdon (12.2%), the county (15.4%) and the state (14.8%).

These service occupations were held in a number of different industries. In 2000, the largest industry sector employing Irwin workers was education, health and social services (18.1%). However, this rate was lower than the corresponding percentages for North Huntingdon, the county and the state, where 21% or more of the work force was employed in those fields. (See Figure 13.)

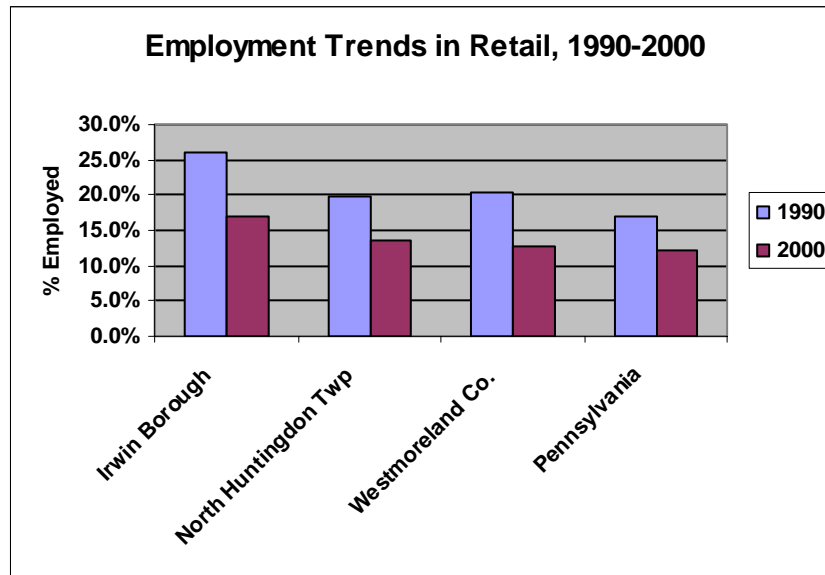
Figure 13.



Source: U.S. Census Bureau

Retail employment (Figure 14) decreased from the borough's largest industry in 1990 (26% of the borough's labor force) to its second highest in 2000, when it employed 17% of the Irwin labor force. This is still substantially higher than other places evaluated, where between 12.1% and 13.5% of workers were employed in retail.

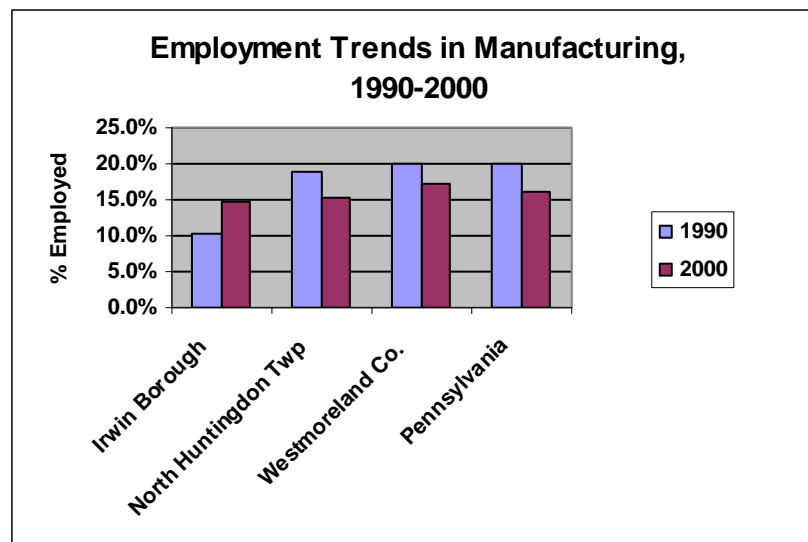
Figure 14.



Source: U.S. Census Bureau

The third largest sector in Irwin's employment in 2000 was manufacturing. (See Figure 15). Jobs in this field accounted for nearly 15% of all employment. While employment in this sector substantially increased between 1990 and 2000 (unlike the other places evaluated), the percentage of Irwin workers employed in manufacturing remained smaller than those in North Huntingdon, the county and the state.

Figure 15.



Source: U.S. Census Bureau

Commuting Trends

Analyzing commuter travel patterns is important for regional planning. Commuting patterns indicate where people work and how far people must drive to get to work. Commuting time is

the best criterion for assessing commuter travel patterns. The average commute length is usually dependent on the distance from home to work. However, poor traffic management, inefficient highways, traffic delays, speed limits, and a host of other factors affect commuting time. The two most important commuting characteristics are the travel patterns (who is traveling where for employment) and the length of time spent commuting. The average commute time for Pennsylvanians was slightly more than 25 minutes in 2000; however, for Irwin residents, it was much lower at 23.2 minutes. This is shorter than the commute times for workers county-wide (25.4 minutes) and in North Huntingdon (28.1 minutes). These factors suggest that a comparatively high percentage of Irwin workers are able to find employment close to home.

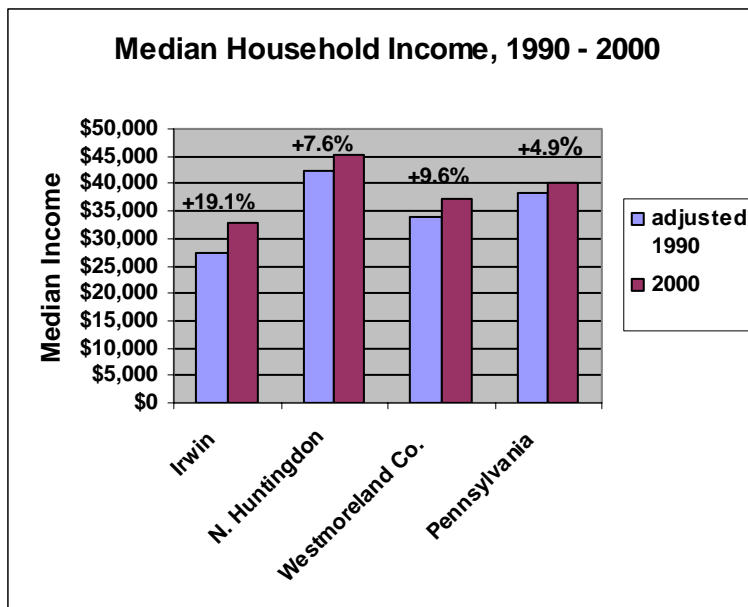
The U.S. Census also calculates the number of workers that reside in a municipality (regardless of where they work) and the number of workers employed in a municipality (regardless of where they live). In 2000, 2,269 workers lived in Irwin Borough and 2,356 workers were employed there. This data demonstrates that the borough creates more jobs than workers.

Income

Households with sufficient disposable income for purchasing goods and services are vital to the economic viability of a community. The amount of local spending in a community affects both the type and the amount of products and services available in a community.

Irwin had a lower median household income than North Huntingdon, the county and the state in 1990 and 2000. (See Figure 16.) This may be due to the relatively high percentage of residents holding jobs in low-paying industry sectors like retail and service, and the relatively low percentage employed in higher paying sectors like the manufacturing, finance and education/health sectors. Irwin workers also had proportionately fewer employees in management and professional occupations and the highest percentage holding service positions.

Figure 16.

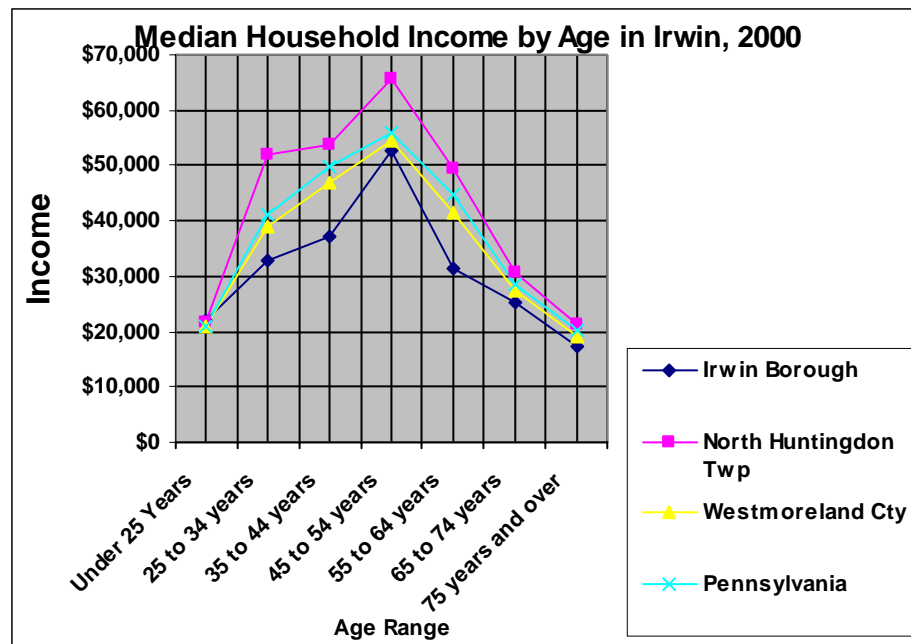


Source: U.S. Census Bureau

However, the income gap is closing. Irwin households had the highest percentage increase in earnings (19.1%) from 1990-2000. Undoubtedly, one reason is the large jump in the percentage of residents in the labor force during this period. The increase may also be due in part to the substantial decrease in low-paying retail employment and a gradual increase in higher paying jobs in the manufacturing, health and education fields. Finally, the increase may be due in part to the relatively higher percentage of higher educated residents living and working in Irwin.

While Irwin's median household income overall remained lower in 2000 than those in the other three places analyzed, earnings of households between the ages of 45 and 54 were nearly as high as those in the county and the state. Moreover, median income of households under 25 years were the highest of all those compared. This would suggest that the income gap will continue to narrow as these younger workers move up in the workforce.

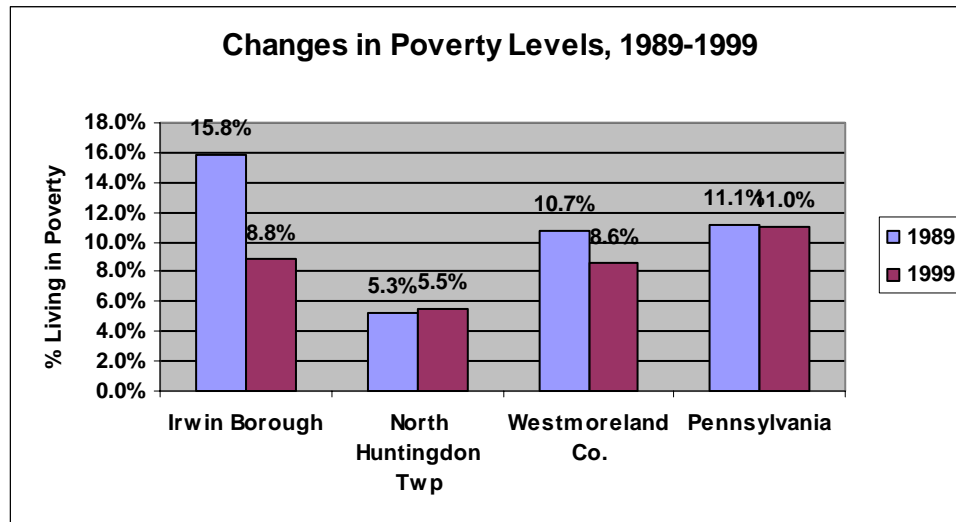
Figure 17.



Source: U.S. Census Bureau

Poverty levels also decreased markedly in Irwin between 1989 and 1999 as illustrated in Figure 18. In 1989, over 15% of Irwin's population was living below the poverty level. This was considerably higher than the county and state levels of roughly 11% and nearly three times the percentage of North Huntingdon residents. However, by 1999, the percent of Irwin residents living in poverty had dropped to 8.8%, well below the state level and nearly the same as the county poverty rate.

Figure 18.



Source: U.S. Census Bureau

Key Economic Issues:

- Irwin residents are better educated than their counterparts in North Huntingdon, Westmoreland County and the state. Nearly 35% of residents 25 years of age and older attained a college or professional degree in 2000, compared to 28.8% in North Huntingdon, 27.5% in the county and 28.3% in the state.
- More Irwin residents were employed in Education, Health and Social Services than any other industry in 2000.
- The borough created more jobs than the number of available workers in 2000.
- The household income gap between Irwin and other municipalities is decreasing as evidenced by an increase in earnings between 1990 and 2000 for borough residents.
- Poverty levels have markedly decreased in Irwin since 1989, from 15% down to 8.8%.

Other Economic Development Factors

Project Implementation and Oversight

Irwin is currently undertaking intensive redevelopment planning efforts. The borough has received state grants for streetscape improvements, road work, and other physical enhancements to the community. This level of intensive planning and implementation will entail active oversight on the part of the borough to insure that projects are carried out in accordance with the Irwin Community Blueprint.

Irwin Borough Council, the Irwin Project, the Irwin Business and Professional Association (IBPA), and the Norwin Chamber of Commerce will play critical roles in implementing the economic development action steps of the Irwin Community Blueprint. Securing the participation of members of these organizations in the implementation of the comprehensive plan will provide oversight as well as coordination and enhanced communication among all parties as projects move forward.

Downtown Revitalization

One of the major elements of the borough's economic development initiatives is downtown revitalization. The borough has received funding from the PA Department of Community and Economic Development to initiate a Main Street Program. Borough council should establish a Main Street management entity to guide and oversee the Main Street efforts. This entity should be composed of members of borough council, the Irwin Project, the IBPA, and the Norwin Chamber of Commerce.

Once established, the Main Street management entity should complete the formation of the four committees required by the Main Street Program. The following is a list of these committees and their initial tasks:

- Design Committee:
 - Finalize the structure and membership of the committee
 - Develop a parking plan
- Economic Restructuring Committee:
 - Finalize the structure and membership of the committee
 - Compile marketing data
 - Develop a retention strategy
- Organization Committee:
 - Finalize the structure and membership of all of the committees
 - Recruit and hire a downtown manager
 - Establish a business office
- Promotion Committee:
 - Finalize the structure and membership of the committee
 - Develop a promotional strategy for the downtown

Two essential elements of the borough's downtown revitalization efforts should be improved/increased utilization of upper floor space in the business district and infill development or redevelopment on vacant or underutilized downtown land. Better use of upper floor space for either additional commercial uses or residential uses will help make the downtown a more viable mixed use district. Infill development and redevelopment on vacant lots will remove "missing teeth" in the business district's and generate increased municipal revenues via real estate and business taxes.

B. Plan

Vision Statement for the Year 2025

Through the Main Street Program and other efforts, Irwin has attained an economically and physically vibrant downtown business district. By implementing a series of improvements and working with neighboring municipalities, we enjoy a physically attractive Route 30 mixed use corridor that has enhanced connections with the downtown area.

Implementation Strategies

The following matrix contains the policies, goals and implementation actions that will need to be pursued in order to achieve the borough's economic development vision. Achieving the vision will require the cooperation and collaboration of many public sector and private sector entities.

For each implementation action, the matrix lists the party or parties responsible for implementation, an estimated cost, potential funding sources, and a priority ranking. Generally speaking, high priority actions should be initiated, if not completed, within one to three years; medium priority actions should be initiated/completed within four to seven years; and low priority actions should be initiated/completed within eight to 15 years.

CDBG	Community Development Block Grant
DCED	Pennsylvania Department of Community and Economic Development
HOME	Home Investment Partnerships Program
HRA	Housing and Redevelopment Assistance Program (DCED)
IBPA	Irwin Business and Professional Association
PHFA	Pennsylvania Housing Finance Agency
RACP	Redevelopment Assistance Capital Program (DCED)

ECONOMIC DEVELOPMENT

Policy 1: Support the maintenance and improvement of the Main Street business district and the Route 30 commercial corridor.

Implementation Action		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Implement a “Main Street” program in the downtown area.					
A. 1	Initiate Main Street Program.	Borough Council	\$130,000 (5 years)	NA	H
A. 2	Hire a Main Street manager.	Borough Council	Included in A.1 above	DCED Private funds Borough	H
A. 3	Implement a building rehabilitation program.	Borough Council, IBPA, Irwin Project	\$1M-\$5M	DCED IBPA Property owners	H
A. 4	Design and implement a public improvements program, including streetscape improvements.	Borough Council, IBPA, Irwin Project	\$1M - \$2M	DCED, County CDBG, Borough	H
A. 5	Form a task force to develop and implement a strategy for relocating overhead wiring on Main Street.	Borough Council, IBPA, Allegheny Power, Irwin Project	To be determined	County CDBG, Borough, Allegheny Power, Foundations	M
Goal B: Improve the borough’s physical environment via building rehabilitation, infrastructure improvements, and streetscape improvements.					
B. 1	Rehabilitate the Thompson Building.	Westmoreland Cultural Trust, Borough Council, Westmoreland County	\$2M	DCED, RACP, Property owner, County CDBG Foundation funds	H

Policy 1: Support the maintenance and improvement of the Main Street business district and the Route 30 commercial corridor.

Implementation Action		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal B: Improve the borough's physical environment via building rehabilitation, infrastructure improvements, and streetscape improvements. (continued)					
B. 2	Rehabilitate the Lamp Theater.	Westmoreland Cultural Trust		DCED, RACP, Lincoln Corridor (marquee)	H
B. 3	Implement a building improvement program for Rt. 30 commercial buildings.	Borough Council, IBPA	\$1M - \$3M	DCED Property owners	L
B. 4	Implement a public improvements program, including streetscape improvements, for Rt. 30 commercial corridor and upper Pennsylvania Avenue.	Borough Council, IBPA	\$1M - \$3M	DCED PennDOT	M
B. 5	Undertake façade improvements to Irwin Manor.	Westmoreland County Housing Authority	TBD	Housing Authority Capital Fund	M
Goal C: Improve the connection between Rt. 30 and Main Street.					
C. 1	Implement streetscape and signage improvements along Tenth Street, Chestnut Street and Pennsylvania Avenue. Also pursue improvements to Route 30 exit ramp and Queen of Angels School in North Huntingdon Township.	Borough Council, IBPA, Irwin Project, North Huntingdon Township, Queen of Angels School	\$0.5M - \$2M	DCED PennDOT	H

Policy 1: Support the maintenance and improvement of the Main Street business district and the Route 30 commercial corridor.

Implementation Action		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal C: Improve the connection between Rt. 30 and Main Street. (continued)					
C. 2	Rehabilitate/redevelop properties on Pennsylvania Avenue between Main Street and Oak Street.	Borough Council	\$0.5M - \$1M	DCED, County HOME, County CDBG, Property Owners	M
Goal D: Retain (and expand) existing businesses and attract new businesses.					
D. 1	Maintain communications with existing businesses to determine actions needed to facilitate their retention/expansion (e.g., providing additional parking, rezoning to accommodate expansion, etc.).	IBPA Borough Council	NA	NA	Ongoing
D. 2	Maintain an adequate supply of land that is zoned for commercial uses.	Borough Planning Commission, Borough Council	NA	NA	Ongoing
Goal E: Increase/optimize use of upper floor space in the downtown area.					
E. 1	Encourage property owners to seek Mixed Use Facility Financing Initiative (MUFFI) funds from PHFA to rehab both ground floor commercial space and upper floor space for residential use.	Borough Council, IBPA	NA	PHFA, County CDBG (commercial), County HOME (residential), Property owners	PHFA Applications are accepted annually in August.
Goal F: Identify potential development and redevelopment sites					
F. 1	Maintain communications with property owners (especially owners of vacant or underutilized properties) to determine their long-term plans for their properties.	Borough Council, IBPA, Irwin Project	NA	NA	Ongoing

Goal F: Identify potential development and redevelopment sites (continued)					
Implementation Action		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
F. 2	Monitor tax delinquent properties to identify potential development opportunities.	Borough Council	NA	NA	Ongoing
F. 3	Acquire and assemble properties on Pennsylvania Avenue between Main and Oak Streets to improve the entrance to the business district.	Borough Council, County Redevelopment Authority, Private Investors	\$250,000 - \$500,000	DCED HRA, County CDBG	M
Goal G: Encourage historic and cultural tourism as an economic development generator.					
G. 1	Promote efforts to develop historic and cultural resources, e.g., the Lamp Theater, Covenant Hall, community events, etc. to attract people to shop and live in Irwin	Borough Council, IBPA, Property Owners	NA	NA	Ongoing
G. 2	Market Irwin's historic and cultural assets	Borough Council, IBPA, County Historical Society	NA	NA	Ongoing
Goal H: Collaborate with local, county, regional, state, and federal economic development partners, including marketing efforts.					
H. 1	Work with public sector and private sector agencies to increase and/or improve Irwin's economic development assets.	Borough Council, IBPA, Irwin Project, Westmoreland Co., DCED, et.al.	NA	NA	Ongoing

Policy 2: Support the development of manufacturing firms.

Implementation Action		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Identify appropriate locations for industrial growth and maintain an adequate supply of land zoned for industrial development.					
A. 1	Review Proposed Land Use Map in the Irwin Community Blueprint and determine whether there is any need for rezoning of land.	Borough Planning Commission	NA	NA	H
A. 2	Monitor demand for industrial land in Irwin (and adjacent municipalities) to determine if additional land needs to be zoned or rezoned for industrial uses. This may entail collaboration with adjacent municipalities.	Borough Planning Commission, Borough Council, adjacent municipalities	NA	NA	Ongoing
A. 3	Collaborate with local, county, regional and state economic development partners to facilitate development of manufacturing firms.	Borough Council	NA	NA	Ongoing

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7. TRANSPORTATION

A. Profile

The following is a description of Irwin's transportation elements including roadways, bicycle and pedestrian facilities, public transit, parking and freight movement. The goal of the comprehensive planning process is to provide for the movement of people and goods by examining the existing conditions and issues and then developing strategies to maintain or improve the flow of goods and people. A Transportation Issues Map is included at the end of this section.

Roadway Network

North of US Route 30, Irwin's roadway network is primarily an urban grid system of streets and alleys. The roadway network in the southern part of the borough consists mostly of suburban-style streets with cul-de-sacs and curvilinear layouts. Main thoroughfares include Main Street, Oak Street, Pennsylvania Avenue, US Route 30, Tenth Street Extension, the southern part of Chestnut Street, Ash Street and SR Route 993.

Functional Classification

Roadways serve two primary functions: mobility (the ability to go from one place to another) and access (the ability to enter adjacent property). PennDOT assigns roadway functional classifications based on the degree to which roadways serve these two functions. For the purpose of this study, roadways will be classified into the following three categories:

Arterials provide high mobility and limited access. Arterials often connect an urban area with outlying communities and employment centers. Arterials are designed for high volumes of traffic at moderate speeds. PennDOT further subdivides arterials between principal arterials and minor arterials.

Collectors provide access between arterials and local roads and streets. Collector roads are intended to serve moderate volumes of traffic at reduced speeds.

Local Access Roads provide immediate access to adjoining land. Local roads are intended to only provide for transportation within a particular neighborhood or to one of the other two road types.

Roadways In Study Area

Interstate 76, also known as the Pennsylvania Turnpike, is adjacent to the Borough of Irwin. Convenient access to I-76 is provided via the Route 30/I-76 interchange just east of Irwin. I-76 is a four-lane Interstate with 12' lanes and 10' shoulders. The posted speed limit is 55 to 65 miles per hour (mph), and the Average Daily Traffic (ADT) volume is approximately 51,000.



Route 30 congestion

Other area roads and their characteristics are listed in Table 7-1.

Table 7-1 Roadway Classifications

Road	Classification	Travel Lanes	Speed Limit	Average Daily Traffic (% Truck - est.)	Comments
Route 30	Principal Arterial	4	40 MPH	13,100	High traffic volume route flanked by strip commercial development. Lack of access management from numerous driveways results in many rear end crashes. This major transit corridor bisects the borough on an east-west axis.
Main Street	Minor Arterial	1	25 MPH	8,300 (5)	One-way main artery through downtown area from Second Street south to Pennsylvania Avenue. It has parallel parking on both sides of street and crosswalks at the intersection.
Oak Street	Minor Arterial	1-2	25 MPH	5,500 (5)	One-way traffic from Pennsylvania Avenue north to Water Street with parallel parking on both sides of street and crosswalks at most intersections. Oak Street/ Pennsylvania Avenue intersection is a problem area for both pedestrians and vehicles because it is unsignalized.
Pennsylvania Avenue	Minor Arterial (<i>Main Street to Oak Street</i>) Urban Collector (<i>Oak Street to Barnes Lake Road</i>)	2	25 MPH	7,500 (5)	This main corridor provides access to the downtown business district and residential areas. It serves as a bypass to Route 30 and is a major public transit route through the borough.
SR 993 (Water Street-Main Street-Third Street)	Urban Collector	2	25 MPH	4,500 (6-7)	This major truck route from Conrail's Intermodal Center in Pitsburgh to Route 30 traverses the northern section of the borough. It enters the borough from the west along Water Street and exits to the east along Third Street into North Huntingdon Township.
Tenth Street Extension	Urban Collector	2	25 MPH	6,200 (5)	Gateway corridor from Route 30 to the downtown business district.
Chestnut Street (Tenth Street Extension to Pennsylvania Avenue)	Urban Collector	2	25 MPH	6,200	Connector between Tenth Street Extension and Pennsylvania Avenue.
Ash Street	Urban Collector	2	25 MPH	5,900	Provides access from Route 30 to the eastern portion of the borough and into North Huntingdon Township.

Local Roads

The rest of the streets in the Borough of Irwin are considered local roadways and are intended to provide only transportation within a particular neighborhood or access to one of the other two road types.



Main St. between 2nd and 3rd Streets



PA Avenue between Spruce & Vine Streets



Typical residential street

Traffic Flow in the Downtown Area

A recent Penn State study of the Lincoln Highway Heritage Corridor recommended reversing the one-way flows of traffic on Oak and Main Streets to allow a more direct route into the downtown business district from US Route 30. The purpose of this reversal of traffic flow was to help establish stronger connections between Route 30 and North Irwin and make Irwin a destination. The study called for the development of a gateway at Main Street and Pennsylvania Avenue to link the downtown with Irwin Park, thereby potentially increasing the amount of pedestrian traffic throughout downtown.

As part of its examination of transportation issues, URS, the comprehensive plan transportation consultant, considered the feasibility of reversing the traffic flows on Main and Oak Streets. Through research and field views, URS determined that traffic flow reversal was a feasible option if a number of modifications to the street network and traffic signals were made. Among the issues URS identified were emergency vehicle access and truck turning movements. These

issues could be resolved through removal of some on-street parking spaces and by changing the location of stop bars (pavement line markings). URS noted that an engineering study would need to be completed to clearly identify and quantify all of the modifications and adjustments needed to implement the reversal traffic flow concept.

URS presented the idea of reversing the traffic flows on Main and Oak Streets at a public meeting during the comprehensive plan planning process. Meeting attendees seemed evenly divided on the issue, with many voicing strong positive and negative reactions to the idea. Subsequent public input reinforced the community's divided opinion on the matter.

Irwin's downtown is a vibrant area regardless of the direction in which traffic flows, and the reversal of traffic flow is not an essential element of the borough's downtown revitalization efforts. Consequently, and in recognition of the diversity of public opinion on this issue, the borough should maintain the current downtown traffic flow patterns for now. The borough can continue to monitor this issue and consider a change in the future if warranted.

In order to derive some general conclusions about the origins and destinations of downtown traffic, URS used the ADT volumes listed in Table 7-1 and assumed that one-half of the ADT on two-way streets was traveling in each direction. Their conclusions are as follows:

Oak Street traffic consists of:

- Vehicles traveling west on Pennsylvania Avenue from the eastern points of Irwin Borough and North Huntingdon
- Vehicles headed for the business district from U.S. Route 30
- Vehicles traveling east on Center Highway

Based on Main Street traffic volumes, approximately two-thirds of Oak Street traffic is bound for Main Street. The remainder of Main Street's traffic volume comes from the east and west on Route 993 and local roads from the north.

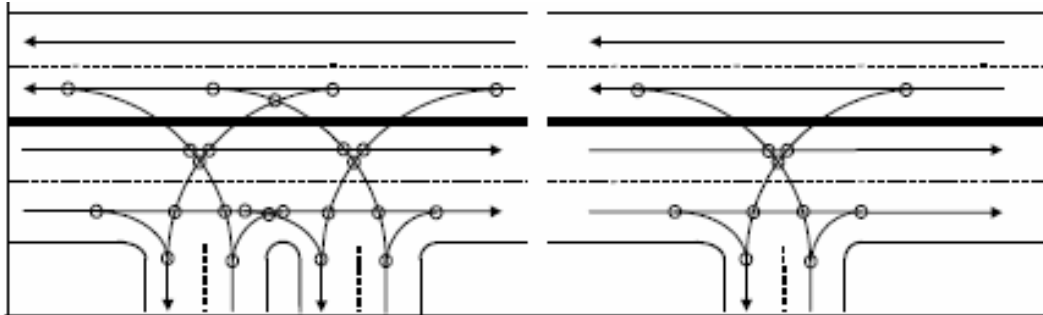
The borough's economic revitalization efforts may benefit if the origins of downtown area traffic were known to come predominantly from one area or another. Unfortunately, there is not any one location from which vehicles travel to the downtown business district. Visitors to the area are more likely to come from Route 30 via the Tenth Street Extension/Chestnut Street/Pennsylvania Avenue route, whereas local residents know short cuts to downtown using local streets.

Traffic Signal Locations

Currently the Borough owns and maintains four traffic signals. Two are located along U. S. Route 30 at Ash Street and at Tenth Street Extension. These signals are scheduled to be upgraded and interconnected with other signals in North Huntingdon Township as part of upgrades to the intersection at Barnes Lake Road. Irwin's other two signals are located on Main Street at Pennsylvania Avenue and at Third Street.

High Crash Areas

Penn DOT crash data indicates that US Route 30 has the highest number of crashes within the borough. There are numerous driveways along this stretch of commercial properties, and most crashes are a result of tailgating or turning errors. The failure of vehicles traveling at high rates of speed along Route 30 to slow down for vehicles turning from or onto Route 30 is a major reason for the high number of rear end crashes. The more access points onto a roadway, the more opportunities exist for conflicts between vehicles. This is illustrated in the following graphic.



Another problem location is where SR 993 turns onto Main Street at Water Street. There is poor sight distance for southbound traffic on Main Street as it emerges from the underpass just north of this intersection. Accidents are caused by cars turning from Water Street onto Main Street into the path of southbound Main Street traffic.

Roadway Improvements

TIP Process

The Transportation Improvement Program (TIP) is the mechanism for allocating financial resources to southwestern Pennsylvania's prioritized list of federally and state funded transportation improvement projects. It identifies the roadway, bridge, and transit projects recommended for advancement during a four-year period. It is updated every two years. To receive federal funding, a project must be included in the TIP. As priorities or project readiness change, the TIP is amended between the regular update cycles. The TIP is fiscally constrained by the amount of resources that are allocated to the southwestern Pennsylvania region. Most projects are funded with 80% federal dollars and a 20% local match. The local match is usually provided by the project sponsor but can come from a variety of sources.

Southwestern Pennsylvania Commission (SPC) is the 10-county Metropolitan Planning Organization (MPO) that develops the TIP. The three major project sponsors that can advance the planned projects via the TIP are PennDOT District 12, Westmoreland County and Westmoreland County Transit Authority (WCTA). The TIP development process involves extensive inter-agency coordination and public outreach. Public meetings are held before the development, adoption, and update of the TIP to provide citizens and public officials with

opportunities to give testimony about the preferred projects of the region. Though most of the projects in the TIP are the traditional highway, bridge and public transit projects, it also includes bicycle and pedestrian projects, freight-related projects, and innovative air quality projects.

Irwin Borough only has one project on the current (2007-2010) TIP. The First Avenue Bridge is scheduled to be replaced in 2008. The bridge is closed, which limits access to the public works maintenance building.

Roadway Maintenance

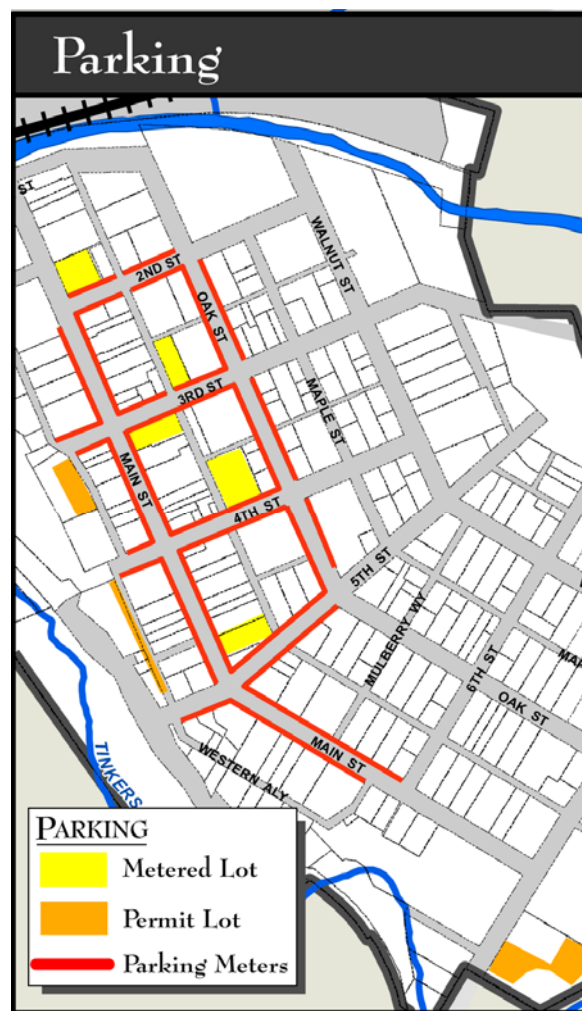
The Borough of Irwin is responsible for maintaining its network of roadways. The large majority of streets are in good condition. Exceptions include Pennsylvania Avenue and Main Street, which have larger volumes of traffic and thus fall into disrepair more quickly. Irwin uses its annual allocation of Pennsylvania Liquid Fuels Program funds (\$75,000-\$85,000) to repave portions of Irwin's street network. This money is supplemented by the borough's capital reserve funds of \$30,000 to \$100,000 per year. The borough rebuilds and repaves sections of roadways based on road conditions and safety needs. The number of streets repaved depends on the availability of funds. Other maintenance items such as line and crosswalk painting are primarily done in late summer before children return to school.

Parking

The borough has provided a significant number of parking spaces for its businesses and residents. There are approximately 355 metered public parking spaces in the downtown area. Almost 200 of these are on-street spaces, with the remainder being located in the five public surface lots. Field surveys and comments voiced at public meetings confirm that Irwin does not have a shortage of parking spaces. The parking lots are easily accessible as shown in the Parking graphic and on the inset on the Transportation Issues Map.

Chapter 15 Parts 5 and 6 of Irwin Borough's Ordinances govern public parking within the borough. There is a permit parking program available to businesses, residents, and commuters. Parking permit holders may park in designated spaces such as those in the Fifth Street or Second Street lots, along Western Avenue, or in the lot in Irwin Park at Pennsylvania Avenue and Main Street.

The parking ordinance outlines the parking meter zones that are established along certain streets in



the borough. The meters have time designations per the ordinance. The majority of the meters are two-hour meters, but there are also 15-minute, four-hour and 10-hour meter locations. By ordinance, the meters are to be enforced 24 hours per day Monday through Saturday except for legal holidays.

Parking meter enforcement is a contentious issue for downtown businesses. Many believe that the current meter enforcement policies are overzealous. At the request of the business community, the borough has instituted a parking coupon program to allow patrons an extra half hour of free parking time.

Other opportunities may exist to revise the way that the parking is regulated in the borough. Ease of parking is one factor of revitalizing the downtown and attracting business patrons. There is an opportunity to create a parking supply for all types of users such as commuters, employees, and visitors by designating adequate spaces for each use. The outlying lots, e.g., those in Irwin Park and at Second and Main Streets, should be used for commuters. All of the on-street metered spaces should be allocated for short term users such as visitors, shoppers or those conducting business at the borough offices. Employees should use the designated permit parking areas. Sections of the surface parking lots could be designated as additional permit parking areas. If parking tickets fees were raised to make it cost prohibitive to receive tickets, this may sway more employees to purchase parking permits and use designated parking permit locations.

As part of the borough's downtown revitalization streetscape improvements, the borough should consider replacing parking meters with parking kiosks (pay stations) in the parking lots, and maybe also for on-street spaces – at least in some locations.

Communicating Irwin's parking policies should be a joint effort of the borough and Irwin Business and Professional Association that is part of the marketing campaign for Downtown Irwin. The borough and business association could convey parking information to customers, visitors, and employees through a wayfinding system of signs, websites, brochures, and maps. Parking information should be incorporated into general marketing materials to promote Downtown Irwin and be easily available to residents and visitors.

Pedestrian and Bicycle Transportation

Bicycle and pedestrian traffic are not traditional modes of transport in Irwin, but are nonetheless important ways to move around and through the community – either for recreational purposes or for practical trips. Irwin is very compact and thus very walkable. The provision of sidewalks throughout a neighborhood provides a safe way for pedestrians to move throughout a community. In Irwin north of Route 30, there are sidewalks on most streets west of Locust Street, but there are few sidewalks on the streets east of Locust Street.

There is a pedestrian connection to North Huntingdon Square shopping center at the end of Beech Street. Residents can walk to the bank, grocery store and other stores within this commercial development. With the exception of US Route 30, streets within the Borough of Irwin do not have extremely high vehicular traffic volumes and do have sufficient width for

cyclists. The borough has some existing and proposed recreational trails that are detailed in Section 11.

Public Transportation

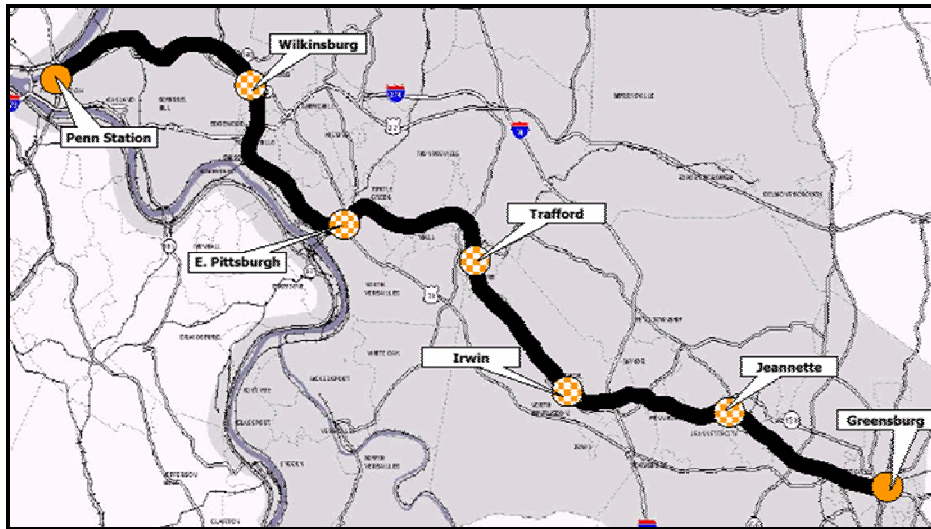
There are six Westmoreland County Transit Authority (WCTA) routes that provide Irwin residents with bus service to various locations. Table 7-2 shows the number of bus trips made each day. There is very little service on the weekends. Most of the routes consist of flyers that travel to Pittsburgh or Greensburg. The commuter routes to Pittsburgh are at capacity. There are Park and Ride lots at Irwin Park, Route 30 at Barnes Lake Road and Norwin Town Square. Monthly parking permits for the Irwin Park lot are available from the borough offices.

Table 7-2 Public Transit Routes

Route Number	Route Description	Number of trips per day	Service to	Days of the week
1F	Greensburg–Pittsburgh Flyer	4 in AM peak 5 in PM peak	Greensburg, Irwin, Wilkinsburg & Pittsburgh	Monday-Friday
3F	Mt Pleasant–Pittsburgh Flyer	2 in AM peak 1 in PM peak	Mt Pleasant, Youngwood, Irwin, Wilkinsburg, Pittsburgh	Monday-Friday
4	Greensburg–Pittsburgh	6 throughout the day	Greensburg, Hempfield, Irwin, Oakland, Pittsburgh	Monday-Friday
4S	Greensburg–Pittsburgh	2 roundtrips throughout the day	Greensburg, Jeannette, Irwin, Oakland, Pittsburgh	Saturday
6	Greensburg-Irwin-Hermine	5 roundtrips throughout the day	Greensburg, Jeannette, Irwin, North Huntingdon, Hermine, Norwin Hills	Monday-Friday
18F	Irwin – Greensburg Flyer	1 in AM 1 in PM	Irwin, Jeannette, Greensburg	Monday-Friday

Most of the scheduled bus stops are in the vicinity of Irwin’s downtown area, but WCTA operates on a flag stop system (except for Route 1F), which means that a passenger can board the bus at any safe stopping point along its route. You do not need to be at a bus stop sign. Bright orange cards are available from the transit authority to use when flagging a bus.

The Eastern Corridor Transit Study being conducted by SPC, WCTA and the Port Authority of Allegheny County proposes a commuter rail line to be established along the Norfolk Southern line that runs between Pittsburgh and Greensburg as shown in the graphic on the following page. Initial planning stages of the alternatives analysis include a station in Irwin. This would provide additional transit opportunities for the Borough of Irwin and surrounding municipalities.



Proposed Commuter Rail Line between Pittsburgh and Greensburg

Freight Movement

Conrail's Pittsburgh Intermodal Facility is located in Pitcairn, approximately six miles northwest of Irwin. This facility handles more than 100 trains per day. Containers are loaded onto trucks, and much of the truck traffic traveling along Route 993 and entering Irwin can be attributed to this facility. Irwin's proximity to Interstate 76 makes it an attractive route for freight movement. In addition, residents and business owners are concerned about garbage trucks traveling through Downtown Irwin from the Valley Landfill in Penn Township and the impact that these trucks have on the street atmosphere.

Strengths and Weaknesses of the Transportation System

Strengths

The Borough of Irwin has numerous strengths pertaining to its transportation system. These strengths include the following:

- Irwin is well connected to regional centers such as Greensburg, Monroeville, and Pittsburgh via Route 30 and the Pennsylvania Turnpike. This makes it an attractive place to live because residents can commute to jobs, and visit the shopping and cultural amenities that the regional centers have to offer.
- The roadway system is relatively well maintained, and a compact grid system makes it easy to get around and access adjacent neighborhoods.
- Generally speaking, streets west of Locust Street have sidewalks that provide pedestrians a safe place to walk, but streets east of Locust and south of US Route 30 do not have sidewalks.
- Irwin is well served by Westmoreland County Transit Authority. There are six routes that either travel to Pittsburgh, Greensburg, the surrounding communities or the area shopping centers.

- There is no shortage of parking in the downtown business district. There are 355 metered parking spaces in the lots and on streets. In addition, the borough has designated locations for permit parking so the residents and employees have places to park.

Weaknesses

There are areas where the Borough of Irwin could improve its transportation network. These areas include the following:

- Getting into downtown Irwin can be difficult. Small directional signs along the route from Route 30 to the Main Street area make finding the central business district a challenge. There are opportunities to develop gateways to the community along Pennsylvania Avenue, Route 30 and Main Street to draw potential patrons to the business district. However, increased traffic volumes along gateway corridors may entail traffic calming measures to insure safe travel on these routes for pedestrians, bicyclists, and motorists traveling to or through the downtown area. More detailed information on gateway improvements and pedestrian and bicycle connections to the business district is in Appendix D: What Irwin Could Look Like.
- The congestion along U.S. Route 30 causes vehicles to use Pennsylvania Avenue as a “Route 30 Bypass”. Residents are concerned about the amount and speed of traffic traveling along Pennsylvania Avenue.
- While Irwin has many streets with sidewalks, there are locations where there are actual and perceived safety issues. For instance, US Route 30 has crosswalks that lead to nowhere, and there are places that pedestrians frequently walk despite the lack of sidewalks. It is a short distance across Pennsylvania Avenue to get to Irwin Park, but many residents feel that even that short distance is unsafe, especially for children.
- Westmoreland County Transit serves Irwin well, but the commuter routes are at capacity. There could be opportunities to establish additional transit routes or additional Park and Ride lots in or near Irwin.
- Parking regulations need to be examined to determine the best use and way to regulate parking in the downtown business district.
- Truck traffic along Main Street is a significant concern to the business community and should be analyzed to see if there are alternative truck routes that can be identified.

IRWIN BOROUGH
Westmoreland County, Pennsylvania

LEGEND

ROAD TYPE

- Interstate
- Principal Arterial
- Minor Arterial
- Local Collector
- Local Access

TRAFFIC VOLUME

- Annual Average Daily Traffic (8422)
- High Crash Corridor
- Bus Stops/Shelters
- Mass Transit Routes
- Proposed Commuter Rail
- Streets with Sidewalks

PED/TRANSIT ACCESS

- No Pedestrian Crosswalks
- Signalized Intersection
- Poor Pedestrian Access & Signalized Intersection
- Poor Pedestrian Access & Unsignalized Intersection
- Signalized Intersection

PARKING

- Metered Lot
- Permit Lot
- Parking Meter

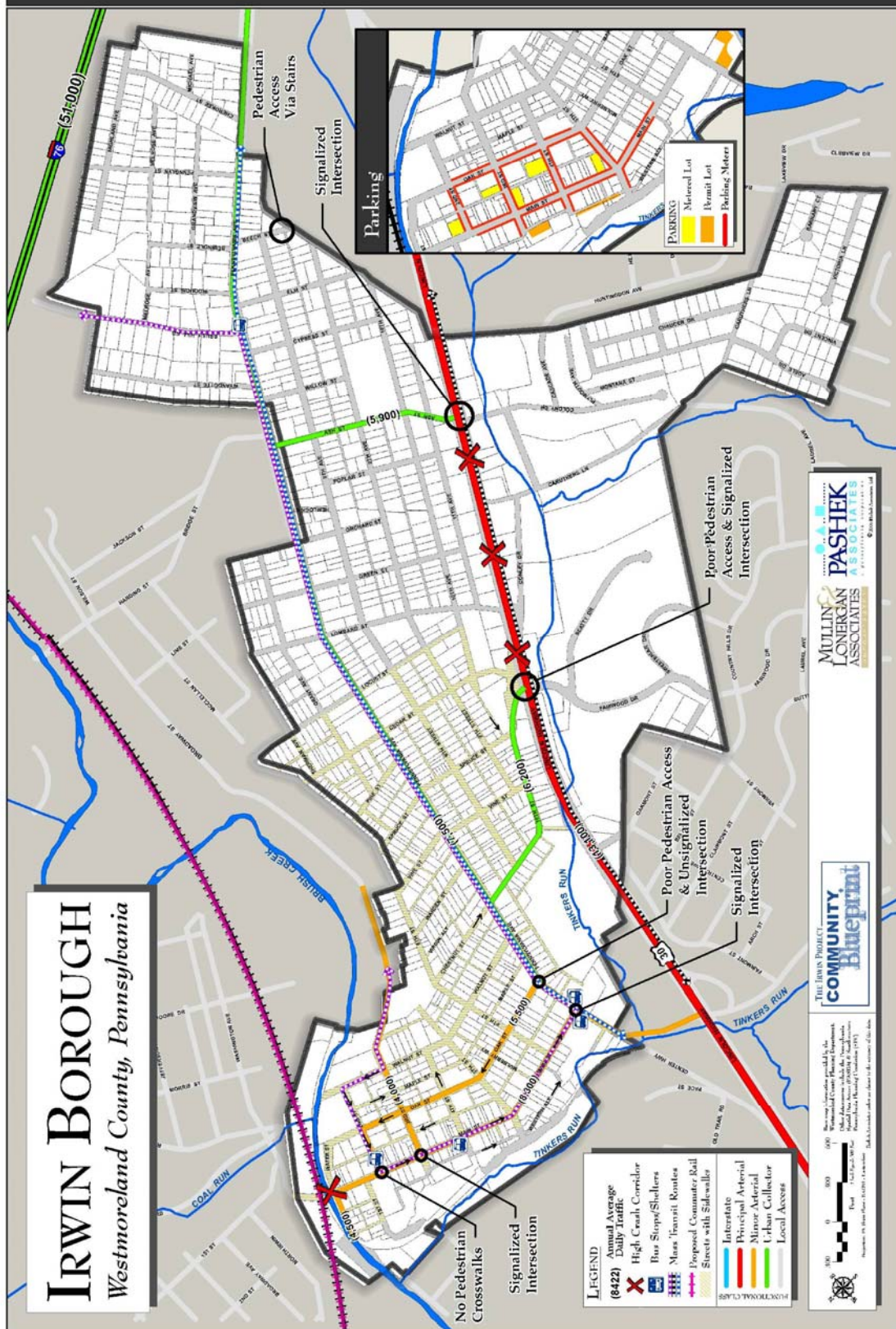
THE IRWIN PROJECT COMMUNITY. Blueprint

MULLIN LONERGAN ASSOCIATES

PASHEK ASSOCIATES

TRANSPORTATION ISSUES

IRWIN BOROUGH
Westmoreland County, Pennsylvania



B. Plan

Vision Statement for the Year 2025

Irwin is a connected community. We have a safe and efficient roadway and trail network that provides motorists, cyclists, and pedestrians with connections to borough activity areas and adjacent communities. Public transit connects us to nearby metropolitan centers and land use developments that encourage transit use.

Implementation Strategies

The following matrix contains the policies, goals and implementation actions that will need to be pursued in order to achieve the borough's transportation vision. Achieving that vision will require the cooperation and collaboration of many public sector and private sector entities.

For each implementation action, the matrix lists the party or parties responsible for implementation, an estimated cost, potential funding sources, and a priority ranking. Generally speaking, high priority actions should be initiated, if not completed, within one to three years; medium priority actions should be initiated/completed within four to seven years; and low priority actions should be initiated/completed within eight to 15 years.

DCED	Pennsylvania Department of Community and Economic Development
LUPTAP	Land Use Planning and Technical Assistance Program (PA DCED)
TIP	Transportation Improvement Program

TRANSPORTATION

Policy 1: Support the development of a safe and efficient transportation system that meets the needs of borough residents and businesses.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Maintain, improve, and upgrade existing infrastructure to improve traffic flow and reduce congestion on existing roadways.					
A. 1	Coordinate planning efforts with adjacent municipalities, county and state agencies	Borough	N/A	N/A	Ongoing
A. 2	Participate in Route 30 Master Plan being conducted by SGPWC.	Borough	\$5,000 - \$10,000	Borough General Fund	H
A. 3	Work with developers as new commercial developments are proposed.	Borough	N/A	N/A	Ongoing
A. 4	Establish Access Management Ordinances to manage number of driveways associated with redevelopments along Route 30.	Borough	\$10,000	DCED LUPTAP Funds	M
A. 5	Identify a truck route that avoids downtown Irwin	Borough/ Engineer/ PennDOT	N/A	N/A	H
A. 6	Synchronize the signals along Route 30 to improve traffic flow.	Borough /Engineer/ PennDOT /Developer	\$20K- 120K per signal	4-Year TIP, Private Developer Funds	H
Goal B: Improve access to downtown Irwin.					
B. 1	Develop gateway along Route 30 at 10 th Street extension.	Borough	TBD	PennDOT Enhancement Program	H
B. 2	Develop gateway at north end of Main Street.	Borough	TBD	PennDOT Enhancement Program	M
B. 3	Develop gateway along Pennsylvania Avenue at Oak and Main Streets and near Queen of Angels School.	Borough/ North Huntingdon Township/ Queen of Angels School	TBD	PennDOT Enhancement Program	M

Policy 1: Support the development of a safe and efficient transportation system that meets the needs of borough residents and businesses.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal B: Improve access to downtown Irwin. (continued)					
B. 4	Develop a wayfinding system of signs directing traffic to downtown.	Borough	\$100,000-\$200,000	PennDOT Enhancement Program	H
B. 5	As downtown business climate improves, monitor the directional flow of traffic in the downtown business district to determine if changes are warranted.	Borough Engineer/ Businesses	N/A	N/A	Ongoing
Goal C: Reduce high speeds and cut-through traffic in residential neighborhoods.					
C. 1	Complete traffic calming study to determine best techniques for situation along Pennsylvania Avenue.	Borough/ Engineer/ PennDOT	\$30,000-\$40,000	Community Grants	H
C. 2	Enforce speed limits with the use of electronic speed detection machines (speed minders)	Borough	\$5,000	Community Revitalization Grants/Developers	Ongoing
C. 3	Use traffic calming techniques to slow traffic and to discourage use of residential streets for through-traffic.	Borough	TBD	4-Year TIP, Community Revitalization Grants	H
Goal D: Develop and enhance transit corridors that connect to local and regional destinations.					
D. 1	Coordinate with Westmoreland County Transit to identify new or enhanced transit service	Borough/ WCTA	N/A	N/A	Ongoing
D. 2	Pursue the recommendations of the Eastern Corridor Transit Study – Transitional Analysis, along with regional partners, to continue to assess options for commuter rail and regional transit between Greensburg and Pittsburgh with a stop in Irwin	Borough/ WCTA	N/A	N/A	M
D. 3	Coordinate with North Huntingdon and implement a trolley loop shuttle for shopping.	Borough / North Huntingdon/ WCTA	TBD	4-Year TIP, Private Funds	M

Policy 1: Support the development of a safe and efficient transportation system that meets the needs of borough residents and businesses.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal E: Increase commuter transit routes to employment centers.					
E. 1	Coordinate future development and redevelopment plans with the Westmoreland Transit Authority to identify potential route improvements and extensions to serve newly developed areas, as well as currently developed areas.	Borough/ WCTA	N/A	N/A	Ongoing
E. 2	Work with Westmoreland County Transit to identify locations for additional Park and Ride lots	Borough/ WCTA	N/A	N/A	Ongoing
Goal F: Provide an accessible network of pedestrian and bicycle facilities.					
F. 1	In all roadway projects, provide a more pedestrian- and bike-friendly atmosphere with sidewalks, widened shoulders, and/or other improvements	Borough/ PennDOT	N/A	PennDOT Enhancement Program, Safe Routes to School Program	Ongoing
F. 2	Update zoning ordinances to include standards that facilitate safe pedestrian movement through large parking lots (ex: Crosswalks) and promote pedestrian connections between various destinations within a development.	Borough	\$10,000	DCED LUPTAP Funds	H
F. 3	Provide a pedestrian/bicycle trail connection between the Norwin Library and northern portion of Irwin.	Borough	TBD	PennDOT Enhancement Program	H
F. 4	Develop a plan and perform a feasibility study for pedestrian and bicycle pathways along primary corridors to promote access between individual sites from adjoining streets and neighborhoods (ex: access to schools, parks, churches, etc.). As part of the plan, develop map of proposed bicycle and pedestrian facilities and connections.	Borough	TBD		M
F. 5	Provide appropriate signage for identified bicycle routes.	Borough	Part of wayfinding system	PennDOT Enhancement Program	H

Policy 1: Support the development of a safe and efficient transportation system that meets the needs of borough residents and businesses.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal F: Provide an accessible network of pedestrian and bicycle facilities. (continued)					
F. 6	Contact and discuss the strategies in this plan with PennDOT District 12-0 Bicycle/Pedestrian Coordinator.	Borough/ PennDOT	N/A	N/A	H
F. 7	Improve pedestrian crosswalks by clearly delineating the crosswalk through use of striping, differing pavement types, and/or signs.	Borough	N/A	4-year TIP PennDOT Enhancement Program	H
Goal G: Improve the overall safety of the transportation network, including pedestrian crosswalks.					
G. 1	Improve pedestrian crosswalks along Pennsylvania Avenue intersections.	Borough	\$3-15K per intersection	4-year TIP PennDOT Enhancement Program	H
G. 2	Insure adequate emergency vehicle access to all areas of Irwin in any proposed development or directional change of streets.	Borough	N/A	N/A	H
G. 3	Improve pedestrian crosswalks along Oak and Main Street in downtown Irwin.	Borough	\$3-15K per intersection	4-year TIP PennDOT Enhancement Program	H
G. 4	Improve pedestrian crosswalks across Route 30.	Borough/ PennDOT	TBD	4-year TIP PennDOT Enhancement Program	H
G. 5	Standardize intersections along Main Street by determining if stop sign is warranted on Main Street at 4 th Street.	Borough Engineer	\$2,000	Borough General Fund	M
G. 6	Improve site distances at Water and Main Street to limit number of crashes.	Borough	\$50,000	4-Year TIP	M
Goal H: Provide sufficient parking for visitors, employees, commuters, and residents.					
H. 1	Develop a way to educate the public on where to park based on type of user, e.g., commuter, employee, patron.	Borough	\$5,000 - \$10,000	Borough General Fund	M
H. 2	Implement a new parking rate structure that encourages visitors to Irwin and discourages abuse of parking spaces.	Borough	N/A	N/A	H

Policy 1: Support the development of a safe and efficient transportation system that meets the needs of borough residents and businesses.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal H: Provide sufficient parking for visitors, employees, commuters, and residents. (continued)					
H. 3	As existing parking lots are used for development sites, designate appropriate areas in the downtown area for future surface parking areas and develop a plan for acquisition.	Borough	N/A	N/A	M
H. 4	Identify new park and ride lots for commuters.	WCTA/ Borough	N/A	N/A	Ongoing
H. 5	Implement a new parking permit program for residents and employees in downtown Irwin.	Borough	\$5,000	Borough General Fund	M
H. 6	Limit commercial parking in residential areas.	Borough	N/A	N/A	
H. 7	As new land uses are introduced, revise parking regulations accordingly to ensure adequate parking is available.	Borough	N/A	N/A	Ongoing

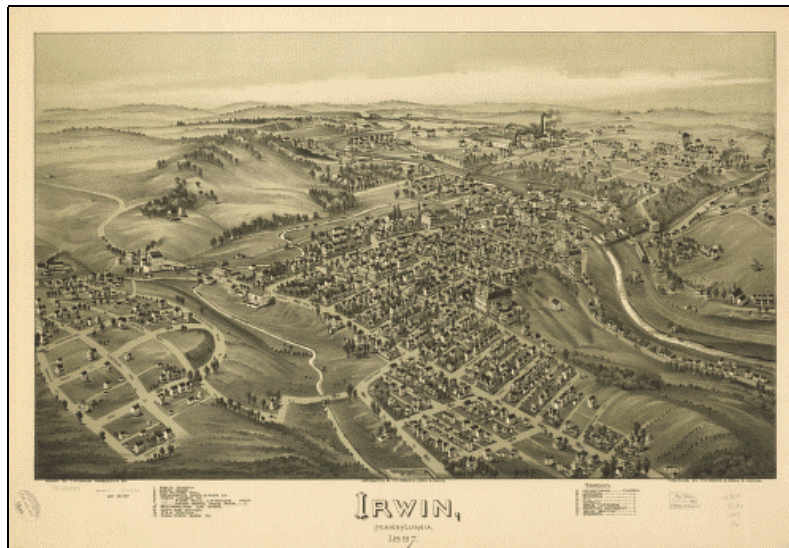
8. HISTORIC AND CULTURAL RESOURCES

A. Profile

History of Irwin Borough

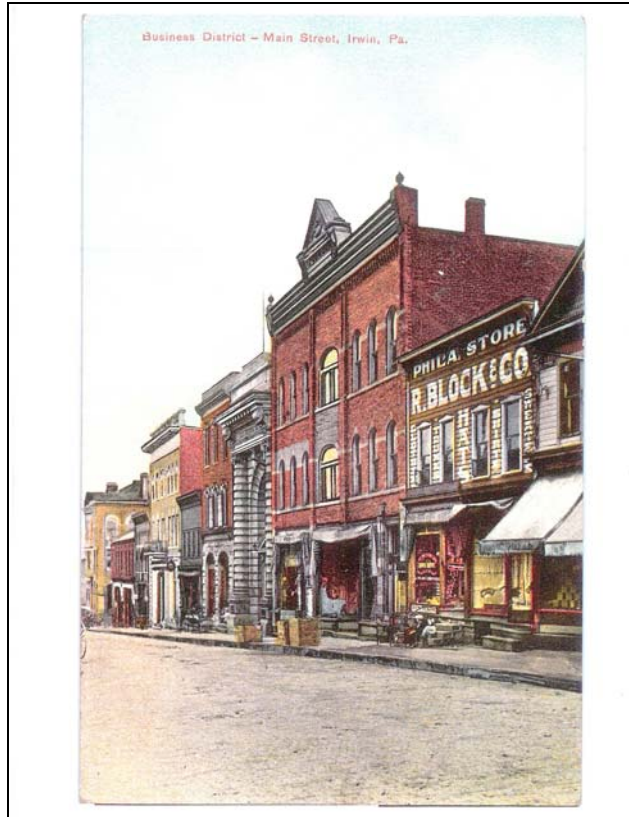
From its inception, Irwin has been shaped by transportation. Early settlers arrived in Irwin on the Forbes Road in the 1700s. Colonel John Irwin and his brother, James, built trading posts and homes in the area. In 1773, Col. Irwin founded Huntingdon Township, a municipality encompassing a broad area surrounding and including what is now Irwin Borough. The area's strategic location along major transportation routes fueled its growth. In 1791, the Greensburg-Pittsburgh Turnpike, a stagecoach route, was built along what is now Pennsylvania Avenue. Since Irwin was located midway between the two cities, it became a popular stop along the way. To meet the needs of travelers, service businesses such as taverns, inns, and blacksmith shops sprang up.

In 1852, a pivotal event occurred. The Pennsylvania Railroad was built with a station at Irwin. John Irwin, a nephew of Col. John Irwin, laid out a plan of streets and lots in the area between Pennsylvania Avenue and the railroad tracks. The borough was incorporated on August 23, 1864 and developed into a center of commerce for the region. Within 50 years, the population of the town increased five-fold from 2,000 in 1840 to 10,000 in 1890.



Street Plan of Irwin Borough, 1897

The railroad allowed coal to be shipped cheaply, and the coal industry flourished. The first coal mine, "Old Northside" was opened in 1854 in North Irwin just north of the tracks. Several other mines followed, and mining became the major source of employment in Westmoreland County. Coal patch towns dotted the region. As more people moved into the area to work the mines, Irwin grew as the center of service businesses. Hotels, restaurants, banks and shops sprang up along Main Street as a building boom ensued. Many of these late nineteenth century commercial buildings remain in Irwin's downtown today.

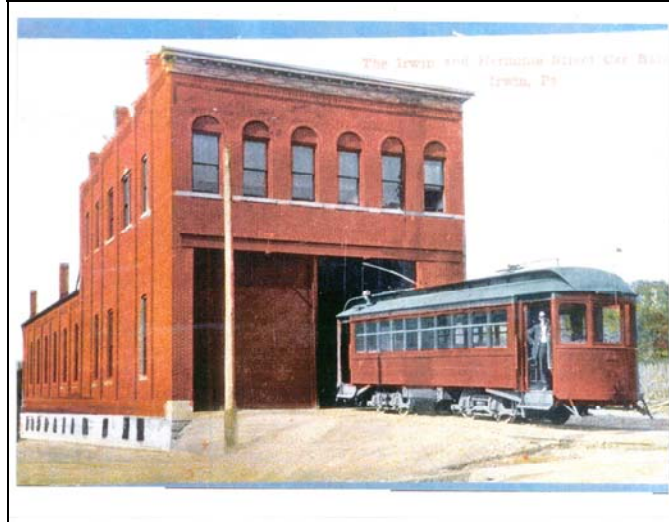


Irwin's Former Business District

To carry people to and from the bustling borough, several streetcars ran along Irwin's streets from the late nineteenth century until 1952. The first trolley service was established in 1889 to Greensburg. Just after the turn of the century, trolley lines to Trafford, McKeesport and Herminie began. In addition, numerous commuter trains stopped in Irwin daily, transporting workers between Westmoreland County and Pittsburgh.



Trolley along Main Street



Irwin and Herminie Street Car Barn

Another milestone in Irwin history occurred in 1913, when the Lincoln Highway was established. The first transcontinental highway, the Lincoln Highway connected New York City to San Francisco. It originally passed through Irwin along present day Pennsylvania Avenue, but was rerouted along Route 30 in 1939. For nearly 30 years, the Lincoln Highway was the major east-west artery in the Commonwealth until the opening of the Pennsylvania Turnpike in 1940. When it first opened, the Turnpike stretched for 160 miles from Middlesex, just east of Carlisle, to Irwin, its western terminus. Until 1949, travelers were obliged to exit the turnpike at Irwin, and Irwin businesses benefited greatly.



Lincoln Highway between Ligonier and Jennerstown

However, the fortunes of the borough's central business district began to wane as competing businesses were established along Route 30, allowing motorists to obtain needed services and bypass the borough. Westmoreland Coal Company closed and moved to West Virginia in 1954. Eventually, the Pennsylvania Railroad stopped passenger service to Irwin, and the station closed in 1964. Population and commercial vitality further declined when the steel industry in western Pennsylvania collapsed in the 1980s.

The trend toward suburbanization over the last few decades has continued to draw residents away from the densely developed borough into the more rural surrounding townships. Despite these setbacks, Irwin has retained its business core and a strong sense of identity and civic pride. Today, most storefronts along Main Street remain occupied, and small businesses continue to serve the needs of the region's residents.

Irwin's Historic Resources

Three historic properties in Irwin are included on the Pennsylvania Historical & Museum Commission's listing of National Register Listed, Eligible and National Historic Landmark Properties. Maintained by the National Park Service, the National Register of Historic Places is an official list of cultural resources that meet certain standards establishing their preservation value. "Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture."¹

The locations of the buildings listed below are indicated on the Historic and Cultural Resources Map at the end of this section.

The only property in Irwin listed on the National Register is Brush Hill, also known as the "Old Scull House." This fieldstone mansion was built in 1798² by Col. John Irwin after two previous wood frame homes burned down. Col. Irwin, an immigrant from Ireland, fought in the revolutionary war and supervised the Commissary Issue at Fort Pitt. He and his brother James bought adjoining tracts of land in the area and established trading posts. In his will, Col. John Irwin left Brush Hill to his grandson, John Irwin Scull, son of John Scull, founder of the Pittsburgh Gazette. Brush Hill is located at 651 Brush Hill Road just off of Pennsylvania Avenue. It was listed on the National Register in 1975 and is privately owned.



Brush Hill

¹ National Register of Historic Places website, <http://www.cr.nps.gov/nr/about.htm>.

² This is the date listed on the property's historic marker. Other sources have listed the home's construction date as 1792 (*Brush Hill stays true to its period*, Pittsburgh Post-Gazette, Dec. 18, 2005) and 1794 (*Who we Are*, a publication by Norwin area residents in 2000).

The John Irwin House, located at the corner of Pennsylvania Avenue and Main Street, was constructed in 1836 by John Irwin, son of James Irwin and nephew of Col. John Irwin. The brick structure served as a stagecoach stop along the Greensburg-Pittsburgh Turnpike. John Irwin is credited as the founder of Irwin Borough since he developed a plan of lots in 1851 between his house and the Pennsylvania Railroad. Today, the John Irwin house is occupied by small shops on the first floor and apartments above. It is eligible for listing on the National Register.



John Irwin House

The other Irwin property designated as eligible for listing on the National Register is the Irwin High School/Sixth Street School. However, the structure has been demolished.

Other properties in Irwin that have historic significance include:

- McWilliams Building – This structure at the corner of Main and Third Streets, contains Irwin's notable clock tower. Thomas L. McWilliams, a local watch maker, constructed his building in 1877 and added a third floor and clock tower to the building in 1905. This edifice, perhaps more than any other, has become a focal point and symbol of the Irwin streetscape. The clock stopped operating in the 1940's and sat idle for about 50 years until it was renovated in 1993.



McWilliams Building

- C.A. Thompson Building – This impressive structure, centrally located in Irwin’s downtown, was constructed in 1887. The 10,000 square foot building at 312-318 Main Street is one of the finest examples of Irwin Borough’s Victorian era commercial structures. The Westmoreland Cultural Trust is working with Irwin Borough to restore and develop a reuse plan for this architecturally significant building. A historic assessment of the building is ongoing.



C.A. Thompson Building

- Lamp Theater – This movie theater was opened in 1938 as a Main Street movie house. Generations of Irwin residents enjoyed films at this Irwin landmark until its closure in 2005. Located at 220 Main Street, the Lamp has been purchased by a local partnership, and plans for renovation as an entertainment venue are in the works.



Lamp Theater

- Irwin Hotel – This brick hotel on Main Street is one of five turn-of-the-century hotels that served the steady stream of travelers that passed through Irwin. Today the building has a bar on the first floor and apartments on the upper floors.



Irwin Hotel

- Isaly's - Irwin's Isaly's closed in March 2006. Prior to that, Irwin was one of only a few communities in western Pennsylvania that retained a working Isaly's bakery, dairy and deli. The chain, started by a Swiss immigrant to Ohio in 1833, opened stores across western Pennsylvania starting in 1931. It is best known for inventing the "Klondike

Bar.” The Irwin store served Irwin customers from its Main Street location beginning in 1945.

- The Richard Bennett House – This stately home at 502 Walnut Street was built in 1880 in the Victorian style.
- The Randall Bennett House - This ornate Victorian at 412 Main Street dates from 1891. Today it is occupied by an attorney’s office.



Randall Bennett House

- The Datz House – This imposing house at 808 Pennsylvania Avenue is another example of Victorian architecture. Built in 1892, this stone and brick structure has two turrets and several gables. It remains a private residence.



Datz House

The Lincoln Highway – a Pennsylvania Heritage Site

As discussed earlier, the Lincoln Highway was the nation's first transcontinental highway. Opened in 1913, it connected New York to San Francisco. It traversed Irwin Borough along Pennsylvania Avenue, carrying motorists directly to Irwin's downtown businesses. Today, Pennsylvania has designated a six-county area as the Lincoln Highway Heritage Corridor (LHHC), one of twelve heritage sites in the Commonwealth. This LHHC has established a 200-mile "roadside museum" that charts the history of the highway through murals, restored structures and exhibits.

The portion of the Lincoln Highway Heritage Corridor passing through Irwin follows a three-mile stretch, primarily along Pennsylvania Avenue. There are three roadside museum attractions in the Borough:

- Mural – Covering the façade of the Remote Control Systems building at 75 Pennsylvania Avenue, this mural is a historic depiction of the Lincoln Highway as it once looked in the Borough. The mural shows five coal miners standing at the corner of Pennsylvania Avenue and Oak Street. In the background, a trolley car, brewery and other landmarks of Irwin's past are visible.



**Lincoln Highway Mural
on Pennsylvania Avenue**

- Exhibit at the entrance to Irwin Park – The exhibit includes a 25" x 30" plaque describing the history of the highway.
- Reproduction of period gas pump – The pump stands in front of Control at the site of a former car dealership in the borough. An 18" x 24" plaque describes the streetcar that used to run along Pennsylvania Avenue.



Reproduction Gas Pump on Lincoln Highway

Norwin Area Historic Sites

In addition to the Irwin sites discussed above, several other historic properties connected to Irwin's heritage are in close proximity to Irwin Borough. They include:

- Fullerton House – Built in 1798, this old stone structure served as the first general store and inn in the area. The owner, Humphrey Fullerton, established the plan of lots for Jacksonville (also known as “Jacktown”) in North Huntingdon Township in 1810. The house is located at the corner of Old Trail Road and Jacksonville Road in North Huntingdon. It was listed on the National Register in 1983.
- James Irwin House – This home was built in 1783 by James Irwin, brother of Col. John Irwin and father of John Irwin, founder of Irwin Borough. It is located in Jacktown in North Huntingdon Township.
- Fort Walthour – A plaque at the east end of Pennsylvania Avenue just outside the borough (in Kohls parking lot) commemorates the site of this Revolutionary War era stockade. It was built in 1774 by early settlers of the plantation of Christopher Walthour to protect the early settlers from raids by Native Americans in the area.

Irwin's Cultural Amenities

Irwin is home to a number of venues and organizations that enrich the cultural life of residents in and around the Borough. (See Historic and Cultural Resources Map at the end of this section.)

They include:

- The Norwin Historical Society - Founded in 1994, this organization works to preserve and promote the history of the Norwin area. It maintains local historic markers, organizes talks and events, and raises awareness about the importance of area history. The Historical Society sponsors the annual Christmas House Tour. This popular event, which opens historic homes in the Norwin area to the public, sells about 500 tickets each season. Proceeds are used to assist in historic renovation projects in the area. The

Historical Society is working to establish historic walking tours and to publish a volume of historic photographs of the region. The organization is located at the Chamber of Commerce offices on Main Street.

- The Norwin Art League – The Art League has been in existence for more than 50 years and has over 140 members. It is located at 205 Main Street. Art classes and workshops for adults and children are offered year round. The Art League also displays local artists' works at hospitals, restaurants and malls. It has an extensive library, a matting room and a store selling art supplies.
- Norwin Public Library - The library relocated recently from its downtown location on Third Street to a new 16,000 square foot facility on Caruthers Lane. In 2005, the library had 13,841 active borrowers, circulated 125,000 items, and held over 300 adult and children's programs attended by nearly 7,000 area residents. The library director estimated that approximately one-third of the attendees come from Irwin. The library also has a local history room containing census records, county records, and old books and publications that pertain to the Norwin region.



Norwin Public Library

- Covenant Hall, Irwin Center for the Arts - In December 2005, a local resident purchased the historic United Presbyterian Church of the Covenant and is currently renovating it as a performing arts venue called Covenant Hall. The church was built on land donated by John Irwin in 1868 at the corner of Fourth Avenue and Maple Street. In 1869, a wood frame structure was built and it was expanded in 1895 and again in 1913, when the building was encased in brown sandstone. The church organ was donated by Andrew Carnegie in 1906. Covenant Hall will be a performance space for music, opera, dance, films, and theater; a music and dance school; and a venue for weddings and other events.



Covenant Hall

- **Lamp Theater** - This 1938 theater operated until 2005, when it closed and was purchased by three residents with plans to restore it and reopen it. In addition to movies, the refurbished theater will accommodate other types of entertainment such as live bands and shows on its stage. The theatre can seat nearly 400 people and will also be made available to local schools and civic organizations for events. The Westmoreland Cultural Trust has agreed to assist with the restoration. It will purchase the theater building and lease it back to the partnership to manage. (An analysis of the estimated economic impact of the restored theater is contained in Appendix G.)



Lamp Theatre

- **Irwin Park Amphitheater** – This outdoor theater was built for free by Carnegie Mellon students. Six Sunday evening concerts are held there during the summer and are extremely popular with area residents. Concerts are coordinated by the borough's Civic

Activities Committee. Funding comes from a variety of state, county and local sources as well as private donations.



Irwin Park Amphitheater

- Irwin Male Chorus – The chorus was founded in 1913 and has performed nearly continuously since that time. Performances included minstrel shows, operettas and musical-comedy shows. The chorus also performs concerts of sacred music in local churches.

Residents of Irwin can also participate in numerous social and service organizations located within the borough. The Irwin Business and Professional Association was established to promote the town of Irwin. While its members include merchants and professionals in the borough, membership is open to all. The IBPA schedules monthly events to bring people into downtown Irwin such as Pansy Day in April, a craft show in June, a Halloween parade and Light-up Night in November.

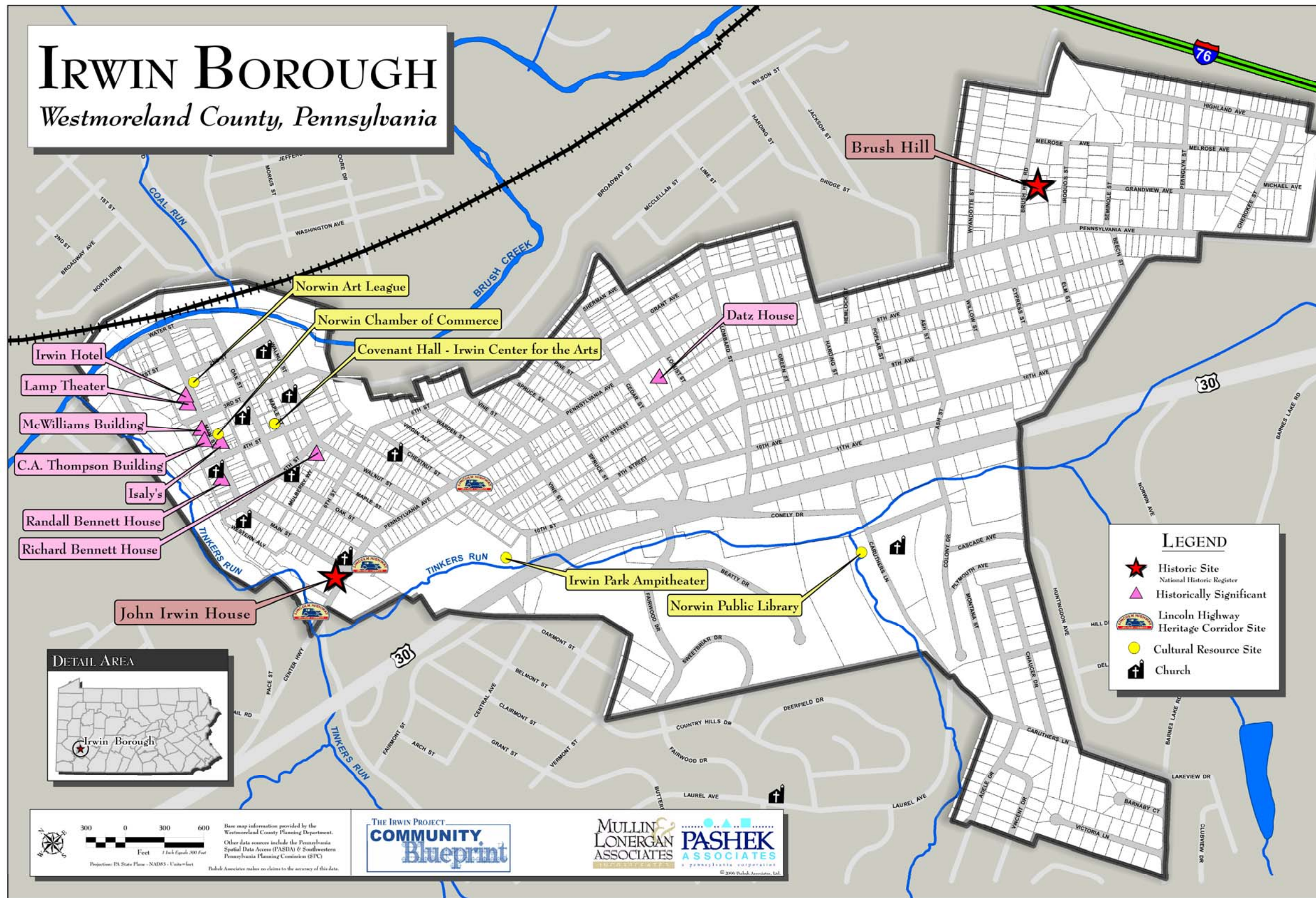
Other local organizations include the Shidle Lodge #601, a Masonic lodge established in 1893, and the Irwin Sportsman's Club.

Irwin is also home to numerous places of worship including the First Presbyterian Church at 617 Main Street, the First United Methodist Church at 310 Oak Street and Holy Trinity Lutheran Church at 500 Main Street. Local churches sponsor activities for children and teens, bible study groups and camps, and social programs that minister to the sick and the elderly.

There is a growing sentiment in the borough that Irwin can capitalize and expand on its cultural and historic resources to reinvent itself as an arts and entertainment destination for the region.

IRWIN BOROUGH

Westmoreland County, Pennsylvania



CULTURAL & HISTORIC RESOURCES

B. Plan

Vision Statement for the Year 2025

Irwin is known for its well-preserved historic buildings and beautifully restored structures along Main Street and in various neighborhoods. Visitors take walking tours of downtown and the Lincoln Highway Heritage Corridor.

Downtown Irwin is a popular entertainment venue for films, plays, concerts, art exhibits, etc. Its restaurants, pubs, and café provide patrons with dining and socializing spots.

The summer concert series at Irwin Park amphitheater features a variety of programs for all age groups.

Implementation Strategies

The following matrix contains the policies, goals and implementation actions that will need to be pursued in order to achieve the borough's historic and cultural resources vision. Achieving that vision will require the cooperation and collaboration of many public sector and private sector entities.

For each implementation action, the matrix lists the party or parties responsible for implementation, an estimated cost, potential funding sources, and a priority ranking. Generally speaking, high priority actions should be initiated, if not completed, within one to three years; medium priority actions should be initiated/completed within four to seven years; and low priority actions should be initiated/completed within eight to 15 years.

DCED	Pennsylvania Department of Community and Economic Development
DCNR	Pennsylvania Department of Conservation and Natural Resources
LGA	Local Government Academy
LUPTAP	Land Use Planning and Technical Assistance Program (PA DCED)
PFOP	Preservation Fund of Pennsylvania (PP)
PHMC	Pennsylvania Historical and Museum Commission
PP	Preservation Fund of Pennsylvania

HISTORIC AND CULTURAL RESOURCES

Policy 1: Promote the preservation, restoration, and development of Irwin's historic and cultural resources.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Educate borough officials, property owners, and residents about the economic and aesthetic benefits of historic preservation and the financial and regulatory tools available to assist in historic preservation efforts.					
A. 1	Enroll in a Historic Preservation workshop offered by the Pennsylvania State Association of Boroughs and/or contact the PHMC's Bureau of Historic Preservation about its training opportunities, including grant writing workshops.	Borough Council	\$500	PHMC Technical Assistance Grant Program	M
Goal B: Support the restoration of historic or architecturally significant structures in borough, especially in the downtown area.					
B. 1	Apply to PHMC's Bureau of Historic Preservation for designation under the National Park Service's Certified Local Government (CLG) Program. Municipalities that qualify as CLG's are eligible for matching grants to assist with a wide variety of preservation initiatives including surveys, national register listings, ordinance amendments and rehabilitation of eligible properties.	Borough Council	N/A	N/A	M
B. 2	Work with local developers and property owners to qualify for federal Rehabilitation Investment Tax Credits to help restore historically or architecturally significant buildings. The tax credits are available for buildings that are National Historic Landmarks, listed in the National Register, and contribute to National Register Historic Districts and certain local historic districts.	Borough Council; Irwin Project	N/A	N/A	M
B.3	Seek funding through the Preservation Fund of Pennsylvania. Administered by Preservation Pennsylvania, the fund provides money to acquire and resell threatened historic properties to buyers who are willing to restore them, and low interest loans to organizations and government agencies for the restoration or rehabilitation of specific historic properties.	Borough Council, Irwin Project	N/A	PP and private property owners	M

Policy 1: Promote the preservation, restoration, and development of Irwin's historic and cultural resources.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal B: Support the restoration of historic or architecturally significant structures in borough, especially in the downtown area. (continued)					
B. 4	Continue to partner with the Westmoreland Trust to identify and undertake restoration projects.	Borough Council; Irwin Project	N/A	N/A	H
B. 5	Develop architectural design standards for the downtown commercial district that require rehabilitation of existing structures and new construction to preserve the historic character of the district.	Borough Council; Planning Commission	\$10,000	PHMC Certified Local Government Program; DCED Land Use Planning Technical Assistance Program (LUPTAP); Local Government Academy (LGA)	H
Goal C: Pursue additional listings of historically significant buildings on the National Register of Historic Places and explore the feasibility of designating a downtown historic district.					
C. 1	Request that State Historic Preservation Office staff visit Irwin and conduct a survey of potentially significant historic buildings throughout the borough.	Norwin Historical Society; Borough Council	NA	PHMC Historic Preservation Grants and Certified Local Government Program Grants	H
C. 2	Prepare National Register nomination applications for appropriate buildings. Listing and/or eligibility for listing is a prerequisite for funding under the Keystone Historic Preservation Grant Program and for federal Rehabilitation Investment Tax Credits.	Norwin Historical Society; Borough Council	NA	PHMC Historic Preservation Grants and Certified Local Government Program Grants	M

Policy 1: Promote the preservation, restoration, and development of Irwin's historic and cultural resources.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal C: Pursue additional listings of historically significant buildings on the National Register of Historic Places and explore the feasibility of designating a downtown historic district. (continued)					
C. 3	Hire a consultant to research the history and integrity of Irwin's buildings and evaluate the pros and cons of establishing a downtown historic district under the National Register and by local ordinance. Contributing buildings within a designated National Register Historic District may qualify for historic tax credits or federal rehabilitation grants. Alternatively, historic districts created by municipal ordinance provide municipalities with local control over demolition or exterior alteration of historic buildings or structures. Municipalities can pursue both means of designation.	Borough Council; Planning Commission	\$15,000 - \$30,000	PHMC Historic Preservation Grants and Certified Local Government Program Grants; DCED LUPTAP; LGA	M
C. 4	If a historic district is not designated, evaluate amending the Borough's zoning ordinance to establish a historic overlay district in the downtown.	Borough Council; Planning Commission	\$3,000	PHMC Certified Local Government Program; DCED LUPTAP; LGA	M
Goal D: Support local efforts to create or restore performance spaces and other venues for the arts.					
D. 1	Work with developers and property owners to qualify for Rehabilitation Investment Tax Credits to restore historically or architecturally significant buildings as performance venues.	Borough Council; Irwin Project	N/A	N/A	M
D. 2	Amend zoning ordinance to create a downtown mixed-use district that includes a variety of new uses such as galleries with artists' lofts; outdoor cafes, cabarets and the like.	Borough Council and Planning Commission	\$3,000	PHMC Certified Local Government Program; DCED LUPTAP; LGA	H

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal E: Reinforce and enhance local efforts to draw people into downtown Irwin through festivals and other events.					
E. 1	Support Irwin Business and Professional Association's (IBPA) monthly events in the downtown commercial district such as Pansy Day, the Halloween parade and Light-up Night.	Borough Council; IBPA	NA		H
E. 2	Link cultural and historic resources with a historic/cultural walking trail and interpretative signage. Incorporate these connections within the Irwin Trail Plan.	Norwin Historical Society and Borough Council	Cost included in implementing trail network	PennDOT Transportation Enhancements Program; PHMC Local History Grants; DCNR Heritage Area Grants	H
Goal F: Market Irwin's historic and cultural assets to a broad regional audience.					
F. 1	Develop a marketing and public relations campaign that highlights the unique historic and cultural heritage of the Borough.	Borough Council; Irwin Project; IBPA	\$2,000	DCNR Heritage Area Grants	H
F. 2	Coordinate with the Laurel Highlands Visitors Bureau, the Lincoln Highway Heritage Corridor and Westmoreland Heritage to promote Irwin as a significant historic and cultural destination.	Borough Council; Irwin Project; IBPA	NA	DCNR Heritage Area Grants	H

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9. ENVIRONMENTAL CONSTRAINTS

A. Profile

This section of the comprehensive plan describes the borough's environmentally sensitive areas, such as floodplains, steep slopes, and undermined areas. It is important to understand the extent and location of such features in order to identify limitations to development, avoid severe environmental impacts, and prevent property loss or damage. Information on environmental resources should be used to guide growth to areas that are suitable for development and to protect important natural areas.

Irwin Borough occupies an area of approximately one square mile. The borough is predominantly developed, although a few tracts of open space remain, mostly south of Route 30. The terrain is hilly, crossed by several stream valleys. The land rises north of Route 30 and east of Main Street, reaching a crest at Sixth Street and Fairview Avenue. At this point, the land descends sharply toward Brush Creek. South of Route 30, the terrain slopes upward again.

Environmental features and constraints described below are depicted on the Environmental Constraints Map at the end of this section.

Soils

Soils in Irwin fall mainly into two broad categories. Most are within the Westmoreland-Guernsey-Clarksburg Association, which are deep and moderately deep, well-drained to somewhat poorly drained soils over interbedded sandstone, shale and limestone. Soils along portions of Brush Creek and Tinkers Run fall within the Philo-Monongahela-Atkins Association. These soils are deep, moderately well drained to poorly drained soils typically occurring on terraces and floodplains.

Water Resources

A watershed is an area of land where all of the water that is under it (ground water) or drains from it (surface and storm water) travels to the same place. Watersheds conform to natural hydrologic boundaries, rather than political boundaries. As a result, it is important for municipalities located within the same watershed to coordinate efforts to protect water quality and stream habitat.

Irwin Borough lies mostly within two watersheds.¹ The northern segment of the municipality falls within the Brush Creek Watershed. Brush Creek flows through the northwestern corner of the borough, eventually emptying into Turtle Creek at Trafford. Turtle Creek, in turn, empties into the Monongahela River. The southern and western parts of the borough lie within the Tinkers Run Watershed. Tinkers Run, a small tributary to Brush Creek, has two branches. The main branch travels north from Hahntown and North Huntingdon Township, passing Tinkers

¹ A small sliver of borough land north of the railroad tracks lies within the Coal Run Watershed. Coal Run is a tributary to Brush Creek.

Run Park and the Norwin School District main campus. The other branch or “east fork”² parallels Route 30 through much of the borough. The two branches join and proceed north, meandering in and out of the borough along its western boundary before joining Brush Creek. Several smaller unnamed streams flow into Tinkers Run, including one in the borough paralleling Caruthers Lane.



East Fork of Tinkers Run in Irwin Park

Certain stretches of the Brush Creek and Tinkers Run corridors have also been designated as 100-year floodplains. According to the Federal Emergency Management Agency, “The 100-year floodplain is an area that has a 1% chance of flooding each year.” When development occurs within these areas, flooding can cause extensive property damage and, on rare occasions, loss of life.

Water quality in Brush Creek is impaired due to acid mine drainage from abandoned mines in the area. According to a report prepared by the Environmental Protection Agency, the primary sources of the acid mine drainage originate from two deep mine discharges: the Coal Run and Irwin discharges. Coal Run enters Brush Creek in Irwin Borough through a stone culvert. Two pipes in the culvert release contaminated mine drainage at an approximate rate of one million gallons per day. The Irwin discharges flow into Tinkers Run through two separate pipes. They

² According to the 2000 publication, *Who We Are*, the east-west stream that Irwin residents call “Tinkers Run” is actually an unnamed tributary. The official “Tinkers Run” that appears on geological survey maps is the one flowing north from the Hahntown area. The report recommends that the unnamed stream be referred to as the “East Fork of Tinkers Run.” This Plan adopts that name.

are the largest mine discharges in Westmoreland County, with an average flow of over 7,700 gallons per minute. To address the contamination, the Pennsylvania Department of the Environmental Protection Bureau of Watershed Conservation established Total Daily Maximum Loads (TMDLs) for the Brush Creek watershed in 2005. A U. S. Environmental Protection Agency report outlining the rationale for these discharge limits explains that “A TMDL is a determination of the amount of a pollutant from point, nonpoint, and natural background sources, including a margin of safety, that may be discharged to a water quality-limited waterbody without violating water quality standards.” The TMDLs for Brush Creek set limits on the amount of three metals -- aluminum, iron and manganese -- that can be discharged into the watershed daily. In order to meet these limits Westmoreland County Industrial Authority has obtained a Growing Greener grant to develop a plan for treatment and relocation of the discharges.



Acid Mine Drainage – Brush creek

There are no rivers, lakes, ponds, wetlands or hydric soils located within Irwin Borough.

Steep Slopes

Clearing of steep slopes for development can cause erosion, sedimentation and stormwater problems if runoff is not adequately controlled. This will impact the overall health of the watershed. The borough has a few small patches of steep slopes, i.e., slopes with greater than a 25% grade. They are located south of Brush Creek below Sixth Street and Fairview Avenue, as well as south of Route 30 adjacent to Caruthers Lane and Fairwood Drive.



Irwin Steep Slope

In some cases, steeply-sloped terrain may be prone to landslides. According to the Westmoreland County 2005 Hazard Mitigation Plan, landslides are not a common occurrence in the county, but are expected to increase. They tend to occur when Upshire-Gilpin type soils become saturated with water on slopes of 12 percent or more. Because Irwin does not contain many areas where these soils are prevalent, the risks of landslides in the borough are not a major concern.

Wooded Areas

Wooded areas provide environmental benefits like preventing soil erosion and absorbing run-off that can lead to flooding. There are also significant aesthetic benefits provided by trees and other vegetation that enhance residents' quality of life. Irwin Borough is densely developed and few forested areas remain. Several wooded stretches are still evident along the southern slope above Brush Creek, along segments of Tinkers Run and south of Route 30 between Fairwood Avenue and Short Street as well as surrounding Caruthers Lane.

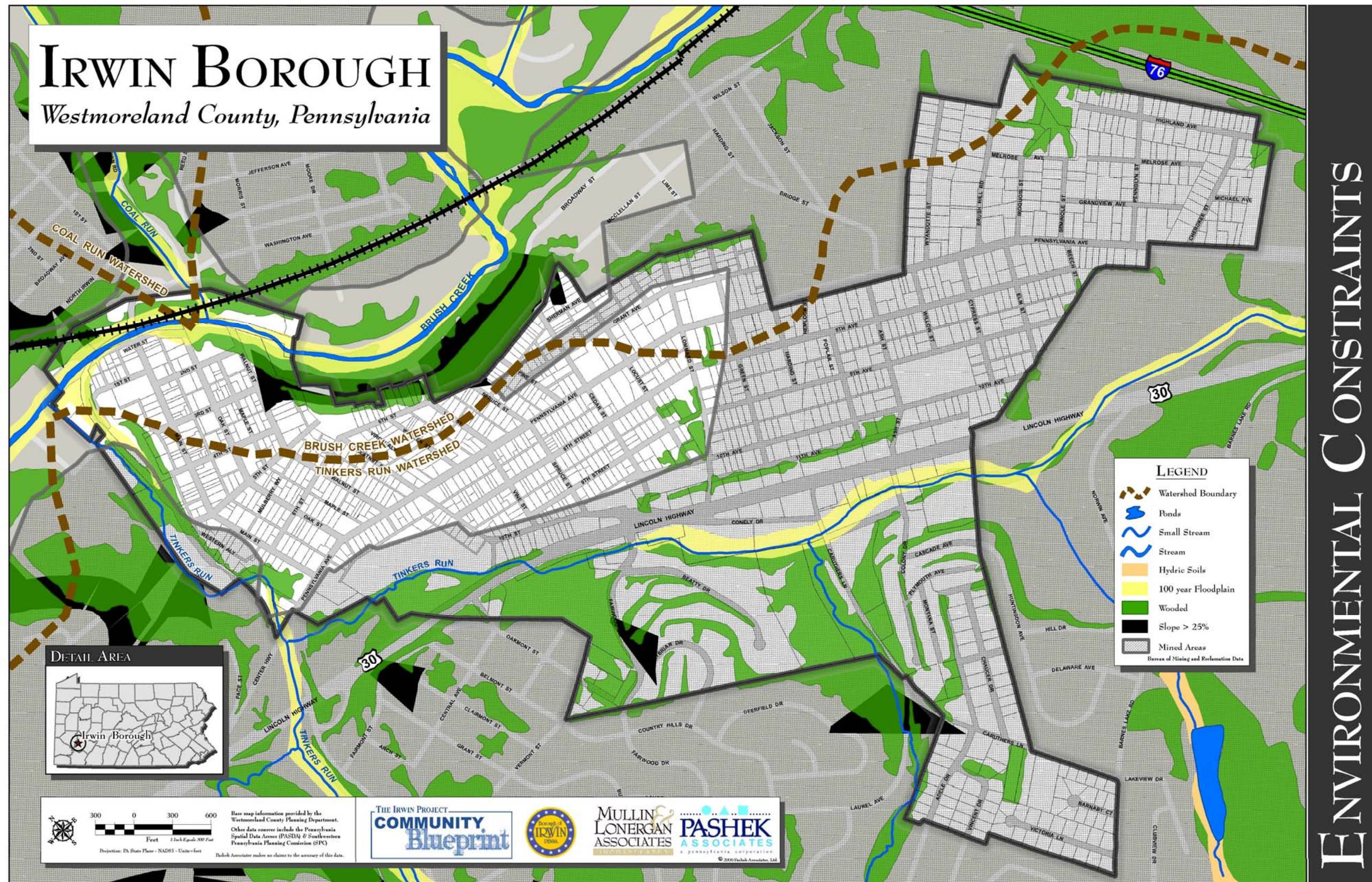


Forested Stream Corridor

Mined Areas

Several mining companies operated coal mines in and around Irwin Borough. As a result, significant areas of the borough have been undermined. These areas include the southern and eastern portions of the municipality as well as a small finger of land roughly paralleling Grant Avenue from Harding Street to Spruce Street. In addition, mining occurred beneath the area west of Main Street surrounding Tinkers Run and the lower portion of Western Alley. Areas that have been undermined can settle over time, resulting in cracked foundations, broken water and sewer pipes and other property damage. This phenomenon is called “mine subsidence.”

The Westmoreland County Hazard Mitigation Plan notes that there are 38,000 homes in Westmoreland County at risk of mine subsidence. In 2000, an apartment complex in North Huntingdon was heavily damaged by subsidence and had to be condemned. The Hazard Mitigation Plan states that “Since most, if not all of Westmoreland County, is honeycombed with inactive and active coalmines, the hazards of subsidence may occur at anytime in any location in the county.” However, Irwin is not one of the municipalities listed in that Plan as an area of particular concern.



B. Plan

Vision Statement for the Year 2025

Irwin is protecting its remaining environmentally sensitive natural areas by limiting development in floodplains and on steep slopes.

Stream banks and floodplains surrounding Brush Creek and Tinkers Run have been restored to reduce the risk of flooding during storms, and the clean up of acid mine drainage has restored the water quality in these streams.

Implementation Strategies

The following matrix contains the policies, goals and implementation actions that will need to be pursued in order to achieve the borough's environmental features vision. Achieving that vision will require the cooperation and collaboration of many public sector and private sector entities.

For each implementation action, the matrix lists the party or parties responsible for implementation, an estimated cost, potential funding sources, and a priority ranking. Generally speaking, high priority actions should be initiated, if not completed, within one to three years; medium priority actions should be initiated/completed within four to seven years; and low priority actions should be initiated/completed within eight to 15 years.

DCED	Pennsylvania Department of Community and Economic Development
DCNR	Pennsylvania Department of Conservation and Natural Resources
DEP	Pennsylvania Department of Environmental Protection
LGA	Local Government Academy
LUPTAP	Land Use Planning and Technical Assistance Program (PA DCED)

ENVIRONMENTAL FEATURES

Policy 1: Support the preservation, protection, and restoration of Irwin's natural assets.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Limit development on steep slopes and in floodplains by ordinance and promote restoration of stream banks.					
A. 1	Revise Borough ordinances to regulate new development in floodplains and on slopes of 25% or more.	Borough Council and Planning Commission	\$2,000	DCED LUPTAP; LGA; DEP Growing Greener Program	M
A. 2	Revise Borough ordinances to establish stream buffers.	Borough Council and Planning Commission	Included in A.1 above	DCED LUPTAP; LGA; DEP Growing Greener Program	M
A. 3	Require conservation of natural groundcover and trees, or the inclusion of new groundcover, in site developments to reduce and filter surface run-off.	Borough Council and Planning Commission	Included in A.1 above	DCED LUPTAP; LGA; DEP Growing Greener Program	M
A. 4	Ensure that trail development adjacent to streams incorporates porous surface materials and plantings to minimize runoff and erosion.	Borough Council and Irwin Project	Included in A.1 above	DEP Growing Greener Program; DCNR Recreational Trails Program; DCNR Urban and Community Forestry Grants	H
Goal B: Support the clean up of waterways to restore water quality and improve the visual environment.					
B. 1	Coordinate with the Westmoreland County Industrial Authority to develop and implement a plan for treatment and relocation of acid mine discharges into Tinkers Run.	Borough Council	NA	DEP Growing Greener Program	M
B. 2	Undertake plans to remedy combined sewer overflows.	Borough Council	NA	DEP Stormwater Planning and Management Grants	H

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10. PUBLIC FACILITIES AND SERVICES

A. Profile

Public Water and Sewerage Systems

The Borough of Irwin receives water service from the Municipal Authority of Westmoreland County (MAWC) and sewer service from the Western Westmoreland Municipal Authority (WWMA). The following is current information about the borough's water and sewer systems.

Water

The MAWC is the largest water authority in Westmoreland County. It serves 88,338 customers, including 2,394 in the Borough of Irwin.

Irwin receives water from MAWC's Indian Creek treatment plant and George R. Sweeney treatment plant. The Indian Creek plant, which is located near the city of Connellsville in Fayette County, opened in 1973 and expanded in 1979. It has a rated capacity of 45 million gallons per day (mgd) and draws its water supply from surface water sources, e.g., Indian Creek and the Youghiogheny River. The George R. Sweeney treatment plant is located at the Beaver Run Reservoir at Bell Township in Westmoreland County. The facility went online in July 1997 and has a rated capacity of 24 million gallons per day (mgd).

Recently, the MAWC replaced the water transmission and distribution lines leading into Irwin Borough. The condition of transmission and distribution lines within the borough is good. There are no existing water quality issues, and the availability and quality of surface water are adequate for current and anticipated development.

Sewer

WWMA's system serves 11,848 customers, including 2,631 in Irwin. WWMA serves the borough via a secondary sewage treatment plant in Brush Creek that has a permitted hydraulic capacity of 4.4 million gallons per day (mgd).

Irwin has 5.9 miles of combined sewer lines that transport both wastewater and storm water. It is one of only two municipalities among the six served by the WWMA that has combined sewer lines. Multiple individual sewer lines from buildings, street catch basins and other sources lead to collection sewers, which are connected to interceptor sewers that lead to a treatment plant. During wet weather, flows in a combined sewer collection system may tax the hydraulic capacities of the interceptor sewers and/or treatment plants to the point that overflows may occur.

Irwin's combined sewer system often becomes hydraulically overloaded during wet weather. In addition, new development in WWMA municipalities (e.g., North Huntingdon and Penn Township) has increased the wet weather capacity overloads of the WWMA system.

State law requires that WWMA address its wet weather hydraulic overloads through a corrective action plan (CAP). WWMA's CAP includes the separation of sewer lines in Irwin. Through its

CAP, WWMA is increasing its wet weather load capacity from 9.5 mgd to 15 million mgd by using a \$2.5 million Penn Vest loan to upgrade the Brush Creek treatment plant and various interceptor sewers. This will result in the removal of the current restrictions on tap-ins in Irwin (10 tap-ins in 2006) and the lifting of tap-in limitations entirely in 2007.

Each municipality served by WWMA must maintain its own collector system. Even with the expanded capacity at WWMA, Irwin Borough will need to address the local combined sewer overflow (CSO) issue. One option is localized capture of stormwater to handle excess water flow. A long-term control plan is under discussion that might break the project into three phases to lessen the financial impact on local property owners. The cost of upgrading the existing system and separating the sewage and storm water lines has been estimated at \$4.7 million dollars. Phase I of the process is anticipated to be the separation of a portion of combined sewer lines that lead into the downtown area. Irwin Borough has received a grant for \$65,781 from the Pennsylvania Department of Environmental Protection (DEP)'s Growing Greener Program to relocate and treat the Irwin discharge, thereby removing an estimated 3 tons of iron per day from Tinkers Run, Brush Creek, and Turtle Creek. Additional resources are anticipated to be requested by Irwin Borough from PennVest via a low-interest loan to fund the phases of development.

Police

The Irwin police department is located on the first floor in the rear of the building that houses the borough offices. The police department has five full-time police officers (including the police chief) and five part-time officers. The borough has three police cars, and the police department is looking to upgrade its computer system to provide laptop computers in its patrol cars.

Fire

The Irwin Volunteer Fire Department serves both Irwin and surrounding communities. The fire department, located on Western Avenue, is an all-volunteer group that has over 30 active members. The department has five fire trucks, with its newest truck, a rescue pumper, being acquired in 2003. The department's primary engine was acquired in 1997. The fire department owns its building and generates operating revenues through fundraisers and grants.

EMS

The Irwin Volunteer Fire Department has two ambulances with which it provides the borough both ambulance service and EMS services. A combination of volunteer and part-time paid staff provide the EMS services.

Street Department

The borough street department is located in the public works building on First Street. The department provides a number of services to residents and businesses such as street repair, snow removal, and maintenance of catch basins and parks. The public works department has three full time employees.

Trash Service

Trash removal service is provided through an outside provider, currently Waste Management, Inc. (WMI). WMI collects both residential and commercial trash and hauls it to Valley Landfill off Route 130 in Penn Township, Westmoreland County.

Waste Management will provide service until 2009, when the trash services contract will come up again for renewal.

Recycling Centers

Irwin participates in paper recycling through PA CleanWays. Two collection dumpsters for paper products are located near the public works department. PA Clean Ways collects the recyclable paper products at no cost to the borough.

Community Facilities

Library

In 2004, the Norwin Public Library opened a new library in Irwin located on Caruthers Lane south of Rt. 30.

The new 1,600 square foot facility contains two small study rooms and one large public meeting space. Patrons have access to 30 public computers, 55,000 volumes of material, and 48 different electronic databases, ranging from research databases to job search assistance. The library also offers special children's programs and a book delivery service to those who are homebound.

The library is part of the Westmoreland County Federated Library System, a consortium of 25 public libraries in the county. Patrons can use an inter-library loan system that provides access to books throughout the consortium.

Schools

Irwin Borough is part of the Norwin School District. The Norwin School District is composed of the municipalities of North Huntingdon Township, Irwin Borough and North Irwin Borough. The school district covers 36 square miles and serves approximately 30,000 residents. School district facilities include four elementary schools, an intermediate school, a middle school, a high school, and a central administration building. Current (2006) enrollments are as follows:

- K-4 elementary school – 1,700 students
- 5th and 6th grade intermediate school – 880 students
- 7th and 8th grade middle school – 880 students
- 9th through 12th grade high school – 1,700 students

Norwin High School was extensively renovated and expanded in 2001 as part of a three- phase building renovation plan. The other two phases of the plan include renovations and expansions of the elementary and middle schools.

Queen of Angels Catholic School is located in North Huntingdon Township, just west of the Main Street-Pennsylvania Avenue intersection. The school's 2006 enrollment consists of 265 students in pre-kindergarten through 8th grade.

Places of Worship

Irwin Borough residents can choose from about 40 churches in the area that provide services for a wide range of denominations. Some of the churches also provide childcare, education, food, and clothing for people in the community.

Cemetery

There is no cemetery located within Irwin Borough. However, Union Cemetery and Immaculate Conception Cemetery are located adjacent to Irwin Borough in North Huntingdon Township on Pennsylvania Avenue.

B. Plan

Vision Statement for the Year 2025

Irwin residents are served by well-maintained and periodically improved or upgraded public facilities and public services. All phases of the borough's combined sewer line separation project have been completed. The Municipal Authority of Westmoreland County provides borough residents with a reliable supply of water for all uses and has the capacity to meet the water supply needs of all anticipated future development.

When considering its current and future water supply needs, the borough recognizes that:

- Lawful activities such as extraction of minerals impact water supply sources and such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities.
- Commercial agriculture production impacts water supply sources.

Implementation Strategies

The following matrix contains the policies, goals and implementation actions that will need to be pursued in order to achieve the borough's public facilities and services vision. Achieving that vision will require the cooperation and collaboration of many public sector and private sector entities.

For each implementation action, the matrix lists the party or parties responsible for implementation, an estimated cost, potential funding sources, and a priority ranking. Generally speaking, high priority actions should be initiated, if not completed, within one to three years; medium priority actions should be initiated/completed within four to seven years; and low priority actions should be initiated/completed within eight to 15 years.

PUBLIC FACILITIES AND SERVICES

Policy 1: Maintain, improve, upgrade and expand existing public facilities and services warranted to meet the needs of borough residents and businesses.

Implementation Action		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Create a municipal complex in Irwin Park to house all municipal offices, including the police and fire departments.					
A. 1	Perform a study (studies) to determine fiscal and physical feasibility of new municipal complex.	Borough Council	\$50,000 - \$100,000	Borough, County Community Development Block Grant Program	M
A. 2	Hire architect to design municipal complex.	Borough Council		Borough	M
A. 3	Build municipal complex.	Borough Council	\$1.5 million - \$3 million	Borough, bond financing	M
Goal B: Separate the combined sewer lines and create a storm water collector to handle excess storm water flow.					
B. 1	Implement Phase I of the project.	Borough	\$1.6 million	Borough, Pennsylvania Infrastructure Investment Authority (PennVest)	H
B. 2	Secure funding from PennVest for Phase II and III.	Borough	\$3.4 million	Borough, PennVest	H
B. 3	Implement Phases II and III of the project.	Borough	Included in B. 2 above	Borough, PennVest	H
Goal C: Support efforts to enhance educational opportunities for borough residents of all ages.					
C. 1	Explore the potential for community college or satellite classroom locations of area colleges (e.g., Pitt or Penn State) in Irwin.	Westmoreland County Community College and area colleges	NA	Pennsylvania Department of Education, Westmoreland County Community College, and area colleges	M

11. PARKS, RECREATION AND OPEN SPACE

A. Profile

As a community plans for its future, its parks, recreation and open space are evaluated to ensure that facilities and programs meet the current and future needs of its residents. Providing places and programs for exercise and leisure are an essential part of a municipality's efforts to enhance the quality of life for its residents. Irwin's parks, recreational amenities and undeveloped lands are described below and identified on the Parks, Recreation, and Open Space Map at the end of this section

Outdoor Park and Recreation Facilities

The Borough of Irwin currently has three parks. Each park facility is unique and serves different needs in the community.

- Irwin Park – At slightly over 12 acres, this is the largest of the borough's three parks. It was built on land purchased by the Irwin Neighborhood Association in 1915 and 1923 from a niece of John Irwin. The park is still owned by the Association, which has leased it to the borough for 99 years. It is located at the end of Main Street and abuts residential properties along Pennsylvania Avenue and Chestnut Street. Today, the park contains a mix of recreational amenities including two playground facilities, two tennis courts, basketball courts, a dek hockey court, a baseball field, and a walking track. Little Knights Kingdom, a castle-style wooden play structure, was completed in 1994 and new playground equipment was installed in 2001. The half-mile walking track is heavily used in nice weather, particularly by senior citizens in the area.



Irwin Park

The park also contains an amphitheater for outdoor concerts and other performances. It was designed and built in 1985 by architecture students from Carnegie Mellon University with materials supplied by the borough. Six popular concerts are held here each summer, drawing as many as 8,000 spectators. Performances are coordinated by the Civic Activities Committee.



Irwin Park Amphitheater

In addition, Tinkers Run flows through the park. The borough has plans to create a recreational trail along this stream. (See below.)

- Penglyn Park – Originally purchased by the school district for use as a high school football field, the land making up Penglyn Park was acquired by the borough in the 1950s. This 4.6-acre park is located in a residential neighborhood in the eastern part of the borough between Ninth Avenue, Ash Street and Tenth Avenue. It is primarily used for organized children's sports like baseball and flag football. There is also a small playground, a basketball court, two tennis courts, and two baseball fields.



Penglyn Park

- Main Street Park (also known as “Bell Park”) – Located on Main Street in front of the Irwin Fire Station, this is the smallest of Irwin’s three parks at approximately one-third acre. It is a passive recreational facility, with a walkway and several park benches. The focal point of this park is a large bell that once hung in the original Irwin Public School on Sixth Street. The bell was all that remained after the school burned down in 1931. In response to a survey conducted in conjunction with the 1992 Park Master Plans, Irwin residents overwhelmingly agreed that this park should be maintained for passive recreation. Both the 1992 Park Master Plans and the recent Penn State study recommended that this “parklet” be redesigned with additional seating and landscaping to create a more inviting gathering space in downtown Irwin.



Bell Park

In addition to the borough's parks, there are several parks in nearby North Irwin and North Huntingdon Township that are easily accessible to borough residents. These include several large parks – Braddock's Trail Park (147 acres), Oak Hollow Park (127 acres), and the Ackermann Nature Preserve (58 acres) – and small neighborhood facilities, like North Irwin Park, Hilltop Park, and Country Hills Park. Tinkers Run Park is a 23-acre recreational area adjacent to the Norwin School District's main campus. The Irwin Project plans to connect this park to Irwin with a recreational trail. (See below.)

Parks and Recreation Planning

Irwin Borough Park Master Plans - In 1992, Irwin Borough undertook a park master planning process to assess its current facilities and recommend improvements. The process involved a thorough inventory of Irwin's parks and comparison of existing facilities against national standards. The plan was further informed by a community survey and public meetings that solicited residents' opinions about their parks and recreation needs.

The resulting report, "Irwin Borough Park Master Plans," concluded that although the borough does not provide the number of acres of community parkland that National Park and Recreation Association standards propose for meeting the population's recreational needs, acquisition of additional park land was not recommended. The report found that park and recreation land in neighboring municipalities was helping to meet those needs and that existing recreational facilities such as sports fields met or exceeded national standards for such facilities. However, the plan did propose that improvements to existing facilities were warranted.

Since the Park Master Plans was completed, the population of Irwin Borough declined by 5.2% between 1990 and 2000, and the acreage of park land has remained constant. Moreover, the Southwestern Pennsylvania Commission predicts that population in the borough will continue to decline gradually until 2020. Therefore, the conclusions of the 1992 Park Master Plans regarding acquisition of new parkland would appear to remain valid. The borough has followed through with several improvements to existing facilities recommended by the Park Master Plans. For example, the Little Knights playground was constructed in Irwin Park in 1994 and a basketball court and new parking lot were created at Penglyn Field. Implementation of the proposal to build new bathroom and shelter facilities at Irwin Park is planned for the Fall of 2006. However, other recommendations, such as the redesign of Main Street Park, have yet to be implemented.

Lincoln Highway Heritage Corridor Study - Recently, a group of landscape architecture students from Penn State completed a community revitalization study for Irwin as part of a larger study of municipalities along the Lincoln Highway Heritage Corridor. The report focused on several key areas such as Main Street revitalization, improved community visibility through "gateways" and uniform signage, as well as parks and recreation enhancements. Recommendations included improvements to two existing parks (Irwin and Main Street Parks) as well as development of a new "pocket park" in an area of open space at the end of Sixth Street for community gardening and recreation.

Tinkers Run Trail - In 1990, a local citizen named Robert McKinley spearheaded an effort to create a multi-use trail connecting downtown Irwin with Banco Industrial Park in Hahntown using an abandoned rail corridor running adjacent to Tinkers Run. While the proposal has not been implemented, a segment of that trail plan has been revived and expanded by the Irwin Project as a component of its downtown revitalization effort. The new proposal calls for a trail network connecting six key destinations or “hubs:” downtown Irwin, Irwin Park, the Norwin Public Library, the Norwin School District Main Campus, Queen of Angels Regional Catholic School and Tinkers Run Park. The first three hubs are located in Irwin Borough, while the remaining three are situated in North Huntingdon Township. The system also envisions improvements to Main Street, Oak Street and Pennsylvania Avenue for pedestrian and bicycle access. A description and sketch of the proposed trail segments is attached to this Plan as Appendix E.

Indoor Recreation Facilities

There are no indoor recreation facilities within the borough. The closest indoor facility is the Oak Hollow Community Center, located in North Huntingdon Township. It includes a recreational building and a senior center on 14 acres adjacent to Oak Hollow Park. The Community Center, formerly a YMCA, had approximately 700 members in 2000. Recently, the organization experienced internal problems and closed unexpectedly on March 13, 2006. It reopened in May, but lost its charter as a YMCA facility.

During public meetings conducted as part of the comprehensive planning process, residents voiced a need to construct a community center, youth center and/or senior center in the borough.

Recreation Programs

Public Recreation

There are few publicly funded recreational programs in Irwin. The Borough of Irwin Recreation Board is appointed by borough council. It schedules recreational events such as summer movie nights at the amphitheater in Irwin Park and the annual Easter Egg Hunt. In addition, the Civic Activities Committee organizes six summer concerts each summer at the amphitheater in Irwin Park. These concerts are attended by residents of Irwin and neighboring municipalities.

The Norwin School District sponsors a six-week summer program for school-age children held in area parks, including Irwin Park. The program includes games and crafts supervised by college students. In 2005, between 15 and 20 area children participated in the summer recreation program at Irwin Park. The Borough of Irwin used to employ a recreation director at Irwin Park. The director also organized summer activities for children. However, this position was eliminated and the borough now relies on summer activities sponsored by the school district.

The North Huntingdon Parks and Recreation Department also sponsors a wide variety of events for adults and children. These events include a walking club, an Easter Egg Hunt, bus trips, archery for kids, movies, and summer camp programs. Most activities are open to all Norwin School District residents; however, Irwin and North Irwin residents have to pay a slightly higher

non-resident fee for most programs. In 2006, the department's summer camps were expanded to include programs for up to 125 children from the Norwin area. In the future, the department hopes to include more teen and senior citizen programming.

The Westmoreland County Housing Authority sponsors the "Success in Life" program at Irwin Manor, a senior citizen residential high rise located at 100 Western Avenue in Irwin. Staff from St. Vincent's College organizes recreational activities for the residents such as bingo games and educational speakers. However, the county has few resources to administer the program since the U.S. Department of Housing and Urban Development has eliminated program funding. A local Girl Scout troop also runs a monthly bingo game for residents from October through April and the area Agency on Aging puts on a luncheon there once a month. There are no publicly funded programs geared toward senior citizens living in the borough outside Irwin Manor.

Private Recreation

There are several regional youth sports organizations that run programs for children in Irwin and surrounding municipalities. They include:

- Norwin Aqua Club – This organization began in 1970 and provides swimming lessons for Norwin School District children from ages 6 through 18. The club also has a swim team that participates in competitive meets. They use the pool at Norwin High School. According to the club's website, 130 children belong to the club.
- Norwin Basketball League – Started in 1995, the league conducts a program for boys in grades 1 through 12 from November through February. There were over 600 children participating in 2000. The league uses the basketball courts at the Norwin school district facilities.
- Norwin Community Athletic Association (NCAA) – This organization was started in 1952 as a boys' baseball league. In 2000, the league had over 600 players participating between the ages of 5 and 16. Most games are played at Penglyn Park.

In 1980, NCAA started a girl's basketball league that has over 300 participants between the ages of 8 and 16. Games are played at the Norwin high school and middle school.

- Norwin Junior Wrestling – This league was started in 1968 for boys between the ages of 5 and 12. There were 60 boys participating in 2000. The club practices and holds matches at Norwin School District gymnasiums.
- Norwin Soccer Club – This fast growing club was begun in 1980 and, according to the club's website, has almost 1,000 boys and girls between the ages of 4 and 16 who participate. The club owns four fields adjacent to the Oak Hollow YMCA and also leases fields in Oak Hollow Park and at Turner Valley. There are two soccer seasons, fall (August to November) and spring (March to June).

- Police Athletic League (PAL) - Chartered in 1958, PAL began as a boys' baseball league but has grown to include girls' softball, midget football and cheerleading. In 2006, 655 boys were registered for baseball and 411 girls were participating in softball. All games are played between April and August at six fields that the league owns in Cavittsville.

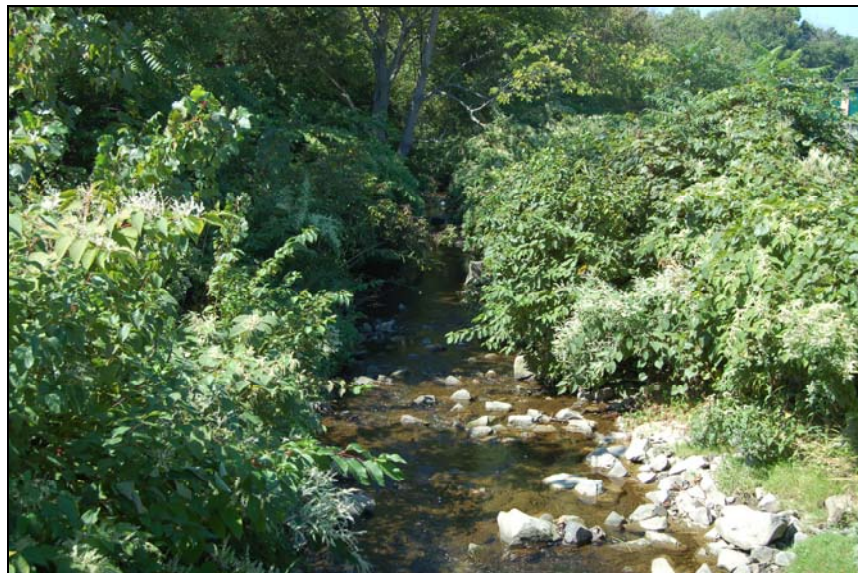
The PAL Little Knights football and cheerleading programs were started in 1994. In 2005, about 146 boys were involved in the football program and 158 girls in cheerleading. Games are played at the Norwin Knights stadium during the August to November season.

There is also an adult basketball league each summer. The league is organized by its members and rents basketball courts in Irwin Park from the borough.

The Oak Hollow Community Center in North Huntingdon conducts recreation programs for children, adults and seniors. Members can participate in a variety of activities including children's gymnastics, karate, children's and adult swimming and adult exercise programs. A few local churches also hold exercise and aerobics classes for adults.

Open Space

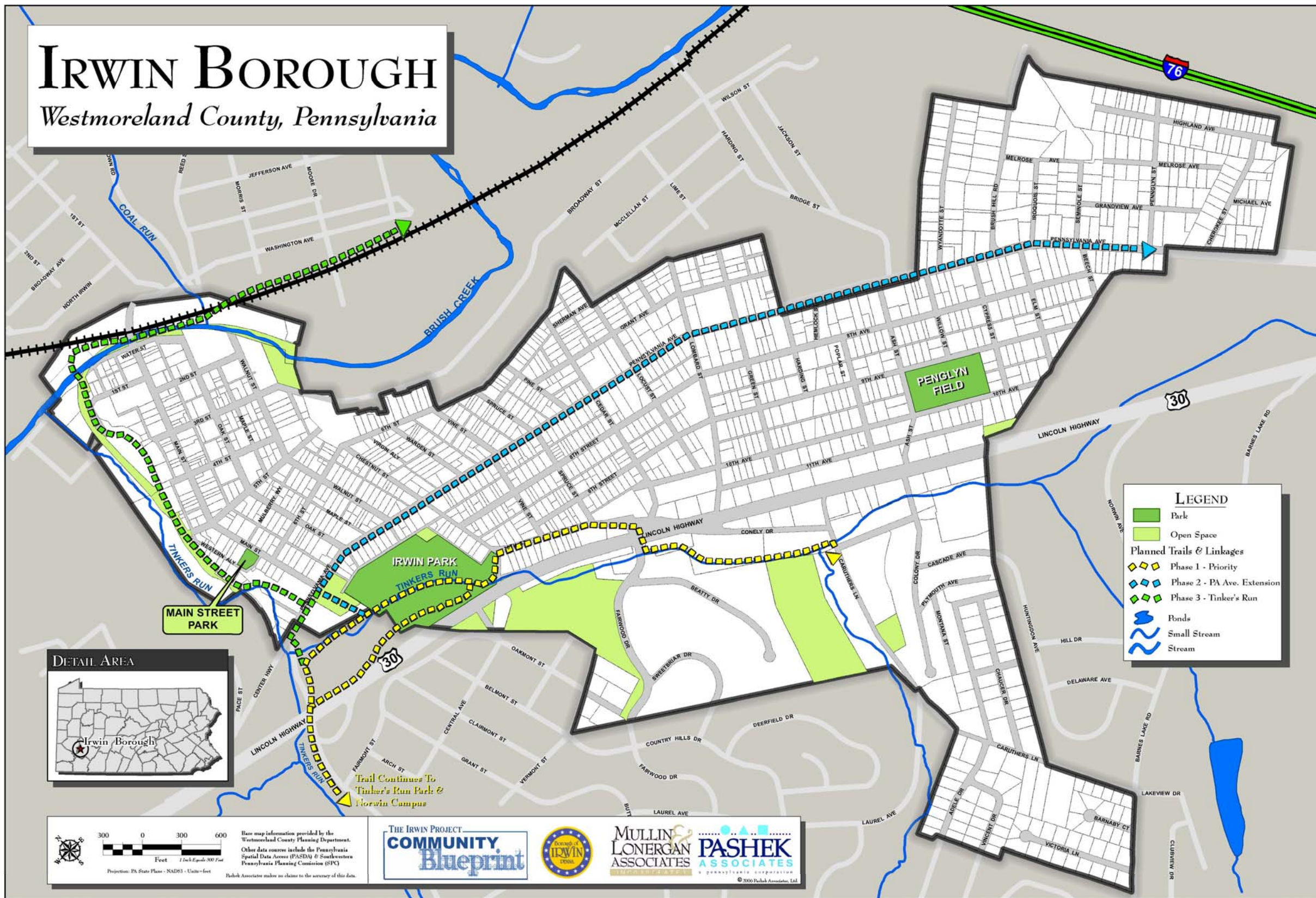
Irwin is densely developed and very little open space remains. Aside from the parks listed above, there are only a few tracts of undeveloped land, mostly south of Route 30. These areas are primarily adjacent to Caruthers Lane and Fairwood Drive. Narrow ribbons of green space border parts of Brush Creek and Tinkers Run. In addition, there is a large parcel of open space where the Sixth Street School once stood.



Tinkers Run

IRWIN BOROUGH

Westmoreland County, Pennsylvania



PARKS, RECREATION, & OPEN SPACE

B. Plan

Vision Statement for the Year 2025

Irwin has implemented the recommendations in its Park Master Plans and its upgraded, well-maintained parks provide recreational amenities for all age groups.

An interconnected network of trails and bike lanes provides residents with easy access between neighborhoods and community activity areas, e.g., downtown, Irwin Park, Norwin Public Library, Tinkers Run Park, and the Irwin Community Center.

Corridors of undeveloped land along Tinkers Run, Brush Creek, and Caruthers Lane have been conserved, and stream banks have been restored creating linear green spaces.

Implementation Strategies

The following matrix contains the policies, goals and implementation actions that will need to be pursued in order to achieve the borough's parks, recreation, and open space vision. Achieving that vision will require the cooperation and collaboration of many public sector and private sector entities.

For each implementation action, the matrix lists the party or parties responsible for implementation, an estimated cost, potential funding sources, and a priority ranking. Generally speaking, high priority actions should be initiated, if not completed, within one to three years; medium priority actions should be initiated/completed within four to seven years; and low priority actions should be initiated/completed within eight to 15 years.

DCED	Pennsylvania Department of Community and Economic Development
DCNR	Pennsylvania Department of Conservation and Natural Resources
DEP	Pennsylvania Department of Environmental Protection
LGA	Local Government Academy
LUPTAP	Land Use Planning and Technical Assistance Program (PA DCED)

PARKS, RECREATION AND OPEN SPACE

Policy 1: Support the provision of high-quality recreational facilities, services and programs for all Irwin residents.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Implement the borough's Park Master Plan and other park initiatives.					
A. 1	Redevelop Bell Park in accordance with current plans.	Borough Council	\$50,000	DCNR Community Conservation Partnership Program	M
A. 2	Continue to update facilities at Irwin and Penglyn Parks.	Borough Council	\$50,000 per year	DCNR Community Conservation Partnership Program	M
Goal B: Support plans to develop a network of walking trails and bike lanes that connect recreational facilities.					
B. 1	Undertake a feasibility study for the proposed trail network to establish land ownership within the trail corridor, conduct environmental assessments, determine trail alignments, develop detailed cost estimates and establish trail funding and maintenance plans.	Borough Council; Irwin Project	\$35,000	DCNR Recreational Trails Program; DEP Growing Greener Program; PennDOT Transportation Enhancements Program	H
B. 2	Begin property acquisition for Segment 1 connecting Irwin Park to the Norwin Public Library and, subsequently, Segments 2 - 4.	Borough Council; Irwin Project	Unknown	DCNR Recreational Trails Program; DEP Growing Greener Program; PennDOT Transportation Enhancements Program	H
B. 3	Design and construct Segment 1 of the trail network.	Borough Council; Irwin Project	\$100,000	DCNR Recreational Trails Program; DEP Growing Greener Program; PennDOT Transportation Enhancements Program	H
B. 4	Design and construct remainder of the network as monies become available.	Borough Council; Irwin Project	\$500,000	DCNR Recreational Trails Program; DEP Growing Greener Program; PennDOT Transportation Enhancements Program	M

Policy 1: Support the provision of high-quality recreational facilities, services and programs for all Irwin residents

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal C: Establish conveniently located, accessible recreational facilities and/or programs for senior citizens, including Irwin Manor residents.					
C. 1	Follow through on discussions with North Huntingdon and North Irwin to develop a regional Senior Center.	Borough Council	N/A	N/A	M
C. 2	Undertake a feasibility study to identify optimal location, develop detailed cost estimates and establish facility funding and maintenance plans.	Borough Council	\$25,000*	DCNR Community Conservation Partnership Program	M
C. 3	If recommendations in the feasibility study are favorable, acquire property and develop a plan for design and construction.	Borough Council	\$2,000,000 to \$3,000,000*	DCNR Community Conservation Partnership Program	M
Goal D: Explore opportunities for multi-municipal development, maintenance, and financing of recreation facilities and programs.					
D. 1	Follow through on discussions with North Huntingdon and North Irwin to develop a regional Senior Center.	Borough Council	N/A	N/A	M
D. 2	Explore interest in forming a Regional Parks Commission among the Norwin municipalities and the Norwin School District to coordinate facility improvements and recreational programming.	Borough Council; Irwin Recreation Board	N/A	N/A	M
Goal E: Explore the feasibility of developing a community center that includes indoor space for community events and programs.					
E. 1	Undertake a feasibility study to identify optimal location, develop detailed cost estimates and establish facility funding and maintenance plans.	Borough Council	\$25,000*	DCNR Community Conservation Partnership Program	M
E. 2	If recommendations in the feasibility study are favorable, acquire property (if necessary) and design and construct the facility.	Borough Council	\$4,000,000 to \$6,000,000*	DCNR Community Conservation Partnership Program	M

* If a combined Senior Center and Community Center are constructed, a single feasibility study and facility will be built and costs will be aggregated.

Policy 2: Encourage the conservation of the remaining open space within the borough.

Implementation Action(s)		Responsible Parties	Estimated Cost	Potential Funding Source	Priority
Goal A: Adopt and enforce ordinances that protect steep slopes, floodplains, and other environmentally sensitive areas.					
A. 1	Revise Borough ordinances to regulate new development in floodplains and on slopes of 25% or more.	Borough Council and Planning Commission	Cost is included in Policy 2, Goal A of Environmental Features section.	DCED LUPTAP; LGA; DEP Growing Greener Program;	M
A. 2	Revise Borough ordinances to establish stream buffers.	Borough Council and Planning Commission	Cost is included in Policy 2, Goal A of Environmental Features section.	DCED LUPTAP; LGA; DEP Growing Greener Program;	M
A. 3	Require conservation of natural groundcover and trees, or the inclusion of new groundcover, in site developments to reduce and filter surface run-off.	Borough Council and Planning Commission	Cost is included in Policy 2, Goal A of Environmental Features section.	DCED LUPTAP; LGA; DEP Growing Greener Program;	M
A. 4	Ensure that trail development adjacent to streams incorporates porous surface materials and plantings to minimize runoff and erosion.	Borough Council and Irwin Project	Cost is included in Policy 2, Goal A of Environmental Features section.	DEP Growing Greener Program; DCNR Recreational Trails Program; DCNR Urban and Community Forestry Grants	M

APPENDIX A

BUSINESS SURVEY SUMMARY



BUSINESS INTERVIEWS SUMMARY (35 responses)

Please note: Not all respondents answered all the questions on the survey.

PART A: LOCATION AND CONTACT INFORMATION

1. Business Name _____
2. Business Address _____
3. Business owner and home address (municipality) _____
4. Own Bldg 22 Lease Space 12 (One church building)
5. If lease; name & address of property owner _____
6. Business Primary Contact Person _____ Phone () _____
Email: _____ Fax () _____
7. How long has this business been in this location?
Years: Months: 7 months / 3 months
1 year (2 responses)
2 years
5 years (2 responses)
6 years
8 years (2 responses)
10 years (3 responses)
11 years
14 years
16 years
20 years
22 years
23 years
25 years (2 responses)
27+ years
30 years (2 responses)
34 years
36+ years
41 years
50 years
84 years
90 years
93+ years
99 years
138 years

8. What were your major reasons for choosing this location in Irwin?

location	availability of space/size (3 responses)	downtown location (5 responses)
slower traffic	suggested by Jeannette Hospital	corner lot with parking
rent (2 responses)	expansion	walking traffic (2 responses)
growing area	size & availability of building (3 responses)	traffic flow
lots of events going on	wanted to promote confidence & stability	price per square foot
prime mid-downtown location (4 responses)	attractive historic property	live in the community
wanted to contribute to the growth and viability of a small town business district		

9. How much floor space do you occupy?

PART B: NEED FOR REHABILITATION OF BUILDING FACADE

One of the goals for downtown revitalization is to encourage the rehabilitation of exterior building facades. This might involve masonry repair, painting, signage, lighting, and/or canvas awnings.

1. Was your building constructed before 1936? 25 Yes 4 No don't know - 2
2. Under what circumstances would you consider rehabilitating the façade of your building? (Check as many as apply.)
 - A. I would not be interested under any circumstance. 6 responses
 - B. I am currently working on a plan to rehabilitate the façade of my building. 4 responses
 - C. I would be interested if professional architectural assistance was made available to help with the design concept and cost estimate. 8 responses
 - D. I would be interested if a low interest loan was available to make the project financially feasible. 5 responses
 - E. I would be interested if an incentive grant was available to make the project financially feasible. 16 responses
 - F. Don't own building – 3 responses
 - G. Would require corporate approval – 1 response
3. In the interest of historic preservation and uniform appearance of the downtown, would you be willing to carry out your façade rehabilitation project in accordance with basic design guidelines (materials, color, awnings, signage, etc.)?
14 Yes 4 No 2 I'm not interested in such a project. 2 - possibly

PART C: NEED FOR REHABILITATION OF INTERIOR SPACE

Another goal for downtown revitalization is to encourage expanded and/or improved use of upper floor space in existing buildings for residential use. This might involve rehabilitating existing apartment units or creating new residential space above the ground floor commercial storeroom.

1. Is it possible to utilize upper floor space in your building for residential purposes?
9 Yes 16 No 2 Not sure
2. Under what circumstances would you be willing to consider rehabilitating upper floor space in your building? (Check as many as apply.)
 - A. I would not be interested under any circumstance. 11 responses
 - B. I am currently working on a plan to rehabilitate upper floor space in my building. 3 responses
 - C. I would be interested if professional architectural assistance was made available to help with the design concept and cost estimate. 2 responses

- D. I would be interested if a low interest loan was available to make the project financially feasible.
1 response
- E. I would be interested if an incentive grant was available to make the project financially feasible.
8 responses

PART D: COMMENTS

Please provide any comments or observations that will help to organize façade rehabilitation and/or upper floor residential improvements in downtown Irwin. Attach additional sheets if necessary.

- Property needs rehabilitation, but we don't own it.
- Should pursue a theme for borough, like Ligonier
- Upper floor residential improvements will add to on-street parking problems
- Loft apartments are a possibility
- Need more workers downtown to support retail/restaurants we already have
- Free parking for tenants
- A blend of old and new designs would be a nice look
- Don't lose sight of the value that the businesses off Main Street bring to the borough
- I work on the appearance and upkeep of my building
- Improve signage
- Add awnings; overhangs are in disrepair
- Get all businesses on board with zoning ordinances then enforce them!
- Since our building is only one-story, can we add a second story?
- Need specialty shops, grocery store, dollar store (2 responses)
- Use professional consultant for building façade improvement
- Uniformity with period construction / no modern facades
- Meeting of business owners to discuss financial feasibility

PART E: VISION

1. Which of the following types of development would you like to see (or see more of) in downtown Irwin?
- | | | |
|---|-----------|----------------------------------|
| 20 Retail | 3 Lodging | 8 Professional Personal Services |
| 9 Offices | 20 Dining | 19 Entertainment/Recreation |
| 4 Housing (type - e.g., single family, apartments, condominiums, elderly housing, etc.) | | |
-

2. In order of priority, what are the top three things that Irwin's business district needs the most (for example improved signage, building rehabilitation, parking, traffic flow, etc.)?

First priority	Second priority	Third priority
Parking	Traffic flow	Building rehabilitation
Unique business services	Better parking	Diversity of restaurants
Theme idea to make an initial splash		
Ability to promote businesses in front of our buildings	Improved advertising	More shoppers / patrons
Street signage	Tree trimming / upkeep	Sidewalk repair and road repair
Enforce parking limits on meters		
Parking – right meter hours		
Dining	Entertainment	Retail
Building rehab	Specialty shops	Longer business hours expanded
Get rid of parking meters; keep parking spaces open only for customers / shoppers		
Supermarket / deli	Youth-oriented activities / center	
Building rehabilitation	Parking	Unique form of transportation providing service from one end of town to the other for shoppers
Parking – free	Building rehabilitations	
Building rehabilitation	Remove telephone poles	Aggressive building occupancy plan
Building rehabilitation	Parking	Traffic flow
Eliminate metered parking	Billboard on the turnpike	Encourage tourism (i.e. shopping trips into Irwin)
Marketing, marketing, marketing	Parking	Streetscapes
Traffic flow / diagonal parking	Remove power lines	Landscaping of sidewalks
Improve visual impression / create an atmosphere	Building facades	
Parking on one side of Main Street / angled parking / courtyard setting on Main from 3 rd to 5 th Street	Free parking for holiday shoppers (Thanksgiving weekend through Dec. 31 st)	
Building rehabilitation	Traffic flow	Quality retail
Face lift of buildings	Collective advertising for downtown businesses	Promote evening business and foot traffic
Positive attitudes	Selflessness	Signage / building rehab
Non-parallel parking (easy in and out)	Rehab façade of buildings	Free parking
Building rehabilitation	Parking	More signs to get off Rt. 30 into town
Building rehabilitation	Better meter man	Traffic flow
Food service	Clothing stores	
Building rehabilitation	Traffic flow	Parking
Parking	More businesses	Traffic
Parking	Traffic flow	Building repair

APPENDIX B

CENSUS TABLES

Population Trends, 1980-2004

	1980	1990	% Change 1980-1990	2000	% Change 1990-2000	2004 Estimate	% Change 2000-2004
Irwin Borough	4,995	4,604	-7.8%	4,366	-5.2%	4,224	-3.3%
Export Borough	1,143	981	-14.2%	895	-8.8%	865	-3.4%
Manor Borough	2,235	2,627	17.5%	2,796	6.4%	2,771	-0.9%
Municipality of Murrysville	16,036	17,240	7.5%	18,872	9.5%	19,407	2.8%
North Huntingdon Township	31,517	28,158	-10.7%	29,123	3.4%	29,345	0.8%
North Irwin Borough	1,016	956	-5.9%	879	-8.1%	875	-0.5%
Penn Township	16,153	15,945	-1.3%	19,591	22.9%	20,123	2.7%
Sewickley Township	7,095	6,642	-6.4%	6,230	-6.2%	6,132	-1.6%
Sutersville Borough	863	755	-12.5%	636	-15.8%	614	-3.5%
Trafford Borough	3,552	3,255	-8.4%	3,205	-1.5%	3,099	-3.3%
Westmoreland County	392,184	370,321	-5.6%	369,993	-0.1%	368,660	-0.4%
Pennsylvania	11,863,895	11,881,643	0.1%	12,281,054	3.4%	12,406,292	1.0%
United States		248,709,873		281,421,906	13.2%	293,655,404	4.3%

Sources: Southwestern Pennsylvania Commission, Pennsylvania State Data Center, U.S. Census Bureau

NOTE: The Census Bureau's Population Estimates Program produces July 1 estimates for years after the last published decennial census (2000), as well as for past decades. Existing data series such as births, deaths, Federal tax returns, Medicare enrollment, and immigration, are used to update the decennial census base counts.

Irwin Age Cohorts, 1990-2000

	1990	2000
Total Population	4,604	4,366
Under 5	6.5%	5.4%
5 to 19	16.9%	17.6%
20 to 24	7.6%	6.7%
24 to 34	19.2%	17.0%
35 to 44	14.7%	14.0%
45 to 54	8.5%	13.9%
55 to 64	9.0%	7.4%
65 & older	17.7%	16.4%

Source: Southwestern Pennsylvania Commission

Household Trends, 1990-2000

	1990	2000	% Change 1990-2000
Irwin Borough	2,150	2,084	-3.1%
Export Borough	452	455	0.7%
Manor Borough	937	1,001	6.8%
Municipality of Murrysville	6,031	7,083	17.4%
North Huntingdon Township	10,214	11,216	9.8%
North Irwin Borough	381	381	0.0%
Penn Township	5,486	6,874	25.3%
Sewickley Township	2,553	2,519	-1.3%
Sutersville Borough	298	267	-10.4%
Trafford Borough	1,438	1,516	5.4%
Westmoreland County	144,080	149,813	4.0%
Pennsylvania	4,495,855	4,777,003	6.3%
United States	91,947,410	105,480,101	14.7%

Source: Southwestern Pennsylvania Commission, U.S. Census Bureau

Total Housing Units, 1990-2000

	1990	2000	% Change 1990-2000
Irwin Borough	2,289	2,277	-0.5%
Export Borough	504	513	1.8%
Manor Borough	978	1,044	6.7%
Municipality of Murrysville	6,217	7,396	19.0%
North Huntingdon Township	10,473	11,578	10.6%
North Irwin Borough	405	393	-3.0%
Penn Township	5,640	7,089	25.7%
Sewickley Township	2,680	2,669	-0.4%
Sutersville Borough	318	277	-12.9%
Trafford Borough	1,516	1,621	6.9%
Westmoreland County	153,554	161,058	4.9%
Pennsylvania	4,938,140	5,249,750	6.3%
United States	102,263,678	115,904,641	13.3%

Source: Southwestern Pennsylvania Commission, U.S. Census Bureau

Housing Units Per Structure, 2000

	Total Units	Number of Housing Units per Structure (as % of total housing stock)							
		1-unit detached	1-unit attached	2 units	3-4 units	5-9 units	10-19 units	20+ units	Other
Irwin Borough	2,277	49.2%	5.3%	6.3%	6.9%	10.2%	8.1%	13.2%	0.8%
Export Borough	513	59.9%	5.9%	16.3%	9.1%	2.9%	0.0%	4.4%	1.5%
Manor Borough	1,044	85.0%	1.3%	7.0%	2.1%	3.3%	0.0%	0.0%	1.3%
Municipality of Murrysville	7,396	83.9%	7.3%	1.1%	1.2%	0.5%	0.7%	0.8%	4.5%
North Huntingdon Township	11,578	87.5%	1.9%	1.8%	1.3%	1.3%	1.4%	1.6%	3.1%
North Irwin Borough	393	75.8%	1.5%	9.4%	6.1%	6.1%	0.0%	0.0%	1.0%
Penn Township	7,089	92.5%	1.0%	2.0%	0.4%	0.4%	0.1%	0.0%	3.5%
Sewickley Township	2,669	69.1%	3.0%	8.2%	2.4%	1.3%	0.0%	0.4%	15.6%
Sutersville Borough	277	88.8%	0.7%	1.4%	2.2%	0.7%	0.0%	0.0%	6.1%
Trafford Borough	1,621	61.9%	10.8%	8.3%	9.3%	1.6%	0.4%	6.8%	0.9%
Westmoreland County	161,058	74.4%	3.4%	4.5%	3.0%	2.4%	1.6%	3.1%	7.6%
Pennsylvania	5,249,750	55.9%	17.9%	5.2%	4.6%	3.4%	2.5%	5.4%	5.0%
United States	115,904,641	60.3%	5.6%	4.3%	4.7%	4.7%	4.0%	8.6%	7.8%

Source: Southwestern Pennsylvania Commission, U.S. Census Bureau

Comparison of New Housing Construction, 1996-2003

	Single Family		Two-Family		Three and Four-Family		Five or More		Total	
	Units	Construction Cost	Units	Construction Cost	Units	Construction Cost	Units	Construction Cost	Units	Construction Cost
Irwin Borough	10	\$1,227,200	0	\$0	0	\$0	0	\$0	10	\$1,227,200
Export Borough	3	\$283,000	0	\$0	0	\$0	0	\$0	3	\$283,000
Manor Borough	82	\$10,088,251	0	\$0	0	\$0	0	\$0	82	\$10,088,251
Municipality of Murrysville	757	\$153,487,154	4	\$682,900	24	\$3,369,970	10	\$520,000	795	\$158,060,024
North Huntingdon Township	986	\$151,943,287	2	\$185,000	0	\$0	0	\$0	988	\$152,128,287
North Irwin Borough	14	\$1,881,520	0	\$0	0	\$0	0	\$0	14	\$1,881,520
Penn Township	859	\$140,086,430	10	\$1,095,000	14	\$1,410,000	0	\$0	883	\$142,591,430
Sewickley Township	101	\$11,752,794	0	\$0	0	\$0	0	\$0	101	\$11,752,794
Sutersville Borough	1	\$40,000	0	\$0	0	\$0	0	\$0	1	\$40,000
Trafford Borough	11	\$1,041,200	0	\$0	3	\$125,000	0	\$0	14	\$1,166,200
Westmoreland County	7,330	\$1,230,133,902	269	\$12,104,004	419	\$18,773,986	315	\$9,668,150	8,333	\$1,270,680,042

APPENDIX C

IRWIN MANOR SURVEY SUMMARY

IRWIN MANOR SENIOR CITIZEN SURVEY

(23 respondents)

1. How long have you been a resident of Irwin Manor?

2 months (2)	3 years	10 years
8 months (3)	3.5 years	11 years (3)
1 year, 8 months	4 years	14 years
2 years (3)	5 years	21 years
2.5 years	6 years (2)	30 years

2. Where did you live prior to moving to Irwin Manor?

Trafford	N. Huntingdon (2)	Belle Vernon
Arona	Sheridan Terrace	N. Irwin
Wall, PA	Ruffolos Apts.	Pittsburgh
Biddle	Jeannette (2)	Out-of-state
Irwin (4)	Fairmont	Daughter's house
Rilton	Helpfield Township	(2)

3. What specifically motivated you to move to Irwin Manor?

Sold home	Independence (3)	Elderly parents
Retired	Close to family (3)	1 st call
Lynette's personality	Only need 1 BR	Recommended because of
Liked the apartment (2)	Health	health concerns
Financial/economic (5)	Homeless	Security and serenity
Convenience (2)	Family death	

4. How well does Irwin Manor meet your needs? (please check only one box)

“ All of my needs are met; I am very happy living at Irwin Manor.
(12 responses)

“ Most of my needs are met, but there are a few things that could be improved.
(10 responses – comments below)

make it no smoking	need an affordable grocery store
bar uses parking lot on weekends	better air conditioning
need more things to do	improve safety (handicap walk)
don't take away our kitchen	needs balcony
a place to get lunch at building	need apartment for handicapped person

“ My needs are not fully being met; I am somewhat dissatisfied with my living arrangement at Irwin Manor.
(1 response)

no stores
limited transportation

“ I am totally dissatisfied with my living arrangement at Irwin Manor.

5. Are there other types of affordable housing that you would have preferred over Irwin Manor if they had been available to you?

1 BR (2)

Trafford Manor (accessible to parents)

No (16)

Balcony

Where a store is accessible via wheelchair

Small house

6. If you could change one thing about Irwin Manor, what would it be?

Bring back our storage space

Re-do parking lot

There's a lack of personal privacy

Increase manager's hours

Nothing (3)

More handicap parking spaces

Improve entry system (not all tenants have phones) (2)

Cleaner

Carpet in apartments (3)

Add a sidewalk from front door to parking lot

Need benches inside (to wait for taxi)

Residents should be secure

No smoking (3)

Private office for manager so everyone doesn't hear your health problems

Transportation

Electric stoves

1 BR apartment

Need bigger apartments

Accessible apartment that would allow me to care for myself better from a wheelchair

7. In terms of your satisfaction with the **community as a whole**, what do you like **BEST** about living in Irwin?

Peaceful

Friendly (4)

Church (2)

Clean (2)

Access

More activities for seniors

More places to shop

Convenient (2)

Small town (5)

Nice town

Close to family and friends (2)

Close to town (2)

Freedom to shop, bank, church, drug store

Stores, doctors, dentist, etc. are nearby (4)

Everything is handy

8. What do you like **LEAST** about living in Irwin?

Nothing (4)	Loud motorcycles
No grocery or clothing stores (9)	Public drunks
Friendly police	Inadequate curb cuts
Store clerks	Unable to enter many stores with wheelchair
Closing Isaly's and diner	
Need more stores (5)	

9. In an average week, how many times do you walk to the Irwin downtown business district?

Every day (2)	5-6 x	"visit" daily (wheelchair bound)
1 x (2)	10 x	not often (2)
1-2 x	4 x / day	never (3)
2-3 x (3)	ride (wheelchair) 2-3 x	
4-5 x (6)		

10. In terms of public walkways, sidewalks and street crossings, is there anything that could be done to make it easier for you to walk to and from the downtown?

No (10)
Okay for some; people with walkers have problems
Fix sidewalks (4)
Improve crosswalks
Crack down on speeders
Improve ramps
Traffic control
Improve curb cuts (2)
Keep sidewalks clean in winter

11. What are your typical destinations in the downtown?

Walk for exercise		
Beauty shop	New 2 You (2)	Randy's
Rite Aid (19)	Church (3)	Moose
Bank (9)	Doctor (2)	Café S
Post office (2)	Dentist	Romano's
Food shopping (5)	Isaly's	Grocery (if there was any)
C Bookstore	Colonial Grill (4)	

12. What types of goods, services, stores or attractions do you require that are not available in downtown Irwin?

Food store (18)	Movie theatre (3)
Affordable shoes and clothes (3)	Notions
Variety store	Dollar store

How do you get to these places?

Parents drive me

Wheelchair

I don't; my family has to do it for me (2)

Walk (1)

Walk with walker (3)

Other people shop for me, but I want to be independent

Drive (3)

Caregiver picks them up

Friends (2)

Taxi (2)

13. If you have unmet transportation needs, what are they?

Can't afford public transportation

Need a bus for shopping

None (9)

To food stores and doctors

Have no transportation

Shorter hours

No transportation on weekends to get to church

Don't drive

Need more local buses

Need senior citizen taxi to pick up at night

14. If you could make one change to Irwin's downtown business district, what would it be?

Small affordable store (like Dollar General) for basic needs (4)

Grocery / clothing stores (7)

More houses

Small grocery store (3)

Spruce it up (2)

Too many one-way streets

Need a coffee shop / deli (2)

Later summer hours

Sidewalk repair

Bring in small specialty shops (2)

None

Open theatre

Too many big trucks

15. If you have unmet recreational needs, what are they?

Exercise (2)

Social (crafts, etc.)

Senior center for crafts, etc. (2)

None (8)

Bingo hall

Have no recreation

Make Covenant Hall accessible for
wheelchairs and walkers

Garden

Taxi not available at night

Smoke-free community room with friendly
people

APPENDIX D

WHAT IRWIN COULD LOOK LIKE

What Irwin Could Look Like

There are many opportunities in Irwin for functional and aesthetic improvements. In order to illustrate what kinds of improvements can be made, several photo simulations were created. The main purpose of these photo simulations is to present ideas and show examples of what Irwin could look like.

Gateways:

Gateways are an important feature to highlight in a community. They let the visitor know when they are entering someplace special.

Gateway at Route 30 and 10th Street Extension



Enhancing the corner of Route 30 and the 10th Street Extension will help draw visitors to downtown Irwin. Street trees, a grassy median, lighting, and attractive signage will strengthen the entrance and help lead the way. A small plaza with trees, flags, seating areas, and a fountain can serve as a resting place along future pedestrian and bicycle connections to downtown.

Gateway at Route 993 and Main Street



Filling in this street corner with mixed use buildings enhances the entrance to the business district. Placing parking in the rear and screening it with vegetation reduces the amount of void space along Main Street and increases the attractiveness of the street. Corner plantings with signage designate the beginning of the business district. Street trees, pedestrian-scale lighting, signage, and the removal of power lines bring continuity to Main Street.

Gateway at Route 30 in North Huntingdon

Irwin's efforts to develop gateways into the borough's business district should include cooperative efforts with surrounding municipalities and other parties. For example, Route 30 motorists approaching the borough from the west through North Huntingdon Township can exit Route 30 via a ramp (just south of Queen of Angels School) that leads

to Main Street and Pennsylvania Avenue. A sign at the exit ramp directing traffic toward the business district and physical improvements near Queen of Angels School would greatly enhance Irwin's western gateway to Pennsylvania Avenue. The Route 30 exit ramp is in North Huntingdon Township, and Irwin will need to enlist the aid and cooperation of the township in implementing improvements in this area. In like manner, the borough should pursue collaboration with Queen of Angels School to improve the school's property at the western end of Pennsylvania Avenue.

Pedestrian and Bicycle Connections to Downtown:

Providing safe and attractive pedestrian and bicycle connections between neighborhoods and downtown not only directs visitors where to go, but also allows residents more transportation opportunities. Enhancing gateways to a community without paying attention to the journey can lead to visitors getting lost.

The Journey Along 10th Street



Simple improvements can be made to enhance the visual and safety aspects of a streetscape. Street trees, lighting, signage, and crosswalk treatments will strengthen this connection to downtown.

The Journey Along Pennsylvania Avenue on the Flats



Bike lanes, sidewalks, and street trees will allow for safer and more pleasant connections from the Pennsylvania Avenue Corridor neighborhoods to downtown.

The Journey Along Pennsylvania Avenue Near Oak Street



Since water and sewer improvements are already on the drawing board for Pennsylvania Avenue, the Borough can take further advantage by adding bike lanes and improving the visual environment. Street trees, lighting, and attractive signage continue to lead visitors and residents towards downtown. Removing power lines and screening parking with vegetation will also add to the visual appearance of this important connection. New sidewalks and bike lanes increase the function of the roadway and provide safer routes to downtown.

Downtown:

Downtown Irwin is the heart of the community. In order for the community to thrive, there needs to be a vibrant and attractive downtown. This means infill development with increased density and mixed use, and visual enhancements.

Infilling Main Street Parking Lots



Moving parking lots to the periphery of downtown and infilling with mixed use buildings increases the density along Main Street and removes void spaces that can be less attractive and uncomfortable to walk past. This also increases the vibrancy of downtown with more businesses that attract more people.

Downtown Streetscape



Creating a safe and attractive place to shop, live, and work will help create a more vibrant downtown. Special crosswalk treatments and planted curb bump-outs emphasize the importance of the pedestrian realm. Street trees, lighting, and signage continue to provide continuity throughout Main Street. Façade improvements such as awnings, attractive signage, window treatments, and paint will help invite shoppers to the business district.

Main Street Residential Streetscape



Removing power lines and planting street trees will greatly enhance this section of Main Street. Lighting and signage will provide continuity and bike lanes will provide better access to downtown for residents.

Enhancing the Quality of Life for the Irwin Community

These improvements will enhance the quality of life for Irwin residents by making safer and more attractive vehicular, pedestrian, and bicycle connections to and within downtown. In addition, these improvements increase the visibility of downtown to make it a more attractive place to shop, work, live, and play. Finally, enhancing the gateways to downtown will entice people to stop and see what downtown Irwin is all about.

APPENDIX E

A TRAIL FOR IRWIN BOROUGH

A Trail for Irwin Borough

As a means of linking downtown Irwin with other key destinations, the Borough has proposed the development of a pedestrian and bicycle trail. The main stem of the trail would connect downtown Irwin, Irwin Park, and the Norwin Public Library. Future plans include connections to the Norwin School District Main Campus, Queen of Angels Regional Catholic School and Tinkers Run Park in North Huntingdon, as well as to the eastern portion of the Borough via Pennsylvania Avenue, and to the Borough's southern neighborhoods via Caruthers Lane and Fairwood Drive.

The proposed trail would utilize existing roads and park trails at points where it is advantageous to do so, while leading riders through a variety of environments. These include wooded hillsides, streambanks, residential areas, Irwin Park, and the heart of the downtown Irwin business district. Although these environments are diverse, they are all within the tightly-knit urban fabric of the Borough, and at times require bicyclists to use the trail in cooperation with both vehicular and pedestrian traffic. In addition, the trail may require the acquisition of easements on private property or the purchase of utility rights-of-way for trail passage.

For planning purposes, the proposed trail has been divided into segments, any one of which may be pursued for development by the Borough when funding and legal circumstances permit.

Segment 1:

The Norwin Public Library is the logical starting place for the trail. The library's lower (northern) parking lot could perform double-duty as trailhead parking (*picture on top right*). From this point, a trail connection could be made to neighborhoods in the southern part of the Borough and beyond via Caruthers Lane.





The main trail could be benched into the hillside along the southern side of Tinkers Run as it extends westward from the trailhead parking lot to an intersection with Fairwood Drive. This trail alignment would avoid a potential conflict of use with the parking, loading, and storage areas of several businesses on the northern side of the stream, as well as a steep rip-rap bank and concrete wall behind the gas station / repair shop. A trail connection could also be made to residential areas to the south from this point via Fairwood Drive.



Crossing the stream using the existing Fairwood Drive road bridge (*picture on page 1*) and crossing Lincoln Highway / U.S. Route 30 at the 10th Street traffic light via the existing crosswalk, the trail continues on the street, sharing the road with vehicular traffic until entering the Irwin Park's eastern entrance drive (*picture on top left*). The trail would then flow through the parking lot onto the existing brick pedestrian pathway for a short distance, then turn left to pass the restrooms and amphitheater on their southern side. From this point the trail follows the existing paved park trail westward toward the opposite end of the park (*picture on middle left*).



Segment 2:

At the eastern end of Irwin Park, the trail exits via the parking lot drive, then turns right onto the wide concrete sidewalks of Pennsylvania Avenue, heading east. The trail would offer access to the eastern reaches of the Borough via a shared use path on the southern side of Pennsylvania Avenue. The main trail route would cross Pennsylvania Avenue at Oak Street and continue along this one-way street, whose drive aisle is wide enough to accommodate one lane of traffic and a one-way bike lane while retaining existing parking lanes on both sides (*picture on bottom left*).

The trail follows Oak Street to the northwestern end of the Borough, where it continues to share the road with vehicular traffic and turns onto Water Street heading west. At the Water Street / Main Street intersection, the trail splits, with one possible route turning left onto Main Street as an on-street bike lane, and another (Segment 3) following Water Street further west. Flowing with the one-way traffic, the Main Street bike lane would return users to Irwin Park's western parking lot entrance.

Segment 3:

An alternate route of bike travel shares Water Street west of Main Street for two and a half blocks before crossing Water Street and entering a wooded utility right-of-way adjacent to the Carpet Outlet parking lot (*picture on top right*). The trail would then head southward within this right-of-way, following the base of a large continuous fill slope that is the edge of the Tinkers Run stream valley. The trail passes nearby a vacant commercial building (*picture on middle right*). A potential trailhead parking area exists near this spot, adjacent to the closed bridge on 1st Street. The trail continues along the base of the aforementioned fill slope until exiting the heavily-wooded stream valley on the eastern side of a brick commercial building (*picture on lower right*) just west of the Irwin House parking lot. It should be noted that open views to the trail and lighting are absolute musts along the trail in the Tinker's Run stream valley for safety reasons.

At this point the trail then would cross Pennsylvania Avenue. One trail route would turn left on the sidewalk, heading east toward the western entrance to Irwin Park where it would join the second trail segment. Another trail alignment (Segment 4) described below, would head into North Huntingdon Township.





Segment 4:

Opportunities exist for the trail to extend beyond the Borough's borders to other nearby points of interest. One such route would begin at the Pennsylvania Avenue crossing mentioned in Segment 3, and follow the sidewalk leading into the entrance drive (*picture on top left*) for the Queen of Angels Catholic School (Q.O.A.). This trail alignment would enter the parking lot at the front of the school property, and continue along the main entrance drive past the school, toward the U.S. Route 30 overpass (*pictures on middle left*).



The trail would then pass under U.S. Route 30, and using the secondary (southern) access drive to the school property, would lead riders onto a ramp leading downward (west) toward the Main Street extension and eventually to Norwin High School and Tinkers Run Park along a route to be determined at a later date. A possible trailhead parking area is located adjacent to the Q.O.A. southern entrance drive (*picture on bottom left*).



APPENDIX F

RECOMMENDED DESIGN STANDARDS FOR DOWNTOWN AREA

Neighborhood Uses

One element needed to achieve walkability is mixed land uses such as commercial, residential civic or institutional, and open space uses. Typically, residents should be located within ¼ mile or a 10-minute walk from the project area. Individual businesses should not exceed 6,000 square feet in size. Residential uses should be clearly prohibited in the street level spaces but should be permitted and encouraged above storefronts. This is particularly relevant to new development in the project area as new structures should be no less than two stories in height. Three stories would be better as this would result in a more appropriate height-to-width ratio.

Suggested land uses include:

(1) Commercial uses

- (a) Food service establishments (neighborhood grocery stores, bakeries, restaurants exclusive of drive-thrus, cafes, coffee shops, neighborhood bars or pubs)
- (b) Retail establishments (florists, nurseries, hardware stores, bookstores, antique shops, studios and shops of artists)
- (c) Service establishments (day care centers, dance or exercise studios, dry cleaners, professional offices, medical offices, hair salons)
- (d) Accommodations (small hotels or inns, bed and breakfast inns)

(2) Residential uses

- (a) Residential units located on upper floors above commercial uses
- (b) Live-work units that combine a residence located above the resident's workplace

(3) Civic or institutional uses

- (a) Municipal uses, fire stations, libraries, museums, community meeting facilities and post offices
- (b) Transit shelters
- (c) Places of worship
- (d) Educational facilities

(4) Open space uses

- (a) Neighborhood park

(b) Playground

Lot and Block Standards

Lot and block design should promote development that is compatible with natural features, minimizes pedestrian and vehicular conflict, promotes street life and activity, reinforces public spaces, promotes public safety and visually enhances development. Minimizing pedestrian and vehicular conflict should also be a primary goal. Shorter blocks in a traditional grid pattern provide multiple route choices, particularly for pedestrians.

Recommendations include the following:

- (1) Block and lot size diversity. Street layouts should provide for perimeter blocks that are generally in the range of 200-400 feet deep by 400-800 feet long.
- (2) Lot widths. Lot widths should create a relatively symmetrical street cross section that reinforces the public space of the street as a simple, unified public space.
- (3) Front Building Setbacks. Reduce or eliminate minimum setbacks and use build-to lines or build-to zones consisting of minimum and maximum setbacks. Bring the buildings to, or close to, the sidewalk and park the cars in the rear.
- (4) Side setbacks. Zero lot-line provisions would be appropriate by locating new infill structures to one-side of the lot, thereby creating one larger side yard rather than two small (and typically useless) side yards. It would also provide pedestrian access points to the rear of the commercial structures.

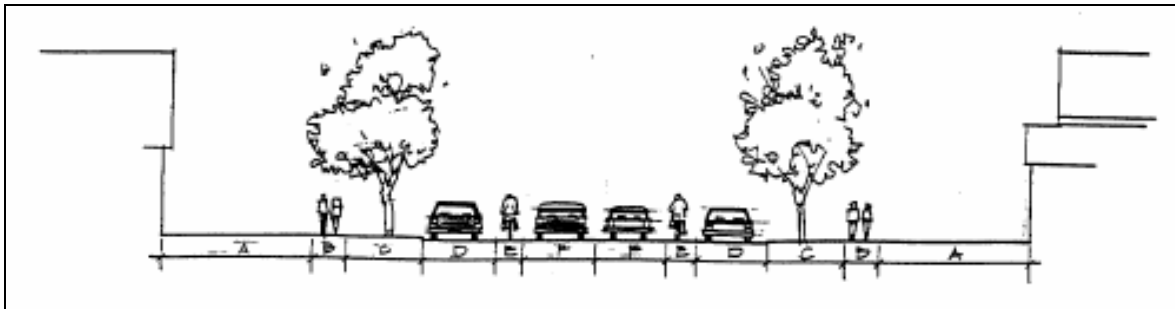
Circulation Standards

The circulation system should provide functional and visual links within the area's different uses and should be connected to existing and proposed external development. The circulation system should provide adequate traffic capacity, connected pedestrian routes (and bicycle routes, where appropriate), control through-traffic, limit lot access to streets of lower traffic volumes, eliminate existing and limit future curb cuts along Main Street, and promote safe and efficient mobility through the project area.

- (1) Pedestrian circulation. Convenient pedestrian circulation systems that minimize pedestrian/motor vehicle conflicts should be provided throughout the project area.
 - (a) All streets (except alleyways) should be bordered by sidewalks on both sides.

- (b) Clear and well-lighted sidewalks should connect building entrances to the adjacent public sidewalk and to the associated parking areas.
- (c) Where building entrances are located in the rear of the building (to accommodate pedestrians entering from a rear parking area), clear and well-lighted entrances should also be provided.
- (d) Sidewalks along Main Street should be a minimum of 5 feet in width, however, wider sidewalks (that include front setback from the street ROW) would provide space and opportunity for sidewalk cafes at appropriate locations. (See Figure 1 on next page)
- (e) Sidewalks should comply with the applicable requirements of the Americans with Disabilities Act.
- (f) Intersections of sidewalks with streets should be designed with clearly defined edges. All crosswalks should be well-lit and clearly marked with contrasting paving materials.

Figure 1. Typical cross-section of street.



- A: Building setback from street ROW (20 feet)
- B: Walkway (5 feet minimum)
- C: Planting strip (6 feet minimum)
- D: Parking (8 feet, both sides; while this is also not applicable in this project area, it does illustrate four auto travel lanes)
- E: Bike lane (not applicable in this project area)
- F: Auto travel lanes (12 feet each).

- (2) Motor vehicle circulation. Motor vehicular circulation should be designed to minimize conflicts with pedestrians and bicycles. Traffic calming features should be used to encourage slower traffic speeds.
- (a) Street layout. Maintain the existing street grid, where present, and restore any disrupted street grid where feasible.

- (b) Curb cuts. Curb cuts for driveways to individual commercial lots should be prohibited along Main Street and should be limited to access drives to parking areas. Clear sight triangles should be maintained at intersections unless controlled by traffic signal devices.
- (3) Parking requirements. Parking areas for shared or community use should be encouraged.
 - (a) Any parking lot should be located at the rear or side of a building. If located at the side, screening should be provided.
 - (b) A parking lot or garage should not be located adjacent to or opposite a street intersection.
 - (c) A commercial use should provide one parking space for every 500 square feet of gross building area.
 - (d) Parking lots or garages should provide not less than one bicycle parking space for every ten motor vehicle parking spaces.
 - (e) Adjacent on-street parking may apply toward the minimum off-street parking requirement.

Architectural Standards

The existing traditional exterior architectural features of the central business district should be preserved and extended down through Main Street. This existing compact design is more sensitive to walking distances, building height, the design of street lights and signs, sidewalks, etc.

Adopt illustrated design standards for building design and site design. Regulating doorways, facades and fenestration ratios is necessary to create safe and inviting streets.

- (1) Building height. All new structures should be at least two stories in height (30-35 feet), three stories in height would be even better. It's very important to get the ratio of building height to street width as close as possible to 3:1 in order to create the "outdoor room" common in pedestrian-friendly areas.
- (2) Entries and facades
 - (a) The architectural features (windows, eaves, etc.), materials and the articulation of a façade of a building should be continued on all sides visible from a public street.

- (b) The front façade of a principal building on any lot should face onto a public street.
 - (c) The front façade should not be oriented to face directly toward a parking lot.
 - (d) Porches, pent roofs, roof overhangs, hooded front doors or other similar architectural elements should define the front entrance to all residences.
 - (e) For commercial buildings, a minimum of 50% of the front façade on the ground floor should be transparent, consisting of window or door openings allowing views into and out of the interior.
 - (f) New structures on opposite sides of the same street should follow similar design guidelines.
- (3) Exterior signage. A uniform sign theme should be developed for the project area. Every sign does not need to look alike, use the same colors, etc. But standards should be established for maximum height, permitted sign type (wall signs or cantilever signs preferred), maximum size (cantilever signs should not exceed 12 square feet, for example). By incorporating a uniform sign plan for the project area, it becomes very clear to motorists when they have entered the newly designed neighborhood.
- (4) Lighting
- (a) Street lighting should be provided along all streets. Generally more, smaller lights, as opposed to fewer, higher-intensity lights, should be used.
 - (b) Street lights should be installed on both sides of the street at intervals of no greater than 75 feet.
 - (c) Exterior lighting should be directed downward in order to reduce glare onto adjacent properties.

Landscaping and Screening Standards

The following recommendations are suggested:

- (1) Street trees. A minimum of 1 deciduous canopy tree every 40 feet should be required along the length of the Main Street corridor. Trees can be clustered and do not need to be evenly spaced. Trees should be located between the sidewalk and curb, or in tree wells installed in pavement or concrete. If placement of street trees within the right-of-way will interfere with utility lines, trees may be planted within the front yard setback adjacent to the sidewalk.

(2) Parking area landscaping and screening.

- (a) All parking and loading areas fronting public streets or sidewalks, and all parking and loading areas abutting residential districts or uses should provide:
 - (i) A landscaped area at least 5 feet wide along the public street or sidewalk
 - (ii) Screening at least 3 feet in height and not less than 50% opaque
 - (iii) One tree for each 25 linear feet of parking lot frontage.
- (b) Parking area interior landscaping. The corner of parking lots, islands and all other areas not used for parking or vehicular circulation should be landscaped. Vegetation can include turf grass, native grasses or other perennial flowering plants, vines, shrubs or trees. Such spaces could also include architectural features such as benches, kiosks or bicycle parking.

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APPENDIX G

ECONOMIC IMPACT OF RESTORED LAMP THEATER

Economic Impact of Restored Lamp Theater

The Lamp Theater has been an integral part of the Irwin business district since the theater's opening in 1938, and its rehabilitation and re-opening is an important element of the borough's overall downtown revitalization effort. Closed in 2005, the theater has recently been purchased, and plans are underway to restore it as a venue for movie viewings, live theater and community events. The theater's current capacity of 397 seats will be reduced to 350 larger seats in a more spacious auditorium.

Theaters are important downtown assets. They attract visitors to downtowns and generate many different types of economic multipliers such as food and beverage sales and other arts and entertainment expenditures. Theaters reinforce the inclination of consumers to make return visits to downtowns.

An estimate of the economic impact of the restored Lamp Theater can be made by combining recent study data from the University of Pittsburgh, the Pennsylvania Economy League, Penn State University and other studies that have assessed the economic impact of consumer spending on the arts around the country.

According to a recent study on the arts in the Pittsburgh region¹, people in the Pittsburgh area generally spend slightly more on entertainment than most people in the nation. Consumers in the Pittsburgh Metropolitan Statistical Area (which includes Westmoreland County) spent 5.2% of their budgets on entertainment, compared to the national average of 5.1%.

The restored Lamp Theater's versatility as a venue for theater arts and other performances and events will add to its marketability. With a capacity of 350 seats and a 360-day operating schedule, the theater can be expected to host 360 movies, plays, performances or other events annually. Assuming an average event attendance of 35% of seating capacity (i.e., 122 attendees), the theatre will attract 43,290² persons per year.

A recent Arts and Economic Prosperity study³ examined 91 communities around the country to detail the spending habits of arts event attendees and to determine the economic impact of the arts. Based on this study's findings and Westmoreland County's population of 368,983 (2000 U.S. Census), the Lamp Theater's 43,920 annual event attendees can be expected to spend an average of \$21.15 per person (excluding the cost of admission to the arts event) on refreshments, meals, gifts, transportation, and lodging during their visit. These visitors will thus generate approximately \$928,908 in new revenue that will improve the economic vitality of downtown Irwin and Westmoreland County.

1 Dan Martin, et al, The Impact of the Socio-Demographic Environment of Southwest Pennsylvania on the Arts and Culture Community, Sept. 2003, Heinz School of Public Policy

2 Based on 360 performances at 35% of the maximum seating capacity of 350, or 122 seats filled.

3 Arts and Economic Prosperity Study, Americans for the Arts, 2003.