

REVISION TO THE
COMPREHENSIVE PLAN

FOR
SADSBURY TOWNSHIP
CRAWFORD COUNTY, PENNSYLVANIA

JANUARY 1982

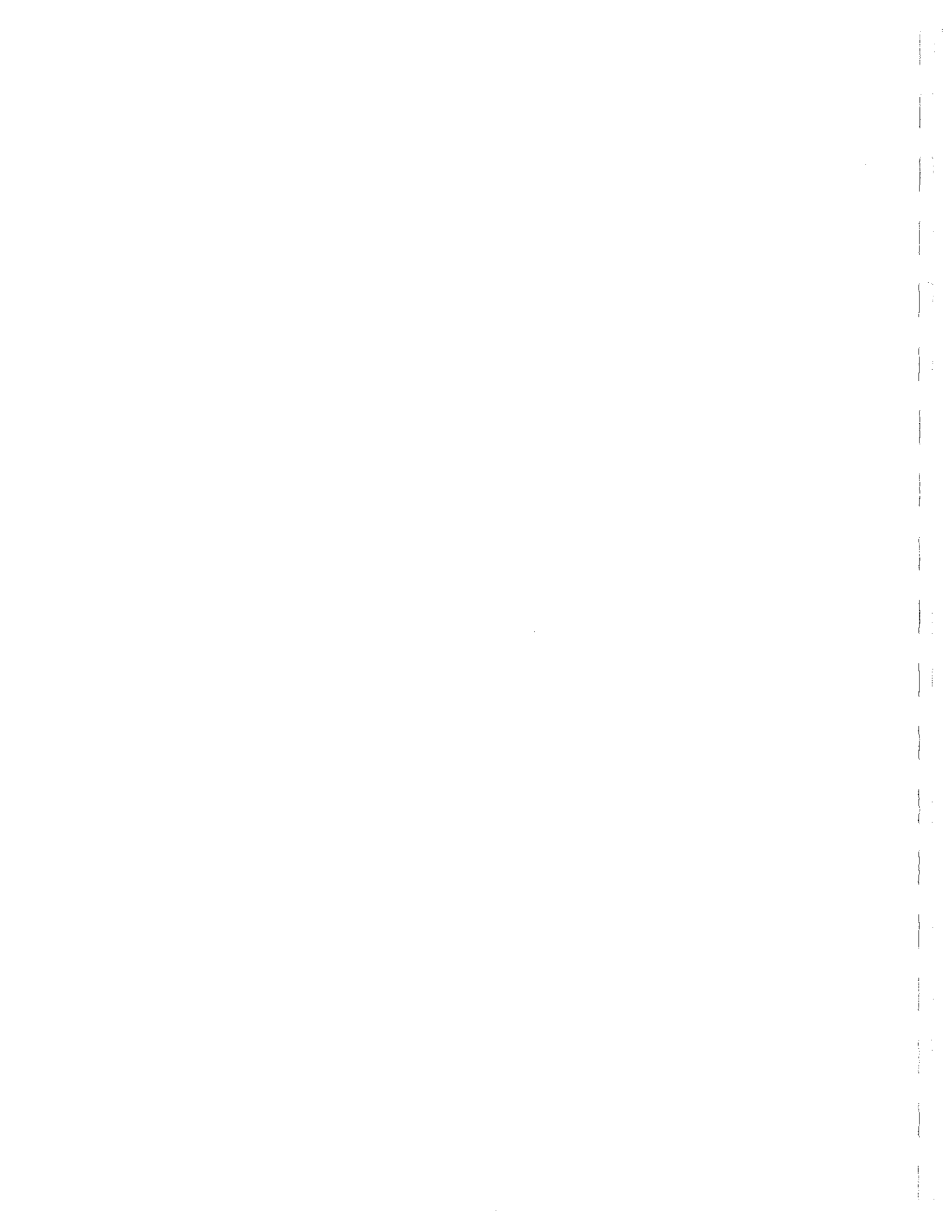
SADSBURY TOWNSHIP PLANNING COMMISSION

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THE PREPARATION OF THIS PLAN REPORT WAS DONE BY THE
CRAWFORD COUNTY PLANNING COMMISSION STAFF THROUGH
THE ASSISTANCE OF AN APPALACHIAN REGIONAL COMMISSION
GRANT



SADSBURY TOWNSHIP PLANNING COMMISSION
Crawford County, Pennsylvania

July 19, 1982

Richard D. Miller
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Township Supervisors
Sadsbury Township

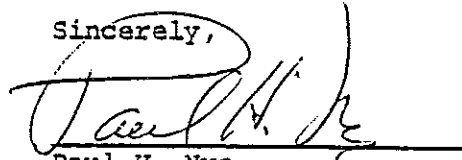
Gentlemen:

We are pleased to submit for your review this Revised Comprehensive Plan for our township. It is grounded in many of the facts the earlier plan established, but it provides additional and more current information and has attempted to articulate a more detailed set of objectives, policies and programs which we urge you to consider carefully, especially so since they shall form the basis of the revised zoning ordinance which we expect to forward to you in the very near future.

One and all we thank you for supporting us in this undertaking. We are pleased to have available the more detailed maps of the township which were produced as part of this work program.

As you review the proposals in this report we would like the opportunity of elaborating on any of the issues you feel are controversial. We hope you will be able to schedule a public hearing on this plan at an early date.

Sincerely,



Paul H. Nye
Chairman

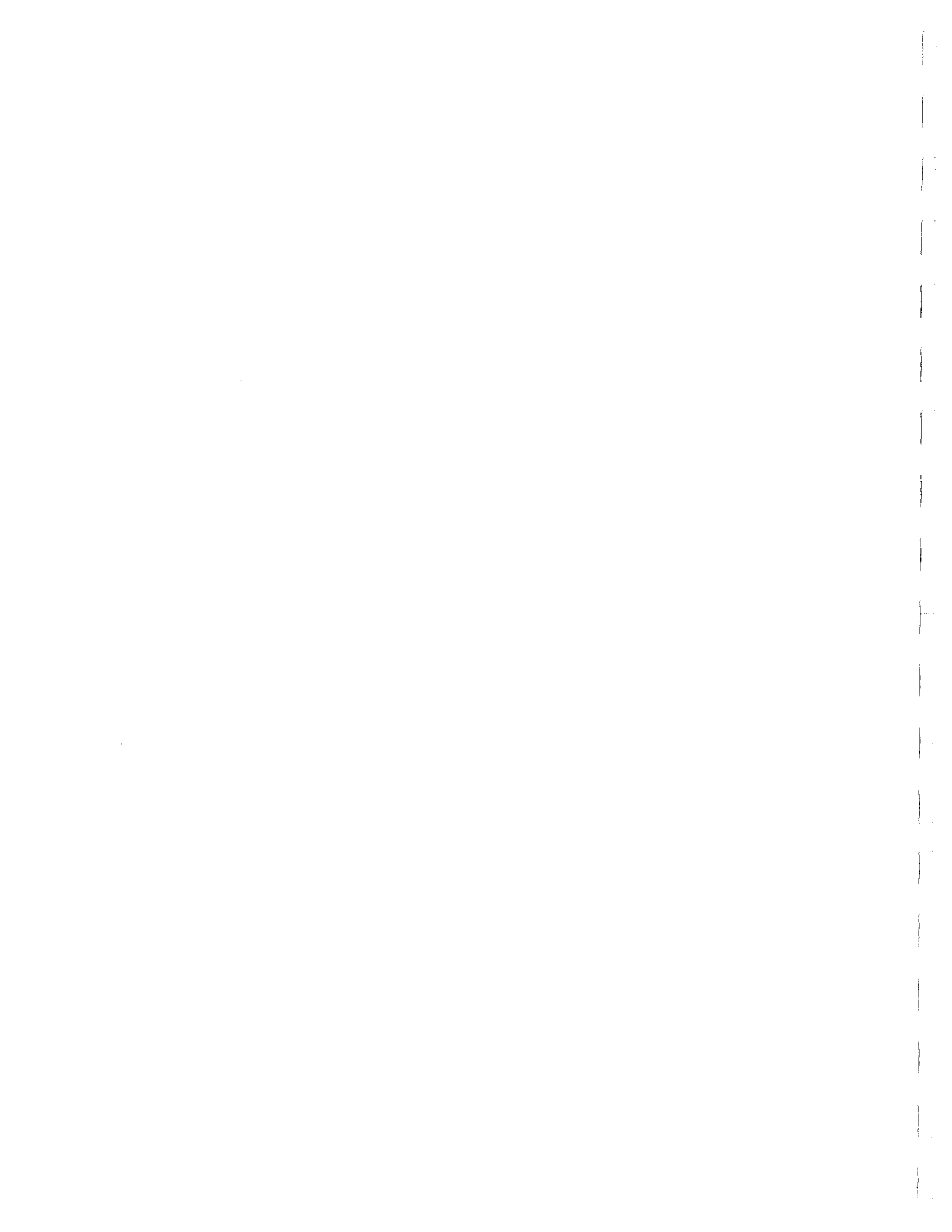


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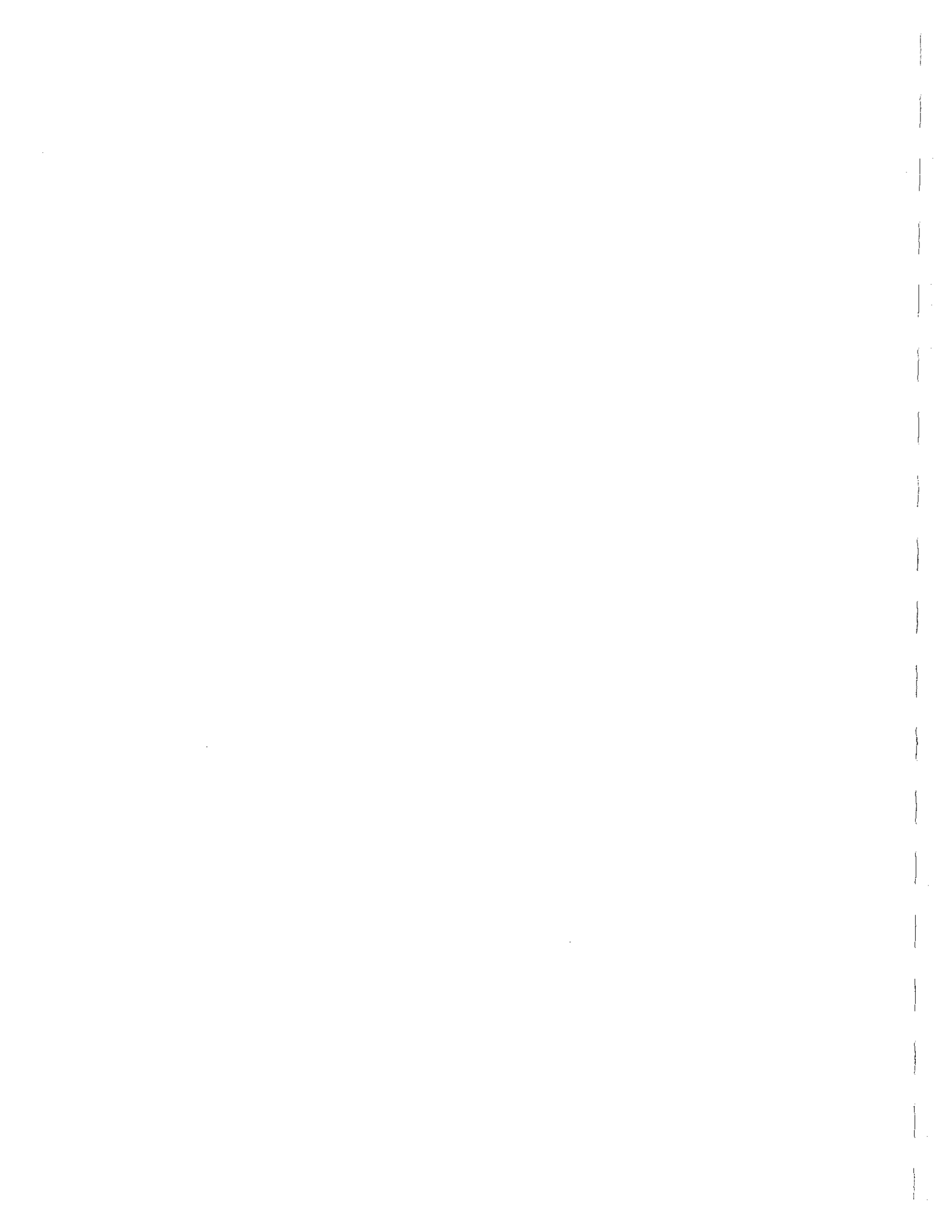


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I. INTRODUCTION

In 1967 Michael Baker, Jr., Inc. working in cooperation with the Conneaut Lake Regional Planning Commission published a planning report entitled "Comprehensive Plan For Conneaut Lake Region." This regional planning commission was comprised of community representatives of Conneaut Lake Borough and Sadsbury Township; the plan studied these two municipalities and established policies, projects and programs to guide community development for the ensuing twenty years. This planning report was very well done and today is a very readable and useful document. From the planning work completed in 1967 the borough and the township both enacted subdivision and zoning ordinances to use as tools to improve the quality of life in their municipalities and to provide a measure of public guidance for future development.

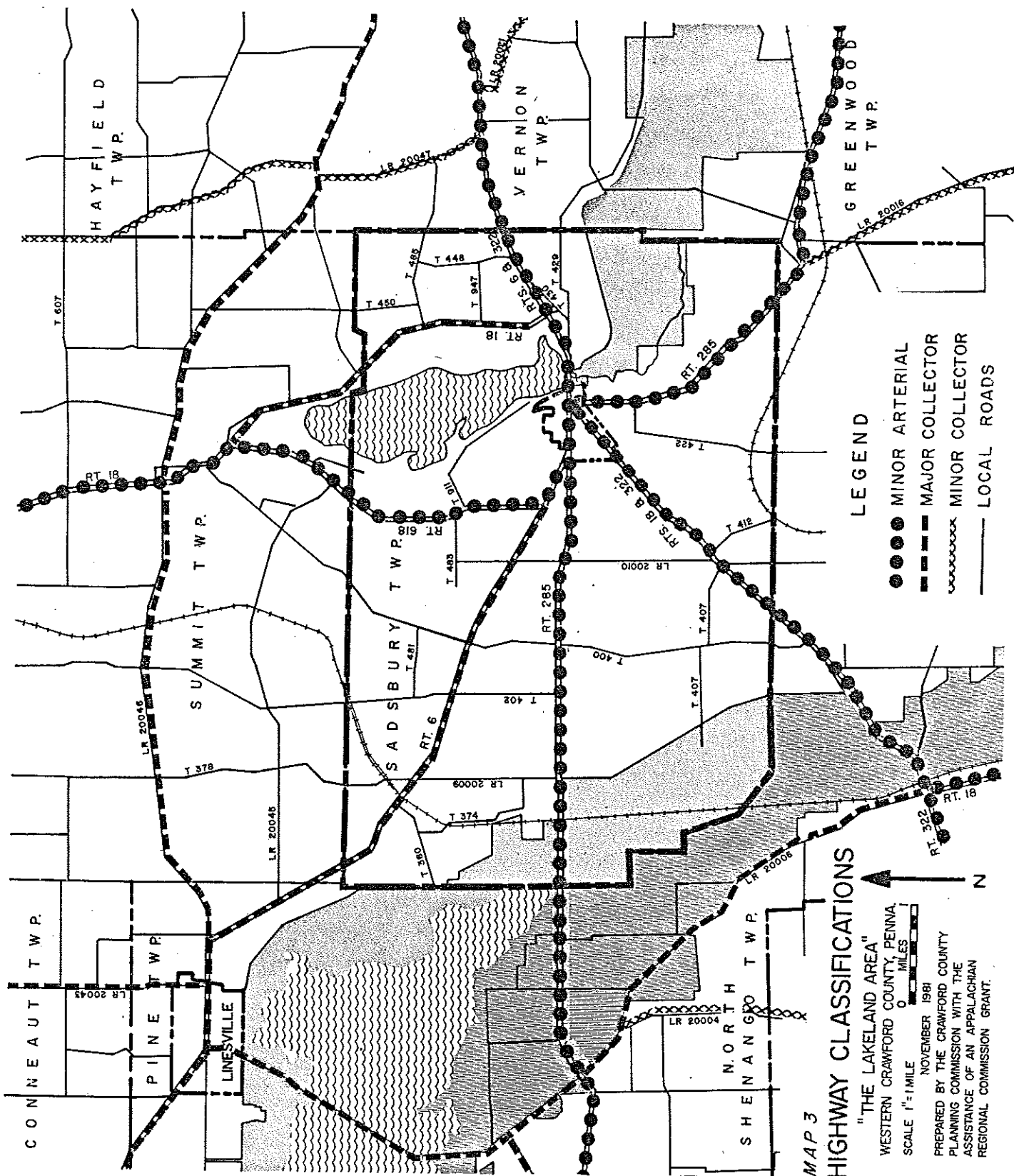
Early in 1980 municipal leaders in Sadsbury Township discussed with the staff of the Crawford County Planning Commission the need they felt to again look, in an analytical way, at land development issues in the township. The Appalachian Regional Commission (ARC) committed funds to Crawford County to assist the townships and boroughs in western Crawford County to prepare plans and ordinances to handle expected impacts from growth and development. These funds were committed because it was believed the U. S. Steel Corporation would build a large steelmaking complex on the shore of Lake Erie near the Ohio boundary. The Crawford County Planning Commission believed the use of a portion of these ARC funds for a planning program in Sadsbury Township was a fitting project. Hence the decision was made for the Commission's staff to undertake a revision to Sadsbury Township's comprehensive plan and to include in this work the preparation of a revised zoning ordinance.

It is important to understand that the information and plan formulations in this revised plan report are supplementary to the content of the 1967 Plan. This report is not intended to duplicate the material presented in the plan completed 14 years ago. The primary focus in this planning report is on the development of a revised land use plan and land utilization policies which can be used as a basis for a revised zoning ordinance. Sections of "new material" in this report include discussions of groundwater resources in the township, flooding conditions, the locations and characteristics of active agricultural activities in the township, storm water drainage issues and an analysis of vacant or "passed over" land in the Conneaut Lake Area.

In order for the township to be successful in using its development related ordinances, the zoning and land subdivision ordinances, it must identify the land development issues within its territory and decide what in the general public interest are the best objectives and policies relative to these issues. Carrying through further, township ordinances, ongoing programs and specific projects should all be shaped based on the objectives and policies established through this process. This is the aim of this plan revision.

This plan report contains two major sections. The first is comprised of background information for plan-making. The second is the revised plan itself. For the reader who is not aware of the township's location in relation to surrounding Crawford County municipalities, Map 3, (Maps 1 and 2 are in the "jacket" on the inside of the back cover of this report.) shows Sadsbury Township's regional context.

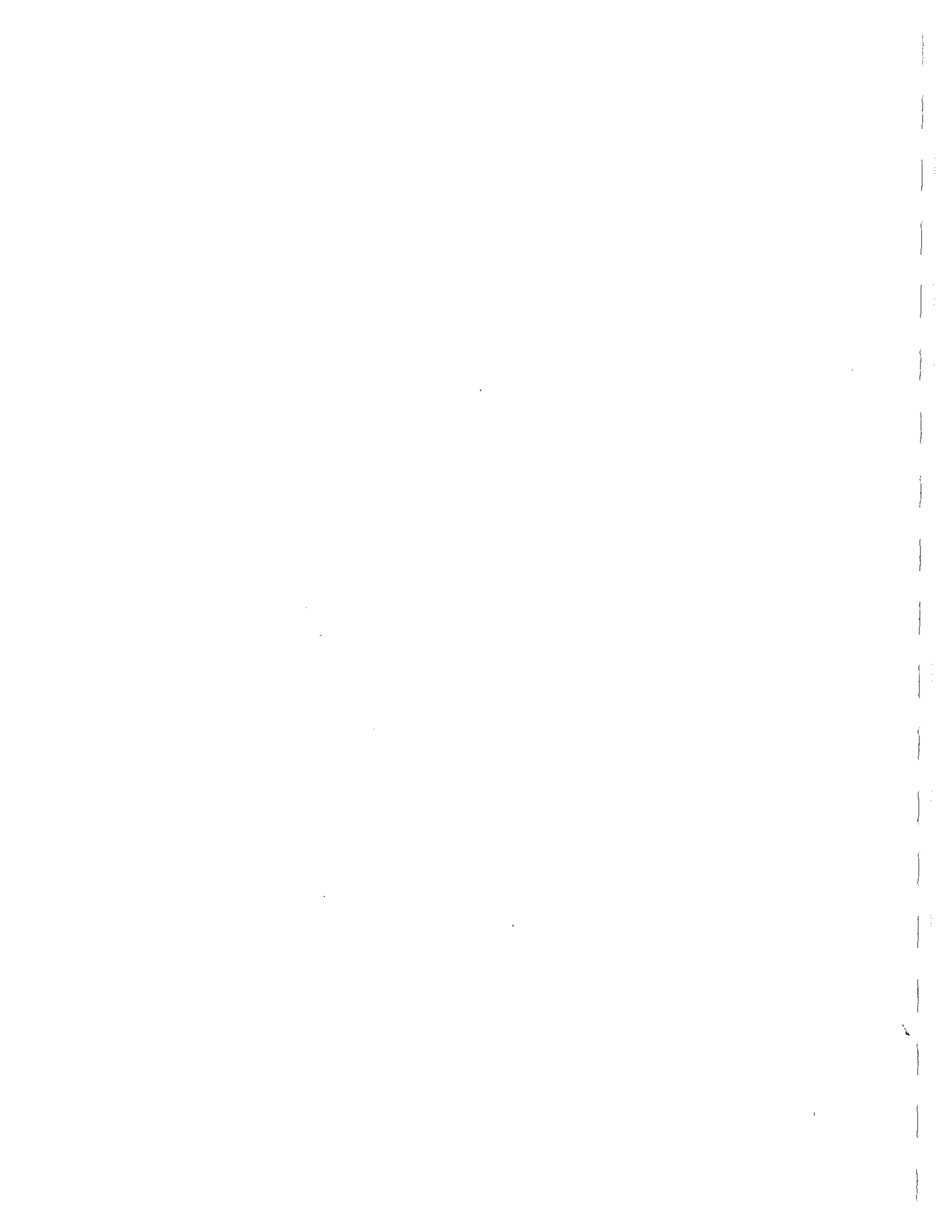




- LEGEND**
- MINOR ARTERIAL
 - MAJOR COLLECTOR
 - ~~~~~ MINOR COLLECTOR
 - LOCAL ROADS

MAP 3
HIGHWAY CLASSIFICATIONS

"THE LAKELAND AREA"
 WESTERN CRAWFORD COUNTY, PENN.
 SCALE 1"=1 MILE
 NOVEMBER 1981
 PREPARED BY THE CRAWFORD COUNTY
 PLANNING COMMISSION WITH THE
 ASSISTANCE OF AN APPALACHIAN
 REGIONAL COMMISSION GRANT.



II. BACKGROUND INFORMATION

THE EXISTING USE OF LAND

LAND USE SURVEY RESULTS

A survey of the existing use of land is vital to the work of revising the township's comprehensive plan. The survey work is reflected chiefly on "property line" maps of the township. The original fieldwork for the survey was conducted in the autumn of 1979 and in the spring of 1980; this work was updated in January of 1981. In order to record the existing use of land adequately for the township two maps were used. One map displays land use in the vicinity of Conneaut Lake. This map, Map 2., is drawn at a scale of 1 inch to 300 feet and includes, generally, the area in the township bounded by Route 618 and the abandoned Meadville Branch line of the Bessemer and Lake Erie Railroad on the west and Route 18 on the east. The other map, Map 1., displays the entire township and is drawn at a scale of 1 inch to 1000 feet. These two maps show all of the properties in the township with various patterns fixed to the properties indicating land use. A copy of each of these maps is placed in the "jacket" on the inside of the back cover of this report.

In order to record the existing use of land a series of use categories were identified. A listing of these categories with a brief explanation of each follows.

Residential. Housing which accommodates, or appears to accommodate, a single family unit. This classification is given to a housing structure based upon its appearance from the public or private road which serves the property. Included in this category are conventional housing units, mobile homes and dwellings on farm properties.

Multifamily Residential. Housing which accommodates more than one family including, apartments, duplexes and mobile home parks. .

Vacant Subdivided Lot. A property which is listed in the land records as a subdivided parcel but which has not been improved with a building.

Mixed Residential/Commercial. Uses which combine on the same property residential and business activities.

Commercial. Business activities other than manufacturing or similar uses, which would be more appropriately classified as industrial activities.

Industrial. Goods producing establishments including gravel and mineral extraction activities.

Agricultural. Land utilized for crop production or pasture, or land which could be immediately used in this manner.

Woodland and Brush. Land which did not appear to have been in use recently as cropland or pasture and which was "going to brush" as well as "brush" and wooded areas.

Conservation Lands. Significantly large areas of land owned and managed by the State of Pennsylvania.

Recreation, Public and Private. Sites which provide recreation opportunities other than the large land holdings of the state; it includes sites which are owned or managed by public officials, for example the township supervisors, and by private interests. Examples of these sites include swimming and boating beaches, golf courses and campgrounds.

Public. Uses owned or operated by a unit of government, normally local government.

Semi-Public. Uses which are generally open to, and used by, the public but not owned by the public. Examples of such uses are churches, cemeteries, volunteer fire companies and grange halls.

TABLE 1.

EXISTING LAND USE ACCOUNTS
SADSBURY TOWNSHIP

<u>USE CATEGORY</u>	<u>ACRES</u>	<u>PERCENT OF TOTAL</u>
Residential ¹	1,129	7.1%
Multifamily Residential	24	.1
Vacant Subdivided Lot	231	1.4
Mixed Residential/Commercial	7	-
Commercial	96	.6
Industrial	139	.9
Agricultural ²	4,476	28.0
Woodland and Brush ²	5,939	37.2
Conservation Lands	2,254	14.1
Recreation, Public and Private	290	1.8
Public	24	.1
Semi-Public	77	.5
Roads and Railroad Right-of-Way	461	3.0
Conneaut Lake	827	5.2
Total	15,974	100.0%

NOTES: 1. Residences where they are located on large parcels of land, 10 acres or more, were assigned an area of approximately 2.5 acres and the remaining land on the property was assigned use categories as appropriate.

2. These land use categories were determined principally from aerial surveys.

SOURCE: Crawford County Planning Commission staff research and fieldwork 1979 and 1980, and updated in January 1981

In Table 1. an accounting is provided of the existing land uses mapped in the township. In terms of percentage Sadsbury Township has less agricultural and woodland and brush land, and it has more residential land than most other townships in Crawford County. This is true for two reasons. Because of the existence

of Conneaut Lake and the permanent and seasonal residences that have been attracted to locate near this amenity, there has been a considerable amount of community development in the township. Also in the southeast and the southwest sections of the township there are wetland areas which have been put into state ownership over the years and which are managed as game lands.

Sadsbury Township's land use pattern is characterized by one overriding fact. There are really two township identities; one is the relatively dense, urban-like series of settlements clustered around Conneaut Lake; the other identity is the rural development typical of development in most of the county's townships. Outside of the Conneaut Lake Area there are only two development clusters readily discernable; one is the village of Shermansville and the other is along Route 6 about 1.5 miles east of Shermansville.

The existing land use maps in this report do not show the locations of mobile homes in the township. It is useful to identify their locations because they constitute a significantly different housing type. Work maps available in the Crawford County Planning Commission office show mobile home locations. On Map 1., displaying the entire township except the Conneaut Lake area, 47 mobile homes are indicated; they are spread throughout the rural areas of the township, and this figure does not include mobile home park units; one mobile home park is sited on Route 285 just west of Conneaut Lake Borough, and it currently contains 31 mobile home units. On Map 2., displaying the Conneaut Lake Area, 29 mobile homes are indicated, and 17 of these are located in the vicinity of Mohawk, Sagainaw and Edgeview Avenues. Considering the many dwelling units which surround Conneaut Lake there are relatively few mobile homes in this area of the township.

VACANT LAND STUDY IN VICINITY OF CONNEAUT LAKE

A close look at land use patterns in the vicinity of Conneaut Lake indicates that there is a considerable amount of vacant land in this area which is developable. On the east side of the Lake a development study was made of the area bounded by Oakland Beach and Seneca Roads and by Route 18 and the Lake. On the west side of the Lake the area studied is bounded by Route 618, Pymatuning Avenue, Aldina Drive and the Lake. A map showing the results of this study is available in the township office and in the Crawford County Planning Commission office. Also Map 4. shows at a reduced scale the community on the east side of Conneaut Lake, displaying the parcels of vacant land, right-of-way widths for the roads and certain development proposals.

Table 2. displays the results of this study statistically. In this study area (both sides of Conneaut Lake) there are approximately 180 acres of vacant developable land. This land is all within the service area of the Conneaut Lake Joint Municipal Authority which provides sewage service, and most of the 114 acres of vacant developable land on the east side of the Lake are within the service area of the Oakland Beach Water Company.

Table 2. shows that approximately 430 new single family detached housing lots can be developed on this vacant land. In order to develop 120 of these 430 new lots approximately 8,500 lineal feet of new public street would have to be built. All of these lots are within the service area of the public sewerage system. However, 200 of these potential lots are directly abutting an existing sewage line and approximately 100 of these potential lots abut existing water lines owned by the Oakland Beach Water Company.

Within this study area around Conneaut Lake there are many seasonal dwellings, in contrast to year-round dwellings. A seasonal dwelling in the survey was

TABLE 2.

USE OF VACANT LAND
IN THE VICINITY OF CONNEAUT LAKE
SADSBURY TOWNSHIP

<u>ITEMS</u>	<u>ACREAGE</u>	<u>PERCENT OF TOTAL</u>
EAST SIDE		
CONNEAUT LAKE		
Developed land including existing streets	235.2	62.5
Vacant developable land	114.1	30.0
<u>284</u> new lots considered possible involving the construction of approximately <u>7,275</u> lineal feet of new public street; however many of the new lots require no street construction ⁽¹⁾		
Vacant land judged undevelopable	<u>28.6</u>	<u>7.5</u>
Total acreage of the study area ⁽²⁾	377.9 acres	100.0%
WEST SIDE		
CONNEAUT LAKE		
Developed land including existing streets	89.9	20.6
Vacant developable land	69.1	15.9
<u>147</u> new lots considered possible involving the construction of approximately <u>1,300</u> lineal feet of new public street; however many of the new lots require no street construction ⁽¹⁾		
Vacant land judged undevelopable	153.8	35.6
Utility Constructors, Inc. holdings	102.2	23.4
Other lands	<u>20.0</u>	<u>4.5</u>
Total acreage of the study area ⁽²⁾	435.0 acres	100.0%
TOTAL BOTH SIDES		
OF CONNEAUT LAKE		
Developed land including existing streets	325.1	40
Vacant developable land	183.2	23
<u>431</u> new lots and <u>8,575</u> lineal feet of new street ⁽¹⁾		
Vacant land judged undevelopable	182.4	22
Utility Constructors, Inc. holdings	102.2	13
Other lands	<u>20.0</u>	<u>2</u>
Grand Totals ⁽²⁾	812.9 acres	100.0%

NOTES: (1) All suggested new lots are a minimum of 7,500 square feet in size; most of them are larger than this, however. Of the grand total of 431 new lots, 310 of them can be created without building new public streets. In addition to the 431 new lots all of which are designed for single family detached housing, there are 30 new lots suggested for attached housing units.

(2) The study area includes all the land in Sadsbury Township around Conneaut Lake bounded by the following streets: Route 618, Pymatuning Avenue, Aldina Drive, Oakland Beach Road, Route 18, and Seneca Road

SOURCE: Design study developed by Crawford County Planning Commission staff and available in the Commission's office and at the Sadsbury Township building.

determined by noting the address of the property owner; if the property owner's address, as listed in the County Assessor's records, was not the same as the address of the Conneaut Lake property the assumption was made that the residence was a seasonal dwelling. This, one must immediately point out, does not mean the dwelling is used only seasonally. Many such dwellings are rented to other family units when the owner does not use the dwelling, and some owners, undoubtedly, are true absentee owners, never residing on the property and renting it year-round. Given this "ground rule", so to speak, out of 1,136 single family dwellings 691 or 52% were classified as seasonal.

This study demonstrates that there is a considerable amount of "passed over" land in the Conneaut Lake Area. Because of the multiplicity of ownerships in this area it likely would be very difficult to convert all of the land to new building ventures. Yet the conversion of this vacant land to more active use would maximize the investments already made in public streets and the sewerage and water systems and in general strengthen the economy of the township.

Comment is in order concerning the nature of the residential areas in the vicinity of Conneaut Lake as delineated on Map 2. placed in the jacket on the inside of the back cover. These areas are built at a relatively high density. Many platted lots are sized at 50 feet by 100 feet or 5,000 square feet. Many of the road rights-of-way are less than 50 feet in width. There are a number of roads in these neighborhoods which have not been accepted for management by the township supervisors; there are many instances where roads dead-end with inadequate turnaround arrangements. These characteristics are delineated for the east side community of Conneaut Lake on Map 4. Perhaps one of the greatest difficulties for the housing in these areas is the lack of a comprehensive storm water drainage system. This difficulty is often overlooked because these neighborhoods are blessed with extensive tree cover, but the fact is that the lack of adequate storm water facilities detracts from the character of this housing.

COMMERCIAL USES IN THE CONNEAUT LAKE AREA

In the area bounded generally by Routes 18, 618 and 322 the commercial uses (45 of them) were identified and figures were gathered on the extent of the area they cover. The total amount of floor space utilized among these properties was approximately 207,400 square feet. This figure includes basement areas and auxiliary or secondary structures which might only be used for storage. These 45 uses occupied 161,800 square feet of ground (building coverage). The total acreage of these 45 properties is 105 acres. In other words there was about 22 times more land area than there was useable floor space. For comparison purposes shopping centers often are developed with 3 to 5 times as much land area as there is floor space. If the commercial uses examined in this study had a ratio of 5 times as much land as there was in floor space, the amount of property needed for all 45 of these uses would be 23 acres. The amount of land zoned for commercial uses in the current zoning ordinance administered by the township in the Conneaut Lake Area is 380 acres. Most of the commercial uses in the township are included in this study inasmuch as they are located within the study area as noted above.



CHARACTERISTICS OF THE PHYSICAL ENVIRONMENT

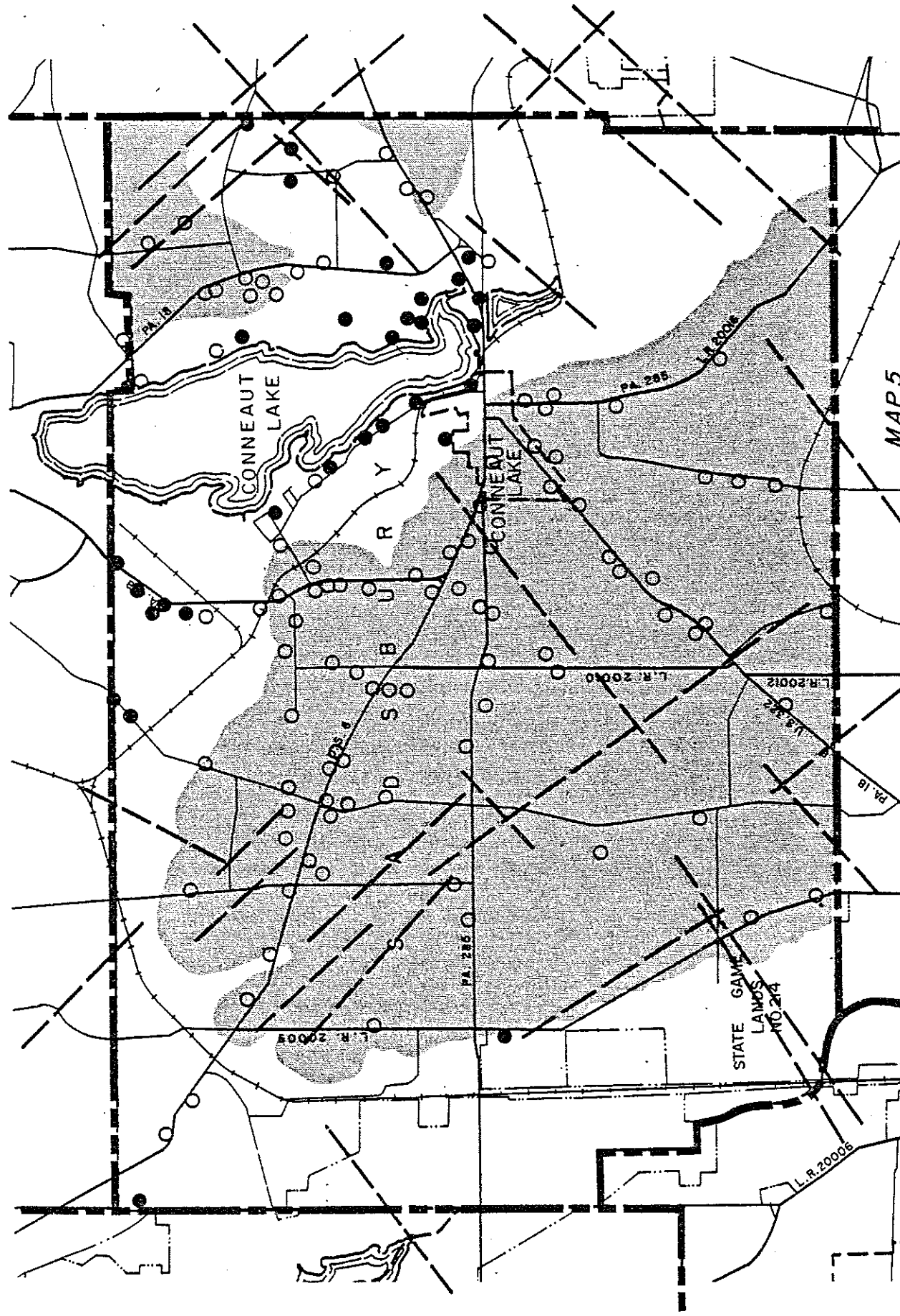
GROUNDWATER RESOURCES

Good information recently has been made available for the areas of Crawford County west of French Creek. The U. S. Geological Survey in cooperation with the Pennsylvania Geologic Survey published a report entitled, "Geology And Groundwater Resources Of Western Crawford County, Pennsylvania."¹ The authors of this report were: George Schiner and John Gallaher. The publication date was 1979; however, many years of research preceeded the publication date. A major portion of the research involved a careful study of water well information which "drillers" are required to provide the state government. The material presented in this section has been gleaned from this report.

Drinking water in Sadsbury Township, as in most of Crawford County, is obtained from wells. Analyzing water well yields as represented in the Schiner/Gallaher report is a particularly appropriate method for determining the availability of water in the township. For the purpose of analyzing groundwater resources the geologic origin of the township's land can be placed in two general categories, (1) glacial outwash areas, and (2) glacial till/bedrock areas. In reality bedrock underlies all of the township; however, there is a vast difference in the amount of glacial drift which has been deposited in various areas of Sadsbury Township. Since all of Crawford County was covered by glaciers in prehistoric time, any discussion of the character of its lands must include the impacts of glaciation. Glacial drift is a term used to define any sediment deposited as a result of glacial activity - the "leavings" of the glaciers, so to speak. All of the bedrock in the county is "topped off" by glacial drift, either till or outwash. Where the drift material was deposited directly without any "sorting" activity by water the glacial drift is called till. Till deposits are normally not any deeper than 25 feet. Where the glacial drift was "sorted" by standing or running water, the deposits are called outwash. The depth of outwash deposits ranges from 50 to as much as 500 feet in some areas of the county. These outwash deposits were layed down in prehistoric valleys, which were in effect, "filled in", by glacial action. Map 5. shows how the outwash deposit pattern "breaks" upon the township; the areas of till on this map are those areas where bedrock is closer to the land's surface, - about 25 feet below the surface. Approximately 44% of the township is in the glacial outwash deposits category and 56% in the till area where the bedrock is reasonably close to the surface. Examining Map 5. note that the outwash areas generally are the areas of lower elevation in the surface configuration of the township as we know it today, - areas characterized by lakes and marsh, i.e. the Conneaut Outlet wetlands, Conneaut Lake itself, the State Game Lands in the western Section of the township.

Map 5. also shows the locations of all wells in the township where the drilling records were evaluated in the Schiner/Gallaher study. Data from 128 wells were examined; 34 of these are located in the outwash area and 94 are located in the area where glacial till covers bedrock. Well yields are expressed in gallons per minute (GPM). In this report the yields of wells are listed separately for the outwash and the till/bedrock areas. In the outwash sections of the township the median well yield was 20 GPM. In the till/bedrock sections the median well yield was 15 GPM.

¹This report is available in the office of the Crawford County Planning Commission. Also it can be purchased from the State Book Store, P. O. Box 1365, Harrisburg, Pa. 17125. The cost of the report is \$13.25. The state also has given this publication the title, "Water Resource Report 46."








MAP 5
GROUNDWATER RESOURCE FACTS

SADSBURY TOWNSHIP
 WESTERN CRAWFORD COUNTY, PENNSYLVANIA
 SCALE 1"=1 MILE
 NOVEMBER 1981
 PREPARED BY THE CRAWFORD COUNTY PLANNING
 COMMISSION WITH THE ASSISTANCE OF AN
 APPALACHIAN REGIONAL COMMISSION GRANT



LEGEND

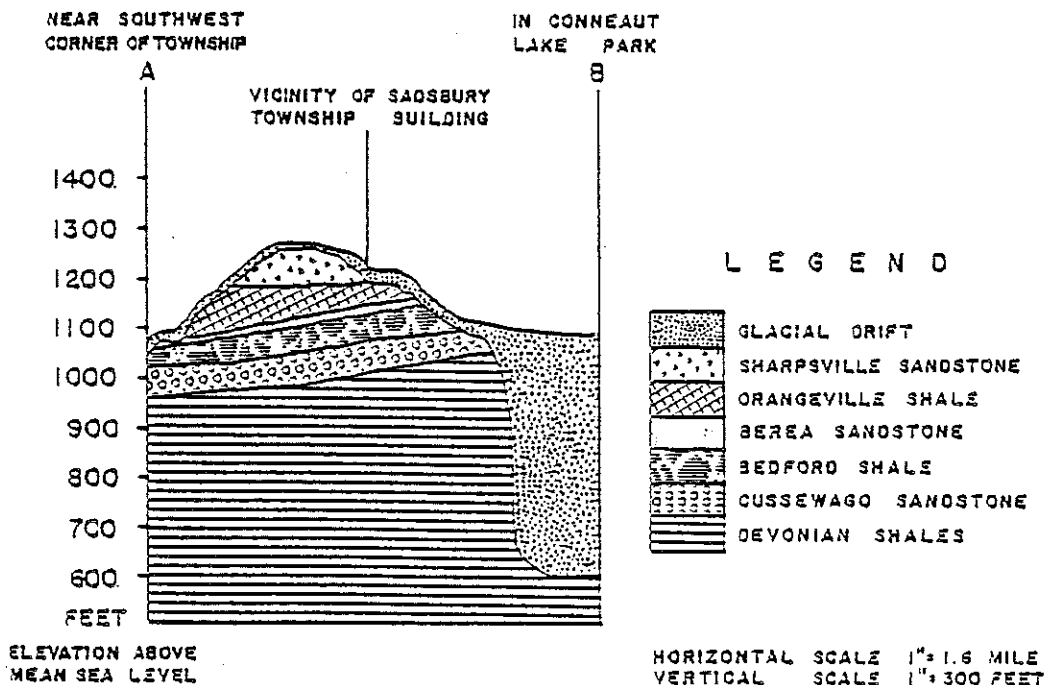
-  AREA OF GLACIAL OUTWASH
-  AREA OF GLACIAL TILL/BEDROCK
-  WELLS FINISHED IN BEDROCK
-  WELLS FINISHED IN GLACIAL DRIFT
-  LOCATION OF GLACIAL DRIFT BOUNDARIES

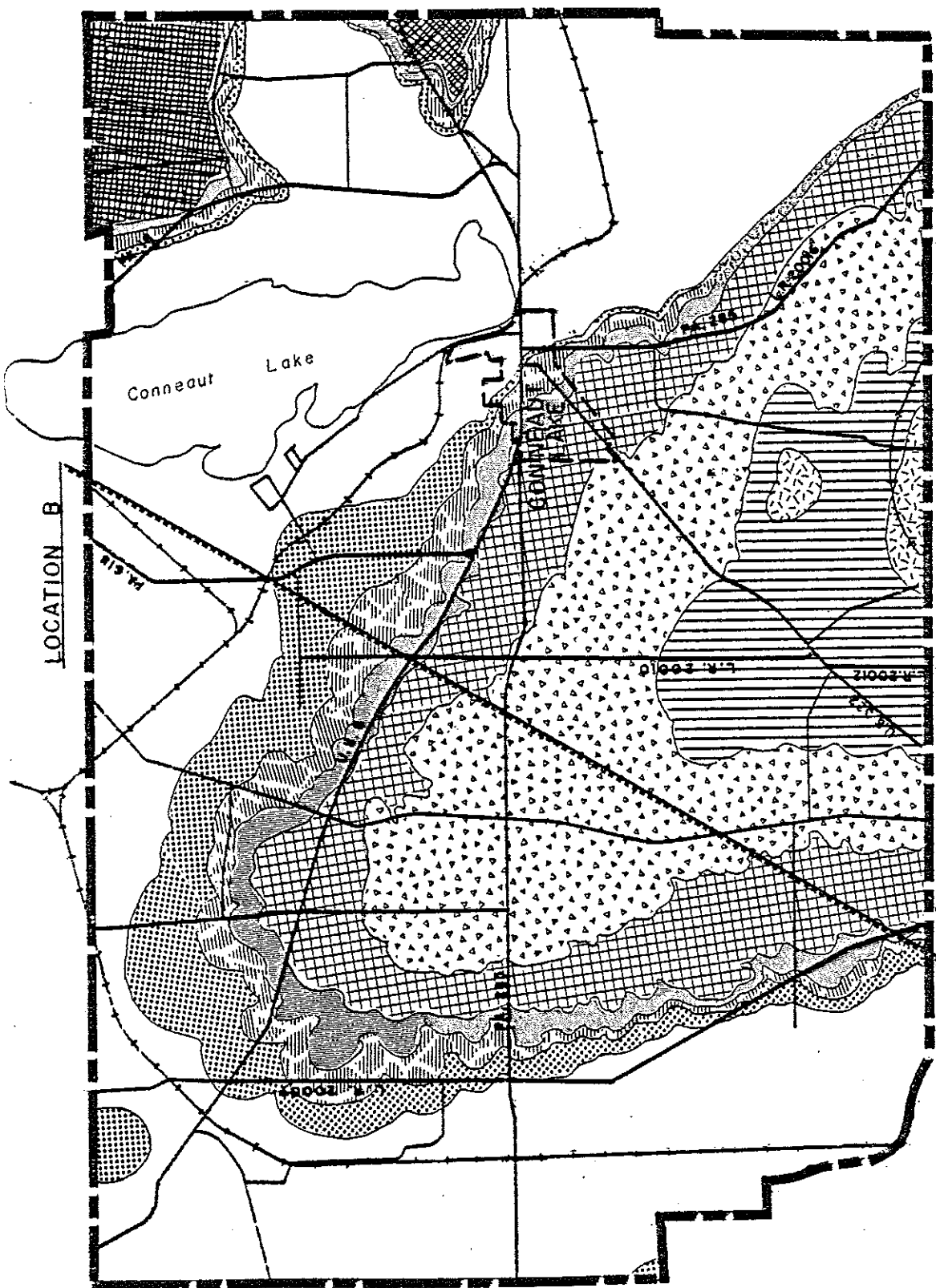
Further analysis of the well records in Sadsbury Township shows that 16 of the 128 wells had yields of 40 GPM or greater. Of these, 9 wells were finished in bedrock and 7 in the outwash area. The highest yield well - at 625 GPM - is located in the outwash area.

Evaluation of the yields and depths of existing wells in Sadsbury Township correlates well with the observations made in the Schiner/Gallagher report concerning the entire western Crawford County study area. The most productive aquifers are in the glacial outwash areas where high yield wells can be expected to produce 500 GPM or more. All outwash areas do not support high yield wells; the very productive well locations in the outwash area are not easy to find. Often the water-productive locations in the outwash deposit areas are on the downstream side of the intersection of two streams. These very productive wells in the outwash area are never real deep; they are not normally over 100 feet.

Wells which are finished in glacial till areas are hardly ever productive. Yields for these wells are seldom more than 6 GPM. These normally are relatively shallow wells because the depth of till deposits in the till/bedrock areas is on the average 25 feet. Few wells in the county are completed in the glacial till; where outwash areas are not available wells are drilled deeper into the underlying bedrock strata, or layers if one were to use a more descriptive term. Map 6. shows the bedrock formations in Sadsbury Township. The cross section sketch on this page helps one interpret Map 6.; the location of the cross section line shows on Map 6.; it is in the central part of the township running generally north-south (on a diagonal).

GEOLOGIC CROSS SECTION AB THROUGH SADSBRURY TOWNSHIP














MAP 6
GEOLOGIC STRATA
SADSBURY TOWNSHIP
 WESTERN CRAWFORD COUNTY, PENNSYLVANIA
 SCALE 1" = 1 MILE 0 1 MILES
 NOVEMBER 1981
 PREPARED BY THE CRAWFORD COUNTY PLANNING
 COMMISSION WITH THE ASSISTANCE OF AN
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LEGEND

-  BEDFORD SHALE
-  BEREA SANDSTONE
-  MEADVILLE SHALE
-  CUYAHOGA GROUP
-  DEVONIAN SHALES
-  ORANGEVILLE SHALE
-  SHENANGO FORMATION
-  CUSSEWAGO SANDSTONE
-  SHARPSVILLE SANDSTONE

The reader needs to be aware that these layers of bedrock or strata are stacked, one on top of the other; the ones smaller in area being more towards the land's surface. The Cussewago Sandstone layer, for example, is overlain by a number of strata culminating in the Meadville Shale and the Shenango Formation. Also one needs to keep in mind that bedrock exists throughout all of the township, a fact which Map 6. and the accompanying cross section sketch illustrate. Devonian Shale rocks underlie the areas of the glacial outwash. The Devonian Shales are very poor aquifers, and in areas of the county where there are no outwash deposits and where the bedrock consists of primarily the Devonian formation, well yields are poor; such is the situation in Beaver Township.

The best bedrock aquifers in western Crawford County are the Cussewago and the Sharpville Sandstones. Under optimum conditions yields of 100 GPM can be obtained in the Cussewago Sandstone; this formation underlies all of the till/bedrock area shown on Map 6. - a condition which is favorable for Sadsbury Township.

Of the wells located in Sadsbury Township which were studied in the Schiner/Gallaher report, 39 were finished in the Cussewago Sandstone layer; the median yield of these wells was 20 GPM.

The average amount of water used per day per person is normally between 60 and 70 gallons. The average household uses about 350 gallons per day, such a household can be supplied by a well pumping on demand if a 3 GPM capacity exists. Where a household is obtaining less than 3 GPM from its well, the well will suffice if storage facilities are available and if the household exercises care in its water usage.

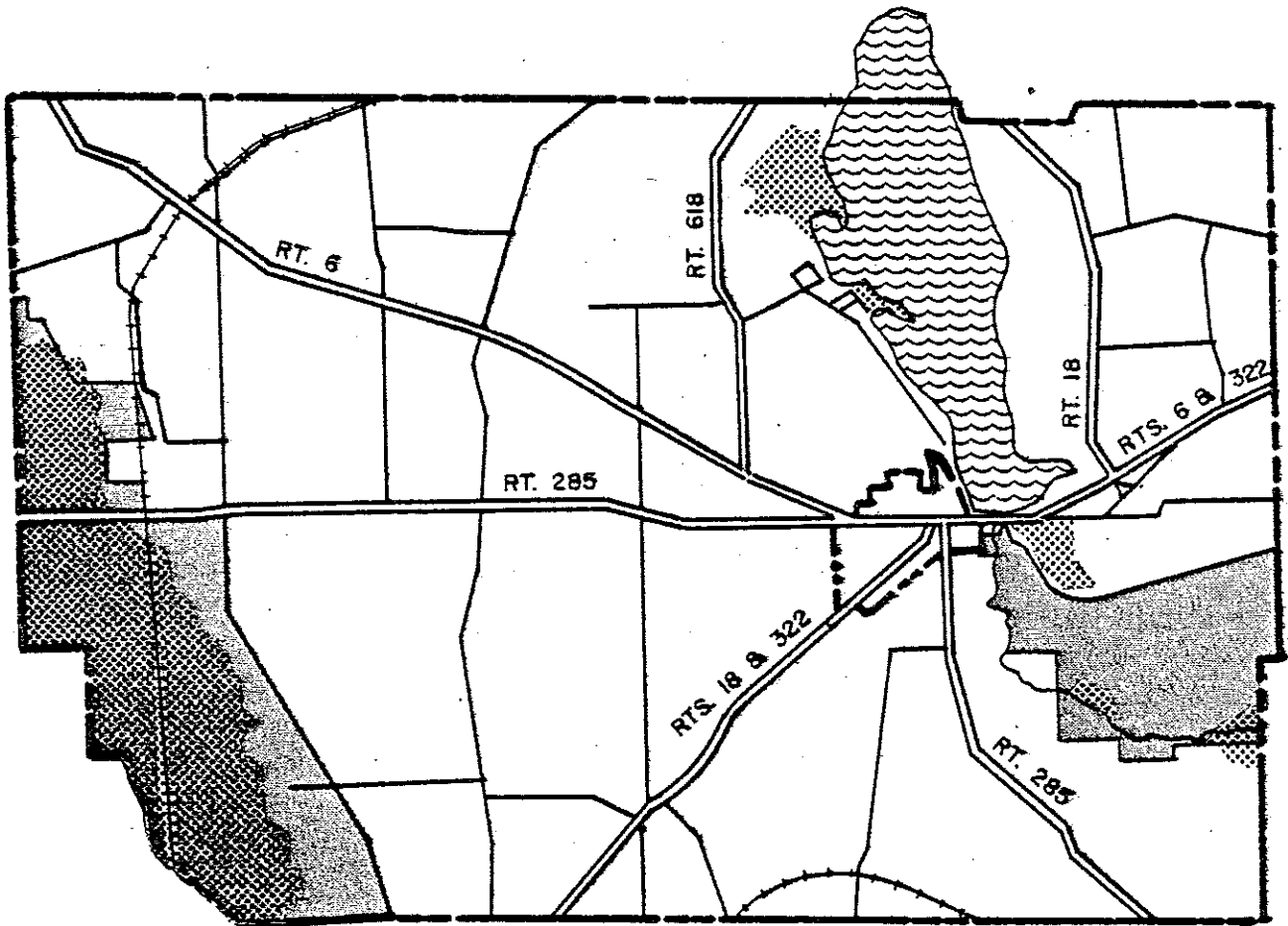
In general water derived from the Cussewago Sandstone layer at a depth of approximately 200 feet should be low in iron content and relatively "soft." Water taken around 75 feet below the surface has a great iron content and is "hard." Water obtained between 75 and 200 feet generally has little iron, but it is "hard."

Map 5. delineates the location of fracture traces. These fracture traces indicate a subsurface fracture, and it is likely that water is concentrated along these fracture lines. The ideal location to drill a well is at the intersection of two fracture traces. Fracture trace zones range in width from 51 to 60 feet. They are observable to the "trained eye" from a study of aerial photographs.

To conclude this section we may say that generally the availability of potable water in Sadsbury Township is good both in the glacial outwash areas and in the areas where wells need to reach the bedrock layers. In the till/bedrock areas, for the best results the well should be drilled into the Cussewago Sandstone layer. The reader may want to pursue in greater detail some of the conclusions reached in this narrative. He may want to examine the data recorded for particular wells and the interesting maps developed by Messrs. Schiner and Gallaher. Footnote 1. on page 9 indicates the availability of this valuable report.

LANDS SUBJECT TO FLOODING

In recent years both federal and state governments have taken strong actions to deal with the perils of flooding. The federal government, since the mid 1970's, has been working patiently with local governments insisting that they regulate new development in areas identified as subject to the hazards of flooding. Under the direction of federal officials areas subject to flooding have been mapped municipality by municipality. This has been done in Sadsbury Township. In 1979



MAP 7
LAND SUBJECT TO FLOODING
SADSBURY TOWNSHIP
CRAWFORD COUNTY, PENNSYLVANIA

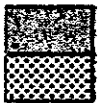
SCALE 1" = 1 MILE



NOVEMBER 1981

PREPARED BY THE CRAWFORD COUNTY PLANNING
 COMMISSION WITH THE ASSISTANCE OF AN
 APPALACHIAN REGIONAL COMMISSION GRANT

LEGEND



STATE OWNED LANDS
 FLOOD HAZARD AREAS
 (GENERALIZED)



the State of Pennsylvania passed a Flood Plain Management Act requiring that all municipalities regulate areas subject to flooding in certain ways. These actions by the state and federal governments are the direct result of reoccurring floods which have cost vast amounts of property damage and caused the loss of many lives.

Sadsbury Township is participating in the flood management program which first the federal government urged upon the township and now which the state government mandates. Flood hazard area maps dated October 10, 1980, have been prepared for the township at a scale of 1 inch to 1000 feet. These maps have been prepared under the direction of the Federal Insurance Administration in the Department of Housing and Urban Development. Sadsbury Township, in reviewing its zoning ordinance, will include flood hazard areas on its official zoning map. On Map 7. in this report the general location of these hazard areas is shown. Approximately 1,385 acres or 9% of the township is delineated as hazardous to flooding. This figure sounds forbidding, but most of the areas subject to flooding are wetlands and considered undevelopable. These flood hazard areas are along the southeast boundary of the township, in the area of the Conneaut Outlet, and in the general area south of Conneaut Lake Park bounded by the abandoned Bessemer Railroad spur, Conneaut Lake and the "State Ditch."

SUITABILITY OF LAND FOR AGRICULTURE

The Soil Conservation Service, U. S. Department of Agriculture, has developed a classification system for soils based on their capability to sustain productive agriculture. There are eight classes of soils in this system. Classes 1 and 2 are considered very good for farming. Class 3 is considered fair for carrying on agricultural operations; it requires more careful land management practices and will respond well if managed properly. Classes 4 through 8 are considered poor for farming. Each of these classes is discussed in the Soil Survey Of Crawford County issued in May 1978. The soils in the township were analyzed and a map made which assigned one of the three categories described above to every soil configuration in the township. The results of this study are displayed as follows:

Capability Class	Suitability For Agriculture	Acres In The Township	% Of All Soils In The Township
1 & 2	Good	2,268	15
3	Fair	8,975	60
4 - 8	Poor	<u>3,904</u>	<u>25</u>
		15,147 Acres	100%

These statistics show that 75% of the township's soils are suitable for productive agriculture. It might be noted that all soils in capability classes 1 through 3 have slopes of 15% or less; soils with slopes greater than 15%, no matter how good they are for agriculture, are automatically put into classes 4 to 8. The map showing the location of the "good", "fair" and "poor" soils in the township is available in the office of the Crawford County Planning Commission.

A survey was made of the lands in the township which are being actively farmed either by the owner or by others under lease arrangements. This survey was conducted by consulting with persons knowledgeable about agricultural operations in Sadsbury Township. Where a portion of the property was used as pasture or for cropping in "for profit" agriculture, the entire property was included in the area totals for active agricultural lands. Excluded from these area totals were properties used primarily for hobby farming or used in such a way that obtaining profits from

the operation was not a strong motivating factor in the activity. A map was made showing the properties supporting "active" agriculture; this map is available in the County Planning Commission office. The total number of acres delineated on this map are 6,230, or about 40% of the land area of the township. There was no tabulation made of the relative amounts of "good", "fair" and "poor" land included in the universe of properties designated as being used for "for profit" agriculture.

COMMUNITY FACILITIES AND SERVICES

INTRODUCTION

This section of the plan should be considered as an extension of the very fine facilities and services information provided in the 1967 Plan. There is no need in this plan to repeat the observations made in the earlier work; the 1967 Plan should be reviewed along with the following material by the serious reader of this plan. Map 8., where applicable, displays the facilities listed in this section.

MUNICIPAL GOVERNANCE

Sadsbury Township is a Second Class Township under Pennsylvania law. As such all governmental powers, except those in the area of education, lie with a Board of Supervisors who are elected "at large" by township residents for staggered six year terms. Currently the supervisors employ three full-time road workers and a roadmaster; and a secretary/treasurer, a solicitor, a wage tax collector, a zoning officer, a sewage enforcement officer and an engineering firm either part-time or on an as-needed basis. A real estate tax collector and three auditors are elected by the citizenry.

A five person planning commission serves the township as well as a five person recreation board.

Sadsbury Township is part of the 21st U. S. Congressional District, the 50th State Senatorial District and the 17th State General Assembly District. In 1980 the township became a charter member of the Western Crawford County Council of Governments, participating with Conneaut Lake and Springboro Boroughs and North and South Shenango Townships.

The Board of Township Supervisors over the last thirteen years has enacted five ordinances relating to community development:

1. Zoning ordinance (enacted in 1968)
2. Land subdivision ordinance (enacted in 1973)
3. A building permit ordinance; this does not include an elaborate series of standards but simply provides for the issuance of permits as required to meet federal flood management program mandates
4. A sewage permitting and enforcement ordinance
5. An ordinance creating a township planning commission
6. An ordinance regulating public gatherings (enacted in 1979).

TOWNSHIP PROPERTY AND EQUIPMENT

The Board of Supervisors own four properties:

1. The site of the township building and maintenance garage on the northeast quadrant of the intersection of Route 285 and Campbell Road (L.R. 20010). This site is 1.3 acres. The meetings of elected and appointed officials of the township are normally held here.
2. The Sadsbury Recreation Area (30 acres) is located on Greiser Road just

south of its intersection with U. S. Route 6. This property, purchased in 1975, is used for recreation activities and is developed with four ball fields. Civic organizations handle the recreation programs which are held in this park.

3. A 4.8 acre site on the west side of Route 18 a short distance south of Edgeview Avenue. This site and building is leased to the East Side Volunteer Fire Company.
4. A site of approximately 2½ acres in size, adjacent to the Conneaut Outlet Creek just southeast of Conneaut Lake Borough, which is leased to the Conneaut Lake Joint Municipal Authority; its treatment plant is located on this site.
5. The Conneaut Marsh tract, a site situated south of Conneaut Lake and abutting the south side of U. S. Route 322 and including approximately 50 acres. This land is undeveloped and is principally a wetlands.

The supervisors own a road grader, a backhoe, a high lift vehicle, a tractor, a loader, a mower, a pick-up truck and two 30,000 (gross weight) trucks. This equipment is used chiefly in the township road maintenance work.

POLICE PROTECTION

The township provides police services through a cooperative agreement with Conneaut Lake Borough. Through this agreement a police chief, one full-time and one part-time officer are retained; they operate with two patrol cars. The township provides 70% of the funding for this service. The borough provides the police chief, 30% of the funding, the office facility and handles the administrative duties for the system. Police calls are dispatched through the County Emergency Control Board operated 24 hours a day out of the county sheriff's office in Meadville. Calls on the police radio network are monitored by the State Police who serve as "back-up" to the Conneaut Lake police force program. Also there are approximately twenty fire police volunteers who assist in emergencies and for special events.

FIRE PROTECTION

There are two volunteer fire companies located in the township: the East Side Company located on Route 18 and the Conneaut Lake Park Company located on Route 618. These companies receive assistance from the following companies in serving township properties: Conneaut Lake Borough, Linesville, the Summit Volunteers in Harmonsburg and the Hartstown Volunteers.

The "Park" Company has about twenty active members and the following equipment: a 1980 pumper, a 1964 tanker, a four-wheel drive truck with a 350 gallon per minute pump and a squad car. The East Side Company has sixteen active members and the following equipment: a 1500 gallon tanker, a 1000 gallon tanker and a 750 gallon per minute pumper truck. The township provides some financial support to the Conneaut Lake Borough volunteer company, a practice which has existed for many years.

EMERGENCY SERVICES

Ambulance service is provided to the township by the Conneaut Lake Area Ambulance Service headquartered in Conneaut Lake Borough. The organization is entirely volunteer and mans two ambulances; it has a chief and eighteen active members, seventeen of whom are certified emergency medical technicians. The Service ob-

tains funds from annual membership contributions, contracts with municipalities and patron contributions. Currently there are 575 "paying" memberships. Residents in the Shermansville area and west are served by the Linesville Area Ambulance Service also.

In cases of the need for water rescue, the Crawford County Scuba Rescue Club, a volunteer group, serves the area. This club is headquartered at the Conneaut Lake Park Fire Station.

HEALTH CARE AND OTHER HUMAN SERVICES

Hospital, medical and dental, and a complete range of other human services are available in Meadville. However, there are medical clinics located on the east side of Conneaut Lake and in the nearby borough. A dentist is located in the community on the east side of Conneaut Lake. Community Health Services (CHS) of Crawford County, Inc., with offices in Meadville, provides at cost or on an ability to-pay basis a number of services to township residents in their homes: skilled nursing care, nutritional and educational services to expectant mothers and infants, diagnosis and treatment services to low income families and home delivered meals. At this writing CHS has 46 clients in Sadsbury Township.

PUBLIC SCHOOLS

The township is part of the Conneaut School District. The District is divided into attendance areas and Sadsbury Township along with North Shenango, East Fallowfield, West Fallowfield and Greenwood Townships and Conneaut Lake Borough are in the Conneaut Lake attendance area. The elementary aged students in Sadsbury Township attend school in Conneaut Lake Borough; the junior and senior high school ages attend the Conneaut Lake Junior-Senior High School located on U. S. Route 6 just west of the borough. The Conneaut Lake-Sadsbury Elementary School and the junior-senior high school are located on twelve acre sites.

An elected school board has the responsibility to manage the public school system. It is difficult for township planners to "catch the eye" of public school officials so to speak. In the 1967 Plan a very thorough analysis of school needs pointed out that additional classrooms were needed in the Conneaut Lake attendance area at the primary (grades one to six) and secondary (grades seven to twelve) levels, and this plan recommended that these classrooms be obtained by expanding the existing elementary and junior-senior high school sites.

The school district shares the use of the Crawford County Vocational High School with the two other major school districts in the county. The vocational high school is located in Meadville. All applicants desiring to go to this facility cannot be accepted because of space limitations.

There has been a decline in enrollments in the Conneaut School District since 1975. In the Conneaut Lake attendance area the decline in enrollments from 1976 to 1980 has been in the magnitude of approximately 170 students. The enrollment at the beginning of the 1980-81 school year, in the Conneaut Lake Area, was 1650 students.

LIBRARY SERVICE

The township has no library facility, but it does give financial support to the Shontz Memorial Library in Conneaut Lake Borough. This library is a member of

the Crawford County Federated Library System which enables it to receive county and state funds. Through the use of the interlibrary loan program, sponsored by the state library system, one can obtain virtually any book that is available for distribution. Books that are not available locally are sent-in through the district library in the City of Erie. The borough library is open twenty hours per week. During the year of 1980, 9,637 books were checked out and a total of 3,549 people used the facility.

RECREATION

The Board of Supervisors do not themselves administer a recreation program either at the Sadsbury Recreation Area or elsewhere in the township. Public recreation activity, as distinguished from commercial or privately operated recreation facilities, is handled in the township by a citizens group, the Conneaut Lake Youth Association. This organization is particularly "into" baseball; they use three little league/softball fields and one baseball field. There is also an organization called the Sadsbury Township Recreation Board; this group has a broader range of interests and is concerned with many and varied activities which could be provided in the township. The primary aim of this board is to promote the improvement of existing recreation sites and secondarily to oversee the purchase of additional land for recreation activities.

It should be pointed out that Firemens' Beach, owned and operated by Conneaut Lake Borough, is in the township. The primary activities carried on here are swimming and boating. Of course with the importance of the tourist economy at the Lake, there are many private recreational developments i.e. golf courses, campgrounds, a go-cart race course, etc. They shall not be discussed at any length in this plan.

REFUSE DISPOSAL

The Board of Township Supervisors does not provide refuse (garbage and trash) pick-up or disposal. Residents must make their own arrangements for this service with private haulers who generally pick-up on a weekly basis. Currently two companies serve most township residents: one hauler uses a system of selling plastic bags which are then picked-up on appointed days; the other simply charges a flat monthly rate to customers.

All solid waste is hauled to landfill sites located outside of Crawford County. The Crawford County Commissioners appointed a Solid Waste Authority in 1972 which investigated alternative ways to handle solid waste needs throughout the county. No supportable program for managing solid waste needs could be developed in the approximately five years this Authority was active. As matters stand today the county plays no role in solid waste affairs; all hauling and disposal activities are handled by private firms who contract with municipalities, or the citizen direct, to provide their service.

POSTAL SERVICE

Nearly all of the township obtains postal service from the Conneaut Lake Borough office. There is a small portion of the township, in the northwest corner west of the intersection of L.R. 20009 and Allen Road (T-378), which obtains service through the Linesville post office.

PUBLIC TRANSPORTATION

Through the program of the Crawford Area Transportation Authority (CAT) a series of bus routes serving the rural areas of the county are scheduled certain days of each week. Three such routes traverse Sadsbury Township. One route passes through Conneaut Lake Borough to Linesville making, enroute, a loop around the Lake on Routes 18 and 618. Another route goes to Espyville from Meadville via Conneaut Lake Borough. The third route makes a loop from Meadville to the village of Custards, then via Route 285 to Conneaut Lake and finally back to Meadville via U. S. Route 322. The elderly do not have to pay for this transportation. Others boarding the buses on the fixed routes pay between 50¢ to \$1.00 for a ride. This system of transportation is subsidized by state and federal grants.

UTILITIES

The 1967 Comprehensive Plan For Conneaut Lake Region provided a good treatment of the utility systems which serve Sadsbury Township: sewerage, water, natural gas, electric and telephone. The material in this section of the plan is intended to supplement the previous work. We also have included sections on storm water facilities and on cable television service.

Sanitary Sewage Systems. The Conneaut Lake Joint Municipal Authority owns and operates the sewerage system which serves the developed areas around Conneaut Lake. The extent of the areas served by this system is shown on Map 8. upon which the line locations have been delineated. Currently the Authority is pursuing grant monies from the federal Environmental Protection Agency (EPA) in order to improve the system's operation and to extend the system into four new areas. The proposed extensions are shown on Map 8. The estimated cost of the improvements project is \$4,003,712. Of this amount \$3,576,782 is eligible for federal funding. The "Step Two" report needed for this project has been prepared.

The Authority's treatment plant achieves secondary level treatment using trickling filters and chlorination. The average flow through the plant is .304 million gallons per day; the plant is designed to handle .78 million gallons per day. A fuller discussion of this system can be found in the soon-to-be-published County-wide Sewage Facilities Plan.

Since the publication of the 1967 Plan there have been three major extensions of the sewerage system: into Lakeview Estates subdivision east of Route 18 opposite Saginaw Avenue, into the Doral Estates Mobile Home Park, which is located in Summit Township and to the Boonesboro campgrounds. The 1967 Plan recommended that the sewage treatment plant in Conneaut Lake Park be taken over by the Authority and operated as part of its system. This did not happen; this plant was abandoned and the Park's sewer lines were connected to the Authority's system.

In the balance of the township sewage needs are handled by the installation of on-lot sewerage systems. The township's soils were analyzed to evaluate their suitability for accommodating on-lot sewage systems; suitability is not good. Based on Pennsylvania Department of Environmental Resources (PennDER) standards: 78% of the township's soils have severe limitations for on-lot sewage which means on-lot systems might not be permitted on lots less than 10 acres in area; 14% of the townships soils have moderate limitations for the installation of on-lot systems, which means the systems must



be carefully installed often using sand mounds or similar techniques; and 8% of the soils should accommodate on-lot systems with little difficulty. The pattern of soils in the township within these categories does not lend itself to written description. A map showing the location of various soils in terms of their on-lot sewage suitability is on file in the Crawford County Planning Commission office; such a map is not printed in this plan but will be published at a future date as part of the county-wide Sewage Facilities Plan.

The unmistakable inference from the narrative in the above paragraph is that where development proposals are made at high densities they very likely will have to utilize a public sewage system or will be obliged to include the construction of a new common sewage system.

Water Systems. There are three water systems in the township; they are privately owned: the Oakland Beach Water Company, The Lakeside Water Company and the Conneaut Lake Park Inc. The Oakland Beach Company serves approximately 525 customers (300 of these are seasonal) on the east side of the Lake. The Lakeside Company serves 165 customers. The Park system serves only the property owned by Conneaut Lake Park which includes 50 year-round customers and 140 summer users. These systems use wells for their source of water, although within the past decade the Oakland Beach system converted to a well source from a use of lake water. A fuller treatment of these systems can be found in the 1967 Plan and in the County-wide Sewage Facilities Plan soon to be published. Map 9. shows the extent of the Oakland Beach and Lakeside systems.

Natural Gas, Electricity, Telephone And Cable Television. The Natural Fuel Gas Company serves the northern half of the township along the major highways and in the Conneaut Lake Area. The service area covered is shown on Map 8.

Almost all of the township is served by the Penn Power Company whose district office is located at Clark in Mercer County. The Pennsylvania Electric Company provides service to Conneaut Lake Park including the portion of the Park in Sadsbury Township. Northwestern Rural Electric Cooperative Association (NRECA) serves a small portion of the township along Porter Road (T-402) and along U. S. Route 6 in the northwest corner of the township. Three phase distribution voltage, 12470, grounded wye, is supplied along U. S. Route 322 east of Conneaut Lake Borough.

Telephone service is provided throughout all of the township by the Mid-Penn Telephone Company.

Meadville Master Antenna Inc. provides cable television hook-ups along U. S. Route 322 and to the communities around Conneaut Lake and north to the village of Harmonsburg in Summit Township. This service is supplied by means of an overhead line from the company's transmission tower via Route 322 to Conneaut Lake.

MAP 9
COMMON WATER SYSTEMS

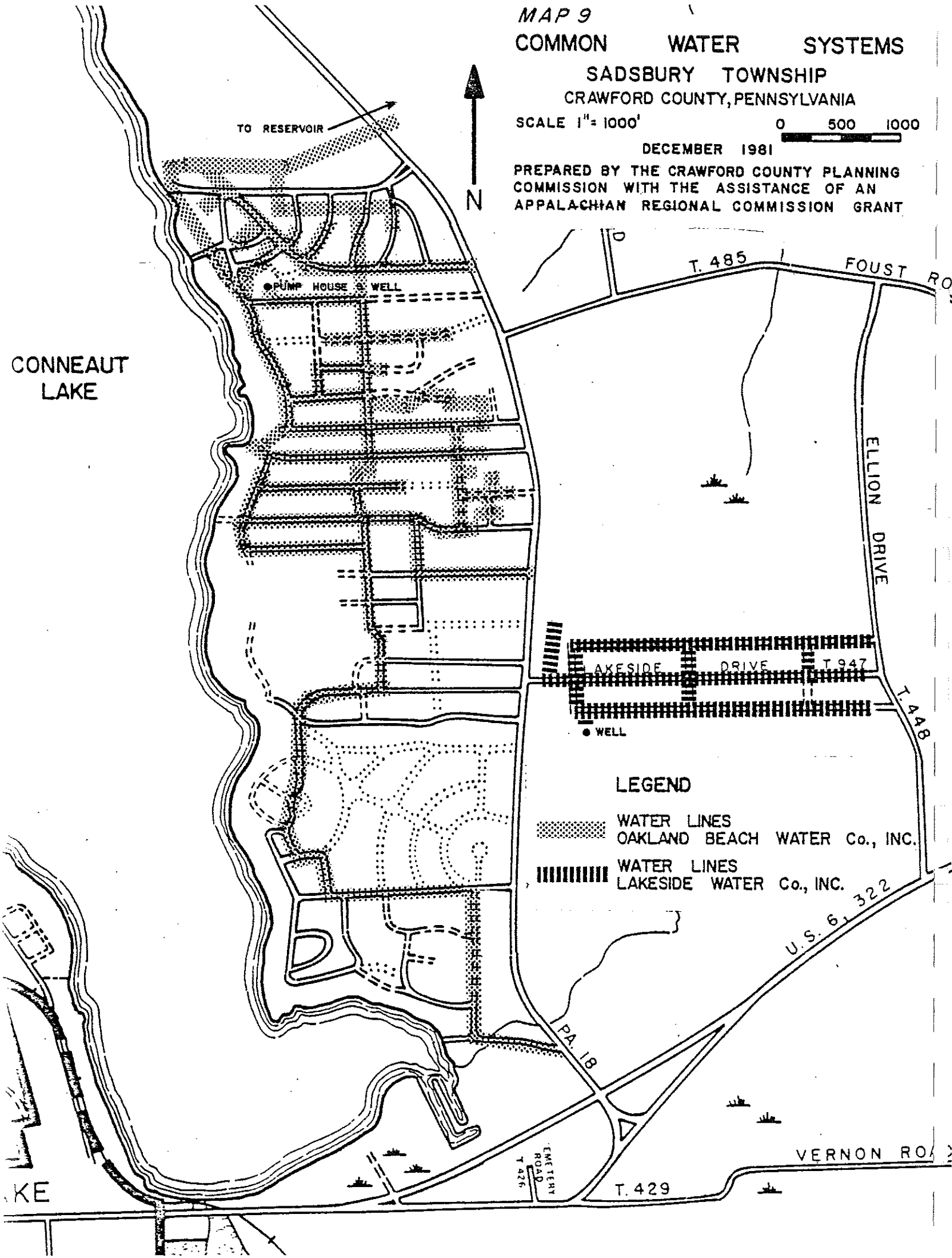
SADSBURY TOWNSHIP
CRAWFORD COUNTY, PENNSYLVANIA

SCALE 1" = 1000'

0 500 1000

DECEMBER 1981

PREPARED BY THE CRAWFORD COUNTY PLANNING
COMMISSION WITH THE ASSISTANCE OF AN
APPALACHIAN REGIONAL COMMISSION GRANT



CONNEAUT
LAKE

T. 485



FOUST RO.

ELLION DRIVE

LAKESIDE DRIVE T. 947

T. 448

LEGEND

-  WATER LINES
OAKLAND BEACH WATER Co., INC.
-  WATER LINES
LAKESIDE WATER Co., INC.

U.S. 6, 322

PA 18

EMETERY
ROAD
T. 426

T. 429

VERNON ROAD

LAKE

Storm Water Drainage. As printed in the 1967 Plan, the township does not have storm sewer systems, as such systems are normally defined. Storm drainage is handled by open ditches and gutters. The following statements from the 1967 Plan very clearly point up the current storm water drainage issue:

"Sadsbury Township is served by open ditches and gutters. This system is generally adequate in the more rural areas of the township; however, on the more densely populated East and West sides of the Lake, this system is considered unsuitable. Many of the streets are unpaved, and the open ditches perpetuate the eroding of the street shoulders resulting in hazardous driving conditions, expensive repairs, and damage to adjoining property during periods of high water runoff. This also poses a danger to pedestrians, as some of the ditches become fairly deep through the continuing erosion problem."

The township has severe problems accommodating storm water runoff without injury to developed property in the areas in the vicinity of Conneaut Lake. Natural drainage channels overflow. Water does not move off the streets into drainage courses or into designed ponding areas; this causes road surfaces to deteriorate and makes for an unattractive "streetscape" - the chief "tone-setter" for developed areas, particularly residential areas; makeshift often undersized drainage devices abound as each property owner or neighborhood attempts to get the water off his or their properties. This is usually a problem because good storm water management normally requires collective, areawide action.

The storm water drainage problem and the inadequate road rights-of-way which exist in the developed areas around Conneaut Lake are mainly the result of subdivision and site development plans formulated by individuals and by land development companies without the guidance, review and approval of the township government based on reasonable standards and a soundly conceived physical plan. The building which is problem-ridden was put in place before zoning and subdivision ordinances were adopted by the township supervisors. There are many sites which should not have been built upon; there are natural drainage courses which should have been preserved in their natural contour and which, when part of privately held property, should have been protected with easements to the public for maintenance as part of an efficient storm water drainage system. There are a number of roads which should have been built with adequately sized and surfaced (either in grass or pavement) drainage swales which should have been within the public right-of-way. Or, if drainage swales and storm water devices were located on private land, they should be handled with easements. There are roads that perhaps should have been built with curbing and an underground storm drainage system outletting to natural drainage channels. There are some areas which should have been developed as ponding areas to hold drainage water temporarily or permanently in order to accommodate water discharges from severe storms. Future development can be handled in a responsible way because subdivision and zoning ordinances provide a vehicle through which the public interest can be defended. However, how does one correct inherited problems?

Map 10. shows the watershed area which discharges to the developed areas of the east side of Conneaut Lake. The total area of this watershed is approximately 1663 acres (2.6 square miles) and extends almost to the east boundary of the township and includes a small portion of Summit Township. This map also identifies four sub-watersheds. Reading the subwatersheds from north to south



MAP 10

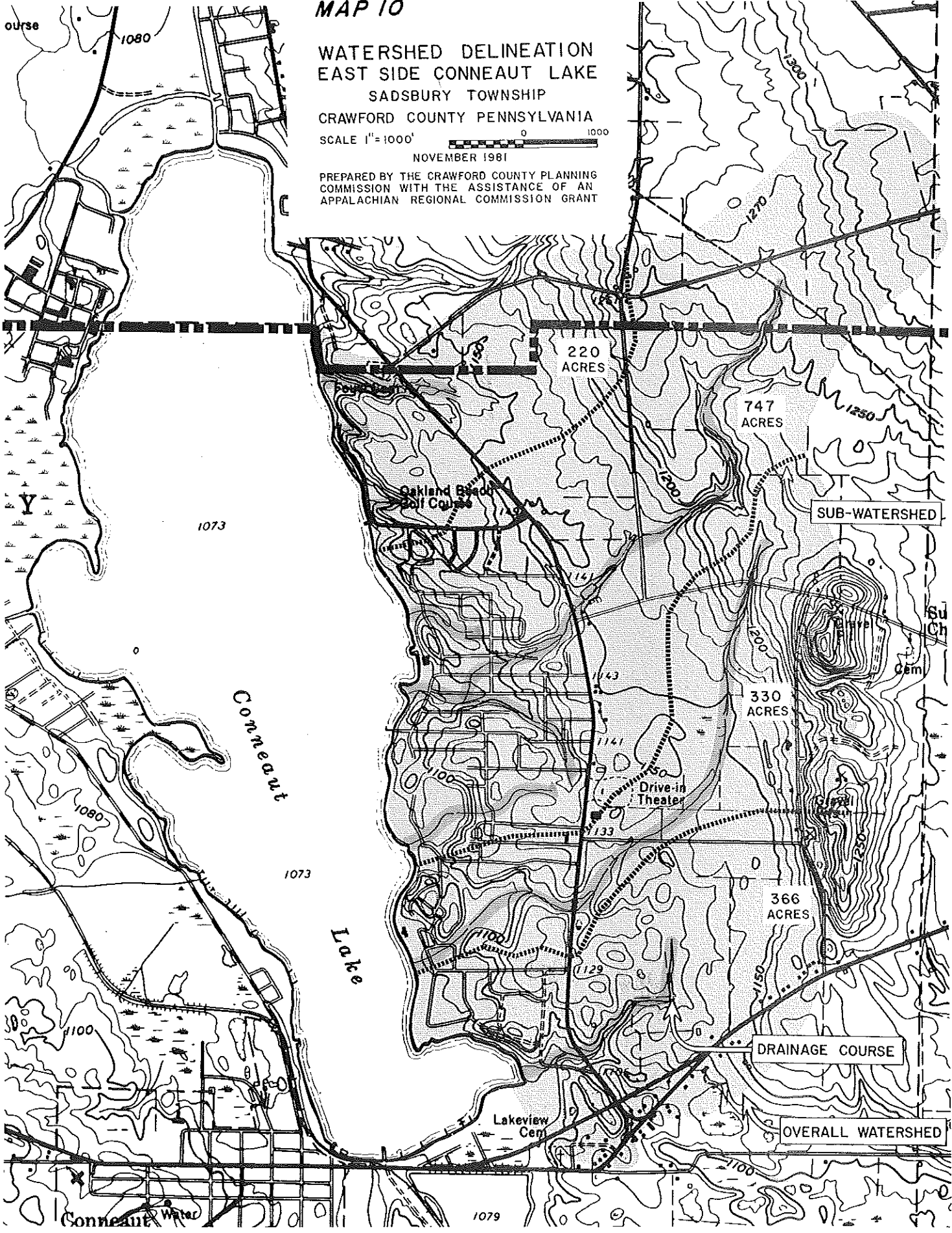
WATERSHED DELINEATION EAST SIDE CONNEAUT LAKE

SADSBURY TOWNSHIP
CRAWFORD COUNTY PENNSYLVANIA

SCALE 1" = 1000'

NOVEMBER 1981

PREPARED BY THE CRAWFORD COUNTY PLANNING
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APPALACHIAN REGIONAL COMMISSION GRANT



SUB-WATERSHED

DRAINAGE COURSE

OVERALL WATERSHED

course

1080

1073

Conneaut
Lake

1073

Lake

Oakland Beach
Golf Course

Drive-in
Theater

Lakeview
Cem

Cem

16u
Ch

Conneaut
Water

1079



they are 220, 747, 330 and 366 acres respectively. The 747 acre watershed is the largest and its principal waterway traverses, throughout most of its course, private property crossing 3rd Street just south of Teifer Avenue, crossing Midway and Lakeview Drives, traveling along the backyard areas of the properties fronting on the south side of Lakeview Drive and finally outletting in the Lake at the south end of Midway Beach. The 330 acre watershed has its major outlet in the vicinity of the south end of Konneyaut Trail. The 366 acre watershed outlets along Seneca Road.

The township has experienced high water conditions in the area where the Finn Ditch crosses Aldina Drive on the southwest side of the Lake. See Map 2. Observations seem to indicate that these conditions are due to the elevation of the Lake waters themselves and the only long-term remedy, short of lowering the Lake's elevation is to abandon hope of "safe" development here, recognizing that the natural conditions will have their way and are overpowering.

The state has recognized the importance of storm water management in the creation and maintenance of sound Pennsylvania communities. In 1978 it passed a Storm Water Management Act. This Act requires that all municipalities in the commonwealth have a storm water management plan technically proficient enough to be approved by the state. Such a plan, since it involves regional areas (groups of municipalities), mandates county government to take the lead in its preparation. It also mandates that county government work with representatives of all involved municipalities. Implementation measures for this plan must ultimately be embodied in local subdivision ordinances. This is a "strong" piece of legislation and especially important to Sadsbury Township because of its problems. However, the implementation of the Act's requirements will be extremely slow because of heavy costs involved.

The township has storm water drainage problems in other areas of its jurisdiction. The above account is by no means a full treatment of this problem. All development should be designed to accommodate storm water needs. Unfortunately it usually isn't. Of all the utility systems supporting developed areas this is usually the one most neglected - often to our peril and usually at the sacrifice of attractive site developments.

ROADS

One of the most significant facility systems is the road or highway network. This network includes three types of roads based on "ownership": (1) those that are state maintained, (2) those that are township maintained, and (3) those which are maintained privately. The distinctions between these categories shows on Maps 1. and 2. placed in the "jacket" at the rear cover of this report and, for the east side of Conneaut Lake, on Map 4. Most of the state roads are identified by route numbers, for example PA 285 and U. S. 322 (federal route numbers are, in fact, state maintained roads). However, some state roads do not have route numbers in which case they are indicated by legislative route numbers (L.R.), for example L.R. 20009. All township maintained roads are given "T" numbers, for example T-378. Often in addition to the number indications roads will have names. Where names are known they are given on the maps in this report.

private roads are not the "normal situation" in the township, but they do exist particularly in the vicinity of Conneaut Lake. Where the Board of Township Supervisors has not taken official action to accept a road into its network, such a road is a private road and must be maintained by the abutting property owners. Normally the township will not accept a road into its official system unless the right-of-way is a minimum of 33 feet and the construction of the road meets township standards.

There are approximately 60 miles of publicly maintained roads in the township: 33 miles of township maintained roads and 26 miles of state maintained roads.

Key to understanding and planning for roads is the recognition that they form a network, and the relationship of the roads in the network is important because all roads should not serve the same function. The network concept is based on the fact that there is a hierarchy of roads; some roads serve interstate and intercounty needs; other serve intertownship travel requirements and still other function only to provide access to abutting properties. Often times the reality of things is that the same road serves too many functions in which case problems can arise.

The Federal Functional Classification System defines a "hierarchy" for roads. The Pennsylvania Department of Transportation (PennDOT) accepts the federal system as the classification system to use in describing and categorizing roads, and this plan, therefore, follows the nomenclature in the Federal Functional System. The road classifications in this system are as follows:

Minor Arterial. A road which serves interstate and intercounty travel and where trips are normally of long duration.

Major Collector. A road serving intercounty travel and intracounty travel and which connects development centers within a county.

Minor Collector. A road which collects traffic from the local road system and funnels it to the major collector and minor arterial systems.

The three categories described above include roads which have reasonable continuity. The following two categories demonstrate a difference in the continuity characteristics, especially the local access road.

Local (Collector). This category of road is named local in the Federal System and it includes all township maintained roads. However, from the perspective of local people most township roads have continuity throughout the municipality and serve many acres of land. Other roads could easily be built "out from" the so-called township roads serving newly formed subdivisions. If this were to happen it would be easy to demonstrate that the so-called local roads are collector roads. Consequently in this plan the normal township road is called a collector if it has reasonable continuity.

Local Access. This is the true local road, a road which would never - even with full development on it and around it - carry appreciable through traffic and which primarily serves as access for abutting property owners.

Map 3. displays the classifications for the township's road network based on this Federal Functional Classification System. This map also includes the surrounding townships because all of the road classifications, from the Local (Collector) to the Minor Arterial, can be understood best in a regional framework. Please note that the roads which cannot be conveniently shown on this map because of the map's size are Local Access facilities. Map 8. shows the right-of-way width for all arterial and collector roads in the township.

Besides providing a convenient way to organize one's thinking on the township road network the Federal Functional System has other important characteristics. It denotes the amount of financial help the federal government will supply to a particular road category. It also is a key to relative road importance and to major improvement priorities. Minor Arterial and Major Collector roads qualify for substantial federal aid. Minor Collector and Local (Collector) roads do not participate in the conventional federal aid programs.

An important distinction among roads in the township highway network is the fact that many roads are not paved; they are maintained with a gravel surfacing. This has importance because gravel roads seem to promote a rural character. Also, today with the high price of oil and its derivatives, it is considerably less expensive to maintain gravel roads. Some state maintained roads also have gravel surfacing. Map 8. shows the location of the gravel roads in the rural areas of the township; local access roads are not shown on this map, but only the roads which have continuity and are classified as Local (Collector) roads. There are 24.5 miles of gravel roads in Sadsbury Township.

Average daily traffic (ADT) is a term used to express the number of vehicles which use roads. As the term implies it measures the number of vehicles which use a particular portion of road in a 24 hour period averaged over the time span of one year. PennDOT staff do counts at selected points on certain roads. Map 8. shows the ADT counts that are available for Sadsbury Township. These counts are considered as 1980 data. However, the reader should be aware that these 1980 data are based on actual counts made in 1971 but converted to 1980 counts by a factor which PennDOT arrives at through a monitoring technique. Table 3. displays these 1980 counts against data taken from the 1967 Plan. A study of these data shows that the median 1980 count increased by 30% over the 1967 count, except for the counts taken on Route 618 where the ADT count was less in 1980 by about 40%.

It is important to relate ADT information to road capacities in order to gage the travel loads on the road network. In the 1967 Plan practical capacities are given for major roads in terms of ADT. These capacities are reasonable and are given below in order that the actual travel load as expressed in ADT counts can be compared to a capacity rating.

<u>Road Type</u>	<u>Practical Capacity Expressed As ADT</u>
Two lane major thoroughfare rural road without parking lanes	7,500
Two lane major thoroughfare urban road (high volume of cross and turning traffic) without parking lanes	4,500
Four lane major thoroughfare rural road without parking lanes	19,500
Four lane major thoroughfare urban road (high volume of cross and turning traffic) without parking lanes	9,500

TABLE 3.

ADT COMPARISONS
SADSBURY TOWNSHIP

Location	1967 ⁽¹⁾ Count	1980 ⁽²⁾ Count	Difference	% Change
Route 618 north of Conneaut Lake Park	3,255	1,696	- 1,559	- 48%
Route 618 south of Conneaut Lake Park	3,800	2,650	- 1,550	- 30%
Route 18 at Oakland Beach Golf Course	2,765	3,710	+ 945	+ 34%
U. S. Route 322 west side inter- section of Routes 322 & 18 in the township	6,510	9,540	+ 3,030	+ 47%
U. S. Route 6 in Conneaut Lake Borough west of intersection with Route 322 south	5,425	6,784	+ 1,359	+ 25%
U. S. Route 6 east of inter- section with Route 618	4,885	5,088	+ 203	+ 4%
U. S. Route 6 west of Greiser Road (T-400)	2,160	2,756	+ 596	+ 28%
U. S. Route 322 and Route 18 south of Conneaut Lake Borough	2,820	3,498	+ 678	+ 24%
Route 285 south at Conneaut Lake Borough boundary	1,195	1,696	+ 501	+ 42%
Route 285 west of Conneaut Lake Borough at Greiser Road	400	2,226	+ 1,826	+456%

NOTES: (1) ADT counts taken from "Comprehensive Plan For Conneaut Lake Region" 1967, prepared by Michael Baker, Jr., Inc. However the counts were obtained from PennDOT data

(2) ADT Counts based on actual field records developed in 1971 and converted to 1980 counts by using PennDOT derived multipliers.

SOURCE: Crawford County Planning Commission staff.

Analyzing Table 3. one can make the following observations:

1. With the extensive improvements made to Route 285 west to the Pymatuning area traffic has increased vastly on this road, very likely handling travel that formerly used U. S. Route 6.
2. The only decline in traffic is in the vicinity of Conneaut Lake Park on Route 618, indicating that the Park is not generating the vehicular traffic it did in the past.
3. An increase in traffic on Route 285 south to Geneva is very likely due to the opening of I-79 with its interchange on Route 285.

Using these standards there is one glaring deficiency which can be identified in the township road network. Route 18 in the vicinity of Midway Drive registers an ADT of 9,434. See Map 8. Regardless of whether one assigns a rural or urban classification to this road it is carrying more trips than it is rated for. During the summer months when the Conneaut Lake Area's tourist business is in "full swing" it would seem to be appropriate to consider Route 18 an urban road which means its capacity is rated 4,500 ADT. The other over-capacity area is in Conneaut Lake Borough - on Water Street. Traffic tie-ups here are well known to the local residents. A solution was proposed to this problem in the 1967 Plan; the solution advanced was a bypass south of the borough.

Anyone familiar with the operation of township government in rural municipalities such as Sadsbury Township knows that road maintenance is their heaviest responsibility. This is especially true for the supervisors in Sadsbury Township because some sections of the township have been built to urban densities, namely the neighborhood on the east side of Conneaut Lake. The roads in this neighborhood are also discussed in the Existing Land Use and the Storm Water Drainage sections of this plan report. Map 4. shows the right-of-way widths of the roads in this "East Shore" neighborhood. They vary from 33 feet to 50 feet. There are approximately 7.5 miles of road in this community which are township maintained; of this amount approximately five miles are under 50 feet in right-of-way width; this is about two-thirds of the system in this area. Many of these roads have a poor surface quality. In most cases this poor surface quality is due to the lack of adequate storm water drainage for this road network. It is very difficult to construct adequate storm drainage systems on roads less than 50 feet in right-of-way width.

The road right-of-way widths for township maintained roads in the rural areas of the township are shown on Map 8. Of approximately 24.5 miles of township maintained roads in the rural area, 17 miles or 70% are under 50 feet in right-of-way width.

SOCIOECONOMIC CHARACTERISTICS

In order to understand the "ebb and flow" of life within the township one needs to have some idea of the work the people do, of their educational attainment, of their incomes and some knowledge of housing conditions. This information is most readily obtained from the decennial U. S. Census. Unfortunately the results of the most recent U. S. Census survey - 1980 - were not available at the time of this writing. Also it is well to point out that one could make more observations on the socioeconomic characteristics in Sadsbury Township than this plan sets forth. But the usefulness of this material is directly proportional to the accuracy of the data and to a commitment to intervene in affairs which normally are outside of township government's scope of action.

THE LABOR FORCE

Table 4. shows the number of persons in the labor force. Compared with the county economy the township has 3% less of its population in the labor force. This is very likely due to there being a greater number of retired persons living in the township.

Tables 5. and 6. show characteristics of the labor force, by occupational and industry classifications. In Sadsbury Township there are a greater number of persons employed as managers and in professional and technical occupations than in the county as a whole. Township workers are employed principally in manufacturing, the wholesale and retail trade and in providing professional services, 2/3rds of the labor force is employed in these industries.

EDUCATIONAL ATTAINMENT

In terms of educational attainment 48% of the residents have completed high school and 11% have completed college or have earned even higher academic degrees. These attainments in the county as a whole are 41% and 7% respectively.

INCOME

Keeping in mind that 1970 data were used, the mean income of families and unrelated individuals (derived by working with types of income which includes those units obtaining retirement incomes and those obtaining public assistance) in combination was \$6,284. For the county as a whole this figure was \$5,301.

Another measure of conditions in the township based on residents' incomes is one which keys to standards established by the federal Department of Housing and Urban Development (HUD). HUD "pegs" low and moderate income households in Crawford County as those that are at or below 80% of the median income of the county. HUD's figure for median income in 1970 is \$8,238. Then 80% of this figure is \$6,590. Using "4th count" U. S. Census data, in Sadsbury Township 32% of the households are classified as having low and moderate incomes, that is incomes under \$6,590 - all based on 1970 data.

HOUSING

It is very difficult to establish standards and to make useful statements on housing conditions in a municipality. This is true for reasons which are pretty

obvious; housing is considered to be a private matter; "a man's home is his castle." Also most municipal governments in Crawford County have not involved themselves in housing matters. This report will set forth some housing facts as they have been gleaned from the 1970 U. S. Census.

Owner occupied, year-round housing units	533
Renter occupied, year-round housing units.	177
Vacant year-round housing units.	82
Seasonal units	836
	1628
TOTAL	1628

Information is available from the 1980 Census on the total number of all units as listed above in the 1970 U. S. Census data; this figure is 1875 or an increase in "all units" over a ten year period of 247 units, amounting to a 15.2% increase.

TABLE 4.

POPULATION 14 YEARS AND OVER BY
LABOR FORCE STATUS IN 1969
SADSBURY TOWNSHIP & CRAWFORD COUNTY

SADSBURY TOWNSHIP

SEX	IN LABOR FORCE		MILITARY SERVICE	OUTSIDE OF LABOR FORCE			GRAND TOTAL
	EMPLOYED	UNEMPLOYED		IN INSTITUTIONS	IN SCHOOLS	OTHER	
Male	548	26	0	0	41	176	791
Female	236	18	0	0	61	521	836
Total	784		0	0	102	697	1,627
% of Total Group	48.2%	3%	0%	0%	6.3%	42.8%	100%

CRAWFORD COUNTY

SEX	IN LABOR FORCE		MILITARY SERVICE	OUTSIDE OF LABOR FORCE			GRAND TOTAL
	EMPLOYED	UNEMPLOYED		IN INSTITUTIONS	IN SCHOOLS	OTHER	
Male	20,183	636	20	320	3,630	3,946	28,735
Female	10,625	483	-	528	3,659	16,042	31,337
Total	30,808	1,119	20	848	7,289	19,988	60,072
% of Total Group	51.3%	2%	.03%	1.4%	12%	33.3%	100%

SOURCE: 1970 U. S. Census data (4th count information) compiled by CCPC staff.

TABLE 5.

EMPLOYED PERSONS 14 YEARS OLD & OVER
BY MAJOR OCCUPATION CLASSIFICATION & SEX

OCCUPATION	SADSBURY TOWNSHIP			CRAWFORD COUNTY	
	MALE	FEMALE	TOTAL	% OF TOTAL	% OF TOTAL
Professional & Technical	74	46	120	15.3	11.3
Managers & Administrators	79	4	83	10.6	7.0
Sales	28	15	43	5.5	5.8
Clerical	21	65	86	11.0	12.7
Craftsmen & Foremen	138	7	145	18.5	17.8
Operatives	81	60	141	18.0	21.3
Transportation Equipment Operators	35	14	49	6.3	3.6
Laborers (except farm)	29	0	29	3.7	4.9
Farm Laborers	5	0	5	.6	1.3
Farmers & Farm Managers	19	0	19	2.4	2.6
Services (except in private households)	39	25	64	8.2	10.2
Private Household Workers	0	0	0	0.0	1.4
Occupation not reported	27	22	49	(1)	(1)
Totals	548	236	784	100%	100%

NOTE: (1) The quantity in this classification was allocated among other classifications.

SOURCE: 1970 U. S. Census data (4th count information)
compiled by CCPC staff.

TABLE 6.

EMPLOYED PERSONS 14 YEARS OLD & OVER
BY MAJOR INDUSTRY CLASSIFICATION & SEX

OCCUPATION	SADSBURY TOWNSHIP			CRAWFORD COUNTY	
	MALE	FEMALE	TOTAL	% OF TOTAL	% OF TOTAL
Agriculture & Forestry	32	0	32	4.0	4.2
Mining	11	0	11	1.4	.2
Construction	47	0	47	6.0	5.3
Manufacturing, Durable Goods	132	38	170	21.7	28.8
Manufacturing, Non-Durable Goods	74	48	122	15.6	11.0
Transportation	58	24	82	10.5	7.0
Wholesale & Retail Trade	96	43	139	17.7	16.0
Finance, Insurance, Real Estate, Education	16	15	31	4.0	2.6
Business & Repair Service	0	9	9	1.1	1.4
Personal Services	15	3	18	2.3	3.5
Entertainment & Recreation	0	4	4	.5	.7
Professional Services	37	52	89	11.3	16.5
Public Service	30	0	30	3.8	2.7
Industry not reported	20	16	36	(1)	(1)
Totals	548	236	784	100%	100%

NOTE: (1) The quantity in this classification was allocated among other classifications.

SOURCE: 1970 U. S. Census data (4th count information)
compiled by CCPC staff.

TOWNSHIP FISCAL ANALYSIS

Sadsbury Township is classified as a township of the second class as are all of the townships in Crawford County. Through the years 1976 to 1980 the township supervisors have been able to maintain a surplus of funds so as to always be able to operate with cash on hand, even though in two of these five years expenditures exceeded income. The following accounting summarizes these five years.

	1976	1977	1978	1979	1980
Total receipts	\$163,539	\$174,396	\$199,006	\$212,177	\$235,457
Total expenditures	\$148,034	\$192,450	\$184,574	\$185,471	\$248,695
Balance	+ 15,505	- 18,054	+ 14,432	+ 26,706	- 13,238
Previous years balance (carry-over)	\$ 63,360	\$ 78,865	\$ 60,811	\$ 75,243	\$101,949

Based on these figures there was a carry-over into the calendar year 1981 of \$88,711.

Township revenues are derived chiefly from real estate and wage taxes and through grants-in-aid. Grant sources are from the federal government through the general revenue sharing program and from the state in the form of liquid fuels payments which are to be used in the township road maintenance program.

Tax on the assessed valuation of real estate has long been a basic source of revenue for local governments in Pennsylvania. Assessed valuations are determined by taking 30% of value based on 1971 dollars. The following listing gives the township's assessed valuation for the past five years.

Year	Assessed Valuation	% Increase
1977	\$ 6,279,350	-
1978	\$ 6,488,850	3.0%
1979	\$ 6,632,700	2.0%
1980	\$ 6,827,850	3.0
1981	\$ 6,927,356	1.0%

The above figures do not, of course, include tax exempt properties. The Board of Township Supervisors have set a millage rate of seven; this is the 1981 rate. If all taxes were collected, the real estate tax due the township for 1981 would be \$6,927,356 x 7 mills or \$48,492. In 1977 property tax revenues were (figured at 7 mills), theoretically, \$43,955. Over a five year period the township collected an increase of \$4,537 or \$907 per year from this tax. Based on the township code the maximum millage rate the township supervisors can set for general government expenditures is 14 mills. Applying this maximum millage rate to 1981 assessments the township theoretically could collect \$96,983 from this real estate tax. Over the past five years real estate taxes have comprised about 23% of the township revenues.

The wage tax is an important source of township revenue. This tax is limited to .5% of a workers gross income and is paid by employers, wherever they are located, to the municipality in which the employee resides - in this case Sadsbury Township. Over the past five years the wage tax has supplied about 33% of the township revenues.

The township benefits from the state's liquid fuels reimbursement program. In 1981, 2½ cents of the tax on every gallon of gasoline sold in the state is earmarked for the local municipal governments. These monies are distributed to the units of local government based on their population and the miles of roads they maintain. Over the past five years 17% of the township's revenue came from this source or approximately \$33,900 per year. Over the past five years the average annual contribution of the federal government's revenue sharing program has been \$20,793 or about 11% of the township's revenue over this period.

It is useful to point out that for 1981 the total millage applied to a property owner's assessment was 124 mills. As established above only 7 mills of the total were applied for township revenues. The county tax rate was 19 mills, and the Conneaut School District rate was 98 mills.

The principal township expense over the past five years has been for the maintenance of road network; this work has utilized 60% of the revenues. Other expenditures were in the following areas: general administration, police protection, fire protection, maintenance of the township building, tax collection and an assortment of miscellaneous expenses.

An analysis of the above information would indicate that the township does not have adequate revenue to establish and implement an ambitious program of public improvements, even if it were to raise its real estate tax to 14 mills - an action that would produce approximately \$50,000 in additional revenue. However, if the popular will is such that there is support for rather extensive public works in almost any area of township concern - roads, storm drainage improvements, recreation facilities, etc. - it is possible, with this support, to fix additional millage rates specifically for such improvements. The key to improving facilities and programs in the public sector, differentiated from the private sector, is the willingness of the citizenry to want a better quality of community life with such an intensity that they will pay for it, much as they would decide in the private lives to want to pay for a summer home, an additional automobile or a European Vacation.

POPULATION FORECAST

THE FORECAST

The 1967 Plan did a thorough analysis of the township's population; the forecast in this Plan for the township's population for the year 1980 was 2,571. The 1980 U. S. Census, just recently completed, lists the township's population at 2,702. The 1967 projection was, therefore, about 131 persons short of the reality. Employing what is called the linear regression technique and using U. S. Census data from 1980, Sadsbury Township's population was projected to be 3000 persons in 1990 and 3,390 persons in the year 2000. In the following table population figures for the township are given.

POPULATION FORECAST				
YEAR	U. S. CENSUS COUNT	PROJECTED NUMBER OF PERSONS	INCREASE OVER 1980	1967 PLAN PROJECTION
1940	1103			
1950	1479			
1960	1601			
1970	2221			1960
1980	2702			2571
1990		3,001	299	
2000		3,393	691	

SOURCE: Crawford County Planning Commission staff calculations

Population forecasts can never be considered any more than a guide. The linear regression method is based on "averaging" past growth trends and projecting this condition forward. Any unusual occurrence - a decision on the part of the U. S. Steel Corporation to build its projected plant in Erie County for example - would throw this plan's forecast off.

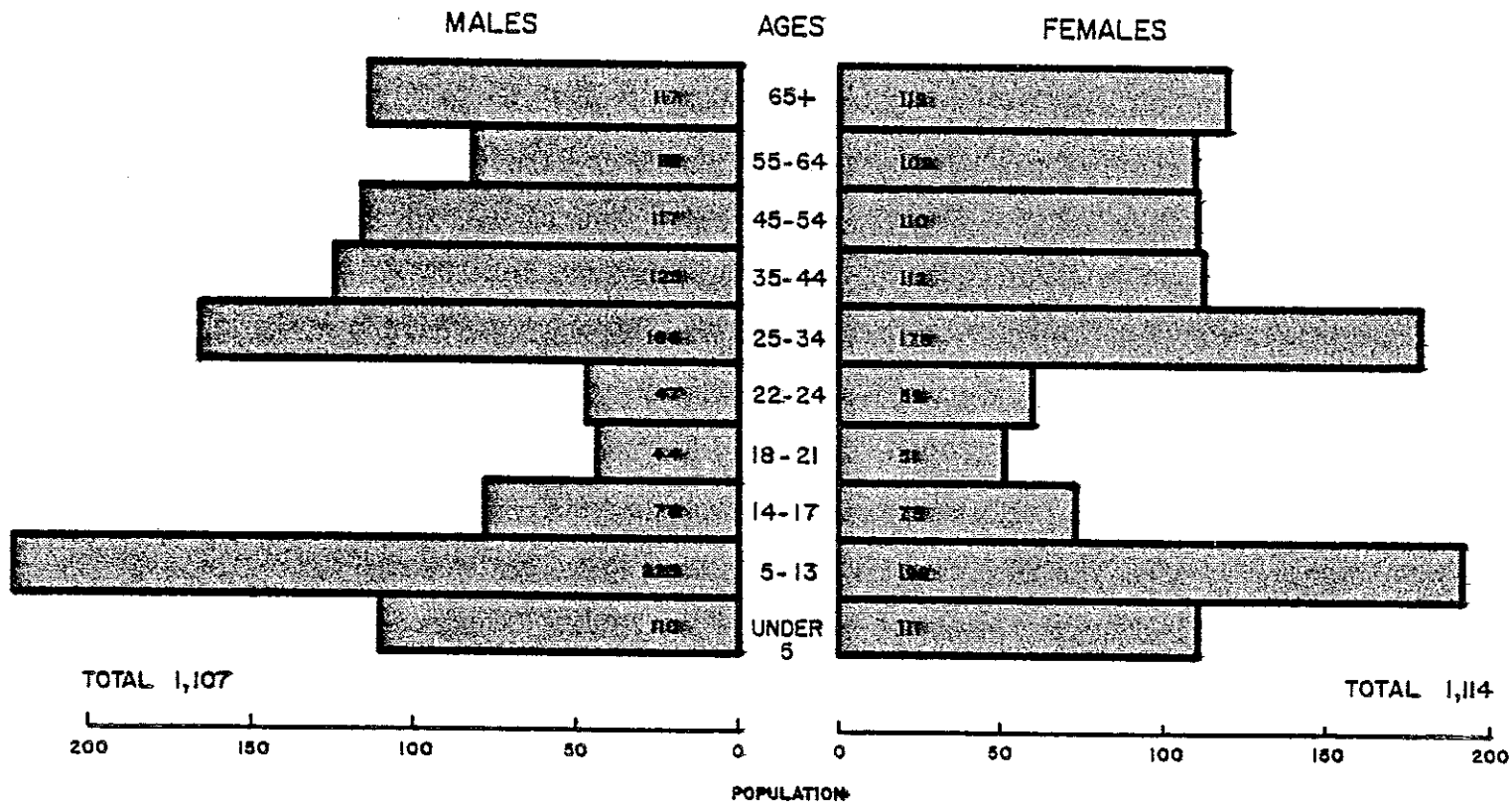
To translate the population forecast given above into new households in the township, one can divide the forecasted population increase by 3; the average family size can be hypothesized to be 3 persons. Thus in 1990 we could expect about 100 new households to be added to the township, and by the year 2000 we can expect about 230 new households in the township.

PERMANENT VS. SEASONAL POPULATION

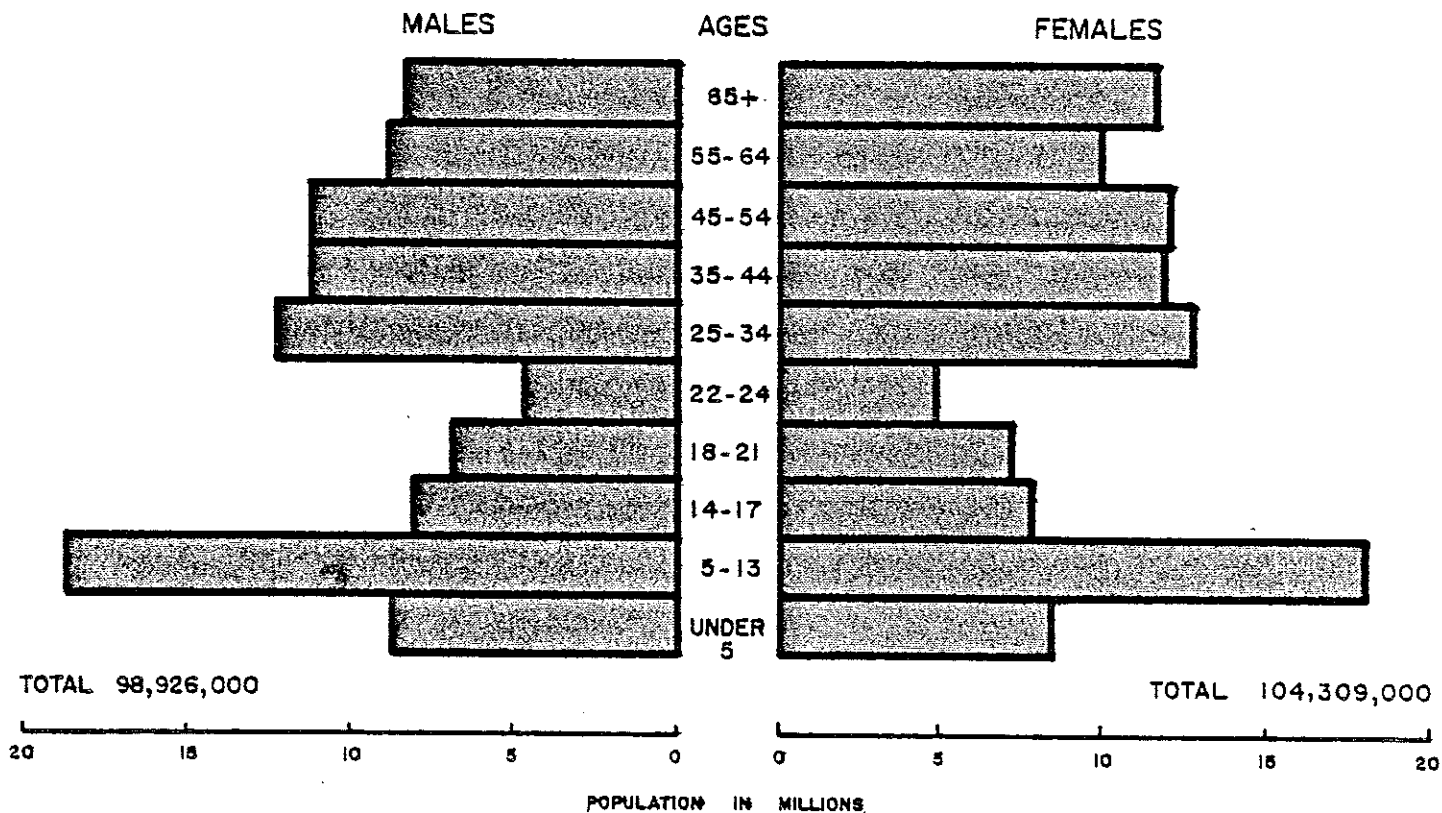
It is difficult to know what the summer population of Sadsbury Township is. The 1967 Plan lists this population at 4,800 in 1960. This is approximately 200% higher than the year-round population in 1960. There has been no attempt in this plan to arrive at a figure for the summer, or resort-related, population in the township beyond the information provided in the Existing Land Use section of this plan which indicates that of all the single family homes located in the vicinity of the Conneaut Lake, 690 of them (52%) were seasonal dwellings based on the definition assumed for this classification.

POPULATION BY AGE & SEX: 1970

SADSBURY TOWNSHIP



THE UNITED STATES



DISTRIBUTION BY AGE AND SEX

It is useful to know the distribution of the township's population by age and by sex. This information for the year 1970 is given on page 39. The Township's characteristics are displayed against those of the nation in order to obtain an idea of the "normality", or lack of it, of the distribution in Sadsbury Township. The township nearly parallels the national distribution except, (1) in the 18-21 age group where, comparatively, the township has 3% less of its total population in this bracket, and (2) in the 25-34 age group where the townships has 3% more of its total population in this bracket. These relationships are observable if one studies the graphs on page 39. If the age brackets were spaced evenly, the graphs would be in the form of a pyramid, however, as one can see this is not the case because of the "bracketing" chosen.

ISSUES TO BE ADDRESSED

In studying the township as has been done in this Background Information section a series of issues have been "uncovered." Some of these issues, the reader may say, are very obvious. This may be so, but in this plan report we can at least "catch them in prose" so to speak; we can write them down so we don't forget to deal with them in some way. Other issues, we believe, have not been so obvious, and their listing herein is a first step to dealing with them.

- * There are two townships. One is relatively urban, clustered around Conneaut Lake; the other is rural where residences are spaced, relatively speaking, far apart and where there are very active agricultural operations being carried on. The interests of these two identities and the actions they demand of their governing officials differ in many respects.
- * A surprisingly large amount of the township's land is farmed. Yet there is a gradual fanning out of nonfarm housing into the rural areas of Sadsbury Township. Should the township take any action to preserve and promote its agricultural economy?
- * There is a second double identity issue in the township: the interests of the permanent residents versus those of the seasonal residents. These two groups have somewhat different needs and values. Seasonal residents live mainly in the Conneaut Lake area and use the recreational and resort industry establishments located there. The expansion of tourism in the township is dependent on attracting more seasonal residents. Permanent residents use many of the same resort facilities but not in the same degree. A greater influx of seasonal residents can cause congestion in the use of facilities and services, unless these facilities and services can be improved or expanded.
- * Should the township encourage growth? and should this growth be a balanced growth, that is, should it be growth of not only an increasing number of residents living in the township but should it include growth in industry in order that more jobs are created in Sadsbury Township?
- * Most of the permanent residents of the township earn their living outside of the township. There is little basic manufacturing in Sadsbury Township, and the township is not a strong center for providing services. Should the township actively promote economic development within its boundaries? Economic development could be of two general types: permanent jobs in the manufacturing industry or jobs of somewhat of a seasonal nature in the tourist industry. Should economic development be promoted in these two areas? In addition to the issue of seeking to provide more employment in the township for a work force that for the most part must leave the township daily to obtain employment there is the issue for providing more job opportunities for the young - high school and college graduates - in the township. Many of them, currently, must leave the township to obtain employment. There is no question that this is also a county-wide issue.
- * There is a considerable amount of vacant land within the general area of the built-up communities in the township, principally around Conneaut Lake. Certainly the sewerage system serving the Conneaut Lake Area can handle more "hook-ups." In-fill housing in the Conneaut Lake Area which is reasonably well served by community facilities would seem to make good "economic sense." Should the township promote such in-fill housing? How can it be promoted?

- * Mobile homes are the housing choice of many families in our present mode of living. Should the mobile home be permitted to locate intermingled with conventionally built housing, where its appearance is clearly dissimilar?
- * In the glacial outwash areas of the township including the areas surrounding Conneaut Lake there is the potential to locate extremely productive water wells. But each individual property will not be able to have such wells. In the densely populated areas should water be supplied through public systems and would not this approach be more economic in the long run?
- * How can storm water drainage problems be corrected in the heavily populated areas of the township where housing and street construction occurred without provision for adequate storm water drainage devices? How can such improvements to local areas be financed?
- * Lands known to be subject to periodic flooding can be identified. State and federal legislation requires that local municipalities carefully control building activities in such areas; this mandate should be implemented in some way.
- * Should the township act to plan and construct additional recreation facilities (tennis courts, bicycle and hiking trails, etc.) in order to strengthen the tourist sector of the township's economy and to provide more leisure time activities for its residents?
- * Expanding development opportunities in the housing, commercial and industrial segments of the economy will require public sewerage system extensions. Assuming growth is to be encouraged in the township, how can these sewerage system extensions be promoted?
- * The greatest amount of traffic congestion in the Sadsbury Township Area occurs on Route 18 and in Conneaut Lake Borough. Especially serious is the congestion on Route 18 where a road improved to rural standards is serving what amounts to an urban area. How can these situations be improved - and once improved how can the integrity of the improvement be preserved through future years?
- * Many local access roads are privately maintained. Is this situation desirable? How does it affect the visual appearance of the township?
- * Should the township continue to support three fire companies within 1½ and 2½ miles of each other?
- * The Conneaut Lake area is the center for public education facilities in the Conneaut Lake attendance area of the Conneaut School District. Where should needed expansions of public school classroom space occur, at or near existing facilities or on sites located in other sections of the attendance area?
- * A weed control program using a chemical (Diquat) has been begun for Conneaut Lake. The state is scheduled to underwrite the cost of this program and handle its implementation. There has been controversy over the environmental impact of this program. Should the township support this work?
- * Township revenues are insufficient for an extensive capital improvements program. How can desirable public improvements, for example in the areas of road facilities, recreation and utilities, be made?

III. REVISED TOWNSHIP PLAN

PRELIMINARY REMARKS

As has been explained in the preceding pages of this plan report the work included herein should be considered as an addition to, as a refinement of, the "Comprehensive Plan For Conneaut Lake Region" dated 1967. This plan concerns itself only with Sadsbury Township whereas the earlier work included, in addition to the township, Conneaut Lake Borough. The utility of the 1967 Plan is chiefly for the background information it provides. A new format and an array of new policies and projects will be set forth in the following pages of this plan, the need for which one can readily understand after the lapse of almost fifteen years.

The term "comprehensive" plan may be difficult to understand. It means that all of the elements contributing to community life are dealt with and woven into one fabric, so to speak, which then provides a guide for the future programs and projects for the "whole" community. This is an ambitious undertaking and, without belittling the comprehensive plan process, it can never be fully achieved. A study of the Background Information section of this plan shows that, while many areas of community life were treated, all areas were not and some subjects were treated rather lightly. Actually as stated in the Introduction section the primary emphasis of this plan is "on the development of a revised land use plan and land utilization policies which can be used as a basis for a revised zoning ordinance." Most comprehensive planning undertakings concentrate on the "physical" community, not on social and economic networks, although any plan for the physical community is based on the prevailing social and economic networks and in turn has effects on these networks.

The plan is reflected in a map of the township which shows a desired pattern of uses for all land within the boundaries of the township; this map is called the land use plan. Other elements of the plan which are mapped include proposals for community facilities, such as park or recreation area, a new road alignment, etc. But the plan also includes a series of objective and policy statements. These are extremely important because they establish a sense of direction for township's growth and development. From these objectives and policies specific projects are formulated which should be the basis for future actions in the public or governmental sector as well as the private sector. Mindful of the information in the preceding Background Information section, especially so of Issues To Be Addressed subsection, this report's narrative will proceed in articulating objectives and policies for Sadsbury Township. The term objective should be understood to mean a general statement of purpose relative to an issue. The term policy shall be understood to mean a more specific statement in connection with action on an issue. The term project shall be understood to mean a specific undertaking which achieves stated policies and objectives. These terms may be defined differently in other "circles."

DEVELOPMENT OBJECTIVES

- * To encourage growth and development in the township and to manage this growth through the guidance established in this plan, - through the use of such devices as zoning and subdivision regulations and through affordable investments in public facilities.
- * To encourage existing agricultural activities to remain functioning and to promote the expansion of agriculture, discouraging uses harmful to its continuation; and to be guided in these actions by the land use plan printed in this plan report.
- * To promote the widest possible range of opportunities for property use consistent with policies and programs designed to stabilize and protect investments in property improvements.
- * To support the continuing development of the "tourist industry", believing it to be important to the township's economy and recognizing that it has a long history of existence in Sadsbury Township, and also to promote overall economic development in the township particularly in the manufacturing section.

The "tourist industry" has a long history of existence in the township and is important currently to the township's economy. Yet stable long-term growth is unlikely to occur unless the employment base is broadened and includes more year-round employment opportunities. It is believed that the intermingling of "permanent" and "seasonal" residents will add to the vitality of community life, although it is recognized that some conflicts shall always exist between the interests of these two groups. Investments in public infrastructure (road networks and recreation facilities, for example) need to be made to reduce potential conflicts.

- * To maintain and strive to improve the public facility and service systems in the township insofar as the governing officials have jurisdiction;

These systems would include a primary way the township road network including its storm water drainage devices. They also include recreation facilities and police protection and, in an indirect way, fire protection, sanitary sewerage, and library service.

- * To promote the maximum use of common sewerage and water systems in the densely settled areas of the township, where there are two or more habitable buildings per gross acre.
- * To participate in the state mandated flood plain management program.

LAND USE PLAN, POLICIES AND PROJECTS

OBJECTIVE

To strive to locate future development in suitable areas of the township as indicated on the Sadsbury Township Land Use Plan which is incorporated into this plan report as Map 11. The plan designates in a general way areas for residential, commercial, agricultural and industrial development as well as areas subject to the hazard of periodic flooding and large land areas currently managed by the public for land and wildlife conservation.

The Land Use Plan is based on (1) the location of the existing uses of land in the township, (2) analyses of the potentials and constraints relative to the use of land and, (3) on resident preferences. A separation of some land uses from others normally serves to protect property values and promotes more efficient, attractive settlements. A more detailed explanation of this plan is found in the following paragraphs which state policies on the use of land. Clearly in the dynamics of community growth and development individuals propose uses for land which do not "fall neatly in line" with the uses advocated in this plan. Where such proposals are made they should be evaluated in relation to this comprehensive plan including the community facilities and services which are required to support any human activity carried out on the land. The plan needs to be thought of as a flexible instrument for guiding the arrangement of uses on the land. The adaptation to new proposals for land use by the private sector is part of the dynamics of community growth. Most uses of land, if sited carefully, can accommodate well to their surroundings.

(1) Policy. Agricultural Areas are designated to encourage existing agricultural activities to remain functioning, to promote the expansion of agriculture where possible and to discourage from locating in its midst, uses harmful to the continuation of agriculture. Public facilities such as sewerage and water systems should not be extended into this area. Public roads should be maintained in a rural character; bituminous pavement is not necessary here. Nonagricultural uses locating in this area should be prepared to accept the primacy of agricultural activity.

(2) Policy. Lakeside Residential Areas are designated to identify areas located on both shores of Conneaut Lake, developed with lots that are normally less than one acre and served almost completely by a sanitary sewerage system. The need for public facilities and services is great in these areas because of the high density of development. These areas are also unique in the township because approximately 50% of the residential units are seasonal. These areas are reasonably free of commercial uses and contain a significant amount of developable vacant land. They should continue to serve the township as predominantly residential areas for permanent and seasonal residents.

(3) Policy. To identify some programs that can be implemented by the township the aim of which would be to put under development passed-over, vacant, developable land in the Lakeside Residential Areas, particularly land which is served by common sewer and water systems.

(4) Policy. Suburban Residential Areas are designated to identify areas with considerable vacant land which are in close proximity to existing sewerage and water systems serving the residents in the Lakeside Residential Areas. In fact sewage and water services are provided to some of the residents in the

Suburban Residential Areas. The character of most of the uses in these areas is residential. These areas should be considered as prime catchment areas for future housing which does not locate in the Lakeside Residential Areas and which is to be constructed at suburban (relatively urban) densities; such densities would be in the vicinity of two dwelling units per gross acre or more. These areas should also be considered as prime locations for future community facilities, especially those which need relatively large land areas such as school or recreation facilities.

(5) Policy. To encourage the development of higher density housing, i.e. the duplex, the townhouse and the apartment building, in the Lakeside Residential, Suburban Residential and commercial land use areas of the township where sewer, water and road access needs can be accommodated.

The cost of single family detached housing has escalated dramatically and no longer is expected to be used as universally as in the past. Increasingly higher density housing units will be the housing of the future because they are more economical to construct and maintain.

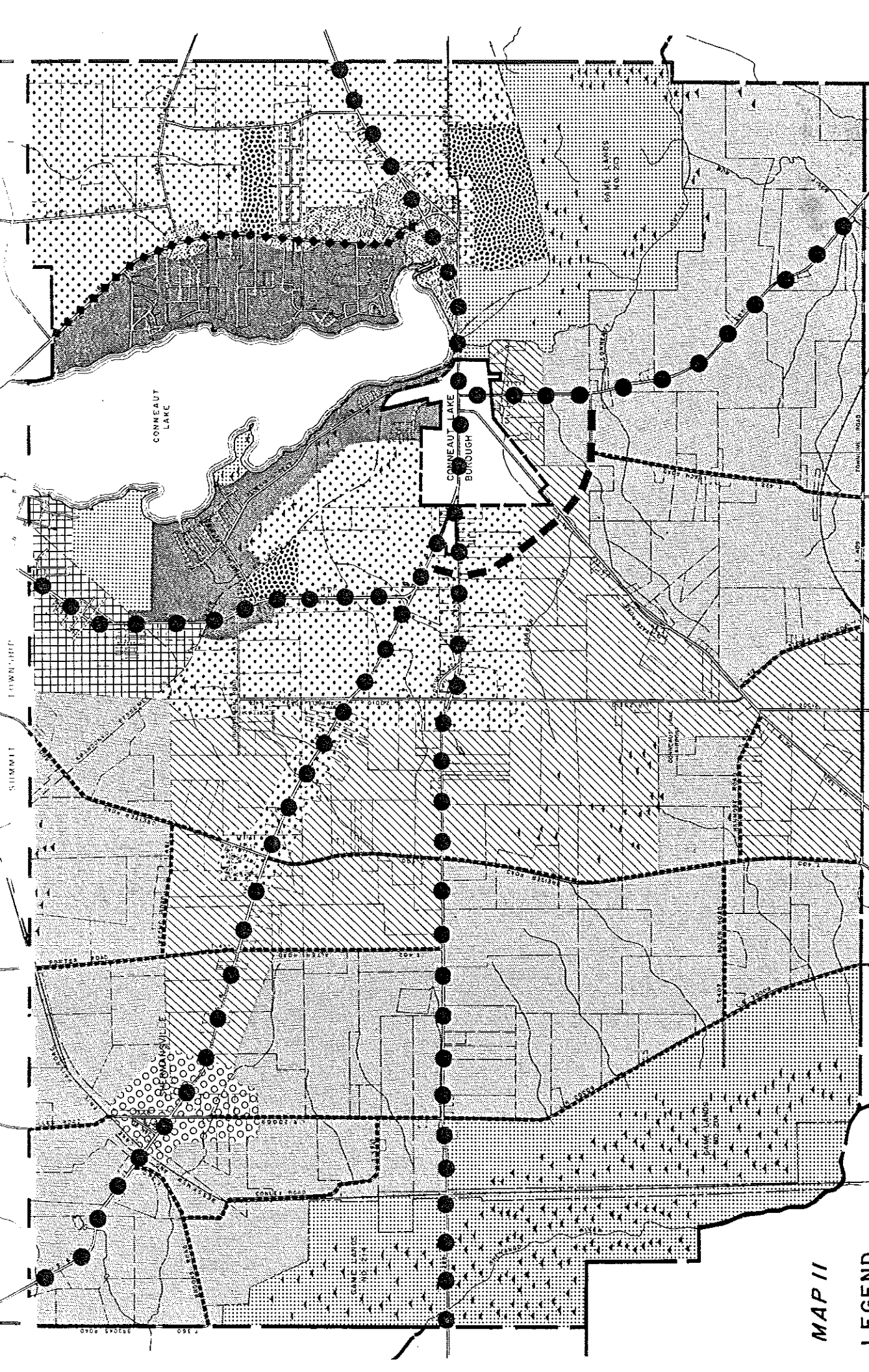
(6) Policy. The mobile home should be accepted as a legitimate housing type. but its placement in the township should be regulated in such a way that it cannot harm the value of nearby property improvements where its appearance relative to neighboring buildings will be clearly dissimilar.

(7) Policy. A Resort Commercial Area is designated to accommodate a mixture of commercial uses, primarily those associated with the township's tourist industry, and residential uses associated with the tourist industry, mainly seasonal residential accommodations. This area currently is characterized by a mixture of such uses, and it is located in close proximity to Conneaut Lake Park, the principal tourist attraction, outside of the Lake itself, in the township. Relatively high densities can be supported in this area because it is served by the township's public sewerage system.

(8) Policy. The siting of planned resort complexes, which combine densely constructed living arrangements and recreational facilities on relatively large parcels of land, should be encouraged in the Conneaut Lake Area in order to strengthen tourism.

(9) Policy. General Commercial Areas are designated to accommodate a wide variety of commercial uses, those associated with the tourist industry and others. The policy advocated in this plan is to concentrate commercial activities because it is more efficient (for customers, for the maintenance of public services and for the businessmen) and because such activities can be sited more attractively if clustered. Commercial uses make a particularly heavy demand on access roads; if they are clustered, road access conflicts can be reduced and there is less adverse impact on neighboring residential uses. This plan does not see a need for more than 150 acres to be provided for this land use activity.

The issue of "strip" commercial development is perennial. As was indicated earlier in this plan report, a "Lake Area" land analysis showed that there are approximately 207,400 square feet of existing commercial floor space in the general vicinity of Conneaut Lake. Based on site planning standards the amount of total land area necessary to accommodate this quantity of commercial space would be 1,003,065 square feet or 23 acres. The total area of the commercial uses in this land analysis is 4,573,800 square feet or 105 acres. The area currently zoned commercial in the "Lake Area" is 380 acres. This plan report would state



SADSBURY TOWNSHIP
CRAWFORD COUNTY, PENNSYLVANIA
 SCALE 1" = 1000'
 OCTOBER 1982
 PREPARED BY THE
 CRAWFORD COUNTY
 PLANNING COMMISSION

LAND USE & HIGHWAYS PLAN

●	MINOR ARTERIAL
◆◆◆◆	PROPOSED MINOR ARTERIAL
◆◆◆◆◆◆◆◆	MAJOR COLLECTOR
◆◆◆◆◆◆◆◆◆◆	COLLECTOR (GRAVEL SURFACE)

LEGEND

[Hatched pattern]	AGRICULTURE
[Dotted pattern]	CONSERVATION
[Diagonal lines]	RURAL DEVELOPMENT
[Circles]	VILLAGE
[Cross-hatched]	INDUSTRIAL

MAP II

that major collector and arterial roads can "front" attractive and stable residential subdivisions; all land fronting on major highways does not have to be zoned commercial for it to have utility. Where residential uses front on major highways, if they are sited with reasonably generous setbacks and if the front yard area is planted in appropriate trees and shrubs with perhaps the use of solid board fencing, they will be very desirable and a fine residential character can be achieved.

(10) Policy. Industrial Areas are designated to enable the township to promote a more balanced economy, encouraging the location of firms that will provide increased job opportunities in Sadsbury Township and further strengthen the Conneaut Lake Area economy.

(11) Policy. A Village Development Area is designated which includes, at its core, Shermansville. This village is an historic settlement in Sadsbury Township and the policy of this plan is to promote its existence and expansion. A mixture of activities including commercial, industrial and community service uses should be encouraged to locate here.

(12) Policy. A Rural Development Area is designated for the area of the township which does not have a predominance of "for-profit" agricultural activity, which is unlikely to be sewered and which is not expected to have a density of development that would ever be characterized as urban or suburban. Activities in this area should be on properties which are at least one acre in size. "Hobby" farms, rural residential living and other uses which require large areas of land in order to be adequately sited would characterize the uses occupying this area.

(13) Policy. Conservation Areas are designated which should be free of habitable buildings. These areas include lands identified as subject to periodic flooding and areas owned and managed by government for wildlife and open space uses.

(14) Policy. To use the township's zoning and subdivision ordinances as instruments to achieve the objectives and policies embodied in the Land Use Plan.

Project. Using as a guide the Land Use Plan given in this plan report the Sadsbury Township Planning Commission and the Board of Township Supervisors should re-evaluate and revise the township zoning ordinance, and through a process involving the participation of township residents and property owners adopt a revised zoning ordinance which will regulate the use of land generally in harmony with this plan.

(15) Policy. To carefully evaluate land development proposals through the subdivision review process to insure that the patterns established for new lots and streets will integrate into efficient and attractive additions to the township's communities.

On the following pages of this report are a series of guideline site plans which suggest road systems and lotting patterns for the major portion of the Suburban Residential Areas; i.e. the area bounded by Route 18, the township's east boundary, the abandoned right-of-way of the Meadville Branch of the Bessemer & Lake Erie Railroad and the township's north boundary (Maps 12., 13., 14. and 15.); and the area bounded by L. R. 20010, the west boundary of Conneaut Lake Borough,

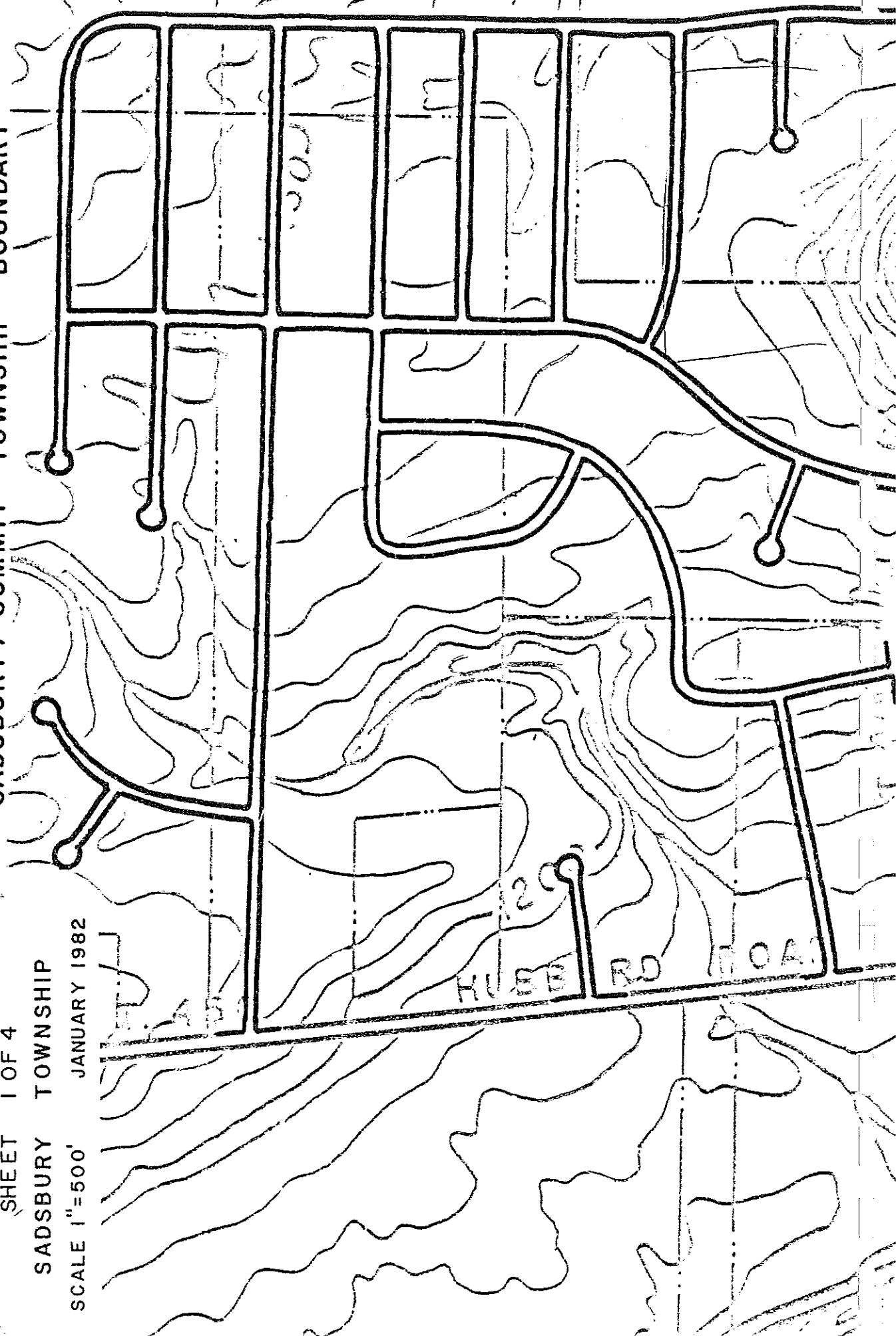
MAP 12
GUIDELINE SITE PLAN
SUBURBAN RESIDENTIAL
AREA - EAST

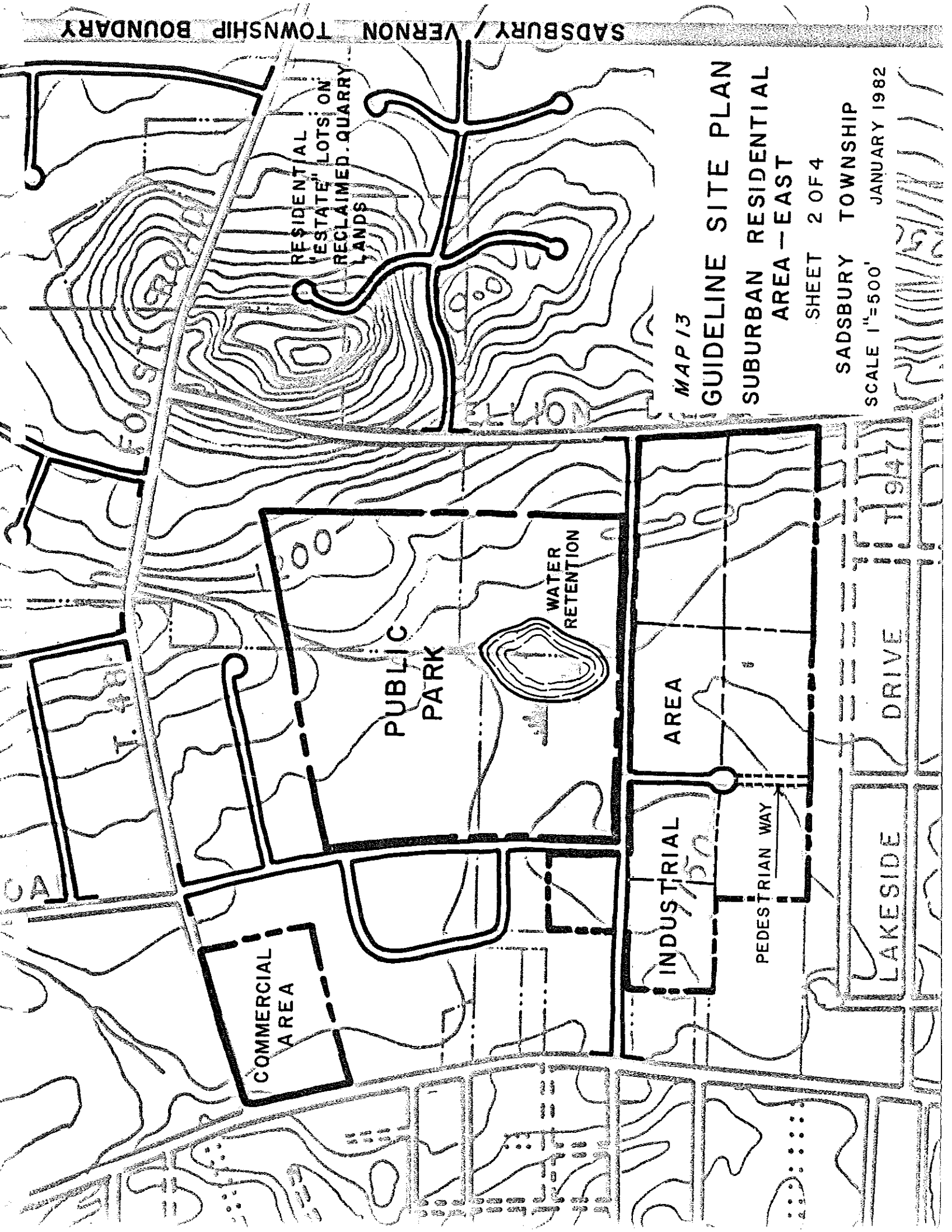
SADSBUURY TOWNSHIP
SHEET 1 OF 4

JANUARY 1982

SADSBUURY / SUMMIT TOWNSHIP BOUNDARY

SADSBUURY / VERNON TOWNSHIP BOUNDARY





RESIDENTIAL
"ESTATE" LOTS ON
RECLAIMED QUARRY
LANDS

MAP 13

GUIDELINE SITE PLAN
SUBURBAN RESIDENTIAL
AREA - EAST

SHEET 2 OF 4

SADSBURY TOWNSHIP

SCALE 1"=500'

JANUARY 1982

COMMERCIAL
AREA

PUBLIC
PARK

WATER
RETENTION

INDUSTRIAL
AREA

PEDESTRIAN
WAY

LAKESIDE
DRIVE

DRIVE

1947

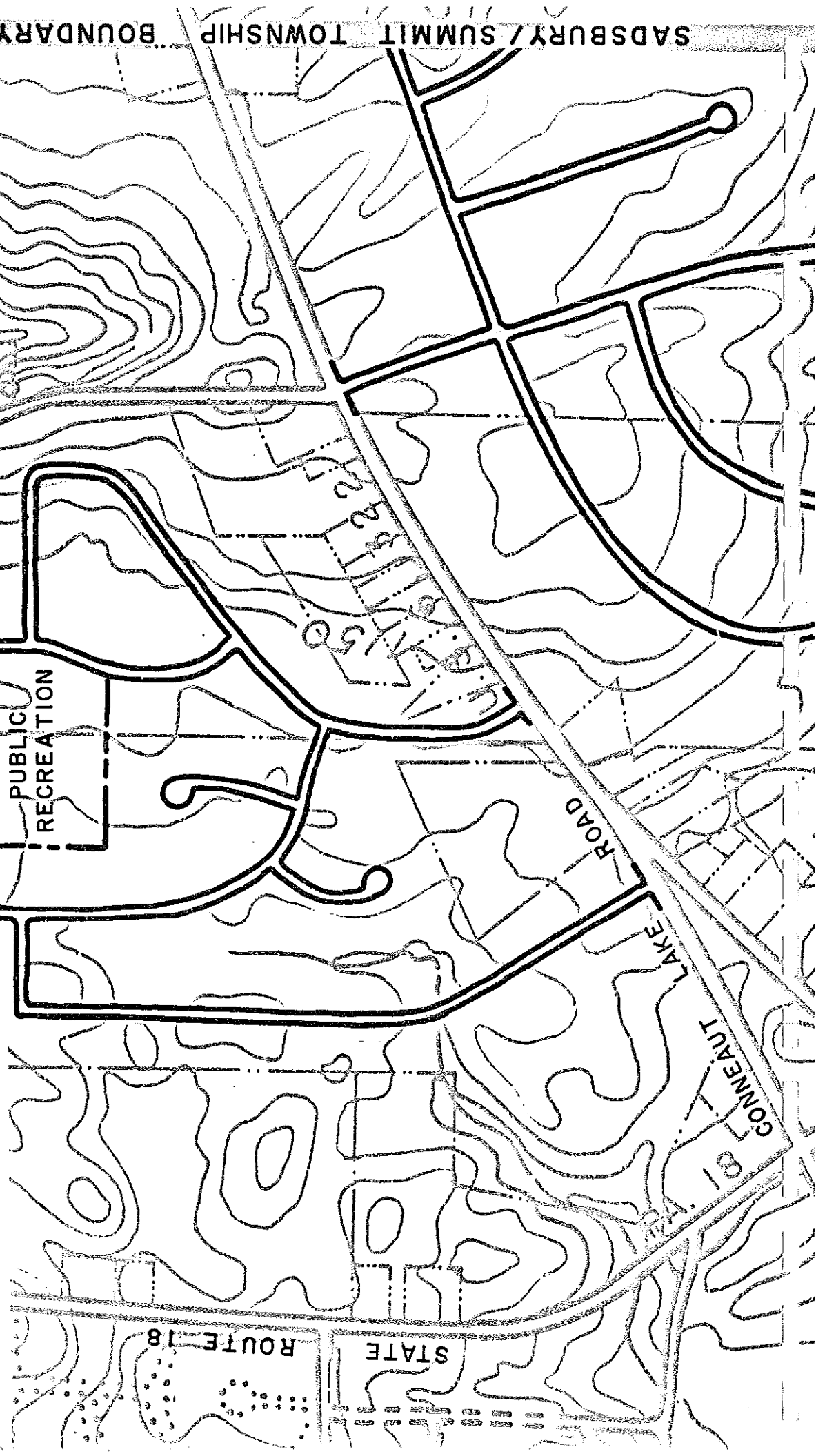
MAP 14

**GUIDELINE SITE PLAN
SUBURBAN RESIDENTIAL
AREA - EAST**

SHEET 3 OF 4

SADSBURY TOWNSHIP

SCALE 1"=500'
JANUARY 1982



SADSBURY / SUMMIT TOWNSHIP BOUNDARY

DRIVE 1947

PUBLIC RECREATION

STATE ROUTE 18

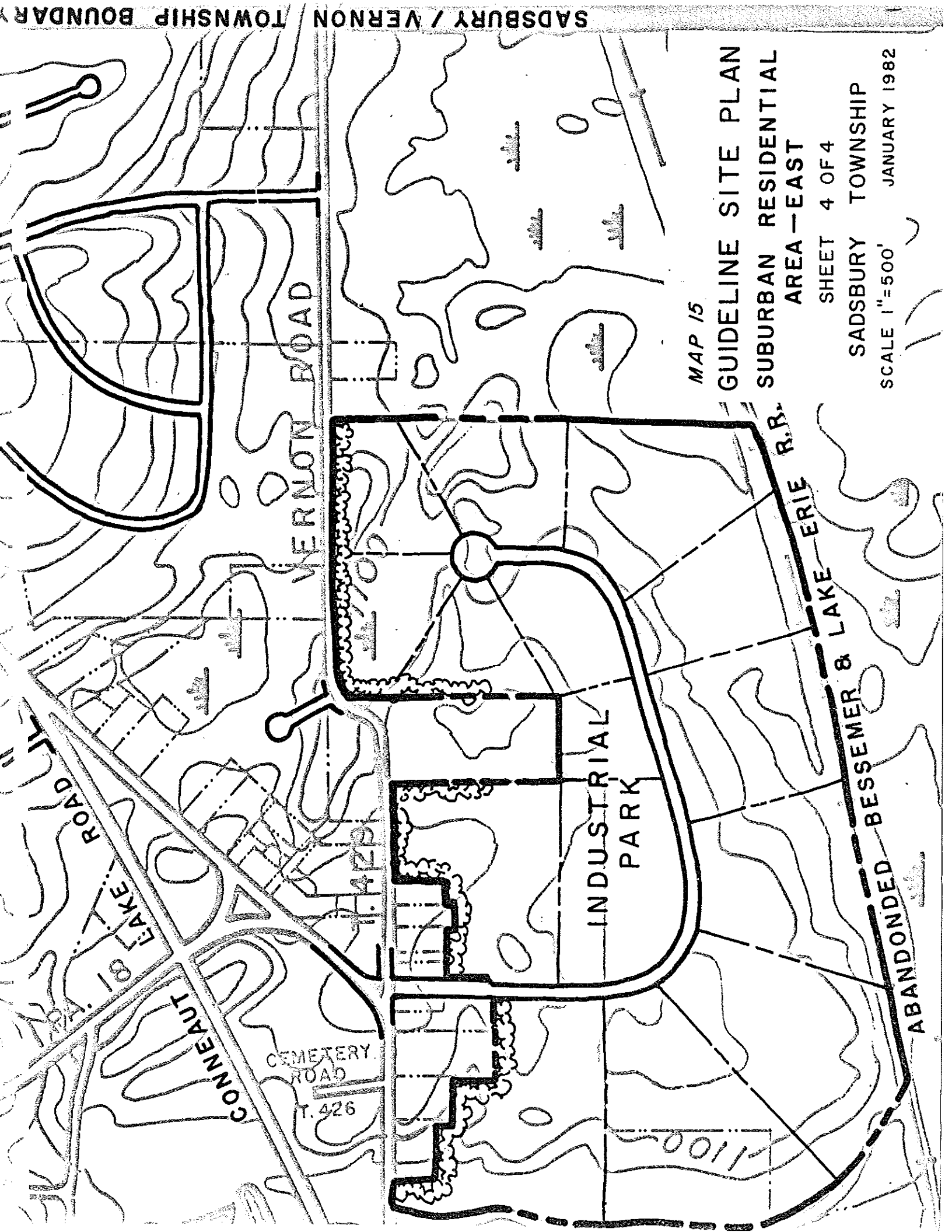
STATE

ROAD

CONNETT LAKE

1250

150



MAP 15

GUIDELINE SITE PLAN
SUBURBAN RESIDENTIAL
AREA - EAST

SHEET 4 OF 4

SADSBURY TOWNSHIP

SCALE 1"=500'

JANUARY 1982

VERNON ROAD

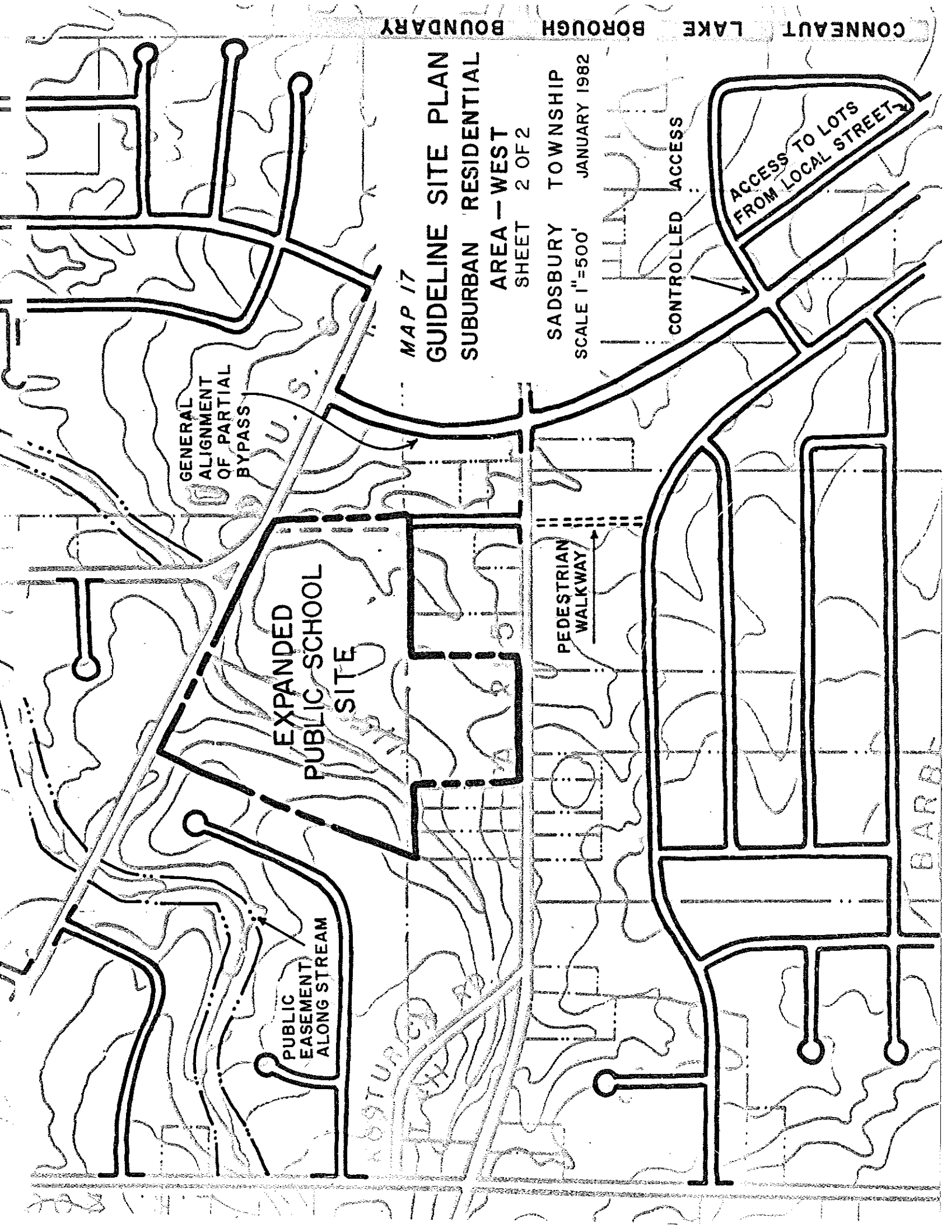
CEMETERY ROAD
T. 426

CONNAUGHT LAKE ROAD

INDUSTRIAL PARK

ABANDONED BESSEMER & LAKE ERIE R.R.

1100'



GENERAL ALIGNMENT OF PARTIAL BYPASS

EXPANDED PUBLIC SCHOOL SITE

PUBLIC EASEMENT ALONG STREAM

PEDESTRIAN WALKWAY

CONTROLLED ACCESS

ACCESS TO LOTS FROM LOCAL STREET

MAP 17

GUIDELINE SITE PLAN
SUBURBAN RESIDENTIAL AREA - WEST

SHEET 2 OF 2

SADSBURY TOWNSHIP
JANUARY 1982

SCALE 1"=500'

CONNEAUT LAKE BOROUGH BOUNDARY

BARB

the southwest boundary corner of the Borough projected west, and Louderman Road (R-483) (Maps 16. and 17.). These areas based on this plan have the greatest potential for high density growth outside of infill development which is encouraged in the Lakeside Residential Area; it is into these areas that sanitary sewerage should be extended in the event the township experiences severe growth pressure.

These plans are not intended to fix specific site development patterns. They are to be used by township officials as a "yardstick" against which developers' proposals can be "measured". They show the potential of these land areas; they show logical road alignments that integrate to form a community network.

HIGHWAYS PLAN, POLICIES AND PROJECTS

The Highways Plan is shown jointly with the Land Use Plan on Map 11. The policies and projects implicit in this plan are explained in this section.

(16) Policy. To accept the Federal Functional Classification System as a proper way to classify highways with respect to their roles in the overall highway network. Further, to accept the classification designations as given in the official Federal Classification Map for the roads in Sadsbury Township with the one exception, that of the classification as a major collector of U. S. Route 6 from Conneaut Lake Borough westward. Map 3. shows the current federal functional classifications.

Project. Working with the Crawford County Planning Commission and the Board of County Commissioners, to petition the state and federal highway authorities to upgrade the classification of U. S. Route 6 from Conneaut Lake Borough west to the Ohio boundary from a major collector to a minor arterial highway.

When county officials evaluated Crawford County's functional classification map in 1976 they took the position that because of the interconnections of U. S. Route 6 in Ohio it should be designated a major collector road and Route 285 west from Conneaut Lake Borough should be a minor arterial highway. Subsequent to this the possible construction of a U. S. Steel Corporation plant at Conneaut, Ohio, has caused county officials to believe that Route 6 forms a major highway linkage to Crawford County from the Conneaut, Ohio area and should be reclassified as a minor arterial.

Project. To petition PennDOT to redirect intercounty traffic on Route 18 to Route 618, understanding that this would mean route number changes on the posted signs and on the official state maps. The official Functional Classification System map reflects this condition; see Map 3.

Route 18 serves as the main access road for the busiest residential and commercial areas in the township and is unnecessarily burdened by serving also to handle intercounty traffic. The construction of a partial bypass south of Conneaut Lake Borough, as proposed in an ensuing section of this plan, reinforces the logic of directing "through" traffic on to "present day" Route 618.

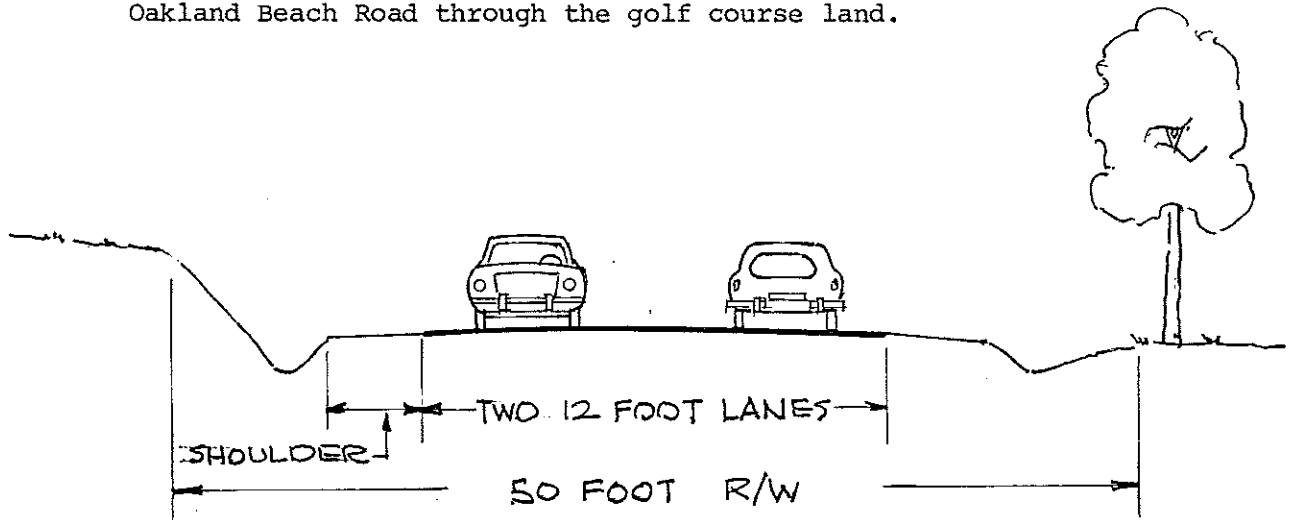
(17) Policy. To effectuate a major improvement to Route 18 from its intersection at U. S. Route 322 north through Sadsbury Township to its intersection with Route 618 in Summit Township.

Project. To establish direct communication with the Crawford County Planning Commission and with PennDOT relative to scheduling a major reconstruction project for Route 18 and to continuously monitor progress on this project. The elements of the improvement desired are explained as follows and delineated in the accompanying cross sections: From a point south of Iroquois Drive to Oakland Beach Road the roadway should be of curb construction, approximately

30 feet wide face to face of curbs providing for three lanes of traffic at major street and commercial access drive intersections in order to provide a lane for left-hand turning movements. There would be no on-street parking anywhere along the road. Where the turning lane is not needed two lanes of traffic would be provided, each lane clearly marked as to its inner and outer lines so that the six remaining feet of road pavement will not be used for on-street parking.



From U. S. Route 322 to a point south of Iroquois Drive a swale drained, two lane improvement with 24 feet of pavement should suffice; this same type of improvement should suffice north of Oakland Beach Road through the golf course land.



Where curbing is used the township should insure the construction of a four foot pedestrian sidewalk which would be built only on the west side of the improved road from Oakland Beach Road to U. S. Route 322 with painted crosswalks provided at the Lakeside development area. The township should oversee the continuation of this sidewalk from Iroquois Drive to Conneaut Lake Borough. Map 4. delineates this improvement.

The improvement of Route 18 to the standards stated above reflects its actual use as an urban street. It is the "main street" for all of the development in the east side community of the township, serving many residents and businesses.

(18) Policy. To continue to support the construction of a partial bypass located south and west of Conneaut Lake Borough; this bypass would enable north-south traffic on Route 18 and east-west traffic on Route 285 and U. S. Route 6 to make through connections without entering the Borough. A generalized alignment for this improvement is shown on Map 11.

The Board of Township Supervisors first supported this improvement in 1975. An improvement such as this would have to be listed on the state's Twelve Year Highway Program and gain a priority there in order to be scheduled for construction. This program is almost inactive currently because of a lack of money to embark on projects involving the construction of new roads on new alignments. This project is not now listed on the "Twelve Year Program".

(19) Policy. To continue to manage township roads which are now surfaced with gravel and which traverse the Agricultural Areas of the township as gravel roads in order to help insure that these areas retain a rural, agricultural character. Also the township shall encourage PennDOT to continue to maintain L. R. 20009, which traverses the Agricultural Area, as a gravel road. The roads affected by this policy are shown on Map 11.

It is believed that roads surfaced with bituminous pavement may serve to attract growth that is nonfarm in its orientation. An avowed policy of maintaining certain roads with a gravel surface can help preserve the integrity of the Agricultural Areas.

Project. The township supervisors should establish an official map, publicly posted on a display panel in the township building, of the roads the township intends to manage and maintain with gravel surfacing.

(20) Policy. To work for the upgrading the local road system in the Lakeside Residential Areas, by obtaining more adequate widths for the public road rights-of-way, by ensuring that all roads have adequate outlets (which in many cases will require obtaining turnaround area right-of-way and constructing adequate turnarounds), and by promoting bituminous pavement surfacing.

Project. The township supervisors should inform residents in areas where the road systems are substandard that the township will provide the technical assistance to help people organize and develop specific road improvement plans with the understanding that the residents shall have to assume the cost of the actual construction, which, when completed, would result in township acceptance of the improved road system for public maintenance. The residents should be informed of this program through a formal proclamation of some type. This project is associated with a similar project listed under Storm Water Drainage on page 60.

(21) Policy. To designate and make the necessary improvements for a collector road for the residential area on the east side of Conneaut Lake in order that traffic may traverse this neighborhood from north to south without having to use the already overburdened Route 18 connection.

Project. To make the necessary right-of-way acquisitions and provide engineering plans in order to construct, from township revenues,

a collector road from Seneca Drive to Oakland Beach Road on the alignment as shown on Map 4. This road should be improved so that it provides a paved roadway of a minimum of 20 feet in width, and signs should be installed to denote its use as a collector road facility.

COMMUNITY FACILITIES PLAN, POLICIES AND PROJECTS

There are many facilities and services which are necessary to provide a good life for township residents. The delivery of some of these services is not directly the responsibility of township government; in certain instances it is optional as to whether the township provides aid for these services. Yet a concern for, and participation in, these service networks will increase the attractiveness of Sadsbury Township as a place of residence in Crawford County.

Township Property

(22) Policy. To improve the physical facilities used for the administration of the township affairs so that the services provided the public can be delivered more efficiently and conveniently.

Project. To build on the 1.3 acre site, where the existing township building is located, a new township building which will provide offices for township officials and adequate meeting room space to accommodate the transaction of the public's affairs. In order that the new building will include facilities which the public believes are necessary a special advisory committee should be appointed to serve as a vehicle to reflect citizen viewpoints as the township supervisors plan the building program.

The existing township building is a converted structure and is awkward to use for the transaction of public business. Arrangements for vehicular parking are not convenient.

(23) Policy. To continue participating with the Borough of Conneaut Lake in jointly providing supplemental police protection to township residents.

Fire Protection

(24) Policy. To continue providing financial aid to the fire companies which serve the township; however, the number of the companies supported by the township has grown to three, and it is doubtful that much extra service is obtained under this arrangement. Financial support to the Conneaut Lake Borough company should be ended.

Library Service

(25) Policy. To continue to support, with an annual contribution of funds, the operation of the Shontz Library in Conneaut Lake Borough.

Recreation

(26) Policy. To continue to provide leadership and financial support for recreation programs and facilities in the township in order to improve leisure time activities for the permanent residents and to strengthen the attraction of the Conneaut Lake Area for tourists.

Project. To locate and purchase a site for the eventual construction of recreation facilities in the Suburban Residential Area on the east side of the lake. One need that should be answered in the site development is the installation of tennis courts. Both seasonal and permanent residents should have access to these tennis courts.

Project. The Sadsbury Township Planning Commission should appoint from its membership two persons to confer and work with other organizations in the township on the matter of weed control for Conneaut Lake.

One of these persons would be designated as the Commission's liaison person on the weed control issue; the other person would be the liaison's alternate. These persons shall study the issue of weed control and make recommendations to the Commission in an appropriate time. The matter of an effective and environmentally sound method of weed control on Conneaut Lake is important and deserves careful attention from the planning commission.

Project. To declare publicly support of the objectives of the Conneaut Lake Area Business Association and work with this organization in its efforts to strengthen the economy of the Conneaut Lake Area.

(27) Policy. To utilize the provisions of the subdivision ordinance to acquire parcels of land for public park and recreation use where large, high density subdivisions are planned in the Lakeside and Suburban Residential Areas. In implementing this policy the township would need to be prepared to maintain parcels of land dedicated for public recreation or these recreation and park areas would have to be maintained by homeowners' associations.

Sewerage

(28) Policy. To open up more direct communications with the Conneaut Lake Joint Municipal Sewer Authority so that the Authority knows where the township is encouraging growth which will be dependant on sewer service.

Project. To request with a formal communication that the Conneaut Lake Joint Municipal Sewer Authority establish a written policy on the process to be used to handle sewer extensions by private developers. Private sector financing is likely to be the only way future sewer extensions into the Suburban Residential Areas will take place.

Water Supply

(29) Policy. To encourage the installation of public water supply systems to service more development in the Lakeside and Suburban Residential Areas.

Project. To appoint a special advisory committee of community leaders and businessmen to study the issues regarding the establishment of common water supply systems for unserved areas of high density populations. The feasibility of the public purchase of the existing private water supply system should be included in the work of this advisory committee.

Storm Water Drainage

(30) Policy. To work to solve existing storm water drainage problems particularly in the Lakeside and Suburban Residential Areas through the establishment of partnerships with neighborhood organizations where the affected property owners share the program expense with township government.

Project. The township supervisors should affirm that general fund monies cannot be spent to rectify basic deficiencies in the storm drainage systems that were constructed when original development occurred. But where neighborhood groups are interested the township will (1) retain someone to assist the neighborhood in organizing an action committee, (2) retain engineering and legal assistance in designing and "costing out" a storm water management improvement plan for the neighborhood, and (3) let a contract for the construction of the improvement providing the neighborhood residents agree to pay

construction costs.

Project. The township supervisors should request the Board of County Commissioners to petition the state (PennDER) to give priority status and to allocate funds in order that a storm water management plan can be started in the Conneaut Outlet Watershed based on the provisions of the Pennsylvania Storm Water Management Act of 1979.

Community And Economic Development

(31) Policy. The township should use regional and county government to assist it in obtaining grants and in providing technical assistance to carry out economic and community development activities.

Project. The township supervisors should request the Board of County Commissioners to organize and staff a county redevelopment authority in order to assist the township (and other townships and boroughs in Crawford County) in submitting for community development funding from the state and federal governments.

Project. The township supervisors should request assistance in the development of industrial sites from the Board of County Commissioners, or any other organization designated by the Commissioners to promote economic development activities. The county commissioners currently assist in promoting tourism, but very little has been done for the county's townships and boroughs in the area of industrial development.

Public Schools

(32) Policy. Where new or expanded public school facilities are needed in the Conneaut Lake attendance area, to urge that these facilities be located in, or close to, established centers of settlement so that they are convenient to the public which uses them.

PROJECTS SUMMARY AND PRIORITIZATION

So that the township will be clearly aware of the "calls to action" recommended in this plan, this section summarizes the projects set forth in the preceding pages and sets a priority ranking for these projects. The priority is represented by the number introducing the project. The priorities assigned should not be considered arbitrary; activities could occur out of the sequence established here. Priorities do, however, provide a guide to the relative timing of activities. So that the projects are related to the policies that they stem from, the policy number is given also.

1. To re-evaluate the township's zoning ordinance and adopt a revised ordinance based on the objectives and policies in this comprehensive plan. (Policy 14)
2. To request, by letter and plan maps, of the Crawford County Planning Commission and PennDOT that Route 18 from U. S. Route 322 to Route 618 be scheduled soon for reconstruction with improvements that recognize its use as an urban-type street. (Policy 17)
3. To formally proclaim to the public that all local roads which are not in the township-maintained road system will be accepted into this system if the cost of their upgrading is born by abutting property owners. The Board of Township Supervisors would provide technical advice to neighborhood groups who decide to organize to accomplish this objective; the Board would be responsible for drawing the improvements plans and supervising the construction which would qualify the roads for acceptance into the township system. Construction costs shall be paid by the residents. (Policy 20)
4. The Board of Township Supervisors should affirm that general fund monies cannot be spent to rectify basic deficiencies in storm drainage systems that were built inadequately at the time of original subdivision. However, where neighborhood groups are interested the Board would (1) retain someone to assist the neighborhood in organizing an action committee, (2) retain engineering and legal assistance in designing and "costing out" a storm water improvements plan, and (3) let a contract for the construction of the improvements, providing the neighborhood residents agree to pay construction costs. This activity can, and often would be, coupled with Priority 3. (Policy 30)
5. The Board of Township Supervisors should formally request that the Board of County Commissioners organize a county redevelopment authority and assist the township (and other townships and the boroughs throughout Crawford County) in submitting for community development funding from the state and federal governments. (Policy 31)
6. To appoint a special advisory committee to study the issues regarding the establishment of common water supply systems for the unserved areas of high density populations and to study the feasibility of the public purchase of existing private water supply systems. (Policy 29)
7. The township supervisors should establish an official map, publicly, posted on a display panel in the township building, of the roads the township intends to manage and maintain with gravel surfacing. (Policy 19)

8. The township supervisors should request with a formal communication that the Conneaut Lake Joint Municipal Sewer Authority establish a written policy on the process to be used to handle sewer extensions by private developers. (Policy 28)
9. The planning commission should appoint from its membership two persons to confer and work with other organizations in the township on the matter of weed control for Conneaut Lake. (Policy 26)
10. To publicly declare support of the objectives of the Conneaut Lake Area Business Association and work with this organization in its efforts to strengthen the economy of the Conneaut Lake Area. (Policy 26)
11. To build on the 1.3 acre site, where the existing township building is located, a new township building which will provide offices for township officials and adequate meeting room space to accommodate the transaction of the public's affairs. (Policy 22)
12. To locate and purchase a site for the construction of recreation facilities in the Suburban Residential Area on the east side of the Lake and to develop a site plan for the improvements to this site. (Policy 26)
13. The Board of Township Supervisors should make the necessary right-of-way acquisitions and provide engineering plans in order to construct, from township revenues, a collector road from Seneca Drive to Oakland Beach Road on the alignment as shown on Map 4. in this plan report. (Policy 21)
14. To petition PennDOT to redirect intercounty traffic currently on Route 18 to Route 618, understanding that this would mean route number changes on the posted signs and on the official state maps. (Policy 16)
15. To work with the Crawford County Planning Commission and the Board of County Commissioners petitioning the state and federal highway authorities to upgrade the classification of U. S. Route 6 from Conneaut Lake Borough west to the Ohio boundary from a major collector road to a minor arterial highway. (Policy 16)
16. The Board of Township Supervisors should request the Board of County Commissioners to petition the state (PennDER) to give priority status and to allocate funds in order that a storm water management plan can be initiated in the Conneaut Outlet Watershed based on the provisions of the Pennsylvania Storm Water Management Act of 1979. (Policy 30)
17. To request assistance from the Board of County Commissioners in sponsoring, directly or indirectly, economic development activities for municipalities in the county interested in promoting such activities. (Policy 31)

THE REAL MEANING OF THIS PLAN

Let it be said that the real meaning of this plan is that it is part of a continuing process of looking critically at community issues in Sadsbury Township and, from the facts as they can be best determined, charting courses of action to improve the general welfare of the township. This was done in 1967; it has now been done again. We are developing a body of information and policy pertinent to Sadsbury Township. There is no question that the main focus of our planning efforts has been with land development issues; - the physical environment is always the central concern for community planning endeavors. But land development issues are all related to socioeconomic conditions and therefore a comprehensive plan also deals in these conditions. In this plan report more could be done if all of the 1980 U. S. Census information had been available. It was not. More can be done on socioeconomic conditions when these data are available.

The writers of this plan believe that this report comes to grip with many important issues affecting the people of Sadsbury Township. This plan has staked out meaningful courses of action relative to these issues. Yet it is realized more can be done, and the planning commission and the township supervisors should add as they can, as future events unfold, to the policy making and project identification fixed in this document.

It is hoped that the policies established in this report will be read often and used. They represent the most important "output" of this comprehensive plan. If, as the years pass, they cease to have meaning they should be changed so they do have meaning, or they should be voided. The most important regard for those who worked on this comprehensive plan is to see it being used.