

Our Community in the 21st Century

ROBINSON TOWNSHIP COMPREHENSIVE PLAN 2016



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RESOLUTION No.16

A RESOLUTION OF ROBINSON TOWNSHIP, COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, ADOPTING THE ROBINSON TOWNSHIP COMPREHENSIVE PLAN AS PREPARED AND RECOMMENDED BY THE ROBINSON TOWNSHIP BOARD OF COMMISSIONERS, AND PURSUANT TO ARTICLE 3, SECTION 302 OF ACT 247, AS AMENDED IN THE PENNSYLVANIA MUNICIPALITIES PLANNING CODE.

WHEREAS, the Township did undertake the process of engaging its Planning Commission and Board of Commissioners to develop an updated Comprehensive Plan pursuant to Article 3 of Pennsylvania's Municipalities Planning Code (Act 247, as amended); and

WHEREAS, a public meeting was held on August 27, 2015 to accept public comments on the draft Robinson Township Comprehensive Plan; and

WHEREAS, the Robinson Township Comprehensive Plan was reviewed and recommended by the Township Planning Commission at the June 15, 2016 meeting; and

WHEREAS, the Robinson Township Board of Commissioners formally recommended at its July 11, 2016 meeting to recommend the adoption of the Robinson Township Comprehensive Plan; and

WHEREAS, , on July 15, 2016, the Robinson Township Comprehensive Plan was sent to the Planning Review Office of Allegheny County Economic Development for preliminary review and comment as per the Article 3, Section 302 of the Municipal Planning Code; and

WHEREAS, on July 15, 2016, the Robinson Township Comprehensive Plan was sent to Neville Township, Thornburg Borough, Carnegie Borough, North Fayette Township, Moon Township, McKees Rocks Borough, Coraopolis Borough, Collier Township, Rosslyn Farms Borough, Stowe Township, and Kennedy Township for review and comment; and

WHEREAS, on July 15, 2016, the Robinson Township Comprehensive Plan was sent to the Montour School District for review and comment; and

WHEREAS, the Robinson Township Comprehensive Plan was made available for public review at the Robinson Township Municipal Building; and

WHEREAS, on August 12, 2016, a Comprehensive Plan review meeting was held at the offices of Allegheny County Economic Development – Planning Division (Planning Division) to review County comments received via electronic transmission on August 11, 2016 to discuss policy clarifications and editorial refinements. Representatives of the Planning Division, representatives of other allied County planning specialties, and representatives of Robinson Township participated in the meeting discussion; and

WHEREAS, no comments received from Allegheny County Economic Development, the neighboring municipalities nor the Montour School District

resulted in a substantive change to the Robinson Township Comprehensive Plan; all comments provided to date represented policy clarifications or editorial refinements; and

WHEREAS, the Township completed the policy clarifications and editorial refinements as well as transmitted the updated document to the Planning Division prior to the Public Hearing; and

WHEREAS, Robinson Township did advertise a Public Hearing on September 21 and 28, 2016 in the Suburban Gazette; and

WHEREAS, the Robinson Township Board of Commissioners held a Public Hearing on October 3, 2016, to hear and consider public comments; and

WHEREAS, a copy of the Robinson Township Comprehensive Plan, which includes the text, maps, charts and all other items, are attached hereto as Exhibit "A"; and

WHEREAS, the Robinson Township Board of Commissioners has found that the Robinson Township Comprehensive Plan is beneficial to the health, safety and welfare of its citizens; and

NOW, THEREFORE, BE IT RESOLVED by Robinson Township, and is hereby resolved and enacted by the authority of the same, as follows:

SECTION 1 Robinson Township by adoption of Resolution No.16 adopts the Robinson Township Comprehensive Plan, as attached hereto as Exhibit "A", in accordance with Article 3, Section 302, of the Pennsylvania Municipal Planning Code.

SECTION 2 Any and all previous Comprehensive Planning Documents are hereby repealed.

DULY ENACTED AND ORDAINED this 3rd day of October, 2016 by the Township Board of Commissioners of Robinson Township in public session.

ATTEST:

ROBINSON TOWNSHIP



Township Secretary



Samuel Abatta, Chairman

Acknowledgments

TOWNSHIP BOARD OF COMMISSIONERS

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*The Consulting Firms That Assisted The Township
With The Development Of This Plan Are:*

ENVIRONMENTAL PLANNING & DESIGN, LLC
TRANSPORTATION PLANNING & DESIGN, INC

**This plan was made possible through a Municipal Assistance Program grant as awarded
by the Pennsylvania Department of Community and Economic Development.**

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Robinson Township

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Foreword

Overview

Our Community in the 21st Century– Robinson Township’s Comprehensive Plan is a bold statement by residents, businesses and community leaders about what kind of future the Township can expect if it plans together and implements with commitment.

Robinson, situated in the West Hills region of Allegheny County, as well as the Airport Corridor, is home to more than 13,000 residents and is one of largest employment and retail hubs in western Pennsylvania. Its geographic location is a strategic advantage for the community in terms of proximity to the Pittsburgh International Airport, Downtown Pittsburgh and the I-79 and I-376 corridors. In recent years as the gas shale industry has burgeoned, Robinson Township has found that it is also well positioned to support its businesses and workforce.

The Comprehensive Plan is the key policy guide for decision-making about Robinson’s built and natural environments. The Plan serves as a measuring stick by which small, individual decisions move the Township toward its goals and aspirations. More specifically, the Plan’s narrative and associated maps contain detailed recommendations for future development including the appropriate location and density or intensity of residential and commercial uses; the general location and character of roads; the general location of parks, open space and public buildings; and the general sites for and extent of public water and sanitary sewer utilities. It also contains recommendations and strategies to guide the conservation of the undeveloped areas within the Township as well as for leveraging the value of the Ohio River and the long distance trails that traverse the edges of the community. Robinson Township’s ability to maintain high quality of services and quality of life depends upon a careful review of future development proposals for conformance with the Comprehensive Plan. Designed as a policy guide for decision-making, the Plan’s various recommendations have been categorized into short-, medium- and long-range actions. In order to best fulfill its purpose as a guiding document, the Comprehensive Plan should be reviewed annually and generally updated every 5 to 7 years.

The Plan makes a commitment to use smart growth principles related to housing diversity, density and mobility as a means of advancing the Township and the Airport Corridor well into the 21st Century. By building on the community's assets and strengths, especially its economic base, through strategic investments in connectivity and civic amenities as well as the enhancement of the green environment, the Township is confident that it will retain its position of importance in Allegheny County. In sum, this is a bold plan with bold ideas. It is right for this generation as it works to establish itself in the new century. The success of this Plan will ultimately be measured by the health and vitality of the Township's neighborhoods and business centers. The growth and resiliency of these centers as the community's economic engine must go hand in hand with the increasing strength and vitality of its neighborhoods.

Benefits of the Plan

Adoption of the Comprehensive Plan provides many distinct advantages:

- Consistency in decision-making - land use decisions have the greatest effect when they are made on a consistent basis over time. The Comprehensive Plan affords the Board of Commissioners and the Planning Commission the opportunity to keep a steady point of reference for land use actions. A Comprehensive Plan that is sometimes ignored or sometimes rigorously applied will eventually lose its clarity and effectiveness, and inconsistent development patterns will emerge.
- Strong legal support - zoning-related actions by a community are generally viewed favorably by courts at all levels, as long as those actions are not made in an "arbitrary or capricious" fashion. Using the Plan to support those decisions can help ensure that actions are properly taken.
- Wise use of resources - the Township's resources need to be wisely conserved and used efficiently. These include natural amenities, fiscal resources, infrastructure (roads, utilities, etc.) and buildings. The Comprehensive Plan, supported with a capital improvements program, can be used to implement Township projects such as trail development, recreation facilities planning, utility extensions and road improvements.

Closing Thoughts

Robinson Township, as well as many communities throughout western Pennsylvania, has weathered the negative effects of the Great Recession of 2008. However, the harsh economic downturn when coupled with shifting demographics, a greying population base, an aging housing stock and increasing traffic congestion has revealed that communities need to plan with resiliency in mind. The concepts and policies offered as part of this Plan provide Robinson with the ability to more effectively adapt to 'change' as it occurs. More importantly, successful and sustainable communities transform change into opportunities for readjustment, reinvestment and reinvention. The following Plan provides Robinson Township with a road map to leverage change for the public's benefit as the community continues to advance into the 21st Century.





1 | Introduction

What Is a Comprehensive Plan?

A comprehensive plan is a living guide of goals, policies, and actions that shape the direction of a community's preservation and development. The Plan defines and documents vision and aspirations and outlines a roadmap to assist the community in making decisions about its future. A comprehensive plan carries no weight of law and contains no rules or regulations, but the vision outlined in the plan can prompt examination of regulatory guidelines to ensure compliance with stated goals and actions within the plan.

A comprehensive plan is broad in scope, examining the existing physical, social, and economic characteristics, but it seeks to apply this knowledge to the future. It speaks to various issues in general terms, but it also makes specific recommendations. The comprehensive plan is, in part, a factual report that examines how the past has led to the present, as well as a report that can be used to chart the path into the future.

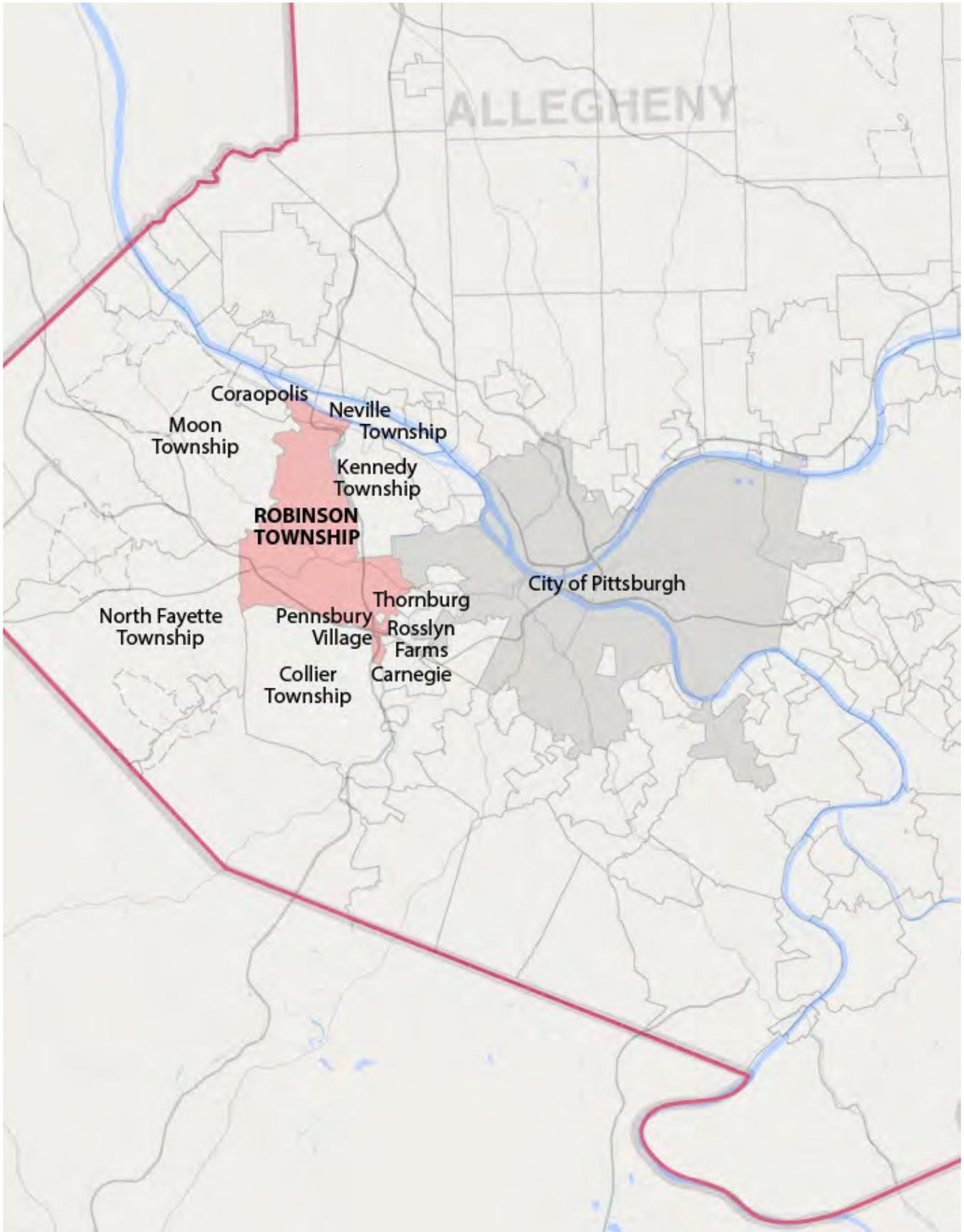
A comprehensive plan:

- is both a document and a process;
- is a public policy guide for big-picture thinking about what makes a place to live and work actually a community;
- helps the community prepare for and manage population and business development patterns;
- helps the community plan for and coordinate major public investments.

In preparing the plan, studies must be conducted on various subjects, including the existing conditions within the community and the prospects for future growth. Usually, these studies include such items as a history, existing land use, transportation and circulation, community facilities, socio-economic analyses, natural features, population and housing.

Factors such as a growing population, changing demographics, and the ever-increasing influence of global economics all complicate planning for the future while making it all the more necessary. Regardless of where a community is or how successful it has been in the past, change is an inevitable factor in the life-cycle of any municipality. In short, the foundation is constantly shifting.

MAP I: REGIONAL CONTEXT



Overview

Why is Robinson Township doing a Comprehensive Plan?

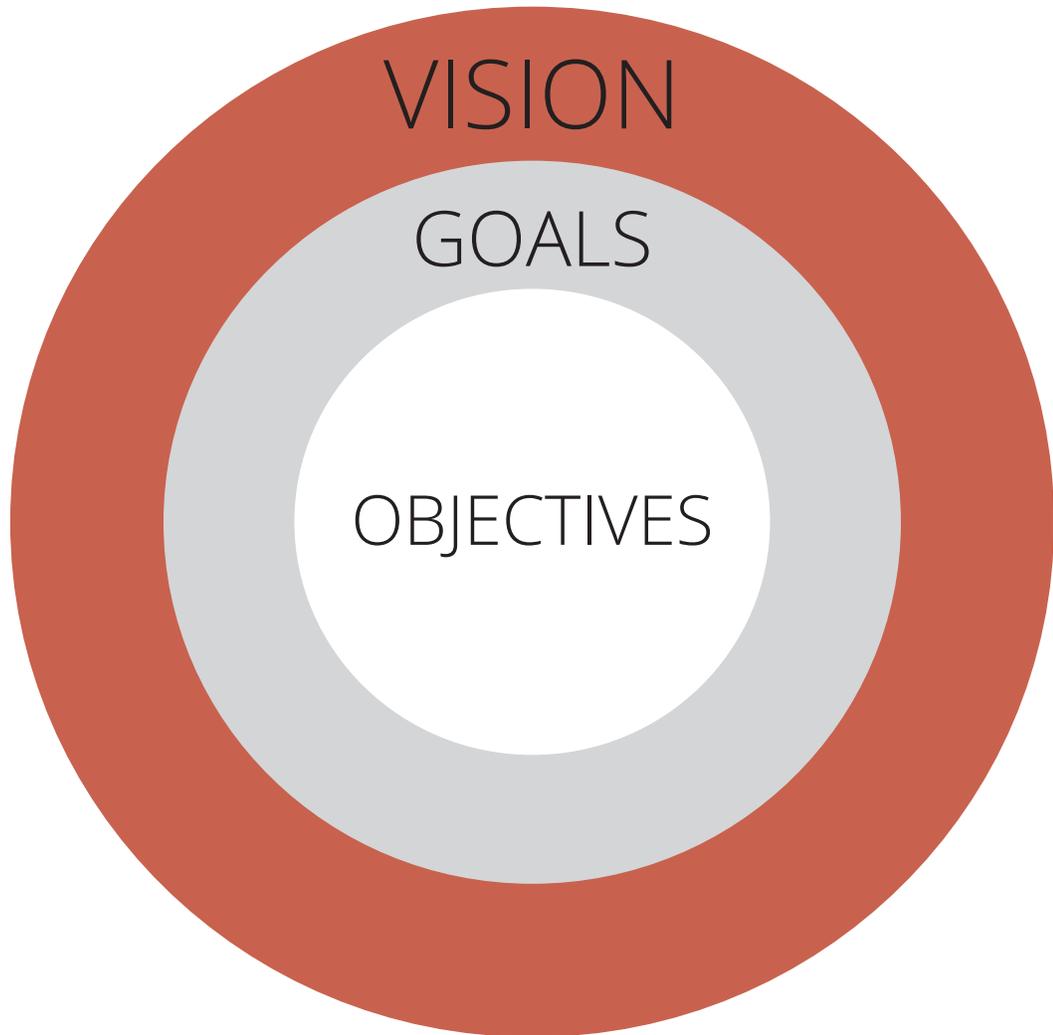
Robinson Township has experienced many years of success on all fronts— from the development of high-quality housing all throughout the Township to the large concentration of desirable regional retail and restaurants and the growth of corporate employment centers.

However, with years of success come the evolution of resident and business needs, desires, and preferences. For instance, the growth in the population of seniors means that adequate senior housing has become more of a concern. In addition, the explosion of retail over the last 30 years— from the Mall at Robinson to IKEA to Giant Eagle’s flagship Market District store, and everything in between— means that traffic and congestion are more than ever at the forefront of concerns of community residents. In recent years, with the growth in both the senior population and new, younger families, walkable, mixed-use development, mass transit, and bicycle and pedestrian infrastructure have also since emerged as desirable qualities for the community.

Residents want the jobs, municipal revenues, and civic amenities that growth and development can provide, without the strain on municipal budgets, exacerbation of traffic, or loss of quality open space.

To address these desires, the Robinson Township Comprehensive Plan carefully balances future land use patterns, public costs, municipal revenues, natural resource protection, civic amenities, traffic improvements, and community character in relation to one another. The integration of these resources is based on a thorough understanding of the community’s capacity to support future development and an analysis of demographic, socio-economic, and physical factors. The individual components of this Plan form an integral whole that balances community needs and desires with available resources.

By preparing for and managing population and business development patterns through the implementation of a comprehensive plan and keeping residents and businesses involved throughout the process to ensure their needs and desires are met, Robinson can continue to be a great community.



Approach & Process

Planning Process

The simplest way to approach planning is a process— an organized way of thinking about the future. Generally, a comprehensive planning process consists of gathering background information, defining challenges, setting goals and objectives, formulating an action plan, implementing decisions, experiencing outcomes, and finally, evaluating those outcomes and updating goals and/or actions.

The first phase of the Comprehensive Planning process in Robinson Township included background analysis and research, community outreach, and initial Plan recommendations. The second phase of the process included the development of final recommendations found within this Plan, creation of this final report document, and the adoption process.

Meetings with public officials first took place in May 2015. Initial stakeholder outreach was conducted in July and August of 2015 to gather broad input from stakeholders and to inform them about the planning process. Additional stakeholder outreach was conducted over the winter of 2015/2016 to discuss key actions and partnership opportunities for implementation.

In January of 2016, a visioning session with the Planning Commission was held to discuss the vision of this Comprehensive Plan and the major goals on which this Plan will focus. The session was a success, with a vision statement quickly agreed upon and goals identified and recognized as needing to be key factors of the Plan. This visioning session was one of the most valuable meetings held to complete this Plan.

From this Planning Commission visioning session, the following were identified as prominent issues and opportunities to address in this Plan:

The Montour Junction

The Mountour Junction, the former location of the Montour Railroad's railyard, track junction and engine houses, is a landmark known by many western Allegheny County residents. The Junction now comprises vacant open spaces, brownfields and a section of the Montour Trail, a multi-use trail which runs through the Western part of the Township. The Montour Trail is one of the most used trails in the county and is part of the Rails-to-Trails Conservancy's trail system. A large portion of the Junction is proposed to be redeveloped into an athletics-oriented park owned by Allegheny County. A portion of the proposed facility will be situated in the Township. Given these factors, the Township has the unique opportunity to consider additional recreational opportunities to complement the existing and proposed recreational amenities within the Junction.

Connectivity

While making a walkable connectivity system throughout the entire Township may not be a viable planning initiative, creating walkable nodes throughout the Township can allow for connectivity pods. There are key amenities in the Township which should support connectivity nexuses, such as the Mall at Robinson and Settler's Cabin Park.

Greenspace

Currently, there are common open space requirements in Planned Residential Development regulations, but the revision of the Zoning Ordinance can incentivize the development of trail systems or environmentally-sensitive area preservation.

Economic Development

The employment opportunities which are available in Robinson is the backbone of the Township and drives the livelihood of the community. The health and sustainability of this element should be a top priority, and opportunities to adapt and evolve to the changing tides are necessary for its prosperity.

Community outreach was conducted in the form of a public meeting in August 2015. During the meeting, recommendations for Robinson from the *AlleghenyPlaces*, the Allegheny County Comprehensive Plan, and *ActiveAllegheny*, the alternative transportation plan for Allegheny County, were presented, as residents discussed what they considered the strengths, deficiencies, opportunities, and worries of the community.

The following questions were asked for a broader discussion:

- What else do you think Robinson can do for its community?
- What are your thoughts about Robinson's economic vitality?
- How do you think Robinson can improve its circulation?
- How can Robinson improve its parks and green spaces?
- Is there anywhere in Robinson you wish you could get to by biking or walking?

Some of the strengths identified by participants in the outreach meeting were: good restaurants, proximity to Downtown Pittsburgh and the Pittsburgh International Airport, the many shopping opportunities (including the regional draw of the Mall at Robinson), growth in the population of young families and seniors alike, and the Township's excellent reputation for high-quality municipal services (e.g., snow removal).

Deficiencies mentioned included traffic issues and the difficulty in finding suitable senior housing. Identified opportunities included more usage of the Township's parks, the conversion of old school facilities to a community or recreational center, and activities for seniors.

Finally, worries and concerns included the difficulty of getting around the Township without a car, the rapidly approaching build-out of the community and shortage of new developable land, the potential difficulty of walkable mixed-use development, and the relatively sparse level of mass transit in the Township.





2 | Foundations

Overview

Through demographic and site analysis, administrative insight and public feedback, the opportunities and issues that face Robinson Township presented themselves. The following section is a summary of the key elements that serve as the foundation of this Plan. These foundations are the abridged existing conditions of the Township and the challenges it faces.

The following elements are the foundations for this Plan:

- Regional Location
- Changing Population
- Only the Difficult Land Remains for Development
- Existing Housing Stock
- Tax Base
- “We’re a River Town!”
- Public Transit
- Mobility
- Traffic Capacity and Safety
- The Future of Large Format Retail
- Land Trust for Open Space Preservation

The vision, recommendations and objectives for this Plan have been formed with these foundations in mind, and the recommendations have been created to address the issues and challenges caused by these foundations.

Regional Location

A factor which sets Robinson apart from other communities in Allegheny County is its convenient location. The Township is located within a set of junctions which makes it easily accessible to prominent destinations throughout the County. A fifteen-minute drive to the Pittsburgh International Airport and a twenty-minute drive to Downtown Pittsburgh, the Township's location amplifies its desirability as a destination, encouraging Southwestern Pennsylvanians, Ohioans, and West Virginians to visit and those who work within Allegheny County to live. The success of the different commercial and retail businesses within the Township is due in large part to its location. As the daily commuter from the western suburbs drives home from Downtown, they are easily able to stop at Settler's Ridge for groceries or to exercise before going home. Likewise, those visiting Pittsburgh are inclined to stay along the hotel corridor of Campbell's Run Road to be close to both the airport as well as the city.

Changing Population

As with any growing community, the demographic population of Robinson is in a constant state of flux. The Township is growing older— almost a quarter of the population is above the age of sixty (22.4%, 2014 US Census Estimates), and about three-fourths (71.5%) of the population owns their home. While this aging population wants to stay in the Township, they may not necessarily want to live in their multi-story single-family homes. Currently, there are limited housing options for a senior population and this is an issue that the Township will have to address in combination with making the community more senior-friendly. Concurrently, another issue the Township will face with a growing population is how to occupy the homes this population will be leaving. The Township's household size is decreasing at a fairly rapid rate. While the Township is seeing a younger population move into the community, this population does not consist of families, but rather single young professionals who would prefer to live in denser dwellings like apartments and townhouses. Ensuring there is enough desired housing for this younger, single population will be necessary, as well as incentivizing the occupancy of the existing single-family housing stock. While accommodating the changing demographics, the Township will need to determine how best to attract more families to the community to ensure Robinson continues to be a highly desirable community for both existing and future residents to live and age.

Only the Difficult Land Remains for Development

As can be seen in most communities, the more accessible, easily developable, less costly land typically gets developed first. The more difficult land— those often characterized by poor soils, steep slopes and infrastructure limitations are consequently developed last because of the associated development challenges and costs. This development pattern holds true in Robinson. Further, the Township also has development challenges due to past extraction industries that occurred in the area. Much of the green, rolling hills are left over from these industries, and this means that this undeveloped landscape will stay that way due to environmental constraints. While this in turn creates open space for the Township, the pattern of this space is fragmented and not cohesive. Considering the future of this land, the Township can work towards connecting these green spaces to each other to form a united open space system within the community.

Existing Housing Stock

While Robinson is able to provide quality housing for its residents, the housing stock is older compared to several of the Township's neighboring communities. The average single-family home building footprint in Robinson Township is 1,516 square feet. This smaller square footage is because many of the homes were built earlier than many other homes in surrounding communities (47.9% of the existing owner-occupied homes were built before 1980). Newer homes within the Township tend to be larger in square footage, appealing to families looking to live and grow in a community and mirroring the housing character of many of Robinson's neighbors. While Robinson's housing stock is currently able to satisfy residents, the Township needs to prepare for what the future desires in housing will be. While almost 80% (79.9%, 2014 Census estimates) of owner-occupied homes are single-family homes, the suburban style single-family home is becoming less appealing to owners and renters, particularly empty-nesters and single parent households. The future housing market values higher density dwellings, with smaller yards and a more urban character. Planning for the future, as older neighborhood homes become vacant, there will be pressure to fill these homes or to redevelop them to be more appealing to the next generation of home owners. The Township will have to consider how they want to steer future housing developments to accommodate the desires for higher density and appeal to young families and young professionals.



Tax Base

Most suburban communities rely on the tax revenues from homeowners to be the back-bone tax base for the community to sustain itself. Robinson breaks this mold by having multiple tax bases. There is no business privilege tax in Robinson, which has helped drive the continued growth of retail and corporate businesses in the Township, even when other concentrations of commercial development elsewhere in the County have stagnated. Because tax rates are favorable to business, they choose to be located in Robinson and this contributes the majority of the tax base. While residential property taxes still contribute a significant tax base, in the case of Robinson, the tax rates related to non-residential development are a prominent part of the Township's revenue and the continued presence of these non-residential uses are necessary for the Township's livelihood. While the Township is currently flourishing economically because of the prominence of retail and corporate business success, to ensure the future prosperity of the Township, a major component of this Plan is to prepare so that the Township can accommodate and support the ever-evolving economy.



“ We’re a River Town! ”

During the visioning session with the Planning Commission, it became clear that a focus of this Plan should be centered around embracing the Township's natural heritage that over the past has become forgotten. Robinson Township is a “river town” and a “trail town”. Access to the Ohio River allowed for the vitality of the early Township, making the trading of Township's agriculture and lumber possible. Today the Groveton Boat Club and the Pittsburgh Rowing Club utilize this natural amenity, but more can be done to capitalize on this valuable recreational asset. The Township also recognizes the salutary position it is in because of the location of the Montour Trail and the nearby Panhandle Trail. The Montour trail, which eventually connects to the Great Allegheny Passage, makes Robinson Township accessible to the greater southwestern region and eventually Northeastern states. By recognizing itself as a river town and trail community through supporting further trail development and river-oriented recreation, the Township can continue to distinguish itself as a First-Class Township that strives to provide its citizens and visitors with recreational amenities that allow them to appreciate the region's beauty and natural heritage.

Public Transit

While most Allegheny County communities in the outer regions do not have much of a public transit system, this is usually because one is not necessary. The case is a little different for Robinson, since it provides jobs to workers from all over the region. In the Township, the industry that provides the most amount of jobs is retail sector, and many of these retail employees do not live in Robinson. In order to save travel costs, employees may choose to take public transit to work. The Port Authority has three bus routes that travel to and through the Township (24 - West Park, 28x - Airport Flyer, and 29- Robinson) and the Airport Corridor Transportation Association (ACTA) provides a shuttle from the Airport to Robinson's commercial nucleus. While there are enough buses to transport workers to and from the commercial corridors of the Township, the locations and conditions of these bus stops are not adequate for the riders they serve. Most of the bus routes have stops along Park Manor Boulevard, but for the rider who works at the mall itself, this means that they need to walk along the very busy Robinson Center Drive in order to reach their destination, making the commute uncomfortable and dangerous. Most of these roads do not provide sidewalks for pedestrians from the bus stops to commercial destinations, reducing bus riders to walk along narrow, gravelly shoulders or through grass. Further amplifying this strained condition, the bus stops around the mall and Robinson Town Centre do not provide bus shelter for their riders. Moving forward, the Township needs to collaborate with the different transit providers in order to create a unified vision for the Township's public transportation that is more convenient and safer for its riders.



Mobility

Today, the Township of Robinson faces challenges in providing a transportation system community that supports multiple modes such as vehicular, pedestrian, bicycle and transit. This strained mobility is a result of several factors. The landscape of Robinson is characterized by dramatic elevation changes which physically fragment the Township. Because of the sloping topography, land uses are mostly separated within the Township, residential and commercial uses concentrated in separate, removed corridors rather than intermingled. The separation between primary land uses are further complicated by access issues. There is no sidewalk network connecting separate land uses, and the streets are at their maximum widths and limited in their ability to support sidewalks or bike lanes.

Sidewalks which do exist in the Township are mostly found in newer residential developments, being a requirement in Robinson's Subdivision and Land Development Ordinance (§ 250-41). There are also sidewalks provided within the commercial nucleus of the Township, the Mall at Robinson, and off Campbell's Run Road to provide access from Courtyard Marriott to Settler's Ridge. While these sidewalks seem to support pedestrian access, they do not connect to the surrounding community. Further, the Montour Trail, the largest bicycle trail in the county passes just along the outside of the mall, but does not safely provide access from the trail to the commercial destination. Even the parks and schools are not safely and properly accessible by foot or bicycle. A "Walk Score" is a walkability index which measures the walkable system of a community and assesses the mobility of citizens without the use of car. The database was originally designed by real estate professionals as a way to analyze real estate values in relation to walkability. The walkability index is a score from 0 - 100, with 0 being very/completely unwalkable and 100 being extremely/completely walkable. After considering the walkability index system for the major destinations, parks, and educational facilities in the Township, they received the following scores:

Clever Park: 3	The Mall at Robinson: 35
Montour High School: 5	Settler's Ridge: 27

By creating a series of interconnected districts or nodes, the Township can:

- promote multi-modal transportation,
- enhance the quality of life for its residents,
- make the Township a more appealing community, and
- and connect to the larger Southwestern Pennsylvania region.

Traffic Capacity and Safety

While Robinson's easy accessibility from major arterial roadways like I-376, I-79, Route 60 and Route 51 makes Robinson conveniently accessible and reachable, traffic-related issues are a major challenge for the community and for those that travel through the Township. The major arterial roadways that traverse the Township and their many intersections are prone to accidents. While some communities can mitigate traffic issues by expanding the roads, the physical limitations of Robinson do not allow for that option. Rather, the Township can focus on traffic calming and access management strategies to improve traffic safety and in the long-term mitigate traffic congestion.

The Future of Large Format Retail

As previously mentioned, Robinson's most significant employment sector is retail. Robinson provides residents and visitors alike with high-quality commercial centers, and these centers are a reflection of the traditional nature of retail most associated with the 1990's and 2000's – tenant spaces with larger footprints and a flood of shoppers circulating throughout these centers. Robinson has been able to take advantage of the traditions of retail, and as a result, it is well known in the Pittsburgh region as a thriving commercial hub. Though Robinson reaps success through this retail format, other major shopping districts in Allegheny County have not been as successful with this approach. For instance, West Mifflin/Pleasant Hill's Century III Mall and Southland 4 Seasons Shopping Center have seen a steep decline in use and today suffer from high vacancy rates.

This decline may be due in large part to the changing face of retail. Over the past 15-20 years, the retail sector has changed in character because of the convenience of at-home shopping, mobile apps, next-day deliveries, and the increasing popularity of on-line shopping. Consequently, while retail businesses may still be thriving, they nature of the industry has changed – retail businesses don't need as many outlets or stores in a regional area. In tandem with the popularity of on-line shopping is the convenience of in-store pick-up, which allows customers to expedite the process of procuring their purchases. These goods are shipped from warehouse to store, and since there is consequently less demand for the tenant to always have an immediate supply of products on-hand, they require retail spaces with a smaller footprint.

Though other commercial districts have experienced decline and vacancy issues, Robinson's has not had this problem thus far. The prosperity of the Township's commercial center may be due in large part to the specific tenants and quality of the tenant spaces provided in Robinson. However, if in the future the Township does begin to experience the challenges other shopping centers have faced, Robinson will need to take action. To stay ahead, the Township should keep a continuous eye on shopping and retail trends (which businesses are doing well and expanding, what goods are shoppers spending their money on, etc.) and have a series of back-up strategies as the retail sector continues to evolve. Striving to make these different spaces adaptable for a range of uses and capacities will be a prime aspect of this planning component, while maintaining the commercial spaces to keep shoppers coming back is also crucial.

Land Trust for Open Space Conservation

Robinson is an attractive place for developers to break ground. Almost a quarter of the houses in its current stock were built between 2000 and 2009, and developers continue to come to the Township because they know there is a market for their homes or commercial buildings. As easily-developable or more economical land becomes more scarce within the Township, Robinson recognizes the need to actively preserve the semi-pastoral landscape that characterizes the County. In order to preserve environmentally-sensitive greenspaces, terrain subject to erosion and abandoned mine drainage issues, red bed soil complexes, impaired streams, and previously mined areas with limited stability, Robinson could consider the opportunities provided by an integrated open space network. Such a network could be created using a Land Trust as the legal instrument for ownership. Robinson can establish its own Land Trust, or enter into a partnership with the Hollow Oak Land Trust, Allegheny Land Trust or another trust operates in the southwestern Pennsylvania region. A Land Trust would help the Township identify areas which are of highest priority for open space conservation. It would also recognize spaces that could be used for recreational opportunities, such as the establishment of linear parks, water access areas, trail corridors, etc. Depending on whether the Township decides to establish its own Land Trust or to form a partnership with an existing trust, the Land Trust can work closely with Township Officials and other Land Trusts in Allegheny County to find ways to secure open spaces — whether it be through purchasing, grant opportunities, donations or other strategies.



3 | Vision

Creating a vision and goals is part of a practical planning process that can be used by any community. A comprehensive plan can help by providing a blueprint for moving from aspirations to actions to positive outcomes for a community.

The process grounds the community's aspirations. It makes good ideas possible by laying out what needs to happen in order to achieve the goals, and subsequently, the vision.

By engaging in this process in a group effort— taking care to involve both the people impacted by the plan and those with the abilities to implement it— allows the community to build consensus around its key focus areas and the necessary steps it should take to ensure continued success in the future.

By utilizing a process that gives the overall community an opportunity to develop its vision together, the resulting plan is much more likely to address the community's real needs and desires. It also creates community ownership of the vision, greatly increasing the chances that any effort will be successful. Setting a vision allows the community to focus on short-term goals while keeping sight of long-term aspirations.

Vision, Goals & Forming Recommendations

Vision

The vision communicates the ideal conditions for a community— how things would look if the issues identified by community members as important were perfectly addressed. This aspiration is generally described by a vision statement, which is a brief proclamation that conveys what community members most value about where they live and the shared image of what they want their community to become. By developing a vision statement, the beliefs and governing principles of a community become clear to residents and businesses, as well as municipal staff, elected officials, and volunteers.

In general, vision statements should be:

- Understood and shared by members of the community
- Broad enough to encompass a variety of local perspectives
- Inspiring and uplifting to everyone involved in your effort
- Easy to communicate

Robinson Township’s Vision Statement:

Advance Robinson Township as a balanced, progressive, forward-moving community that meets the need of its citizens and visitors.

Goals

The development of the goals is the next step in the planning process. Goals are similar to vision statements, but they’re more concrete and “action-oriented”— they’re the elements on the path toward fulfillment of the vision. The goal might refer to a problem— such as a shortage of housing or a lack of transportation options— and the positive outcome of addressing that problem. Some general guiding principles about goals are that they are:

- **Concise:** Although not necessarily as short as a vision statement, a goal should still get its point across in one sentence.
- **Outcome-oriented:** Goals explain the overarching outcomes a community is working to achieve.
- **Inclusive:** While goals make statements about a community’s overarching outcomes, it’s important that they do so very broadly. Good goals are not limiting in their strategies or in the sectors of the community that may become involved in fulfilling them.

Robinson Township’s goals:

Increase connectivity and mobility within the Township and to the Southwestern Pennsylvania region.

Ease the ability of residents and visitors to get around the Township— between their homes and work, school, shopping, and dining destinations— using a variety of modes of travel.

Improve vehicular transportation systems by firstly improving safety within risk-prone intersections and roadway sections and secondarily mitigating localized traffic congestion.

Through traffic calming and access management strategies, Robinson can mitigate accident-prone intersections and roadways, making circulation safer for residents and visitors alike. As a result, as less accidents occur along these major roadways, congestion will be alleviated.

Leverage the existing trail network to better connect the Township’s natural assets, its own places of attraction, residential neighborhoods, other regional destinations and the Ohio River.

Robinson possesses an invaluable recreational asset through the Montour Trail, which is in close proximity to not only different residential corridors of the community, but also the Ohio River, the commercial nucleus, Settler’s Cabin Park and the Panhandle Trail. By developing trail extensions that connect these different neighborhoods and major destinations, Robinson can promote bicycle and pedestrian mobility for both residents and visitors.

Protect the Township’s remaining high-value green spaces and celebrate its invaluable water frontage along the Ohio River.

The topography of Robinson Township is the epitome of Southwestern Pennsylvania’s landscape— rolling hills, escalating slopes, and water access. While development of the remaining fragmented open space seems difficult due to environmental constraints, protecting and designating land that can be used to fuse these spaces together becomes a priority. Recognizing not only the beauty of the landscape, but also the Ohio River, Robinson can strive to take better advantage of its river frontage.

Support the economic and fiscal engine of the community— the retail, office and industrial development sectors— through land use policies and fiscal management.

As the engine that runs Robinson, the retail, office and industrial centers of the Township are a major focus for the community, and should continue to be at the forefront of planning efforts. Ensuring that these facilities are desirable for both non-residential uses and patrons alike, Robinson will need to constantly monitor economic patterns to ensure their engine is running smoothly.

Sustain Robinson as a pro-business community while maintaining the delicate balance between residential and non-residential land uses.

Because of the attractive tax rates for residential and non-residential properties, Robinson distinguishes itself as a pro-business, pro-living community with a perfect combination of each. Maintaining a prosperous balance between residential and non-residential land uses is one of the Township's greatest strengths and should continue to be so.

Nurture opportunities for different densities and multi-use development, redevelopment and infill in the portions of the Township where the roadway and utility infrastructure has been established.

As Robinson seeks to provide desirable housing for its changing demographics, it will need to consider options for density and multi-use development. By locating such developments in close proximity to existing infrastructure, the Township will be able to expand infrastructure like trails and sidewalks, promoting community circulation.

Encourage the development of a diversified housing stock that accommodates the existing and anticipated needs of the community's current and future residents.

Robinson has two significant populations to anticipate – the aging population and young professionals, both who desire housing options different from the majority of homes in Robinson. While simultaneously preparing for this evolving stock, the Township will need to attract families to the community to fill the single-family homes that will soon be available due to the aging population seeking other housing options.

Strengthen Robinson's identity as a municipality which is more than just a commercial hub, but a community ideal for living and growing.

To further strengthen a sense of identity for the Township, gateway signs which welcome citizens and visitors into Robinson allows for the community to be defined before reaching one of its well known locations, such as the Mall at Robinson. This will allow visitors to know that Robinson is a community that is more than just its commercial hub.

Recommendations

Recommendations are even more action-oriented than goals. They are the measurable and quantifiable steps toward the fulfillment of goals and are written with a timeline in mind. Recommendations represent the concrete progress made toward specific goals.

Within the Recommendation section of this Plan, the recommendations will be numbered. Later in this Plan, the Action Plan will coordinate with the numbered recommendation of which the actions are directed by.

Comprehensive Plan

The Comprehensive Plan frames a long-term vision with which to consider, evaluate and leverage planning opportunities for the good of the community.

The compilation of these opportunities is illustrated on the following pages. The maps graphically explain the relationship between recommended land use and housing, transportation and infrastructure, environmental and cultural elements as well as civic amenity enhancements. Together, these components form the integral Plan that seeks to balance the Township's aspirations and valuable resources.

This Comprehensive Plan is a blueprint for Robinson's vision for the future, incorporating not only recommendations, objectives, and concepts outlined in a written guide, but also a physical map that graphically lays out these recommendations, objectives, and concepts. The maps on the following pages are not zoning maps and do not affect existing zoning in Robinson. What they do instead is provide a visual framework for how the Township's various existing neighborhoods, commercial districts, and public areas are organized and how all of these areas may look in the future with the recommendations, objectives, and concepts from this Plan taken into account.

Planning Concepts (SEE MAP 2: FUTURE LAND USE MAP and MAP 3: COMPREHENSIVE PLAN MAP)

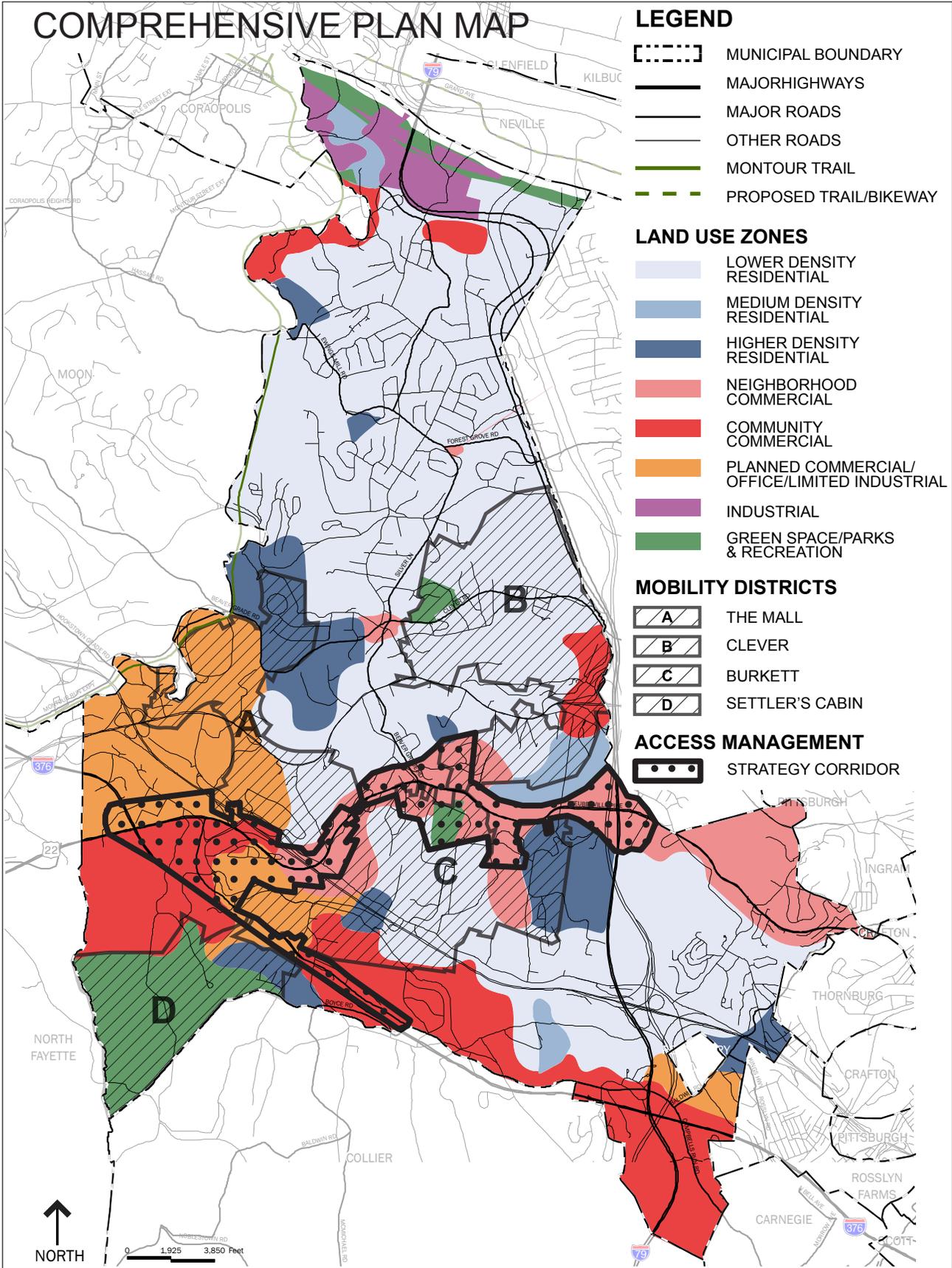
Mobility Districts

Mobility Districts are envisioned to be the highly-walkable, mixed-use districts or nodes throughout the community. The Mobility Districts have been delineated based on the ability to support pedestrian and bicyclist infrastructure as well as a denser and more diverse set of land uses. These Mobility Districts are oriented around several Township commercial districts and civic destinations, and will allow for increased access to the highly desired yet sometime elusive destinations. The Mobility Districts should be established through zoning overlays. Through the overlays, the Township can designate specific areas within the Township to utilize planning strategies that enhance multi-modal connectivity. Developments within the Mobility Districts will be required to construct sidewalks. Moreover, the zoning overlays related to the Mobility Districts can be used to diversify the density of housing – the Mobility Districts will allow housing types not currently permitted in the overlay's base zoning district, resulting in pedestrian-oriented, higher-density areas within the community.

Access Management Corridor

According to PennDOT's Access Management Model Ordinance for Pennsylvania Municipalities Handbook, 'access management hinges on balancing two concepts – mobility and accessibility. Mobility refers to the movement of traffic while accessibility refers to the ability of traffic to enter and exit a roadway from adjacent properties. Roadway systems are developed in a hierarchical structure aimed at best serving both of these functions. Higher order facilities (e.g., Interstates, arterials) are intended to play a greater role in providing mobility, while lower order roadways (e.g., collectors, local roads) are intended to serve a greater role in providing access to property.'

MAP 3: COMPREHENSIVE PLAN MAP





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4 | Recommendations

From the goals outlined throughout the preceding pages, specific action steps for Robinson's future emerge. The recommendations within this Comprehensive Plan draw on issues and opportunities identified earlier in this Plan and are categorized into the following planning themes:

- Supporting Residents and Creating Community
- Economic Vitality
- Circulation and Connectivity
- Parks, Recreation, and Greenways Opportunities
- Infrastructure Systems

On the following pages, broad recommendations to make Robinson an even better community are discussed in detail. A summary of the actions to achieve the recommendations are then outlined in Part 5: Actions & Implementation.



TABLE I: CHANGE IN POPULATION, ROBINSON TOWNSHIP

	Total Population	Median Age (Years)	Under 5 Years	5 to 19 Years	20 to 64 Years	65 Years and Over
% Change 2000-10	8.7%	--	-0.1%	+0.1%	+11.3%	+16.5%
# Change 2000-10	1,065	+2.5	-62	+2	+856	+281

Supporting Residents & Creating Community

Goals To Address:

Encourage the development of a diversified housing stock that accommodates the existing and anticipated needs of the community’s current and future residents.

Nurture opportunities for different densities and multi-use development, redevelopment and infill in the portions of the Township where the roadway and utility infrastructure has been established.

Strengthen Robinson’s identity as a municipality which is more than just a commercial hub, but a community ideal for living and growing.

Robinson Township has a steadily growing population that has increased by over 1,000 people each decade since 1980. The population is projected to continue to increase in the coming decades according to Southwestern Pennsylvania Commission projections. As the population continues to increase, it will also evolve. To prepare for this evolving population in the Township, appropriate housing types and quantities of such will have to be provided in order to support the existing and future citizens of Robinson.

RECOMMENDATION (SRI)

Ensure that the Township has the capacity to accommodate a rising, diverse population with an appropriate variety and supply of housing types.

Robinson has an aging population that wants to continue living in the community, but in order to prepare for an older population, the Township will eventually need options for senior housing. Robinson Township’s fastest growing age cohort is individuals ages 65 and older. Between 2000 and 2010, this group grew by 16.5%, raising the median age in the Township by 2.5 years, from 39.9 to 42.4. In comparison, Moon Township’s median age increased by 1.2 years, Collier Township’s increased by 1.1 years, North Fayette Township’s increased by 2.7 years, and Kennedy Township’s increased by 3.3 years. Of the communities surrounding Robinson, the City of Pittsburgh was the only municipality to see a decrease in median age between the two most recent censuses, from 35.5 to 33.2. SPC projections predict that Robinson’s average household size will decrease from 2.27 to 2.09 persons per household between 2015 and 2040, reflecting a population that is “aging in community.”

TABLE 2: MEDIAN AGE ANALYSIS

	Year 2000	Year 2010	Change (Years)
Robinson Township	39.9	42.4	+2.5
Carnegie Borough	40.0	40.9	+0.9
City of Pittsburgh	35.5	33.2	-2.3
Collier Township	45.9	47.0	+1.1
Coraopolis Borough	40.6	42.2	+1.6
Kennedy Township	44.5	47.8	+3.3
Moon Township	37.8	39.0	+1.2
Neville Township	42.1	46.0	+3.9
North Fayette Township	35.5	38.2	+2.7
Pennsbury Village Borough	37.2	38.7	+1.5
Roslyn Farms Borough	43.7	46.6	+2.9
Thornburg Borough	43.9	48.7	+4.8

Supplying appropriate housing will be key to ensure the Township does not lose its cherished citizens. Types of housing that can be a priority for development are those like quadplexes, dwellings with zero-lot lines (which encourage more efficient use of space and can support smaller lots overall), and the Township can even consider allowing granny flats as an accessory use to principal single-family dwellings. In addition to making such housing available, the Township will want to provide seniors with desired resources and amenities such as passive recreational assets, community spaces, and a more interconnected mobility network.

As making housing available to an aging population becomes a focus for the Township, so does supplying housing for a growing population in the Township— a younger demographic. A population which is increasing in Robinson is that of the young professional. Young workers who want to be in close proximity to Downtown and have convenient access to different amenities find Robinson an obvious place to live. While these young professionals are interested in renting and leasing, they also desire housing options like apartments and townhouses rather than the single-family home, which is the majority housing type within Robinson. This population does not only tend to seek higher density dwellings, but prefers multi-use developments which allow for residents to live, shop and play with convenience.

The Township should also strive to provide a variety of housing options that can support a community that has a mix of incomes. The largest employment sector in the Township is retail (see Table 3), but most of the employees that work these retail jobs do not live in the Township due to income (see Income & Employment, page 113) and existing housing stock (see Housing Trends, page 112). By accommodating a range of housing options that is attractive and affordable to a range of incomes, employees that work in the retail sector will be able to work closer to their job. This planning initiative is in tandem with a prominent issue stressed in *AlleghenyPlaces*, which emphasizes the need to provide better and closer access to jobs within the airport corridor, both in terms of housing and transit.

In order to ensure that the Township can provide an appropriate supply of housing types for its citizens, the Township should perform an audit of the existing housing types alongside the current Zoning Ordinance and SALDO regulations to determine if there are adequate housing options to support its diversifying population. As part of this Plan, the Township has performed an initial review and has determined that a more in-depth evaluation is necessary. Based on this more in-depth audit, the Zoning Ordinance and SALDO can be updated to not only satisfy housing needs, but also enhance the quality of the neighborhoods by requiring appropriate amenities and civic improvements.

Additionally, when seeking to expand the variety of housing types within the Township, the capacity of the remaining developable land should be considered. As previously mentioned, most of the remaining land in the Township has environmental or topographical constraints which doesn't make it ideal for development. In order to assess what remaining land can actually support this type of development, the Township can conduct an audit of all the remaining land, evaluate conditions such as soil type, slope, and any environmental constraints, and use this analysis as a guide for future development. Upon completion of this audit, the Township should revisit the current zoning map and the specific zoning districts to determine where additional housing options such as townhomes, quadplexes and apartments could be appropriately developed.

Currently, the Township's SALDO requires a traffic impact study to ensure that no significant congestion issues arise as a consequence of more residents in a particular area. This type of study is especially important in a community like Robinson which has been re-organizing its school district system. A working relation exists between the Township and School District in which the Township notifies the school district of new developments which are proposed in the municipality.

In addition to the traffic-impact study requirements set forth by the SALDO, the Township can specifically require that a proposed development make a projection of the number of school-aged children that will result from the proposed development.

RECOMMENDATION (SR2)

Market the Township as an attractive destination to populations not currently residing in Robinson.

While Robinson is currently striving towards attracting new development geared towards its aging population and has seen an increase in the younger population with the construction of new apartments or “lifestyle-living developments”, the Township should continue to attract new families into the older, developed neighborhoods. As the Township’s aging population relocates to senior-oriented housing in the Township, this will result in the existing single-family homes becoming available. The existing housing stock of single-family homes is high in quality, but tends to be smaller in footprint compared to the homes of surrounding municipalities. This smaller footprint is ideal for young families and/or first-time home buyers. Consequently, Robinson should continue to make itself known a desirable location for families in order to sustain the vitality of its residential sector.

Robinson is an attractive community to call home because of its low taxes and commercial and recreation amenities. The Township offers three premiere municipal parks which provide tennis courts, baseball fields, a pool, playground facilities, and the close proximity to Settler’s Cabin County Park which offers opportunities for passive recreation for citizens desiring non-athletic activities. While offering more parks could attract more families, creating more parks for the community may not be possible. Much of the open space still available in the community is unfit to be used as parks due to steep slopes, subsidence issues and other environmental constraints. This does not mean that Robinson is unable to expand its recreational network to attract future families. By extending tributaries of the Montour trail system within the Township and using open areas as connecting spaces, the Township can not only allow for increased mobility for residents, but increase the desirability of real estate.

Robinson has the unique opportunity to attract an untapped market. Anecdotally, a population that noticeably frequents Robinson for their shopping needs are Chinese and South Asian immigrants. Looking at Robinson’s demographics, these shoppers visit Robinson, but do not actually live there. This may be a desirable population to attract as homeowners to the Township, since many times immigrants have been the key to sustaining population growth or reversing population stagnation in a number of 1980s-era suburban communities around the country (Wilson, Svajlenka, 2014). Immigrants have also taken over many of the empty, tired shopping centers around the country that have been abandoned by mainstream American retailers, opening up their own supermarkets and restaurants and keeping retail vacancy rates under control. While a tiny Indian market already exists in Robinson, another Indian market or a Chinese, Korean, or Middle Eastern supermarket may be an ideal candidate for taking over available or vacant retail space in the future. These markets would not only serve immigrant residents in the community but would also become retail destinations for people living outside of Robinson, similar to destinations like Costco and IKEA. The cities in this country that have not opened themselves to immigrants or have not been successful at attracting them tend to experience natural population decline and a decrease in the tax base. With more immigrants now deciding to stay in Pittsburgh after attending college here, they’re going to have to choose a place to live, and considering recent trends, more often than not they’re going to choose the suburbs.

RECOMMENDATION (SR3)

Incorporate a signage system to strengthen the Township's identity and project a sense of place to both visitors and its citizens.

To further strengthen a sense of identity for the Township, gateway signs which welcome citizens and visitors into Robinson allow for the community to be defined before reaching one of its well known locations, such as the Mall at Robinson. These gateway signs also project a sense of strong community values and reflects the pride which the Township possesses. With the incorporation of a gateway sign, visitors will also be able to associate Robinson with its other appealing attributes, such as its rolling landscape and beautiful houses. Rather than having only the commercial sectors come to mind when non-residents picture Robinson, they will start to realize what other attractive qualities make Robinson a charming community.

Additionally, the Township can consider the erection of wayfinding signs throughout the community to guide visitors toward the Township's many attractions, such as a Montour Trail trailhead, Robinson Town Centre, or Settler's Cabin. These signs can also point out other places that the Township may want to promote or encourage visits, such as wayfinding signs to lead residents and visitors to the Township's water frontage.

An example of a community welcome sign in a Pittsburgh neighborhood. This sign reflects aspects of the community and instantly evokes a sense of place to visitors.





An example of a highly walkable mixed-used development that incorporates architectural styles similar to other neighborhoods in the community.

RECOMMENDATION (SR4)

Establish districts that integrate different density and multi-use development within areas possessing existing utility infrastructure.

As previously mentioned, Robinson is experiencing an increase in population of younger professionals while the Township is also becoming an “aging community.” Younger professionals desire higher density, mixed-use living situations which allows them to live, shop and “play” all in the same area. Likewise, an aging population desires a home with a smaller footprint and allows for self-sufficiency and mobility to nearby resources. While these two populations may not necessarily want to live in the same place and may desire different nearby resources, both require designating locations for development that promote their lifestyle propensities. Since demographics that are looking for higher-density housing and mixed-use development also value walkability, the districts that incorporate these elements should also be the same ones that are designated as mobility districts. Ideally, these walkable, mixed-use and mixed density districts will be in close proximity to trail connections.

Guided by AlleghenyPlaces, when considering potential development sites within the established Mobility Districts the Township can seek infill development opportunities through any existing “greyfields”—specifically, any vacant or underutilized lots which could be developed or redeveloped to enhance the function of the space. Due to the scarcity of land left in the Township, evaluating the function of land uses can help Robinson use its elusive spaces more efficiently. By identifying and prioritizing these grey fields, the Township can transform the character of these spaces into walkable, high-density, mixed-use arenas that best utilize the valuable space left in Robinson.

By establishing the Mobility Districts through zoning overlays, these districts will be able to support higher-density housing options than the base zoning districts which they overlay currently allow. While these higher-density developments may not be appropriate for all portions of the base zoning district, the developments are suitable when located within the Mobility Districts. This is because these districts are pedestrian-oriented (with sidewalk requirements implemented through the SALDO, see Recommendation CC3) and typically accommodate a wide range of housing options within the neighborhood itself. These districts are also oriented around the development of the “Robinson Greenway.” Consequently, the Township should amend the Zoning Ordinance to only allow PRDs in the Mobility Districts.

Economic Vitality

Goals To Address:

Support the economic and fiscal engine of the community– the retail, office and industrial development sectors – through land use policies and fiscal management.

Sustain Robinson as a pro-business community while maintaining the delicate balance between residential and non-residential land uses.

Continue strategic and conscientious planning efforts and assessments to sustain the Township’s prosperity and direct future development.

RECOMMENDATION (EVI)

Sustain Robinson’s role as a hub for employment, shopping and dining in the Tri-State area.

Robinson Township is home to a wide variety of professional and service-oriented occupations, making the Township appealing for both businesses and workers. When analyzing the breakdown of establishments and employees by industry type, it is clear that Robinson does not offer only one major employer. Table 3 conveys the total number of employees and establishments and we can see that the industry which provides the highest quantity of establishments and employs the most amount of workers is retail trade. The Mall at Robinson is a destination for shoppers and workers alike. The regional shopping amenities in the Township routinely attract shoppers from the neighboring states of West Virginia and Ohio and even from as far as the Canadian province of Ontario. This employment hub provides jobs to over 2,000 workers, making it Robinson’s largest employer. Robinson can continue to maintain the current employment numbers through its largest industry by continuing to support retail business presence within the community and continue to maintain high-quality commercial centers for these businesses.

TABLE 3: EMPLOYMENT & ESTABLISHMENT TYPES BY INDUSTRY

Industry Type	Number of Establishments	Number of Employees
Manufacturing	20	448
Wholesale Trade	53	862
Retail Trade	100	2,120
Transportation & Warehousing	13	364
Information	18	949
Finance & Insurance	39	307
Real Estate and Rental/Leasing	28	175
Professional, Scientific, and Technical Services	46	802
Administrative and Support and Waste Management	35	815
Educational Services	3	10
Health Care and Social Assistance	75	1,783
Arts, Entertainment, and Recreation	4	Between 20-99
Accommodation and Food Services	53	1,295
Other Services	47	354

Robinson Township is an attractive location for both residents and businesses because of their low taxes. There is no business privilege tax in Robinson, which has helped drive the continued growth of retail and corporate businesses in the Township, even when other concentrations of commercial development elsewhere in the County have stagnated. Because tax rates are favorable, businesses choose to be located in Robinson and this contributes the majority of the tax base.

While residential property taxes still contribute a significant tax base, in the case of Robinson, the taxes related to non-residential development are a prominent part of the Township's revenue and the continued presence of these non-residential uses are necessary for the Township's prosperity. While the Township is currently flourishing economically because of its commercial and corporate business success, to ensure the future prosperity of the Township, a major component of this Plan is to prepare the Township so it can accommodate and support the ever-evolving economy.

To ensure that the Township keeps pace with consumer trends and real estate market realities, it can perform annual or bi-annual (every two years) audits to review the efficacy of its commercial sites and tenant spaces. These audits will allow the Township to recognize whether they are utilizing their commercial centers (retail, restaurant and office developments) as efficiently and beneficially as possible. To put in perspective how these audits would be useful, we can consider evolving shopping patterns. As more on-line shopping activity increases, this will result in more goods being shipped directly from warehouse to a residential front door. Consequently, retail tenants will need less "back-of-house" storage space within their stores and will desire spaces with smaller footprints. To respond to this type of demand, the Township should require future commercial developments be designed so that larger tenant spaces can be easily subdivided into smaller tenant spaces.

While the variety of uses within the commercial centers of Robinson is balanced and successful, these audits will be useful to help the Township recognize if it's beginning to experience a wane in the demand for retail, restaurant and office tenant spaces. If this demand for these spaces declines, the Township should consider allowances for greatly flexibility of permitted land uses within the commercial centers, such as business offices, storage facilities, pilot manufacturing, and research and development type uses through zoning regulations. The Township has already seen successful conversion of such buildings for uses different than the original intent, and by continuing to allow spaces to be converted to serve different functions, it will be easier to ensure that all its tenant spaces are occupied.

The demand for parking is another component that these audits should assess. Examining whether too many spaces are required within the commercial centers can help guide the Township to more efficiently use this space. Through its zoning regulations, the Township can reduce these requirements as necessary and then encourage or incentivize the infill in underutilized parking areas. This strategic infill can support not only flexible commercial spaces, but other uses such as multi-family dwellings and offices.



RECOMMENDATION (EV2)

As future development transpires, continue to evaluate balance between residential and non-residential land uses.

Desirable in location for both residential and non-residential development, Robinson is attractive because of low taxes for both residents and businesses. By implementing strategic amendments to its zoning regulations, the Township can better balance its land uses and fiscal responsibilities. As new developments are proposed in the future, the Township will have to occasionally assess whether one land use dominates another and could negatively impact fiscal and/or physical development. An imbalance in or dependency on one land use type driving the tax base may be detrimental to the Township's fiscal health. By continuously considering both the balance between residential and non-residential land uses, as well as the types of permitted land uses throughout the various commercial centers, the Township can continue to sustain its strong tax base.

RECOMMENDATION (EV3)

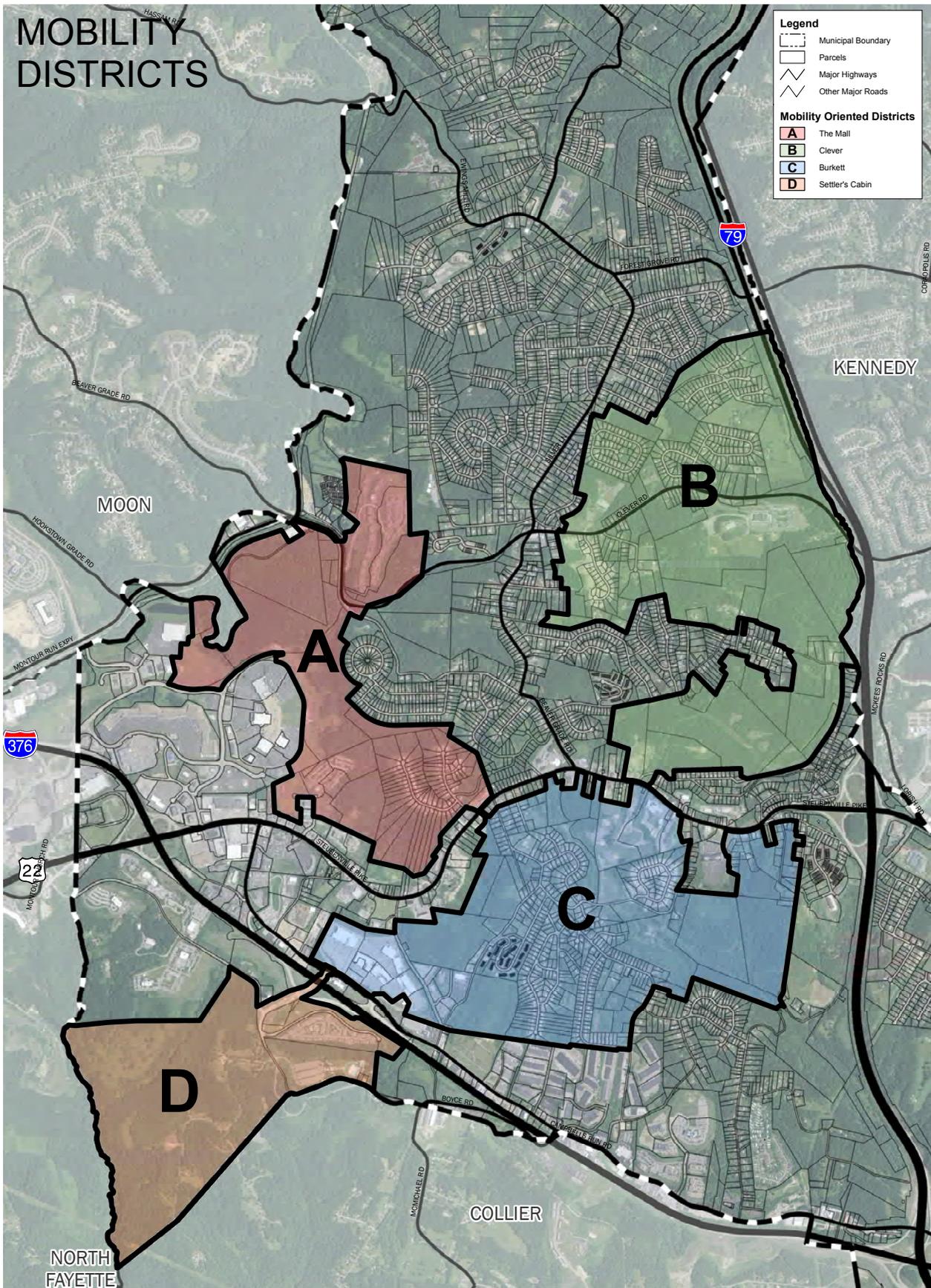
Stay ahead of the curve with innovative planning initiatives and collaborations, maintaining Robinson's reputation as a highly-desired location for both residents and businesses.

In order to implement the planning initiatives of this Comprehensive Plan, the Township should review their existing Zoning Ordinance and SALDO and update them to reflect this Plan's recommendations. The Township should also carefully review the components of this Plan that pertain to recreation and open space as they update their Comprehensive Park and Recreation Plan and incorporate a Greenway Plan as an important element. This Comprehensive Park and Recreation Plan should evaluate and make recommendations to enhance existing recreational amenities, programming, and maintenance practices. However, an additional component of the plan should be the development of a Greenways, Sidewalks and Trails Plan. This Greenways, Sidewalks and Trails Plan should establish the "Robinson Greenway," which builds upon the presence and popularity of the Montour Trail to create a dedicated bicycle-pedestrian trail/sidewalk system. This Greenway will link the Montour Trail to prominent attractions within the Township and connect to the Mobility Districts where possible. By adopting a Comprehensive Parks and Recreation Plan and a Greenway Plan component, the Township can then incorporate initiatives from the Plan, like a trail and sidewalks setback into their Zoning Ordinance and fee-in-lieu requirements into their SALDO.

While this Comprehensive Plan and its associated goals and actions were formed to address a range of issues and shed light on potential opportunities, Robinson should continuously assess the viability of these recommendations to ensure that the planning initiatives in this document can yield empirical success. In order to assess this plan, the Township can hold an annual State of the Union, with governmental officials and stakeholders, to review whether planning initiatives from the Comprehensive Plan are working or not working. While the Township understands that Rome was not built in a day and not all strategies will yield instant results, this assessment will allow for reflection and help steer the next year's planning efforts.



MAP 4: MOBILITY DISTRICTS



Circulation & Connectivity

Goals To Address:

Increase connectivity and mobility within the Township and to the Southwestern Pennsylvania Region.

Leverage the existing regional trail network to better connect the Township's natural assets, its own places of attraction, residential neighborhoods and other regional destinations.

Numerous opportunities exist to create better pedestrian and bicycle connections between the various neighborhoods and points of interest in the Township without having to start from scratch. While the skeleton of the Township does not have the capacity to support a municipal-wide connectivity system, there is existing sidewalk and trail infrastructure that provides an opportunity for expansion.

RECOMMENDATION (CC1)

Designate Mobility Districts which promote inner-Township multi-modal circulation.

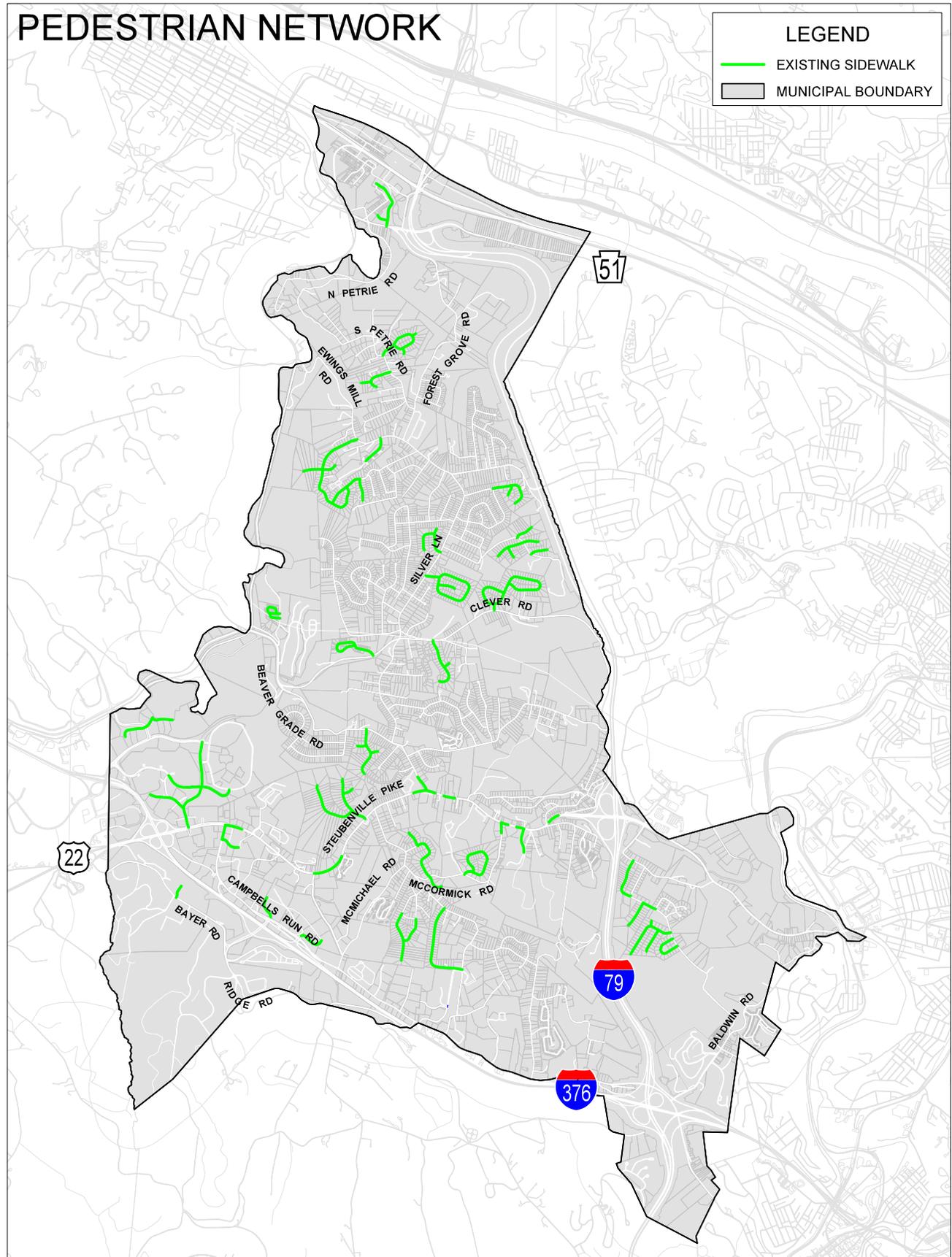
RECOMMENDATION (CC2)

Establish a trail network that allows for connection between the Montour Trail, the Ohio River, the Mall at Robinson, Settler's Cabin County Park and the Panhandle Trail.

By designating "Mobility Districts" within the Township there can be highly-walkable, mobile nodes throughout the community which support pedestrian and bicyclist activity. These mobility districts should be oriented around different Township attractions which would allow for increased access to the highly desired yet sometime elusive destinations, as well as to each other, creating an enterprise of conjoined connectivity corridors. This Plan recommends the establishment of four distinct mobility districts, intended to increase mobility in and around the following focal destinations: The Mall, Clever Park, Burkett Park, and Settler's Cabin County Park. The Mall mobility district will strive to increase pedestrian and bicyclist mobility within the mall and Robinson Town Centre and also connect to sidewalk and trail systems adjacent to the major shopping area. Currently, discontinuous, fragmented sidewalks exist throughout the Robinson Town Centre shopping and dining area on streets such as Park Manor Boulevard, Robinson Center Drive, Costco Drive, and Sutherland Drive. A major focus to improve the sidewalk system within the Mall mobility district should be by expanding the existing sidewalks to connect to the bus stops and shelters throughout the commercial nucleus. The Clever mobility district aims to increase pedestrian and bicyclist access to Clever Park and the Montour High School from the surrounding residential establishments. The Burkett mobility district will not only be the most extensive residential connectivity district, but also grant access to limited shopping areas along Campbell's Run Road. The Settler's Cabin district will provide access to the County park from the residential areas of Robinson. These fused mobility districts will make the southern portion of the Township highly walkable and rideable, amplifying the desirability and convenience of the community.

While the sidewalk and trails infrastructure within these districts will be the primary focus for implementation, detailed attention will need to be given in designing and expanding the existing pedestrian intersection network, in and outside of these mobility districts. Robinson has already begun making intersections more pedestrian-friendly. In 2015, intersection improvements were made along the length of Steubenville Pike in Robinson. "Zebra" crosswalks were painted to connect the corners of signalized intersections, and ADA-compliant curb ramps and pedestrian

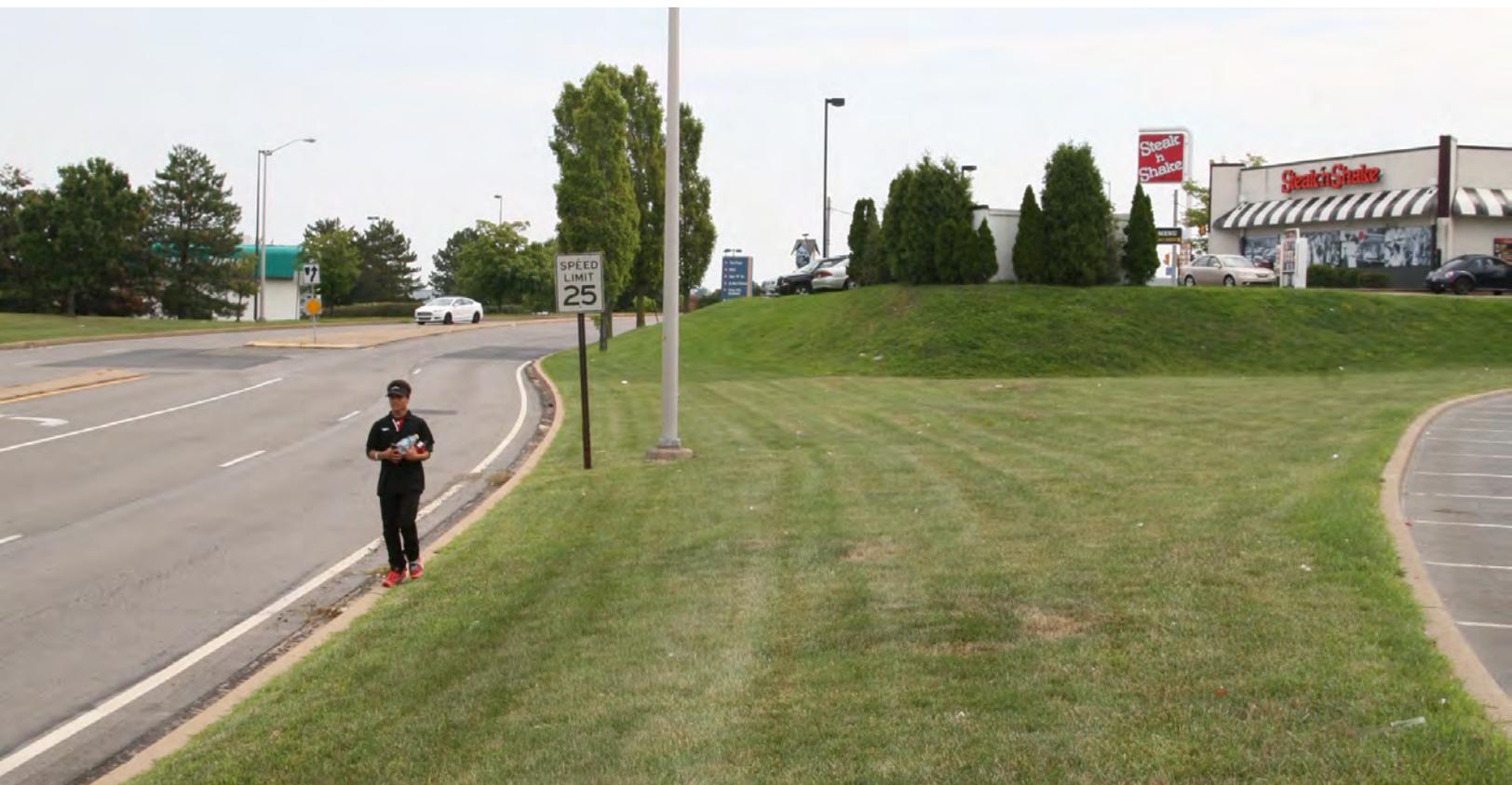
MAP 5: PEDESTRIAN NETWORK



signal buttons have been installed at all but one of the intersections (notably, not at Tidball Road). This is a welcome relief for pedestrians who navigate some of the busiest, most dangerous stretches of Steubenville Pike, such as the intersections with Campbells Run Road, the Robinson Court and Robinson Crossroads shopping centers, and Park Manor Drive. Perhaps the most significant crosswalk implementation in recent years has been at the new intersection of Park Manor Boulevard and the driveway serving Robinson Town Centre and IKEA. In 2014, this intersection was modified into a four-way intersection and signalized as part of improvements spearheaded by Robinson-based Airport Transportation Corridor Association (ACTA).

As alluded to earlier in this section, another focal point in the lens of Robinson's mobility is through its public transportation system. There are three Port Authority bus routes that circulate to and through the Township (24-West Park, 28x- Airport Flyer, and 29-Robinson) as well as the Airport Corridor Transportation Association (ACTA) shuttle. While the amount of bus routes to Robinson is sufficient for the needs of transit users, bus stop locations and the quality of these stops create challenges for users. As a community whose largest industry is retail (see Table 3), most of these retail employees are not residents of Robinson (See Income & Employment, page 113). These workers are traveling to and from Robinson, and it can be deduced that a significant number of them are using transit. As many of these transit users are trying to reach their employment destinations, the locations of the transit stops cause issues.

Most of the stops are a good distance from the user's destinations, and there are numerous bus stops in Robinson— some even with shelters— which are not serviced by any sidewalks and which can only be accessed by walking through grass or gravelly shoulders. In general, this commercial nucleus consists of fragmented sidewalks. The majority of the sidewalks are located within the commercial core but do not connect to the edges of the hub, where many of the main bus stops are located. In some cases where sidewalks currently do not exist, consistent pedestrian activity has worn down visible paths in grass or dirt areas, such as along Robinson Center Drive and Robinson Town Centre Boulevard. The roadways which the transit users have to walk along in order to reach their destination are those with high-traffic volumes, making pedestrians feel unsafe and overexposed. Further, pedestrians can frequently be observed walking along concrete medians, such as those in the middle of Robinson Town Centre Boulevard, where there are no sidewalks present alongside the roadway. The re-evaluation of transit stop locations and the sidewalk infrastructure supporting these stops should be considered by the Township. With all of these non-motorized improvements in the Township, a close working relationship with PennDOT, the Port Authority and ACTA should be pursued.



The establishment of Mobility Districts provides the opportunity to connect Robinson's recreational amenities and attractions to its civic, commercial and residential areas, which the Township already has the foundation to achieve. The Montour Trail winds along the western edge of the Township and is extremely popular to residents and visitors to the Township. The development of the "Robinson Greenway" and has the potential to serve as the "backbone" of a pedestrian-bicycle network that would service more of the community and would provide a safe, dedicated connection to the Montour Trail. Additionally, by expanding the sidewalk and trail network within the individual Mobility Districts, then fusing these networks to the Montour Trail or to each other, the Township can have an interconnected trail and sidewalk system.

Robinson has the opportunity to link the Montour Trail to three prominent destinations within the Township. Today, the trail abuts Robinson's commercial center, yet no trail, sidewalks, "sharrows" or paved shoulders connect the commercial area and the trail. Further, the trail is just short of the Township's frontage along the Ohio River. Connecting the trail to the river could greatly expand the recreational opportunities the Township provides trail users. Additionally, a connection from the Montour Trail (and subsequently, the Panhandle Trail) can link the trail to Settler's Cabin County Park, allowing a recreational passageway throughout the entire Township.

To create the "Robinson Greenway" and interconnect the various Mobility Districts, Robinson should begin by updating the Township's Comprehensive Parks and Recreation Plan and creating a Greenways, Sidewalks and Trails Plan as part of the effort. Beyond the fundamentals of any Comprehensive Parks and Recreation Plan, such as evaluating and making recommendations for existing recreational amenities, maintenance practices and programming organization, the plan should focus largely on the establishment of the "Robinson Greenway." More specifically, the Plan should illustrate a generalized route for the various greenways, sidewalks and trails throughout the Township and specify design standards. After the Plan's adoption, the greenway can be incorporated into a corridor overlay through zoning regulations. The Zoning Ordinance can require a specified setback in any yard (whether it be front, side or rear) that abuts a greenway, sidewalk or trail corridor to prohibit any development from occurring within the setback that would prevent, hinder or increase the costs of developing the greenways, sidewalks or trails. Additionally, a provision for bufferyards that may be in conflict with the greenways can have a designated alternate location.

Until the Township can complete the recommended Comprehensive Parks and Recreation Plan, a general Greenway Plan can be created to designate this corridor overlay. In order to develop this plan, various funding sources, including the CFA Multi-modal Fund and the PennDOT Multi-modal Fund, could be leveraged along with other non-transportation related funding sources to pursue sidewalk expansion in Robinson Township.

RECOMMENDATION (CC3)

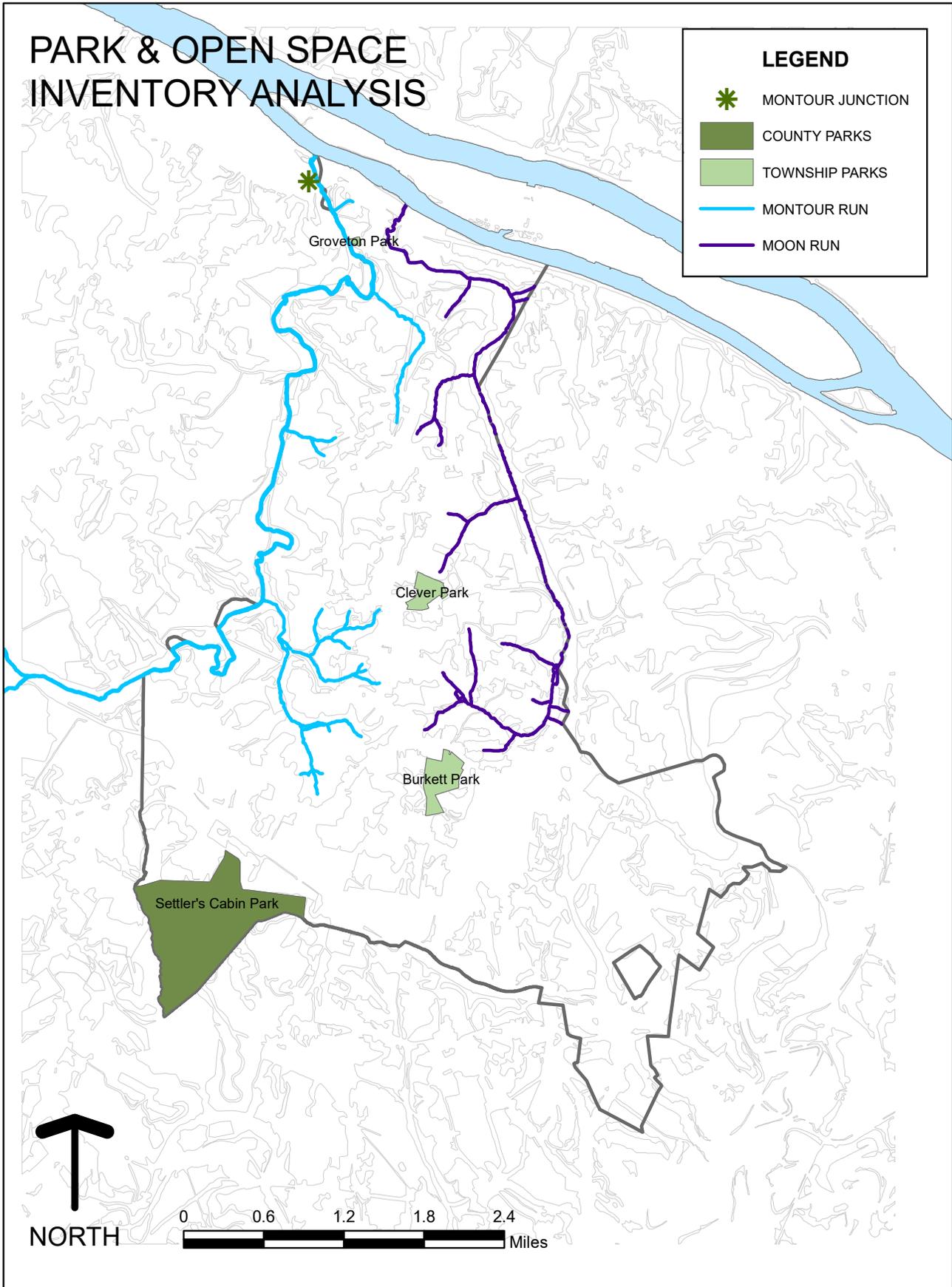
Incentivize future developments to develop sidewalk and/or trail infrastructure with designated areas to expand pedestrian/bicyclist mobility network.

In order to create the “Robinson Greenway” and to develop an interconnected sidewalk and trail system within the Mobility Districts, the Township has options beyond paying for such improvements through its general fund or depending on a series of grants through PennDOT, PA DCNR or the like. Rather than require new developers to construct sidewalks in developments that are not situated within the Mobility Districts, Robinson can implement a “fee-in-lieu” provision within its SALDO in order to collect funds reserved towards resources for sidewalk and trail improvements within the Mobility Districts. Moreover, these improvements can be targeted to phased projects or areas within the Mobility Districts. The Township can also give an option for developers to construct off-site sidewalks and/or trails, the boundaries specifically defined by the SALDO to be within the Mobility Districts or in sync with extensions of the Montour Trail. The specific sidewalk and trail construction standards, sidewalk/trail square footage to dwelling square footage ratios, and fee-per-dwelling square footage should be defined by the SALDO and correspond with standards outline in the Greenways, Sidewalks and Trails Plan.

When updating the Township’s SALDO, Township staff should refer to MPC §503(11) to ensure compliance with Pennsylvania law and to address all components necessary to implement fee-in-lieu options appropriately.



MAP 6: PARK & OPEN SPACE INVENTORY ANALYSIS



Parks, Recreation, Open Space & Greenways

Goals To Address:

Protect the Township’s remaining high value green spaces and celebrate its invaluable water frontage along the Ohio River.

Stay ahead of the curve with innovative planning initiatives and collaborations, maintaining Robinson’s reputation as a highly-desired location for both residents and businesses.

RECOMMENDATION (PI)

Preserve Robinson’s natural landscapes for recreational activities and to retain its heritage as a pastoral community.

Existing parks in Robinson Township include Clever Park (also known as Robinson Township Community Park and houses the Township swimming pool), located on Clever Road near Montour High School, and Burkett Park located next to Burkett Elementary School with entrances on Steubenville Pike and McCormick Road. A portion of Settlers Cabin Park, one of Allegheny County’s regional parks, also lies in Robinson, at the Township’s southwest corner.

The Western Pennsylvania Conservancy (WPC) has listed two separate areas in Robinson in its 1994 Natural Heritage Inventory, which designate areas of biological significance in Allegheny County. The Montour Run Valley Landscape Conservation Area runs from the slopes leading from the plateau where most of Robinson’s development is located down to Montour Run. The smaller Moon Run Slopes Biological Diversity Area encompasses the area between Moon Run and the Ohio River on the northern fringes of Robinson facing Neville Island along Route 51.

WPC (<http://waterlandlife.org/aboutwpc/news/allegheny.pdf>) characterizes a Landscape Conservation Area as “a large contiguous area that is important because of its size, open space and habitats, and although including a variety of land uses, has not been heavily disturbed and thus retains much of its natural character.” A Biological Diversity Area is defined as “an area found to possess a high diversity of species of plants and animals native to the county.”

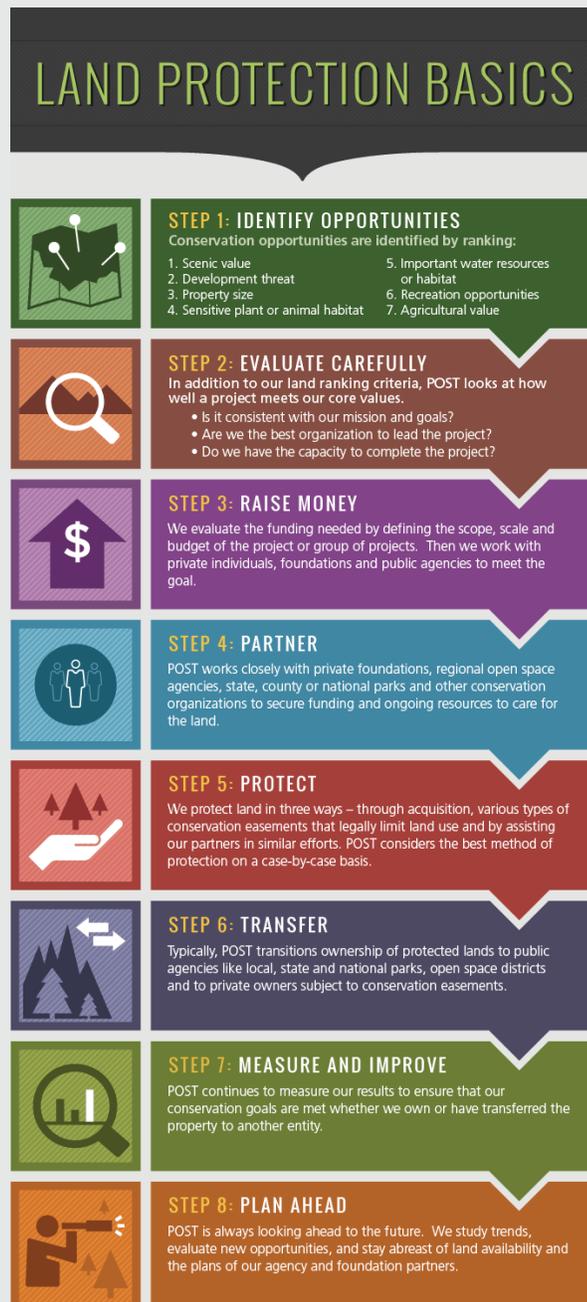
The Allegheny Land Trust (ALT) also characterizes these areas as high priorities for conservation, which they call “greenprints.” Additional greenprint areas noted by the ALT in Robinson include the wooded area between McMichael Road and Steubenville Pike (Route 60) behind Settlers Ridge and the Municipal Complex/Library (land that is soon to be home in part to The Ridge at Robinson apartment complex), and the hillsides in the eastern portion of the Township, including those along I-79, Campbells Run, and Chartiers Country Club.

TABLE 4: PARK & OPEN SPACE INVENTORY ANALYSIS

Existing Features	Natural Heritage Inventory	Areas of Opportunities
Clever Park	Montour Run Valley Land Conservation Area (C.A.)	Montour Run and its tributaries
Burkett Park	Moon Run Slopes Biological Diversity Area (B.D.A.)	Moon Run and its tributaries
Portion of Settler’s Cabin County Park		Wooded area between McMichael Rd and Steubenville Pike
Groveton Park		

A GUIDE TO LAND TRUSTING

The following infographic was created by the Peninsula Open Space Trust, an organization that works to preserve open space, farmland and parks in and around the Silicon Valley area, as a way to explain the basic roles of a land trust and the actions which drive the trust's success. This chart can be used as a snapshot of a Land Trust's responsibilities to give the Township an idea of how it would benefit from becoming part of one or establishing its own.



Beyond the identification of greenprint areas by the Allegheny Land Trust (within AlleghenyPlaces), residents and officials of Robinson see the conservation of its remaining open spaces to be a priority for the Township. Though not completely built-out, most of the developable areas of the Township have already been improved, and what remains are open spaces with steep slopes or environmental sensitivities that consist of fragmented, scattered parcels. Beyond reserving undeveloped land for the creation of the “Robinson Greenway,” the Township recognizes the need to protect and connect these now fragmented open spaces. In order to take initiative in the protection of the remaining open spaces, the Township can consider designating undeveloped spaces as conservation areas through zoning, creating an internal Land Trust, or partnering with an existing Land Trust such as Hollow Oak Land Trust or the Allegheny Land Trust.

In the case of zoning, the Township can identify open spaces they want to conserve, and restrict development on those open spaces by zoning them as conservation areas and adopting development standards that protect the public's health, safety and general welfare.

The Township should also consider more proactive strategies to acquiring and protecting open spaces through the power of a Land Trust. While the Township may be interested in forming its own Land Trust, there is an active Land Trust in this portion of Allegheny County that has been successful in acquiring and conserving environmentally sensitive and significant open spaces - the Hollow Oak Land Trust (HOLT). HOLT's mission is to protect greenspace specifically in the Pittsburgh International Airport corridor (in which Robinson Township is located). They protect green spaces through acquisition (purchase or donation) of title, conservation easements, or other forms of agreement with the property owner. HOLT manages these spaces as conservation areas and the habitats found there are protected. HOLT allows low-impact recreational uses such as hiking, biking and cross-country skiing in the spaces it manages if they have the capacity or tolerance to low access of use. Additional information related to the formation, administration and responsibilities of a land trust adjoins this section.

Access to the Ohio River allowed for the growth and prosperity of the early Township, making the trading of the Township's agriculture and lumber possible. Today, while the Groveton Boat Club and the Pittsburgh Rowing Club utilize this natural amenity, more can be done to expand this valuable recreational asset, especially to allow the general public to engage in recreational activities along the water. The Township can privately fund any recreational capital improvements along the river, or can seek out grant opportunities, such as through the Ohio River Foundation, in order to accrue funding for the river.

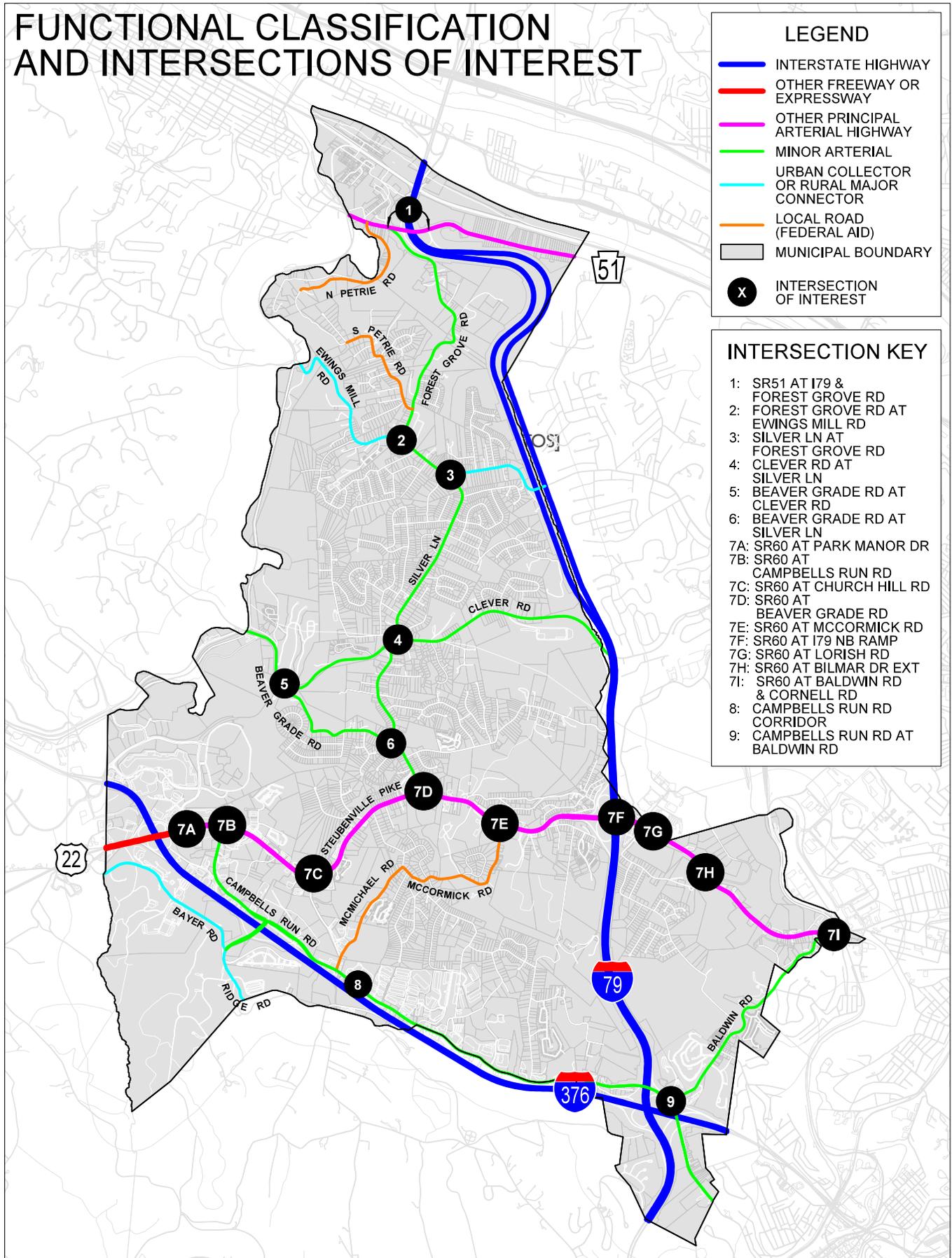
The Montour Trail, which runs through Robinson Township and eventually connects to the Great Allegheny Passage, makes Robinson Township accessible to the greater southwestern region and the Northeast. The Montour Trail ends just short of reaching the Ohio River. The Trail has the potential to extend farther and connect to Elizabeth Street, connecting trail users to water access.

By intersecting these two recreational opportunities, Robinson has the opportunity to establish itself as a river and trail community. With Settler's Cabin in the south, a trail that traverses the length of the Township, and an opportunity to develop water access in the north, the Township has the potential to provide citizens and visitors with some of the highest quality recreational opportunities that Allegheny County can offer. Upon extension of the Montour Trail to the Ohio River, Robinson can host a trail riding event that starts down at Settler's Cabin and finishes off at Elizabeth Street. An event like this is a great way to promote the expansion of the trail and also show both residents and visitors the recreational activities available along the waterfront.

While the areas in the Township that are adjacent to the river are mostly residential, there are vacant lots which could be redeveloped to support additional recreational features, such as a park, or specialized commercial businesses to support water recreation, such as a recreational equipment rental shop for kayaks, canoes, and bicycle rentals. Through zoning district reconfiguration or by creating specialized overlay districts in this area, Robinson can begin to transform its northern portion into a mixed use water-oriented recreation district.



MAP 7: FUNCTIONAL CLASSIFICATION & INTERSECTION OF INTEREST



Infrastructure Systems

Goals To Address:

Improve vehicular transportation systems first by improving safety within risk-prone intersections and roadway sections and second by mitigating localized traffic congestion.

Congestion issues in Robinson Township have been well documented in past traffic studies. There are a number of significant roadways and intersections that function as important links in Robinson Township. These locations are highlighted in Map 5. The Township can use this map, which identifies the highest-traveled corridors and the most accident-prone intersections, as a tool to assess priority intersections for intervention.

In 2003, the Southwestern Pennsylvania Commission conducted an Airport Multi-modal Corridor Study, which included Robinson as a major municipality impacted by traffic congestion within the corridor. Major conclusions of this study were that the corridor's roadway capacity is insufficient to relieve existing and future predicted congestion, the safety characteristics of the major highways in the corridor need to be improved, and several other transportation issues. To address many of the problems identified in the Southwestern Pennsylvania Commission's Airport Multi-modal Corridor Study, and in the interest of the Township, the following improvement strategies are recommended for the Township to mitigate traffic-related challenges.

RECOMMENDATION (ISI)

Decrease the number of reoccurring accidents at risk-prone intersections and improve overall safety of travelers.

I-79 Northbound Ramp & SR 51 (1)

This area was most recently studied as part of the recent Sports & Athletic Complex at Montour Junction. The installation of a future traffic signal for the northbound ramps was identified as a near-term future improvement at this intersection. Traffic volumes should be monitored every 3 years or as part of any major land development along Route 51.

Improvement: Future traffic signal.

Strategy: Monitor traffic volumes every 3 years or as part of any major land development.

Forest Grove Road & Ewing Mills Road (2)

This intersection is stop controlled on the southbound Forest Grove Road approach. The east-west street is free flowing. While traffic volumes are below the required levels for an all-way stop or a traffic signal, traffic volumes and crash reports should be monitored every 3 years or as part of any major land development within this portion of the Township. This area could experience future traffic growth depending upon how local amenities such as the Montour Trail and the potential redevelopment of Forest Grove Elementary evolve.

Improvement: None at this time.

Strategy: Monitor traffic volumes every 3 years or as part of any major land development.

Forest Grove Road & Ewing Mills Road (3)

This intersection is a three leg, all way stop. While traffic volumes are below the required levels for a traffic signal, traffic volumes and crash reports should be monitored every 3 years or as part of any major land development within this portion of the Township. This area could experience future traffic growth depending upon increased use of the Montour Trail, the potential redevelopment of Forest Grove Elementary, and future residential development in this area.

Improvement: None at this time.

Strategy : Monitor traffic volumes every 3 years or as part of any major land development.

Clever Road & Silver Lane (4)

This intersection is controlled by a traffic signal. The traffic signal equipment at this intersection is nearing its service life and a complete traffic signal replacement should be planned within the next 3-5 years. A new traffic signal would include new mastarms, a new controller, new signal heads, wiring, intersection lighting, countdown pedestrian signals, ADA compliant push buttons, curb ramps, and vehicle detection equipment. In addition to a complete replacement, manual turning movement traffic counts should be performed every 3 years in order to determine if the current traffic signal timings are optimized.

Improvement: Traffic signal replacement, ADA/pedestrian upgrades, traffic signal retiming.

Strategy: Plan for the future replacement of the existing traffic signal equipment including lighting, ADA and pedestrian upgrades. Monitor traffic volumes every 3 years or as part of any major land development. Retime the traffic signal every 3 years (minimum).

Beaver Grade Road & Clever Road (5)

Several years ago, this intersection was modified to eliminate the skewed angle approach on Clever Road. The northbound Beaver Grade Road approach now forms a t-intersection with Clever Road and the west leg of Beaver Grade Road. Heavy left turns are still made from northbound Beaver Grade Road to remain on Beaver Grade Road towards Moon Township. Traffic volumes and crash reports should be monitored every 3 years or as part of any major land development within this portion of the Township. This area could experience future traffic growth depending upon future development along Montour Run Road and near The Mall at Robinson. If so, a traffic signal may be necessary.

Improvement: Future traffic signal.

Strategy: Monitor traffic volumes every 3 years or as part of any major land development.

Beaver Grade Road & Silver Lane (6)

This intersection is stop controlled on two of three approaches; the westbound Beaver Grade Road approach and the southbound Silver Lane approach. While traffic volumes are below the required levels for a traffic signal, traffic volumes and crash reports should be monitored every 3 years or as part of any major land development within this portion of the Township. This area could experience future traffic growth depending upon increased development along Steubenville Pike or in the area near the mall.

Improvement: None at this time.

Strategy: Monitor traffic volumes every 3 years or as part of any major land development.

Steubenville Pike Corridor (7)

This is the major commercial corridor through Robinson Township. There are 12 signalized intersections along this corridor (see Map 6).

Intersections 7A-7D are major signalized intersections along the western portion of the Steuenville Pike corridor. A short term recommendation would be to perform traffic signal retiming/equipment improvements every 2 years. A long term recommendation along would be to upgrade the traffic signal equipment into a larger, traffic responsive type system that operates with a series of vehicle detectors and communication between intersection to continuously optimize traffic signal timings in real time.

Intersection 7E (McCormick Road) should be continually monitored for a future traffic signal due to increased residential growth in this area.

Intersections 7F and 7G (I-79 NB and Lorish Road) should be periodically monitored for potential traffic signal retiming/improvements. A short term recommendation would be to perform traffic signal retiming/equipment improvements every 2 years. A long term recommendation would be to upgrade the traffic signal equipment into a larger, traffic responsive type system that operates with a series of vehicle detectors and communication between intersections to continuously optimize traffic signal timings in real time.

The future extension of Bilmar Drive (Intersection 7H) should be pursued to alleviate congestion on Lorish Road near Steubenville Pike.

Traffic volumes and crash reports at Baldwin Road (Intersection 7I) should be monitored every 3 years or as part of any major land development within this portion of the Township. This intersection could warrant a traffic signal in the near future.

Overall Corridor Improvements– in addition to intersection specific improvements related to future traffic signals and traffic signal retiming, efforts to improve the overall corridor should be pursued that include the following:

- Pedestrian accommodations along Steubenville Pike, in particular the area around the Robinson Town Centre to McCormick Road.
- Access management improvements for future land development within the corridor.

While it is recognized that most of Steubenville Pike has already been developed, over time redevelopment and property improvements will take place. During these times, existing access can be modified in line with better access management principals.

Strategies:

Short term – traffic and crash report monitoring every 2-3 years to update signal timings

Short term – monitor traffic volumes at SR 0060 & Baldwin Road for a future traffic signal

Short term – approve future extension of Bilmar Drive to Steubenville Pike

Medium term – pursue funding for a traffic responsive signal system along Steubenville Pike

Medium term – monitor traffic volumes at SR 0060 & McCormick Road for a future traffic signal

Ongoing (with long term horizon) – Sidewalks along Steubenville Pike

Ongoing (with long term horizon) – Access management along Steubenville Pike as sites redevelop or make improvements.

Campbells Run Road Corridor (8)

This is the major commercial corridor running parallel to I-376. There are seven (7) signalized intersections along this corridor. Future plans call for widening Campbells Run Road. A short term recommendation would be to perform traffic signal retiming/equipment improvements every 2 years. A long term recommendation would be to upgrade the traffic signal equipment into a larger, traffic responsive type system that operates with a series of vehicle detectors and communication between intersection to continuously optimize traffic signal timings in real time.

Improvement: Signal upgrades/retiming.

Strategy: Monitor traffic volumes every 3 years or as part of any major land development. Pursue funding for traffic signal improvements including retiming and a larger, traffic responsive type system that will continuously optimize traffic signal timings in real time.

Campbells Run Road & Baldwin Road (9)

This intersection is stop controlled on Baldwin Road. Traffic volumes and crash reports should be monitored every 3 years or as part of any major land development within this portion of the Township. This area could experience future traffic growth depending upon increased development along Campbells Run Road.

Improvement: Future Traffic Signal.

Strategy: Monitor traffic volumes every 3 years or as part of any major land development.

TOWNSHIP WIDE STRATEGY

TRAFFIC SIGNALS

Traffic signals throughout Pennsylvania are owned and operated by local municipalities. There are 27 traffic signals in Robinson Township representing a capital asset of almost \$7 million dollars. The regular maintenance and upgrade of traffic signal is an important transportation management tool to consider moving forward. There are various funding sources for traffic signal retiming and upgrades. A regular traffic signal maintenance program in accordance with PennDOT Publication 191 (Traffic Signal Maintenance for Municipalities) should be developed by Robinson Township, such as a Comprehensive Traffic Signal Maintenance and Operations Plan. The plan should outline equipment inventories, equipment upgrades, maintenance procedures, and signal operations. Additionally, regular monitoring of signalized intersections and corridors should be made every 2-3 years. This monitoring should include traffic counts, a review of crash data, and traffic signal retiming as needed.

There are a number of funding programs outlined above including the SPC regional signal program, PennDOT's Green Light Go Program, and ARLE grants that could be used to fund portions of a Comprehensive Township Signal Maintenance and Operations Plan.

RECOMMENDATION (IS2)

Designate an Access Management Corridor and focus efforts throughout this corridor to mitigate traffic-related safety issues and congestion.

According to PennDOT’s Access Management Model Ordinance for Pennsylvania Municipalities Handbook, “access management hinges on balancing two concepts– mobility and accessibility. Mobility refers to the movement of traffic while accessibility refers to the ability of traffic to enter and exit a roadway from adjacent properties. Roadway systems are developed in a hierarchical structure aimed at best serving both of these functions. Higher order facilities (e.g., Interstates, arterials) are intended to play a greater role in providing mobility, while lower order roadways (e.g., collectors, local roads) are intended to serve a greater role in providing access to property.”

Research shows corridors that implement access management techniques share the following features:

- Increased roadway capacity (statistics range from 23% to 45%)
- Decrease in the number of vehicle crashes (studies have shown upwards of 50% reduction in the number of crashes)
- Improved environment for bicycles and pedestrians
- Discourage small scale strip type development

The Transportation Research Board’s Access Management Manual identified 10 principals for access management:

1. Provide a specialized roadway system– It is important to design and manage roadways according to the primary function they are expected to serve.
2. Limit direct access to major roadways– roadways that serve higher volumes of regional through traffic need more access control to preserve traffic flow.
3. Promote intersection hierarchy– an efficient transportation network provides appropriate transitions between different roadway classifications.
4. Locate signals to favor through movements– longer, uniform spacing of signals on major roadways enhance the ability to coordinate adjacent signals and maintain the desired speed.
5. Preserve the functional area of intersections– remove/restrict driveways within the functional area of the intersection where vehicles stop, decelerate and queue.
6. Limit the number of conflict points– reducing the number of conflicting movements and the complexity of the driving task can reduce collisions.
7. Separate conflict areas– drivers need sufficient time to address one potential set of conflicts before facing another conflict.
8. Remove turning vehicles from through traffic lanes– turn lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area to complete the turn.
9. Use non-traversable medians to manage turn movements– medians can minimize left turns and reduce conflicts, which in turn improve safety.
10. Provide a supporting street and circulation system– a supporting network of local and collector streets to accommodate development puts less stress on the arterial roadway network.

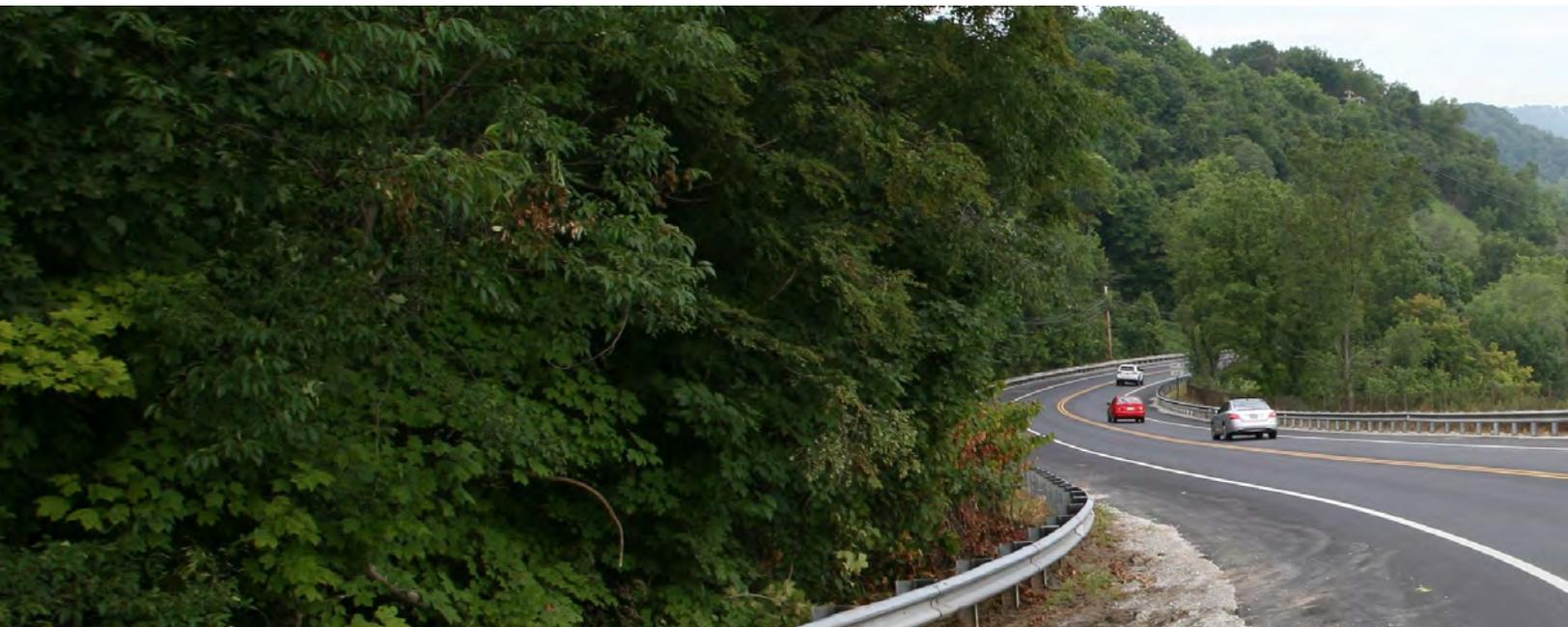
Based upon the potential benefits outlined above, an Access Management corridor is recommended to cover Steubenville Pike and Campbells Run Road (for exact corridor boundary and extent, see MAP 4: COMPREHENSIVE PLAN MAP). PennDOT recommends a three tier approach to access management. Each successive tier is relatively more complex and more involved from a planning and implementation process. Local municipalities can choose which tiers to implement to best fit their transportation network. The following summarizes the basics of each tier.

Tier 1 – these design practices relate to the number and location of site driveways and basic design elements that should be evaluated for every access. These practices would be evaluated during the land development process; therefore, coordination with County and PennDOT officials is essential to implement these practices. The access management practices associated with this tier include:

- Number of driveways per site
- Driveway corner clearance
- Driveway sight distance
- Joint and cross access to adjacent parcels
- Access to out-parcels
- Driveway throat length
- Driveway throat width
- Driveway radius
- Driveway profile

Tier 2 – these design practices involve more complex design elements for individual driveways. These practices are also evaluated during the land development process but require an even high level of coordination with County and PennDOT officials. The access management practices associated with this tier include:

- Auxiliary turn lanes



- Left turn lanes
- Acceleration lanes
- Driveway spacing
- Signalized intersection spacing
- Driveway clearance from interchanges

Tier 3 – these design practices involve the highest level design elements and planning practices implemented over a much larger area such as a corridor. These practices require the highest level of coordination with County and PennDOT officials. In addition, these practices can also require cooperation with adjacent land owners. The access management practices associated with this tier include:

- Implementation of an access management overlay zoning district
- Implementation of an official map
- Two-way left turn lanes
- Frontage/service roads
- Non-traversable medians
- Development setbacks
- Development bonuses and incentives
- Pre-existing access

Implementation of Access Management would be best achieved using a Zoning Overlay District. An overlay district establishes additional requirements over an existing zoning district. The underlying regulations are retained. In addition, an access management overlay district would not affect existing driveways unless the owner requests to modify the driveway, change the use, or expand the existing use. The benefits of extending the overlay district along both Steubenville Pike and Campbells Run Road would be that over time, these existing developed areas would gradually change from the unlimited access today to a more controlled, efficient access in the future.





5 | Actions & Implementation

The following pages are a compilation of all the recommendations discussed in this Plan, organized in a tabular format with actions to achieve each recommendation. This section serves as the “check list” of the Comprehensive Plan.

The actions of this Plan are organized by the same categories in which the recommendations are discussed in the previous section. Each recommendation has been discussed in detail in the previous section, with a corresponding code for ease of navigation. The actions listed under each recommendation are summaries of planning strategies. The pages are organized in the same order as discussed in the previous section.

Priority Levels identified on the recommendation and action table represent the following hierarchy:

- P** Primary: Consists of the Plan actions that ‘drive’ the implementation of some of the Plan’s recommendations. The ‘drivers’ are not necessarily the Plan’s most time sensitive or resource intense recommendations but they do represent the actions that impact, shape or direct the implementation of other recommendations. Consequently, the term ‘driver.’ If implementation of the Priorities languishes– implementation of the overall Plan can become inert.

- S** Secondary: represents important actions that the community needs to implement but may not be as high in importance as other priorities. Many of the Champions can be implemented directly by the Township Administration or the Board of Commissioners and have fewer stakeholders involved. The implementation time frames of the Champions vary from short-term to long-term and vary in resource needs from little to intense.

Each action also identifies potential partners that would be involved in the action’s fruition and success. The recommendations and actions of this Plan are diverse in scale - there are actions that would bring many groups, agencies and organizations to the table, and those that would be internal efforts. With the identification of all potential partners, this ensures the Township will have as many “hands on deck” to implement the actions of this Plan.

POTENTIAL PARTNERS TERMINOLOGY

ACED	ALLEGHENY COUNTY ECONOMIC DEVELOPMENT
ACPW	ALLEGHENY COUNTY PUBLIC WORKS
ACTA	AIRPORT CORRIDOR TRANSPORTATION ASSOCIATION
BoC	BOARD OF COMMISSIONERS
DCED	PENNSYLVANIA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
DCNR	PENNSYLVANIA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
FCRT	FOREST CITY REALTY TRUST
FD	FIRE DEPARTMENT
GBC	GROVETON BOAT CLUB
HOA	HOMEOWNERS ASSOCIATION
HOLT	HOLLOW OAK LAND TRUST
MTC	MONTOUR TRAIL COUNCIL
NC	NEIGHBORING COMMUNITIES
PAT	PORT AUTHORITY OF ALLEGHENY COUNTY
PC	PLANNING COMMISSION
PennDOT	PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
PRC	PITTSBURGH ROWING CLUB
SD	SCHOOL DISTRICT
SPC	SOUTHWESTERN PENNSYLVANIA COMMISSION
TS	TOWNSHIP STAFF

TABLE 5: RECOMMENDATIONS & ACTIONS

ESTIMATED COST LEGEND

\$	\$0 - \$10,000
\$\$	\$10,001 - \$40,000
\$\$\$	\$40,001 - \$100,000
\$\$\$\$	\$100,001 - \$1,000,000
\$\$\$\$\$	\$1,000,000+

PRIORITY LEVEL LEGEND

P	PRIMARY
S	SECONDARY

		Time	Potential Partners	Estimated Costs	Priority Level	
Supporting Residents & Creating Community						
Goal: Encourage the development of a diversified housing stock that accommodates the existing and anticipated needs of the community's current and future residents.						
SR1 Recommendation: Ensure that the Township has the capacity to accommodate a rising, diverse population with an appropriate variety and supply of housing types while striving to keep the existing housing stock full.						
ACTION	1	Perform an audit of existing housing types and current zoning and SALDO regulations to determine if there are adequate housing options in the Township that can support Robinson's current populations, an aging population, and non-family households.	Short-term	PC, BoC, TS	\$\$	P
	2	Review and update the existing Zoning Ordinance and SALDO to adequately manage growth, promote quality development, and reflect the goals and objectives of the Comprehensive Plan through the implementation of updated infill and redevelopment standards, necessary impact study requirements, reconfigured parking requirements, etc.	Short-term	PC, BoC, TS, ACED, SPC, SD, FD, DCED	\$\$	P
Goal: Promote Robinson as an attractive community for populations that will help sustain the vitality of the Township.						
SR2 Recommendation: Market the Township as an attractive destination to populations not currently rising in Robinson.						
ACTION	3	Provide more resources, amenities, and desirable community attributes to attract young families to occupy the existing housing stock.	Long-term	PC, BoC, TS, HOA	\$\$\$\$	S
	4	Support the occupancy of more business establishments that attract immigrant populations to encourage future residency.	Short-term	PC, BoC, TS, FCRT	\$	S
SR3 Recommendation: Incorporate a signage system to strengthen the Township's identity and project a sense of place to both visitors and its citizens.						
ACTION	5	Erect gateway signs at Township boundaries along major roadways to welcome visitors.	Short-term	PC, BoC, TS, PennDOT, ACPW	\$\$	S
	6	Consider developing a wayfinding signage system which directs visitors to popular destinations within the Township.	Short-term	PC, BoC, TS, PennDOT	\$	S
Goal: Nurture opportunities for different densities and multi-use development, redevelopment and infill in the portions of the Township where the roadway and utility infrastructure has been established.						
SR4 Recommendation: Establish districts that integrate density and multi-use development within areas possessing existing utility infrastructure.						
ACTION	7	Identify viable, practical locations for higher-density housing and multi-use development. Appropriate locations are those which support pedestrian mobility. Concurrently, identify locations within the Township where existing housing density needs to decrease, where appropriate.	Short-term	PC, BoC, TS, HOA, FD	\$	P
	8	Update Zoning Ordinance and SALDO to support these future developments.	Short-term	PC, BoC, TS, DCED, ACED, FD	\$\$	P

TABLE 5: RECOMMENDATIONS & ACTIONS CONTINUED

ESTIMATED COST LEGEND

\$	\$0 - \$10,000
\$\$	\$10,001 - \$40,000
\$\$\$	\$40,001 - \$100,000
\$\$\$\$	\$100,001 - \$1,000,000
\$\$\$\$\$	\$1,000,000+

PRIORITY LEVEL LEGEND

P	PRIMARY
S	SECONDARY

		Time	Potential Partners	Estimated Costs	Priority Level	
Economic Vitality						
Goal: Support the economic and fiscal engine of the community – the retail, office and industrial development sectors – through land use policies and fiscal management.						
EV1 Recommendation: Sustain Robinson's role as a hub for employment, shopping and dining in the Tri-State area.						
ACTION	9	Maintain current employment numbers which are available within the Township.	On-going	PC, BoC, TS, FCRT	\$\$	P
	10	Continue to provide attractive tax rates that draw both residents and businesses to the Township.	On-going	PC, BoC, DCED, FD	\$\$	P
	11	Continue to provide high-quality commercial facilities that can accommodate both existing and future industries.	On-going	PC, BoC, TS, FCRT	\$\$\$	P
	12	Perform annual or bi-annual audits of business types thriving in the community and a track of vacancies. After a set amount of time (perhaps 5 years), evaluate business patterns to help guide future facility development of redevelopment.	On-going	PC, BoC, TS, FCRT	\$\$	S
Goal: Sustain Robinson as a pro-business community while maintaining the delicate balance between residential and non-residential land uses.						
EV2 Recommendation: As future development transpires, continue to evaluate balance between residential and non-residential land uses.						
ACTION	13	Limit oversaturation of either types of land use functions through zoning regulations to avoid dependency on either.	On-going	PC, BoC, TS, FD	\$\$	S
	14	Perform annual or bi-annual audits of residential versus non-residential land uses. Evaluate development patterns to help guide limitations, expansions, or redevelopment of either land use type to ensure appropriate balance.	On-going	PC, BoC, TS	\$\$	S
Goal: Continue strategic and conscientious planning efforts and assessments to sustain the Township's prosperity and direct future development.						
EV3 Recommendation: Stay ahead of the curve with innovative planning initiatives and collaborations, maintaining Robinson's reputation as a highly-desired location for both residents and businesses.						
ACTION	15	Hold an annual "State of the Union" with government officials and stakeholders to review the condition of the Comprehensive Plan and to reflect on positive and negative aspects of the plan, shaping the future planning efforts of the Comprehensive Plan.	On-going	PC, BoC, TS, FCRT	\$	P
	16	Update Zoning Ordinance and SALDO to reflect planning initiatives recommended in this Comprehensive Plan.	Short-term	PC, BoC, TS, ACED	\$\$	P
	17	Update the Comprehensive Park and Recreation Plan to expand initiatives for greenway development, water access and other recreational opportunities to sustain Robinson as a highly desirable community for residents of all ages.	Short-term	PC, BoC, TS, DCNR, MTC, GBC, PRC	\$\$	P

TABLE 5: RECOMMENDATIONS & ACTIONS CONTINUED

ESTIMATED COST LEGEND

\$	\$0 - \$10,000
\$\$	\$10,001 - \$40,000
\$\$\$	\$40,001 - \$100,000
\$\$\$\$	\$100,001 - \$1,000,000
\$\$\$\$\$	\$1,000,000+

PRIORITY LEVEL LEGEND

P	PRIMARY
S	SECONDARY

		Time	Potential Partners	Estimated Costs	Priority Level	
Circulation & Connectivity						
Goal: Increase connectivity and mobility within the Township and to the Southwestern Pennsylvania region.						
CC Recommendation: Designate mobility districts which promote inner-Township multi-modal circulation.						
1						
ACTION	18	Designate mobility districts oriented around centers of attraction which are highly walkable and promote a variety of access modes.	Medium-term	PC, BoC, TS, HOA, FD, PAT, ACTA, PennDOT, ACED, SPC	\$\$	P
	19	Guide, strategically, the mobility district trail/sidewalk system to connect to regional trails; foster increased accessibility and circulation between the Township and other destinations/points in Southwestern Pennsylvania.	Medium-term	PC, BoC, TS, HOA, FD, SC, MTC, PennDOT, SC, ACED, SPC	\$	S
	20	Re-evaluate the locations of bus stops in the commercial nucleus and consider expanding sidewalk infrastructure to connect bus stop locations within these commercial areas.	Medium-term	PC, BoC, FCRT, ACTA, PA, ACED, PennDOT, SPC	\$\$	S
Goal: Leverage the existing regional trail network to better connect the Township's natural assets, its own places of attraction, residential neighborhoods, other regional destinations and the Ohio River.						
CC Recommendation: Establish a trail network that allows for connection between the Montour Trail, the Ohio River, the Mall at						
2 Robinson, Settler's Cabin and the Panhandle Trail.						
ACTION	21	Identify a logical, scenic route that considers both rider experience and amenity accessibility.	Short-term	PC, BoC, TS, DCNR, MTC, ACED	\$	S
	22	Create a "Greenway" Township Sidewalks and Trails Plan to outline pedestrian and bicyclist efforts, establish general nodes of attraction within mobility districts, design standards and general connectivity route systems between these nodes.	Short-term	PC, BoC, TS, DCNR, MTC, PennDOT, FD, ACED	\$\$	P
	23	Update Zoning Ordinance and SALDO to restrict development within the identified corridor to be limited to trail and recreation-related uses.	Short-term	PC, BoC, TS, FD, ACED	\$\$	P
	24	Consider suitability/feasibility of creating bufferyard provision which allows trees required for bufferyards that may infringe upon natural amenities be re-located elsewhere as a tree donation.	Short-term	PC, BoC, TS, FD	\$	S
CC Recommendation: Incentivize future developments to develop sidewalk and/or trail infrastructure within designated areas to						
3 expand pedestrian/bicyclist mobility network.						
ACTION	25	Incorporate fee-in-lieu provisions into the SALDO to incentivize future developments to expand sidewalk/trail development.	Short-term	PC, BoC, TS, MTC, FD	\$	P

TABLE 5: RECOMMENDATIONS & ACTIONS CONTINUED

ESTIMATED COST LEGEND

\$	\$0 - \$10,000
\$\$	\$10,001 - \$40,000
\$\$\$	\$40,001 - \$100,000
\$\$\$\$	\$100,001 - \$1,000,000
\$\$\$\$\$	\$1,000,000+

PRIORITY LEVEL LEGEND

P	PRIMARY
S	SECONDARY

		Time	Potential Partners	Estimated Costs	Priority Level	
Parks, Recreation, Open Space & Greenways						
Goal: Protect the Township's remaining high value green spaces and celebrate its invaluable water frontage along the Ohio River.						
P1 Recommendation: Preserve Robinson's natural landscapes for recreational activities and to retain its heritage as a pastoral community.						
ACTION	26	Designate/preserve open space that can be used to expand the Montour Trail linear park or for other trail-related development.	Short-term	PC, BoC, TS, DCNR, MTC, HOLT, SC, ACED, DCED, DCNR	\$	P
	27	Conserve and connect rolling hills and environmentally-sensitive areas for preservation through partnering with or establishing a Land Trust or through Zoning regulations.	Short-term	PC, BoC, TS, DCNR, HOLT, ACED	\$	P
	28	Reestablish Robinson's identity to include being a "River Community" by enhancing access and recreational activities along the Ohio River.	On-going	PC, BoC, TS, PRC, GBC, DCNR, SC, MTC	\$\$\$	P
	29	Create restrictions through Zoning as to how property owners may use properties located in identified sensitive areas.	Short-term	PC, BoC, TS, FD, ACED	\$	S
Infrastructure Systems						
Goal: Improve vehicular transportation systems first by improving safety within risk-prone intersections and roadway sections and second by mitigating localized traffic congestion.						
IS1 Recommendation: Decrease number of reoccurring accidents at risk-prone intersections and improve overall safety of travelers.						
ACTION	30	Identify the most accident-prone intersections and limit or prohibit capacity expansion of said intersections.	Short-term	PC, BoC, SPC, PennDOT, ACED	\$\$	P
	31	Implement traffic safety measures to improve circulation activities at accident-prone intersections.	On-going	PC, BoC, SPC, PennDOT, ACED	\$\$	P
	32	Create a Comprehensive Traffic Signal Maintenance and Operations Plan for the Township's 27 traffic signals.	Short-term	PC, BoC, SPC, PennDOT, ACED	\$\$	P
IS2 Recommendation: Designate an Access Management Corridor and focus efforts throughout this corridor to mitigate traffic-related congestion challenges.						
ACTION	33	Identify specific boundaries for Access Management Corridor based on thoroughfare high-volume use.	Short-term	PC, BoC, SPC, PennDOT, ACED	\$	P
	34	Implement Access Management practices based on provided guidelines and applicable case studies.	On-going	PC, BoC, SPC, PennDOT, ACTA, PAT, ACED	\$\$\$	P
	35	Support coordination and development of multi-modal regional transportation routes along this corridor.	On-going	PC, BoC, SPC, PennDOT, ACTA, PAT, ACED	\$	S





EVER PARK PLAYGROUND

Community Built

September 16 - 21, 1997

Robinson Community Foundation thanks everyone who made our children's dream a reality. Special thanks to our sponsoring businesses and individuals for their financial support.

Major Contributors

PNC CHARITABLE TRUST	BAYER CORPORATION
DREST CITY DEVELOPMENT	SAM'S CLUB 6575
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Contributors

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IN INC.	PATTI AND ADAM FLEINER	MOSITES CONSTRUCTION
ON CORP.	CHIP AND GINA FRANTZ	PARKWAY WEST
CALIGUIRE	JD GALES CUSTOM BUILT HOMES	PHILIPS CRANE & EQUIPMENT
S., INC.	GEISLER TRUCKING	ROBINSON LEGION
IN CINDRICH	THE GENUSSO FAMILY	ROBINSON LIONS
BE INN	GEORGENE AND LORAN HICKTON	ROBINSON ROTARY
ONTIAC	HOME DEPOT	THE SOMMA FAMILY
BOTTLING CO.	TIM AND GAIL JACKSON	THE STROEBEL FAMILY
NT EAGLE	KISOW EXCAVATING	TALENT NETWORK
UMBER	DENNY AND JUDY KUREK	THREE RIVERS BANK
IGHT CO.	LIBERTY FUEL AND SUPPLY	BOB AND STACEY

6 | Relationships

What are Relationships?

In the case of a Comprehensive Plan, the sum of the Plan's recommendations establishes the vision of the community; the sum of the Plan's actions outline the capital needed to realize the vision. The Plan's relationships are the "causal connections" between:

- Two or more recommendations;
- Two or more actions; or
- A recommendation and an action.

The implementation of a Plan's recommendations and actions requires clearly defined relationships between goals, objectives, recommendations, "implementation champions", potential funding sources and implementation timeframes. In some cases, the Plan's specific recommendations and actions are related to not only those found in the Plan but also the recommendations and/or actions established in another plan or study, in a related program, in the form of development or in the form of an independent but related project. Therefore, it is important that all relationships contemplated in a Plan are consistent or embraced by others. The following discussion evaluates Robinson Township's Comprehensive Plan's recommendations and actions in light of the need for consistency and acceptance. Moreover, this Plan confirms that the existing and proposed development of the municipalities is generally consistent with the objectives and Plans of the Allegheny County Comprehensive Plan.

Why Relationships Are Important for Implementation?

Consistency and acceptance between planning and development efforts allows numerous benefits to be reaped. Such benefits include data collection/mapping, funding, permitting and marketing. However, the most important benefit is the creation of synergies— collaborative partnerships between the municipalities and Allegheny County; between the Township and its neighboring communities and/or the local Council of Government (COG); between the municipalities and property owners/developers such as Simon Properties; and between the municipalities and community benefit organizations (CBO's) such as the McKees Rocks Community Development Corporation. Such synergies allow the implementation of a plan to retain “champions” of the cause, to build awareness and support as well as to share responsibilities and successes.

What Are Some of this Plan's Key Relationships?

In brief, there are numerous locally-based and regionally-oriented plans and studies that directly relates to the Robinson Township Comprehensive Plan. These documents include, but are not limited to the following:

Local

- Moon Township Comprehensive Plan Update, 2015
- North Fayette Township Comprehensive Plan Update, 2014
- Char-West Multi-Municipal Comprehensive Plan, 2011
- Collier Township Comprehensive Plan, 2013
- Neville Township Strategic Plan
- Neville Township Riverfront Plan
- Montour School District Strategic Plan
- Airport Corridor Transportation Association (ACTA)
- Port Authority of Allegheny County (PAT)
- The Allegheny County Sports & Athletic Complex at Montour Junction Master Plan, 2015
- Ohio River Trail Master Plan, 2014
- Allegheny Land Trust's Allegheny GreenPrint project
- The Allegheny County Comprehensive Plan, Allegheny Places
- Southwest Pennsylvania Commission's Long- Range Transportation Plan
- 3 Rivers Wet Weather Options for Regional Municipal Sewer System Management
- Pittsburgh Maglev Study

The Robinson Township Comprehensive Plan has been developed in a manner to minimize impacts on adjoining communities. Only a few of the future land use or housing recommendations suggested in the Plan represent a shift in the municipalities' established land use patterns. None of these shifts directly impact the perimeter of the Township. The most dramatic future land use changes the Plan contemplates include the broadening of permitted residential uses within the mobility districts. This recommendation is a reflection of the community's changing demographics and the current residential market activity and demand. The proposed Trail Connector is consistent with Allegheny Places' future open space and greenway recommendations. Moreover, several well established community groups exist to lead the charge in implementing the recommendation.

While many of this Plan's recommended transportation improvements have no anticipated impact on the adjoining neighbors, several of the transportation recommendations require regional collaboration and could alter current regional traffic patterns. These alterations would ultimately improve traffic congestion and movements along Route 60.

Some of the Plan's recommendations are strongly dependent upon cooperative efforts between Robinson Township, property owners and developers, between the Township and community-based organizations and between the Township and Allegheny County. The Plan suggests that issue or topic-driven working groups be formed as a means of advancing or progressing on these members of a particular working group need to include stakeholders knowledgeable about the issue or topic as well as to include stakeholders willing to build upon relationships between critical partners, entities or organizations.

Allegheny County Comprehensive Plan

The following are recommendations for Robinson outlined in the Allegheny County Comprehensive Plan, Allegheny Places:

- Diversify the housing stock to accommodate a wider range of citizens, enabling more workers to live near their places of employment (this in turn will help reduce traffic congestion)
- Supply mixed-income housing for infill areas around the Airport-Industrial Place
- Focus on the revitalization of existing neighborhoods
- Strive to create more walkable, mixed-use developments

In addition, the plan proposed specific transportation projects that could help to alleviate Robinson's traffic problems:

- Campbells Run road widening
- I-376 designation and widening
- Rapid transit between Downtown Pittsburgh and the Airport
- U.S. 22/30 and PA-60 interchange
- Robinson Town Center intermodal connection hub



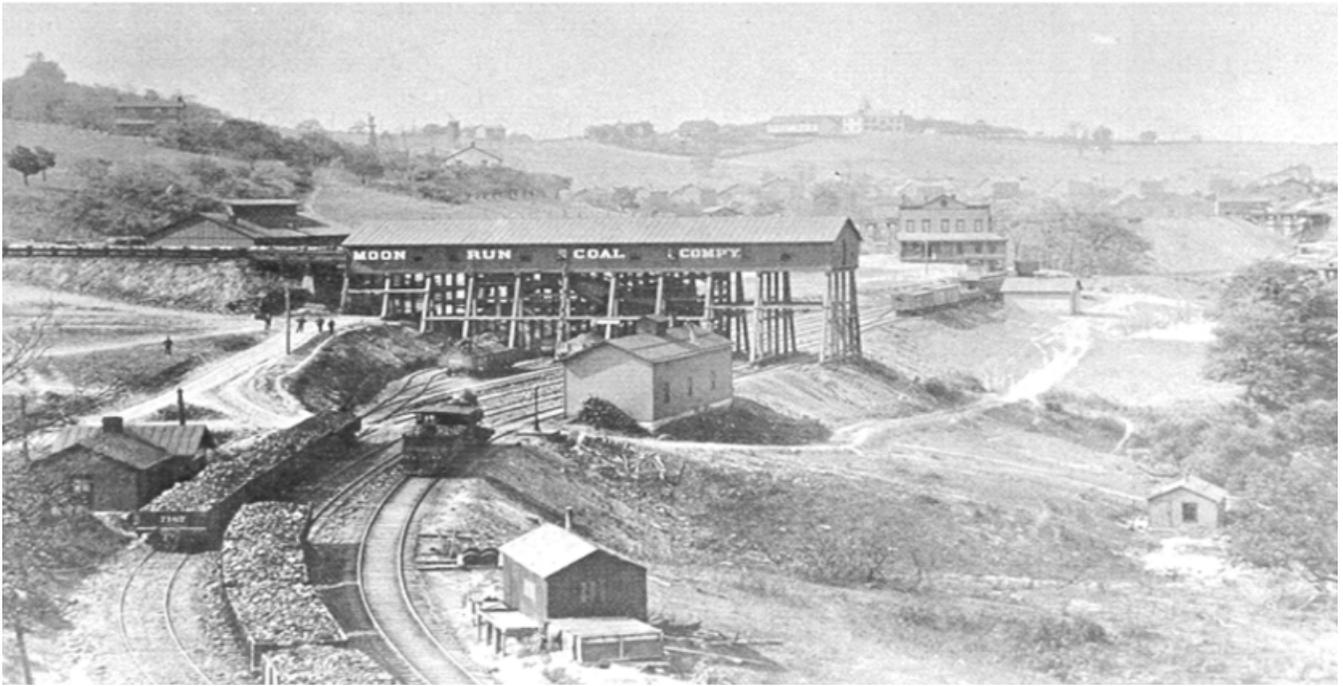
7 | Background

Overview

The background information of the report are vital components to this Plan. It is information that was used to analyze the Township and its community, which in turn helped steer what became the recommendations. The background information includes:

- The History of Robinson;
- Community Character;
- Existing Conditions, Issues & Opportunities; and
- Demographics.

The majority of this section is made up of the existing conditions of the Township and the demographic analysis. The existing conditions reviews the issues that the Township currently faces and identifies opportunities that helped form the recommendations for each comprehensive planning topic.



The History of Robinson

Robinson Township was originally part of a large Township known as Fayette Township, which was created in the 1790s. This original Township included the municipalities which are now known as Collier, Moon, Robinson, Finley, Stowe, North and South Fayette, and Crescent. Like many early Pennsylvanian communities, the first settlers of the areas supported themselves primarily through agricultural production. Agriculture and lumber mills were common early businesses because the close proximity to the Ohio River made transportation by water easy.

Just over a decade after the creation of Fayette Township, local citizens created a petition to separate themselves from the large township to form Robinson. In 1801 Robinson was officially annexed from Fayette Township. The population of Robinson Township continued to grow through the 1800's and by 1880 had a population of 1,852. Around this time the creation of rail lines into the Township, bringing with it a new industry. With the addition of the railroad, mineral resources became a major industry in Robinson. In the late 1800's a number of coal mines were in operation and more continued to appear after the railroad made moving materials over distances much faster and easier. In addition to mineral extraction, oil also became a major industry in Robinson Township. Oil became another major resource-based industry in the 1890s and into the 20th century. Like many of the surrounding communities, Robinson sat over some of the richest coal and oil deposits in the state. By the 1940's, however, coal and oil production began to decline as the demand for the resources dropped after the war.

In the 1950's Robinson Township began to evolve from a community of agriculture and natural resource industry into a commercial destination for the surrounding region. In 1952, the Greater Pittsburgh Airport opened in Moon Township, a neighbor of Robinson. The following year, the Penn Lincoln Parkway was completed along the southern border of the Township. This provided residents of Robinson and neighboring communities with a commute to downtown Pittsburgh that was less than twenty minutes. I-79 already ran along the eastern boundary of the Township and the new Penn Lincoln Parkway provided a new exit on and off the interstate in the Township. The Penn Lincoln Parkway, which today is I-376, also branched off in Robinson Township along Route 22 to the major steel towns in West Virginia and Eastern Ohio. The creation of the Parkway and the airport put Robinson at the intersection of a national and international transportation system. Robinson Township has developed from a semi-rural area on the fringe of Downtown Pittsburgh to a self-sustaining community with a major commercial district which attracts visitors from the greater tri-state region.

Community Character

A Glimpse into a First Class Township

Robinson Township is a First Class Township located approximately 11 miles west of Downtown Pittsburgh and 8 miles east of Pittsburgh International Airport. The Township is approximately 15 square miles in area and shares borders with 11 other municipalities: Moon Township and North Fayette Township to the west; Collier Township to the south; Kennedy Township to the east; the City of Pittsburgh to the east; Thornburg Borough, Rosslyn Farms Borough, and Carnegie Borough to the southeast; Coraopolis Borough to the northwest; Neville Township to the north (across the Ohio River); and Pennsbury Village as an enclave entirely surrounded by the Township.

Robinson Township is skirted on the south and east by two of the busiest highways in the Pittsburgh region, I-376 (Parkway West) and I-79. Additionally, U.S. Route 22/30 connects the Township to West Virginia and eastern Ohio. The Port Authority of Allegheny County's popular 28X bus route makes several stops in Robinson en route to the airport from Downtown Pittsburgh and Oakland. Additionally, the Montour Trail bike route connects Robinson with communities in Washington County and in the Ohio and Monongahela River valleys.

As a midway point between Downtown Pittsburgh and the airport, Robinson serves an important regional hub for shopping, entertainment, and employment for not only the western suburbs of Pittsburgh, but in the Tri-State Area as a whole. While the Township does have stores and restaurants that can be found elsewhere in the region, it is home to several that are exclusive to the Township or can only be found in other regional hubs. For instance, the Township is home to the only IKEA store in a 200-mile radius, which draws thousands of people each year to Robinson. Other regional businesses include one of only three Costco stores in the Pittsburgh metropolitan area and Giant Eagle's upscale flagship Market District grocery store. Three of the largest shopping centers in the Township—the Mall at Robinson, Robinson Town Centre, and Settlers Ridge—account for almost a 2 million combined square feet of retail space.

Robinson Township is located in the Montour School District, the 20th-ranked school district in the Pittsburgh metropolitan area based on standardized test scores. The district's secondary school, Montour High School, and its two elementary schools, Burkett Elementary and Forest Grove Elementary, are located in Robinson. The David E. Williams Middle School is also part of the Montour School District and is located in Coraopolis.

The Township's housing stock is fairly new, with well over 50% of housing units having been constructed since 1980. The 1990s saw the greatest period of housing growth in the Township.

Robinson's Comprehensive Plan was last updated in 1995 and the Zoning Ordinance was last comprehensively updated in 1993, with additional revisions in 1994, 1997, 1999, 2005, and 2012.





DEDICATED TO THE MEN AND WOMEN
OF ROBINSON TOWNSHIP
WHO SERVED DURING THE
KOREAN AND VIETNAM WARS.

KOREA	VIETNAM
ARCH, JOHN	ALMASY, ROBERT
BACHURSKI, JOSEPH J.	AMBROSE, TERRY
CARISTO, JAMES	ANDRABICK, DAVID C.
CARISTO, JOHN	ANDRABICK, ROBERT
CERCONE, JOSEPH A.	ANDRABICK, RONALD
CVENGROS, EDWARD G.	BANAS, ALAN B.
DEZULOVICH, JOHN	BLUMLING, WILLIAM C.
FALLAT, WILLIAM E.	CERCONE, JOSEPH A.
GASPARE, DENNIS J.	CHANDLER, JACK W.
GASPARE, RICHARD P.	CHANDLER, KEVIN P.
HANDLOVITCH, FRANK W. JR.	CHANDLER, WADE Y.
JENKINS, DONALD M.	DUMONTIER, GEORGE W.
JENKINS, JAMES	FALLAT, JOHN W.
KACZMAREK, ROBERT J.	HERBERT, GEORGE J.
KARABINOS, THOMAS P. JR.	JENKINS, HENRY D.
KRIGER, BERNARD R.	KLEIN, ROBERT E.
MARKS, CHARLES M.	KRIGER, RICHARD J.
MEYER, BERNARD C.	KUSHNER, JOHN J.
MULLEN, JACK J.	MACEK, KENNETH W.
PASH, EUGENE D.	MAUDLINE, DONALD
POSTURKA, WILLIAM	MULLEN, JACK J.
POSTUPKA, HARRY	MURPHY, EUGENE T. JR.
PRITCHARD, DONALD F.	PETKOVICH, GEORGE G.
SCHARBINO, GREGORY	PETKOVICH, JOHN F. JR.
SCHMELLA, ANDREW	RIDDLE, OLIVER
SCHMIDT, FRED	RONEY, ROBERT R.
SCHONS, FRANK J.	SCHREINGOST, GARY W.
SKRABA, ERNEST J.	SCHORBECK, JOSEPH J.
ULAGER, FRANK J.	SKIBA, FRANKLIN M.
URDA, GEORGE W.	SKIBA, GARY J.

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25

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Parks, Recreation, Open Space and Greenways

Robinson Township has the opportunity to provide an extensive range of recreation opportunities to visitors and residents. Two municipal parks are located in the middle third of Robinson Township, close to the main residential areas in the community. These parks, Clever Park and Burkett Park, are easily accessible to Montour High School and Burkett Elementary School. Clever Park is home to the Township pool, and Burkett Park features a number of baseball and softball fields.

A portion of Settler's Cabin County Park also lies in Robinson. Settler's Cabin County Park is over 1,500 acres in size and attracts visitors from all over the Tri-County region due to its historical significance and its passive and active recreational activities, such as hiking trails, wave and diving pools, playgrounds and tennis courts. Two noted natural heritage areas flank the edges of the Township, the Montour Run Valley Land Conservation Area and the Moon Run Slopes Biological Diversity Area.

Robinson's western border is skirted by the Montour Trail, a 47-mile multi-purpose bike trail terminating northward Route 51 and southward at Route 837 in Clairton. A proposed connection of the existing terminus of the trail at Route 51 may continue the routing along the Robinson/Coraopolis border to reach the Ohio River and the proposed Ohio River Water Trail.

The northern border of the Township promotes water access to the Ohio River, an amenity which was identified by the visioning session as an opportunity that is not utilized as greatly as it should be. A commissioner during the visioning session explained that Robinson has forgotten what it once was— a river community. The Montour Trail currently runs almost all the way to the River, and circumstantially this means that extending this trail to the river can allow for an expanded, interconnected recreation system. As paying homage to the Township's history and enhancing recreational quality, a key component to this element of the Plan is to explore ways to generate opportunities along the river.

During the visioning session with the Planning Commission, the preservation of Robinson's landscape became a topic of discussion that evolved into a key goal. Robinson's topography is characterized by rolling hills and a sloping landscape, and in order to preserve this natural heritage, the Township recognizes that action needs to take place in order to limit and development upon environmentally sensitive areas and scenic vistas.

Economic Vitality

One of Robinson’s greatest strengths is that it is able to provide employment to a wide range of professionals in a variety of industries, not to mention its advantage of close proximity to the Pittsburgh International Airport and, compared to other suburban hubs in the region, Downtown Pittsburgh. There are a variety of jobs available in the community, from corporate office positions to a myriad of retail, service, and light industrial jobs. Companies with headquarters or large regional or national offices in Robinson include Covestro (formerly Bayer Material Science), EMC Corporation, McDonald’s, Industrial Scientific Corporation, and Computer Enterprises, Inc. Additionally, a number of regional and national businesses have warehouse operations or offices along the stretch of Campbells Run Road between McMichael Road and Keiners Lane.

TABLE 6: EXISTING & PROJECTED TOWNSHIP JOBS

Number of jobs in Robinson, 2010	23,819
Expected number of jobs in Robinson, 2020	29,902

Robinson Township is home to a wide variety of professional and service-oriented occupations, making the Township appealing for both businesses and workers. When analyzing the breakdown of establishments and employees by industry type, it is clear that Robinson does not offer only one major employer. Table 3 conveys the total number of employees and establishments, and we can see that the industry which provides the highest quantity of establishments and also employs the most amount of residents is retail trade. The Mall at Robinson is a destination for shoppers and workers alike. The regional shopping amenities in the Township routinely attract shoppers from the neighboring states of West Virginia and Ohio and even from as far as the Canadian province of Ontario. This employment hub provides jobs to over 2,000 workers, making it Robinson’s largest employer.

The industry with the second high number of establishments and employees in the Township is health care and social assistance. Examples of this industry found in the Township would be Robinson Township Chiropractic Center, Robinson Township Physical Therapy & Health Center, Pine Hollow Medical Associates, and the different UPMC Robinson branches. In terms of vitality, health care is sound. The healthcare industry of Allegheny County distinguishes Southwest Pennsylvania as a medical hub, and with the Baby Boomers growing older and needing more health care assistance, this industry is more prevalent than ever. Beyond these two major employment industries, it is clear that Robinson provides jobs to a range of professionals as well as demographics.

TABLE 3 (REPEATED) : EMPLOYMENT & ESTABLISHMENT TYPES BY INDUSTRY

Industry Type	Number of Establishments	Number of Employees
Manufacturing	20	448
Wholesale Trade	53	862
Retail Trade	100	2,120
Transportation & Warehousing	13	364
Information	18	949
Finance & Insurance	39	307
Real Estate and Rental/Leasing	28	175
Professional, Scientific, and Technical Services	46	802
Administrative and Support and Waste Management	35	815
Educational Services	3	10
Health Care and Social Assistance	75	1,783
Arts, Entertainment, and Recreation	4	Between 20-99
Accommodation and Food Services	53	1,295
Other Services	47	354

Robinson Township is characterized by low taxes for both residents and businesses. The municipal budget has run at a surplus each year, but not necessarily at a large surplus. Thus, increasing revenues to maintain an exemplary level of services should be considered a priority.

There is no business privilege tax in Robinson, which has helped to drive the continued growth of retail and corporate businesses in the Township, even when other concentrations of commercial development elsewhere in the County have stagnated.

“Shovel-ready” sites in close proximity to the Pittsburgh International Airport were successful in attracting employment centers like offices, business parks, and light industrial uses for many years. Allegheny County’s Comprehensive Plan and the Southwestern Pennsylvania Commission both project continued development and an increase in employment opportunities in Robinson.

However, when taking a closer look at the Township, most of the remaining developable land is constrained by topography, transportation systems, or other issues that make it more difficult to expand the employment facility nexus. That said, infill development or redevelopment is a possibility for some aging office/industrial or retail uses, bringing more employment into the area and providing the township with an opportunity to implement a shift in the visual character or transportation patterns associated with these areas.

Continuing to support these employers and regional destinations through low taxes and high-quality services is important to Robinson’s continued ability to attract development. However, the community needs to be prepared to be flexible and adaptable in the event that there are major shifts in business patterns.

Circulation and Connectivity

Transportation Overview

Robinson Township is strategically located within the metro region is a gateway to regional employers, amenities and downtown Pittsburgh. The Township is a major suburban retail/commercial destination located along two interstate highways: I-376 and I-79. The Township is also traversed by Route 60 (also known as Steubenville Pike), which provides direct access to several major retail destinations and commercial developments. Route 51 on the northern end of the Township connects Robinson Township to several neighboring communities along the Ohio River. In between these major roadways is a stable, well-established residential community with growing traffic demands.

Transportation Volumes & Network

While the Township provides prominent access routes and thoroughfares for residents and visitors alike, this circulation system is a perennial problem for both the community and those employed in Robinson, especially during peak driving hours. Table 8 gives a snapshot of the daily trip volumes during peak hours on some of Robinson’s most traveled thoroughfares. With expected increasing population, employment, and development, traffic congestion will become more severe if unaddressed.

TABLE 7 : DAILY TRIPS IN ROBINSON TOWNSHIP DURING PEAK HOURS (7 AM – 9 AM)

Route 60		I-79	
Eastbound	1,611	Northbound	1,645
Westbound	1,787	Southbound	5,043

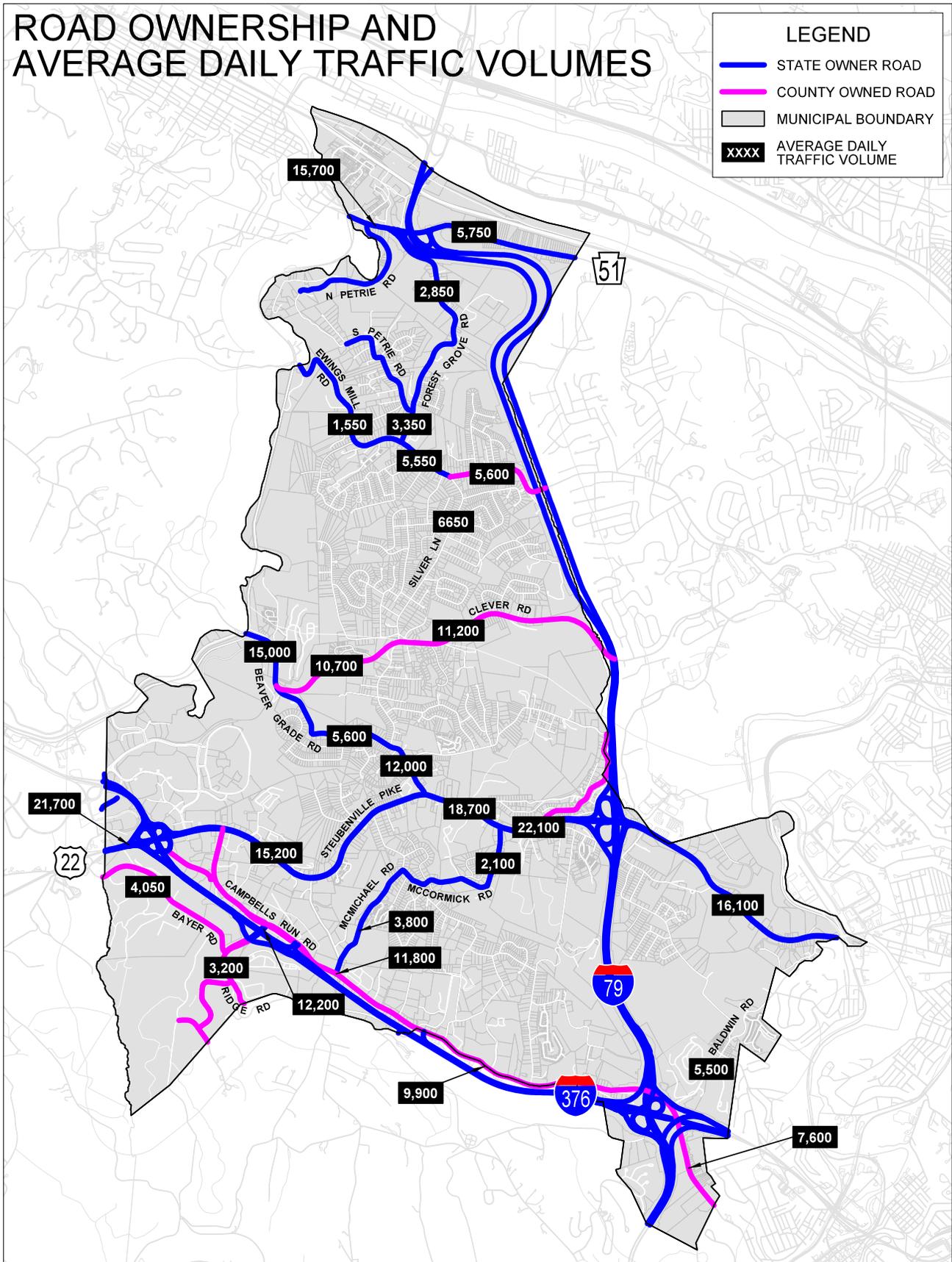
The roads and intersections with congestion problems have been studied in recent years. Much of the community is built out, so traffic/intersection solutions would require purchasing occupied land. As development occurs, the Township strategically works to realize transportation improvements to alleviate traffic congestion on the major arterials and other problem areas. Robinson maintains a strong relationship with Allegheny County and PennDOT to support their efforts related to roadway improvements in the Township.

There are over 84 miles of roadways within the Township. Roadways are owned and operated by PennDOT, Allegheny County, and Robinson Township. Map 6 illustrates an overview of roadways by ownership. The following is a breakdown of roadway mileage in Robinson Township by ownership:

PennDOT	25 miles
Allegheny County	12 miles
Robinson Township	47 miles

In addition to roadway ownership, Map 6 also illustrates current Average Daily Traffic (ADT) volumes on major roadways within Robinson Township.

MAP 8: ROAD OWNERSHIP & AVERAGE DAILY TRAFFIC VOLUMES



Thoroughfare Hierarchy

Roadways are traditionally classified by function and volume. Figure 1 shows the functional classifications of all roadways within Robinson Township. The following summarizes a classic functional roadway classification system.

Arterial - Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. Arterials are typically subdivided into Interstate/Freeways; Principal/Major Arterial; and Minor Arterials.

Collector – Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors can be subdivided into Major Collectors and Minor Collectors.

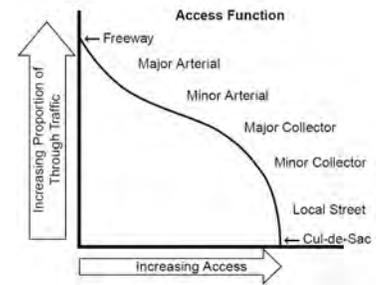
Local – Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement. Some local roadways are listed on the Federal-Aid system by PennDOT, which would make those roadways eligible for state and federal funding. However, most local roads in the Township are not listed on the Federal-Aid system.

Major Roadways

I-79 runs north-south through Robinson Township. There are three I-79 interchanges within in Robinson Township:

- Exit 59 – I-376 – This is a major interstate to interstate interchange and a major transportation node in the Pittsburgh region.
- Exit 60 – Crafton/Moon Run/Route 60 – This is a partial diamond/partial cloverleaf type interchange. The southbound ramps are serviced by free flowing cloverleaf ramps, while the northbound ramps are serviced by a partial diamond ramp with a traffic signal on Route 60.

FIGURE 2: THOROUGHFARE HIERARCHY



- Exit 64 – Coraopolis/McKees Rocks/Route 51 – This is partial diamond interchange with a northbound off-ramp and a southbound on-ramp. The other movements not serviced at this interchange are serviced by the nearby Neville Island interchange and on-street connections to Route 51 in Coraopolis.

Traffic volumes along I-79 in Robinson Township vary between 40,000 and 70,000 vehicles per day. I-79 connects Robinson Township to points north including the PA Turnpike, Cranberry, I-80, I-90 and Erie PA and to points south including I-70, Washington PA, I-68, and West Virginia. I-376 runs east-west through Robinson Township. There are:

- Exit 60A/60B – Crafton/Weirton/Route 60/Routes 22/30 – This is a partial cloverleaf interchange providing access to Route 60 South and to Route 22/30. Two of the ramps are signalized. PennDOT has future plans to widen I-376 and modify this interchange in the future.
- Exit 61 – Ridge Road – This is a modified diamond interchange with the eastbound ramps connecting directly to Ridge Road and the westbound ramps connecting to Campbells Run Road directly across from the Settlers Ridge retail center. Both ramps are signalized.
- Exit 62 – Campbells Run Road – This is a partial diamond interchange with a westbound off-ramp and an eastbound on-ramp.
- Exit 64 – I-79 – This is a major interstate to interstate interchange and major transportation node in the Pittsburgh region.

Traffic volumes along I-376 in Robinson Township vary between 51,000 and 72,000 vehicles per day. I-376 connects Robinson Township to points east including Downtown Pittsburgh, Monroeville, the PA Turnpike, and Route 22 and to points west including Pittsburgh International Airport, Beaver County, the PA Turnpike and Ohio.



Roadway Character

Steubenville Pike (SR 0060) is a state-owned arterial highway with an ADT that varies between 22,100 and 15,200 vehicles per day. Steubenville Pike connects the I-376 Crafton/Weirton interchange to points south/east including Crafton and Downtown Pittsburgh. Steubenville Pike is primarily a three-lane roadway (one per direction with a center left turn lane) except near the I-79 interchange and near the Robinson Town Center where it widens to four through lanes (two per direction). The predominant land use along Steubenville Pike is commercial. The segment of Steubenville Pike between Campbells Run Road and I-79 is characterized by primarily small commercial parcels with relatively narrow lot depths, small individual retail buildings, and individual driveways serving each parcel.

There are 12 traffic signals along Steubenville Pike (including the newest signal at the SR 0022/0030 on ramp to I-376). Steubenville Pike is an alternative route to nearby I-376. Steubenville Pike connects Robinson Township to Crafton and Pittsburgh's West End. Although Steubenville Pike is classified as a principal arterial, the relatively high number of individual driveways along Steubenville Pike reduces the effective capacity and traffic speeds along Steubenville Pike.

Route 51 is a state-owned principal arterial highway with an ADT that varies between 15,700 and 5,750 vehicles per day. Route 51 connects north to Beaver County and south to Pittsburgh and Uniontown. Route 51 is primarily a two-lane roadway except at the I-79 interchange where it widens to four lanes.

Campbells Run Road is a county-owned minor arterial with an ADT that varies between 12,200 and 7,600 vehicles per day. Campbells Run Road extends from the I-376/Route 60 interchange area in Robinson Township to Carnegie. Campbells Run Road is primarily a two lane road which widens near both Steubenville Pike and Settlers Ridge to provide additional through lanes and turn lanes. Campbells Run Road parallels I-376 and provides direct access to several major commercial areas including Settlers Ridge and Penn Center. There are seven (7) traffic signals along Campbells Run Road from Route 60 to Penn Center West.

Beaver Grade Road is a state-owned minor arterial with an ADT that varies between 15,000 and 5,600 vehicles per day. Beaver Grade Road is a two-lane roadway that extends from Steubenville Pike to University Boulevard in Moon Township. Beaver Grade Road roughly parallels I-376. Beaver Grade Road is primarily residential in Robinson Township. Beaver Grade Road connects to Montour Run Road and the back entrance to The Mall at Robinson and the Robinson Town Centre.

Clever Road is a county-owned minor arterial with an ADT that varies between 11,200 and 10,700 vehicles per day. Clever Road is a two-lane roadway that extends from Beaver Grade Road in Robinson Township to McKees Rocks Road in Kennedy Township. Clever Road is primarily residential except for a small commercial area near Silver Lane. Clever Road also provides direct access to the Montour High School Campus. The intersection of Silver Lane and Clever Road is signalized.

Silver Lane is a township-owned minor arterial with an ADT of 6,650 vehicles per day. Silver Lane is a two-lane roadway that incorporates a portion of the Allegheny County Yellow Belt. Silver Lane extends from Beaver Grade Road to Forest Grove Road. Silver Lane is primarily residential except for a small commercial area near Clever Road. The intersection of Silver Lane and Clever Road is signalized.

Forest Grove Road is a county-owned urban collector roadway east of Silver Lane and a state-owned minor arterial roadway west of Silver Lane. The ADT on Forest Grove Road varies between 5,600 and 2,850 vehicles per day. Forest Grove Road extends from Route 51 near the I-79 interchange through Robinson Township into Kennedy Township. In Robinson Township, Forest Grove Road is primarily a residential area. Forest Gove Road provides access to David E. Williams Middle School.

Baldwin Road is a county-owned minor arterial with an ADT of 5,500 vehicles per day. Baldwin Road extends from Campbells Run Road to Steubenville Pike along the eastern edge of Robinson Township.

Ewings Mill Road is a state owned urban collector road with and ADT of 1,550 vehicles per day. Ewings Mill Road extends from Forest Grove Road into Moon Township. The area around Ewings Mill Road is primarily residential.

Ridge Road/Bayer Road is a county owned urban collector road with an ADT that varies between 4,050 and 3,200 vehicles per day. Bayer Road begins near the Old Steubenville Pike interchange with US 22/30 and extends to Ridge Road. Ridge Road extends from Campbells Run Road into Settlers Cabin Park and connects with US 22/30 at the Boyce Road on-ramp to I-376. Bayer Road provides access to a large office park. Ridge Road provides access to a large apartment complex and serves as the main entrance to Settlers Cabin Park, a regional county park.

McMichael/McCormick Road is a state owned local road with an ADT that varies between 3,800 and 2,100 vehicles per day. This area primarily services several relatively new residential developments. These roads connect Campbells Run Road with Steubenville Pike.



Public Transit

The Port Authority of Allegheny County (PAT) provides regional transit service to the Robinson Township area. PAT service is provided in Robinson Township by three routes: 24 – West Park; 28x – Airport Flyer; and 29 – Robinson.

Route 24 (West Park) provides service seven days a week from The Mall at Robinson to Downtown Pittsburgh. In Robinson Township, the 24 route travels from The Mall at Robinson to Steubenville Pike to Silver Lane to Clever Road. Service between Robinson Township and Downtown Pittsburgh services retail areas in Kennedy Township; Ohio Valley General Hospital; commercial areas of Stowe Township; and commercial areas of McKees Rocks. Weekday service runs from 5AM-11 PM. Rush hour headways are 30 minutes and non-rush hour service headways are one hour. Saturday service runs from 6AM-11:30 PM with 45 minute headways. Sunday service runs from 7AM-10:30 PM with 45 minute headways.

Route 28x (Airport Flyer) provides service seven days a week between the Pittsburgh International Airport, Robinson Town Centre, Downtown Pittsburgh, and Oakland. There are 5 stops in the Robinson Town Centre area. Route 28x travels through Robinson Town Centre via Summit Park Drive, Park Manor Boulevard, Robinson Centre Drive, Park Manor Drive, and Steubenville Pike. Daily service runs from 5:30AM-Midnight with 30 minute headways.

Route 29 (Robinson) provides weekday service between the Pittsburgh Technical Institute in North Fayette and Downtown Pittsburgh. In Robinson Township, the 29 route travels through Robinson Town Centre to Steubenville Pike. The bus travels the length of Steubenville Pike in Robinson Township. Weekday service runs from 6AM-8 PM. Rush hour headways are 30 minutes and non-rush hour service headways are one hour.

The Airport Corridor Transportation Association (ACTA) provides local shuttle service to the Robinson Town Centre, The Mall at Robinson, Settlers Ridge Shopping Center, and Penn Center. ACTA also provides service to the adjacent commercial/retail area in Moon Township and North Fayette Township including Summit Park Drive, RIDC Park West, and Industry Drive. Shuttle service runs from 6AM-Midnight weekdays; 7AM-11 PM on Saturdays; and 7AM-6PM on Sunday.

“more efficient transit service to outlying job centers [like Robinson] will provide better access to more jobs for more workers.”

— ALLEGHENY COUNTY COMPREHENSIVE PLAN

Trails Connections

Bicycle/pedestrian connectivity within the Township is somewhat difficult, as most of the major arterials where connections need to be made and infrastructure built are not owned or managed by the Township. Though some infrastructure is already in place, municipal secondary roads are not adequate by themselves for creating a comprehensive bicycle/pedestrian network. Despite these limitations, Robinson has a valuable recreational asset in the Montour Trail, which traverses along the western edge of the Township.

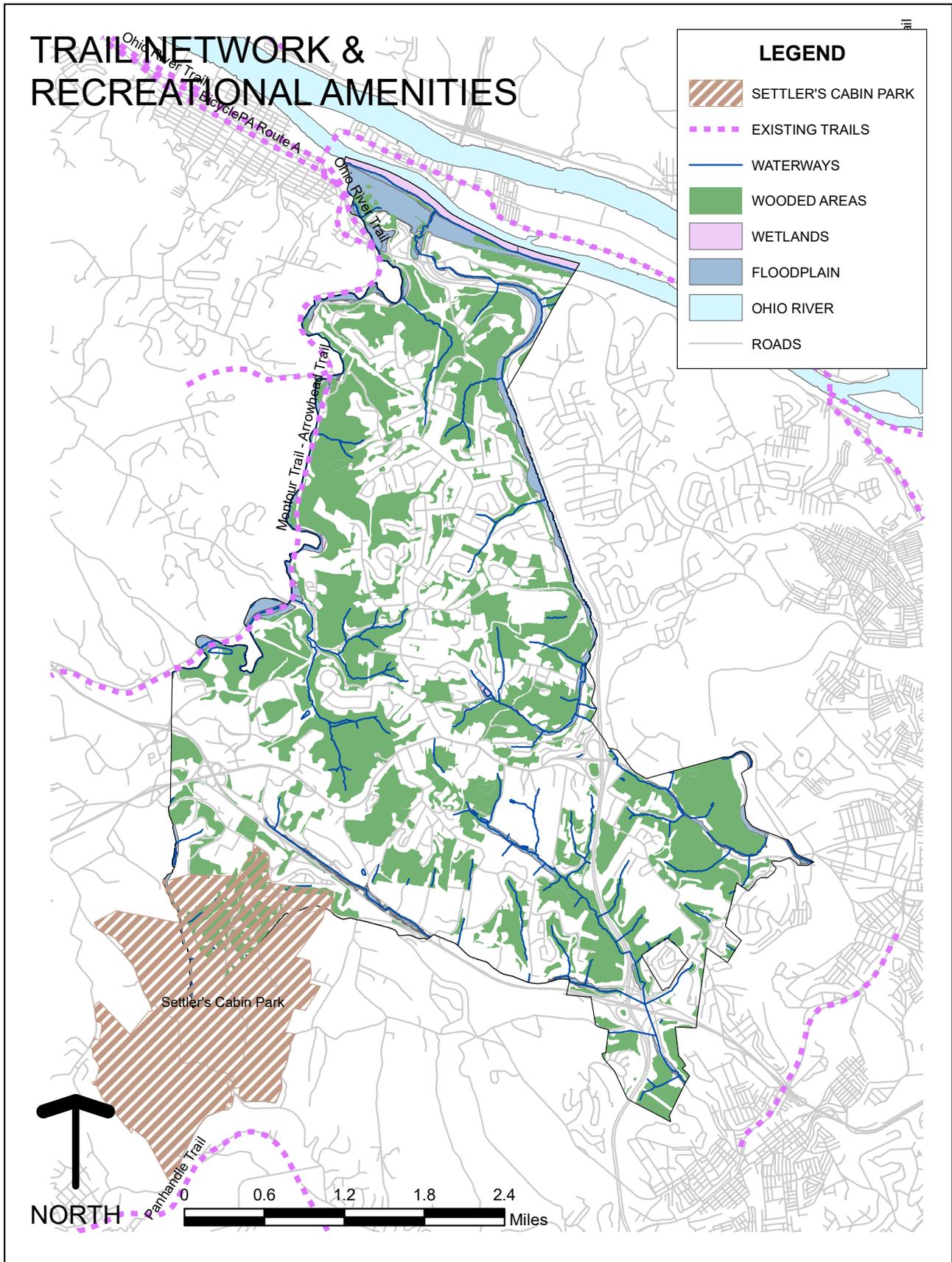
The Montour Trail is a multi-use, non-motorized recreational trail. The trail begins just off Route 51 in Coraopolis and will eventually extend to Clairton PA. The trail will be 47 miles long when complete. There are several gaps in the trail in southern Allegheny County. The trail connects to several other regional trails including the Panhandle Trail, the Great Allegheny Passage, and the future Ohio River Trail. The trail is paved with a smooth surface of crushed limestone. The trail is maintained and managed by an extensive network of volunteers.

There are 4 trailheads in close proximity to Robinson Township:

- Moon Township/Coraopolis – located just outside Robinson Township accessible from Route 51 near the I-79 Interchange.
- Hassam Road – located just outside of Robinson Township. Ewing Mills Road becomes Hassam Road when crossing from Robinson Township into Moon Township.
- Beaver Grade Road – the only trailhead actually in Robinson Township. The trailhead is located off Old Beaver Grade Road.
- Montour Run Road – located on Montour Run Road at the rear entrance to the Robinson Town Centre and The Mall at Robinson.

The Township recognizes the impact that the trail has upon the region and the opportunities that are possible through the development of the trail and expanding its network. With access to the Ohio River in the north and Settler's Cabin Park in the south, the trail offers a unique opportunity to the Township to connect these two recreational assets.

MAP 9: TRAIL NETWORK & RECREATIONAL AMENITIES



Sidewalk System

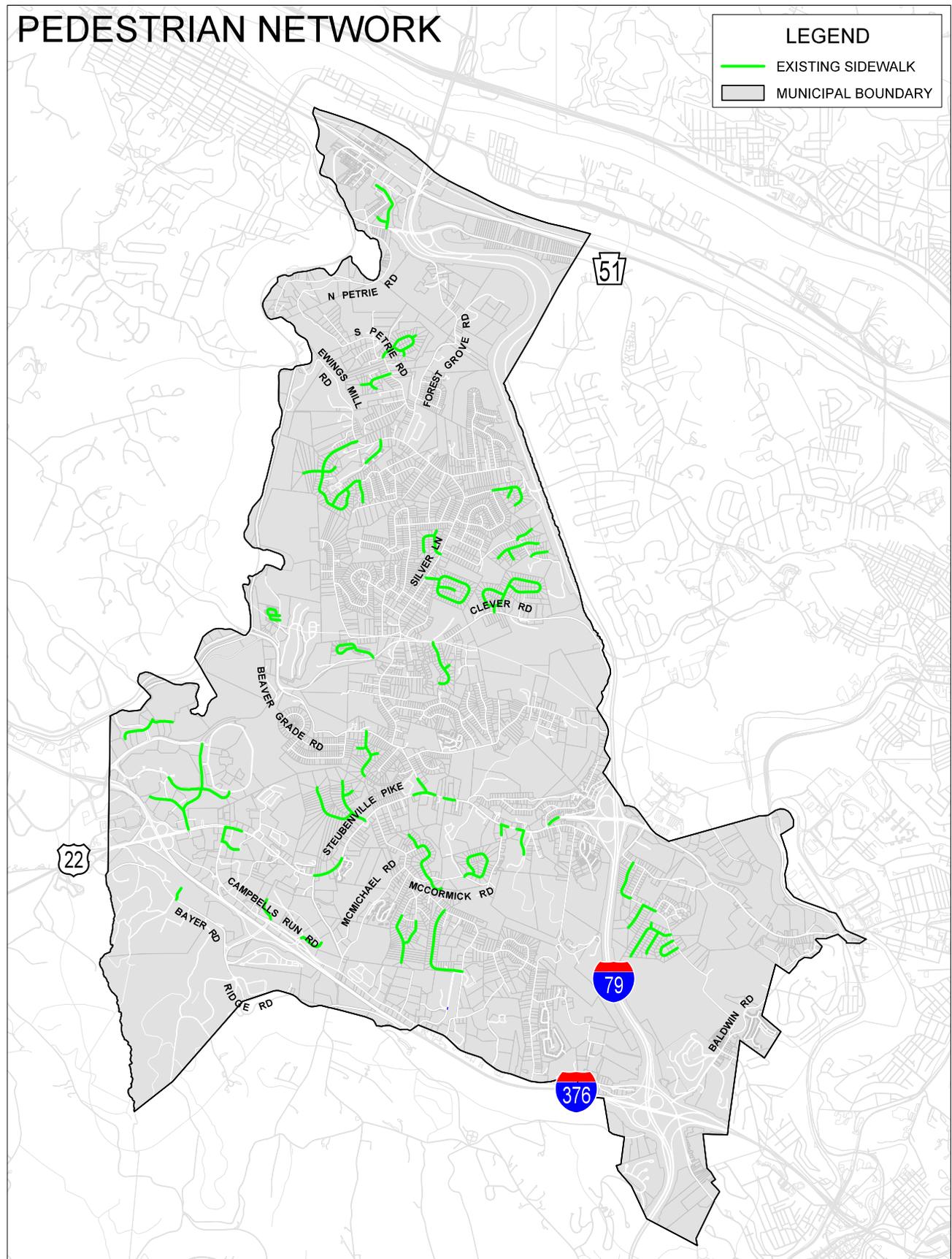
There is a patchwork of existing sidewalk segments throughout Robinson Township. This system of sidewalks is most often found in newer subdivision residential developments, and while this sidewalk system allows for pedestrian mobility within the development itself, the system lacks an overall plan to connect key areas of the Township including commercial, recreational, and residential areas. Map 3 show the existing network of Township sidewalks.

Sidewalks are also incorporated into the circulation system of the Mall at Robinson. Along Robinson Center Drive, Park Manor Boulevard and Robinson Lane are sidewalks which allow vistiors to walk to different commercial and entertainment destination. Though this provides the opportunity for a walkable commercial area, the system currently only allows pedestrian mobility within the mall area itself. The Mall itself is designed for the automobile. Though there are multiple public transit routes that provide access to the mall, with no safe pedestrian or bicyclist route available to actually travel to the commercial nucleus, visitors are limited to automobiles or public transit.

While the sidewalk system of the community does not currently connect the citizens for whom it was designed to all parts of the Township, this does not mean that these sidewalks are obsolete. An early morning walk is possible for residents, and visitors at Robinson Town Center are able to walk from one corridor to the other. The Township also recognizes that while they may not be able to make all of Robinson walkable, there is opportunity for walkable areas within key areas of the community.



MAP 5 (REPEATED) : PEDESTRIAN NETWORK





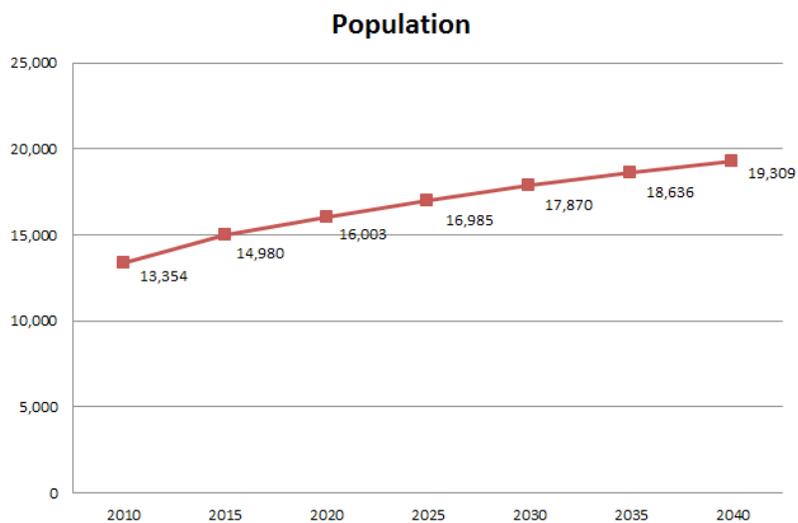
Demographics

Population

According to 2010 Census data, Robinson Township has a population of 13,759 (up from 10,830 in 1990). Between 2000 and 2010, the Township's population grew by 1,065 persons, or approximately 8.7%. The total population grew from 12,289 people in the year 2000, to 13,354 people in the year 2010. In comparison, Collier Township's population grew by 34.5%, North Fayette Township's population grew by about 13.7%, Moon Township's population increased by approximately 8.5%, Kennedy Township's population increased by 2.2%, and Neville Township lost population, as did Thornburg, Rosslyn Farms, Pennsbury Village, Carnegie, and Coraopolis Boroughs.

Demographic projections from the Southwestern Pennsylvania Commission (SPC) suggest that by 2040, Robinson's population will increase 40% from 2010 figures, its number of households will increase by 52%, and its total employment will increase by 32%.

FIGURE 1 (REPEATED): POPULATION PROJECTIONS



2010

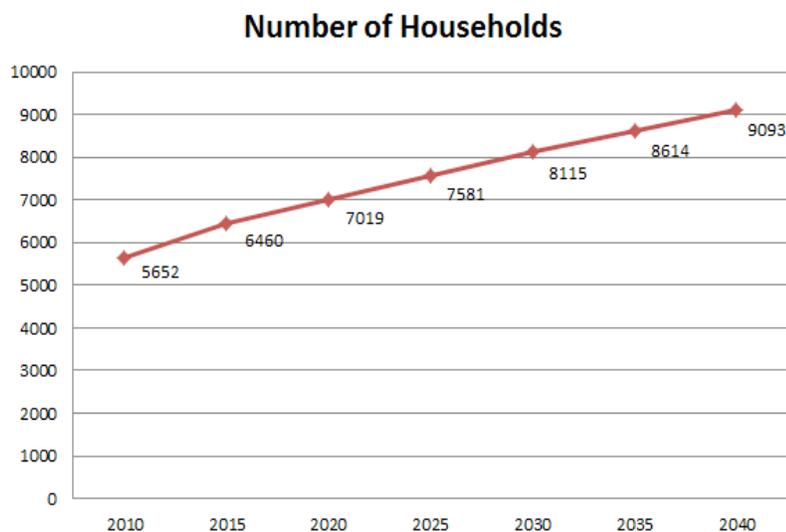


2040



Projected Population Increase from 2010 to 2040: 44.5%

FIGURE 3: NUMBER OF HOUSEHOLD PROJECTION



2010

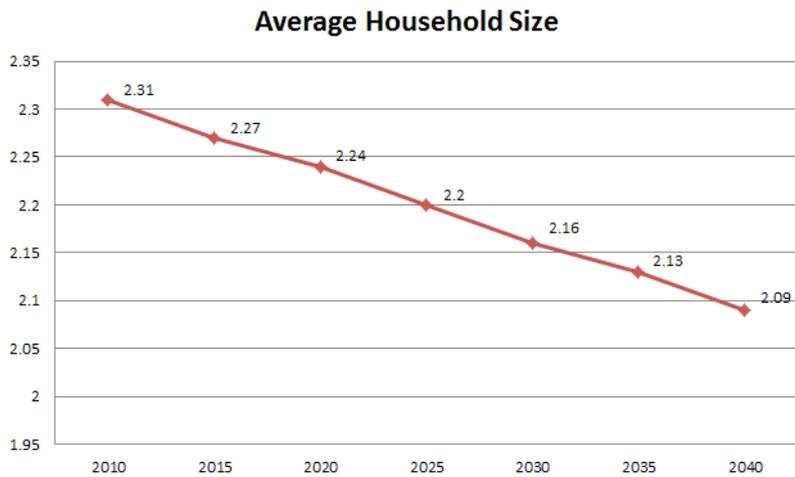


2040



Projected Household Increase from 2010 to 2040: 60.9%

FIGURE 4: AVERAGE HOUSEHOLD SIZE PROJECTION

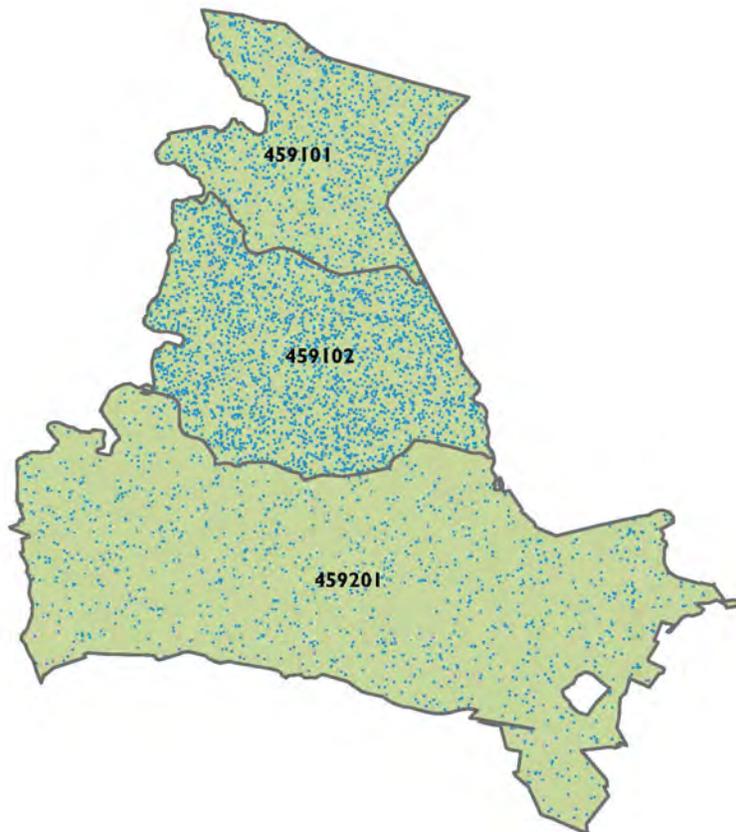


Projected Household Size decrease from 2010 to 2040: 9.72%

Resident Density and Distribution

According to 2010 Census data, Robinson Township has a population density of 890 people per square mile. The Township’s middle Census tract has the highest density of the three Census tracts in the Township. The southernmost Census tract has the lowest population density, but contains the primary commercial activity in the Township, as well as several areas of multi-family residential. The numbers found on the map below indicates the Census tract.

MAP 10: POPULATION DENSITY BY CENSUS TRACT, ROBINSON TOWNSHIP

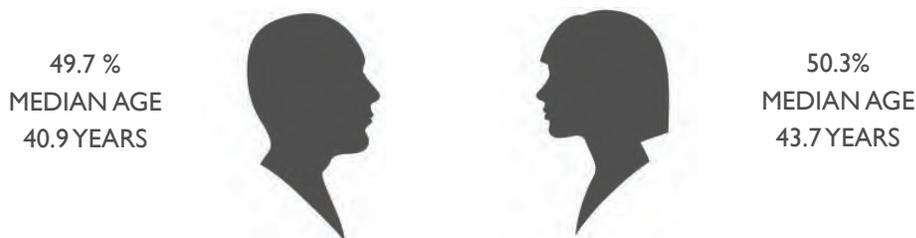


Age Distribution

Between the years 2000 and 2010, Robinson Township’s median age increased from 39.9 to 42.4, or about 2.5 years. For all of Allegheny County, the median age increased between 2000 and 2010 from 39.6 years to 41.3 years, a difference of 1.7 years. Robinson’s median age is considerably younger than that of adjacent Collier, Kennedy, Neville, Rosslyn Farms and Thornburg, but considerably older than that of the City of Pittsburgh (33.2 years).

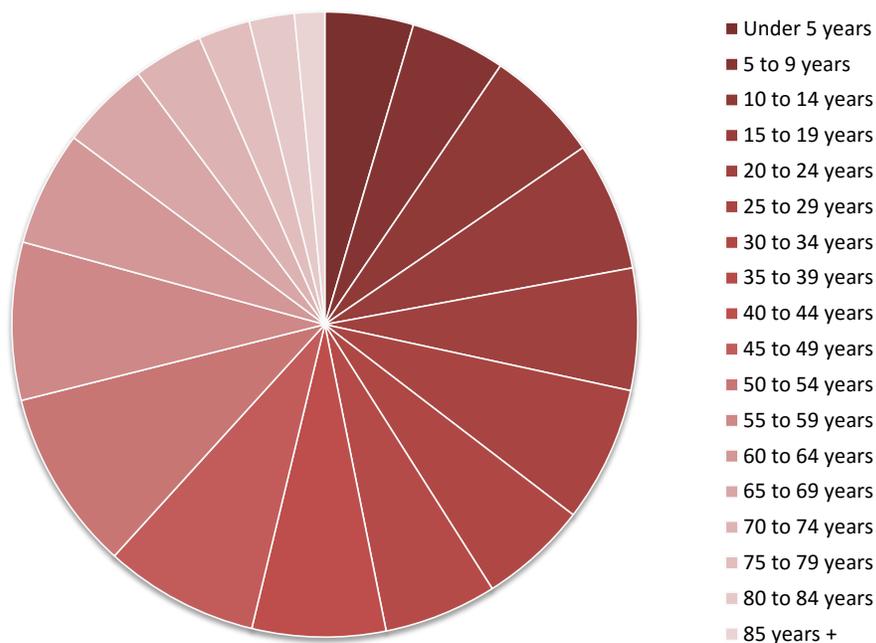
In 2010, the highest percentage of population in Robinson Township is the 35-54 year range at 30.1% of the population. These are investment years, and a high number of residents in this age range indicates the presence of a stable local economy, with high employment participation.

OVERALL MEDIAN AGE: 42.4 YEARS



28.9% of Robinson Township’s population was over age 55 at the time of the 2010 Census. In 2000, the percentage over 55 was 23.9%, a full 5% lower. This reiterates the tendency of populations in older settled communities to “age in place.” If the trend toward older residents continues, housing options for seniors will occupy a larger segment of the market. Even with the growth of both seniors and young families, however, Robinson’s population makeup has remained remarkably similar between the 2000 and 2010 Censuses.

FIGURE 5: POPULATION BY AGE



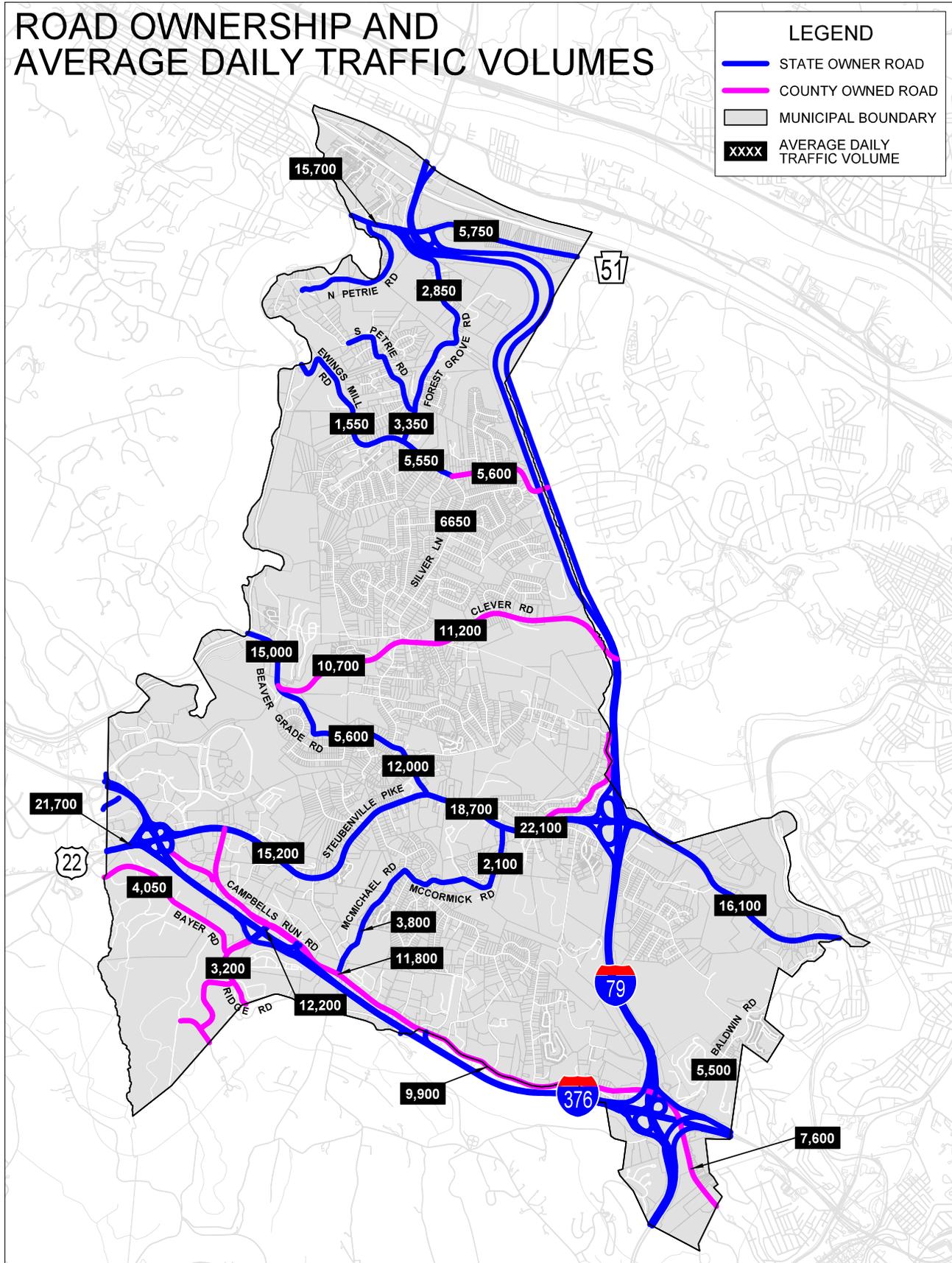
Traffic and Transportation

Robinson Township is a hub of transportation for the Pittsburgh region. The interchange of two of the busiest limited-access highways in the area, I-79 and I-376 (Parkway West), mean that tens of thousands of people visit or pass through Robinson each day. These two highways run along the Township's eastern and southern boundaries, while a freight railroad skirts the Township on the north, and the Montour Trail skirts the Township on the west.

Robinson's arterial roads run primarily east to west and include Steubenville Pike (Route 60), Campbells Run Road, Beaver Grade Road, Ewings Mill Road, and Clever Road. A north-south arterial "backbone" consisting of Forest Grove Road and Silver Lane serves a large portion of the residential subdivisions in the Township.

Several Port Authority of Allegheny County bus routes pass through Robinson: Routes 24, 28X (the "Airport Flyer"), 29. These buses run along a small handful of Robinson's arterials and also serve the shopping areas of the Mall at Robinson and Robinson Town Centre. Despite the heavy traffic on Robinson's arterials, the average commute time of 24.3 minutes is lower than the Allegheny County average of 26.0 and is likely because of the large and diversified employment presence in the Township and the ease of access to Downtown Pittsburgh. 83.7% of Robinson residents drive to work alone in a personal vehicle, though 2.1% of households do not own a car.

MAP 8 (REPEATED): ROAD OWNERSHIP AND AVERAGE DAILY TRAFFIC VOLUMES



Existing Land Use

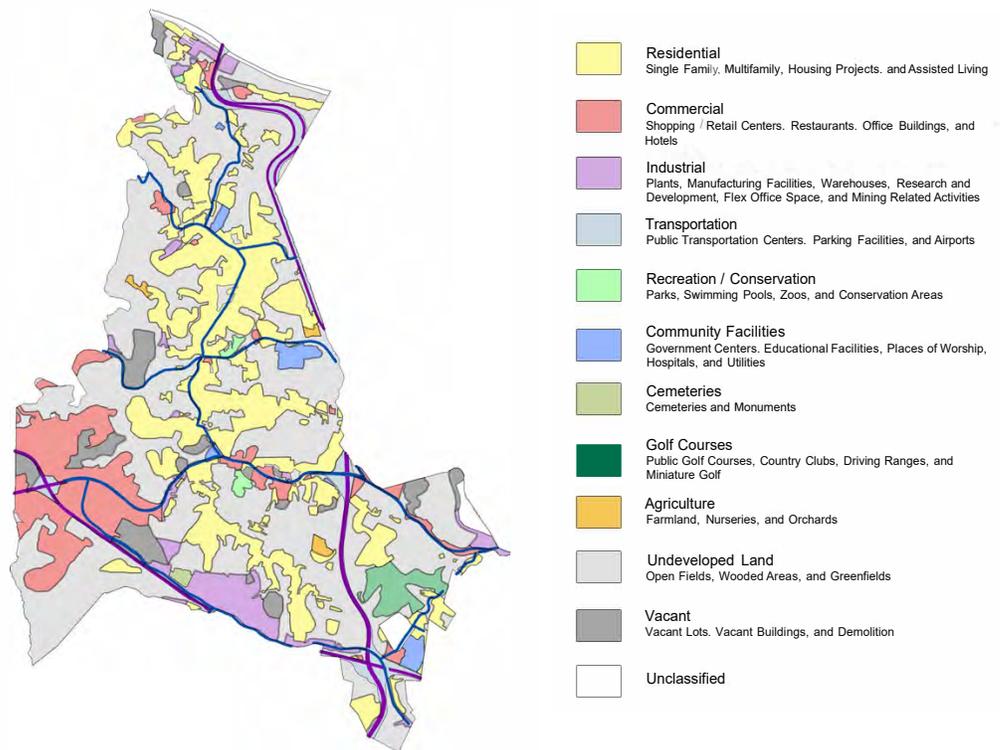
Robinson Township, compared to other suburban municipalities in the region, enjoys a diversity of land uses, from light industry to commercial office, retail, and residential, owing to its prime location between Downtown Pittsburgh and the Pittsburgh International Airport and to its status as a hub for business and shopping in the western suburbs.

Commercial development, in the form of retail, restaurants, office space, and hotels, is concentrated primarily in the western third of the municipality, centered along Route 60 (Steubenville Pike) and its intersections with I-376 and Campbells Run Road. Residential neighborhoods flank the middle of the municipality. Light industry is present along Campbells Run Road, the southern boundary of the Township, and the banks of the Ohio River, the northern boundary of the Township. A portion of Settlers Cabin County Park lies in the southwest corner of the community.

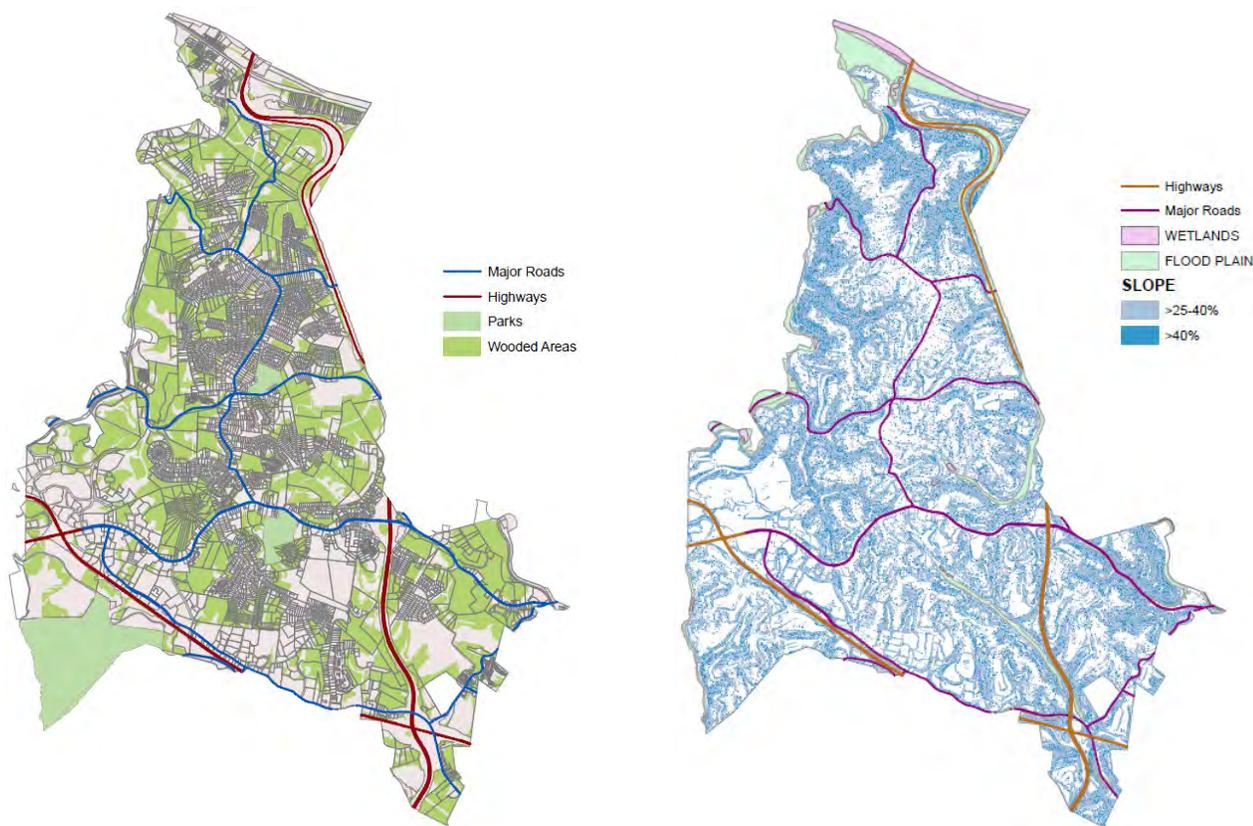
Robinson is bordered on the east by the City of Pittsburgh, Thornburg Borough, Rosslyn Farms Borough, Carnegie Borough, and Kennedy Township; on the north by Neville Township; on the west by Coraopolis Borough, Moon Township, and North Fayette Township; and on the south by Collier Township. Pennsbury Village Borough creates an enclave in the southeastern part of Robinson.

A large portion of Robinson’s western border is skirted by the Montour Trail, a multipurpose bike trail that extends from Robinson’s border with Coraopolis to Clairton, via Washington County.

MAP 11: EXISTING LAND USE



MAP 12 & 13: GREENSPACE AND UNDEVELOPABLE LAND



Parks, Wooded Areas, and Greenspace

Two municipal parks are located in the middle third of Robinson Township, close to the main residential areas in the community. These parks, Clever Park and Burkett Park, are easily accessible to Montour High School and Burkett Elementary School. Clever Park is home to the Township pool, and Burkett Park features a number of baseball and softball fields. The northernmost portion of Settler's Cabin County Park is located in Robinson, including the popular wave pool.

In addition to Settlers Cabin, Robinson will soon see more county park land, this time on a reclaimed railyard in the northwest corner of the Township, along Route 51. Though the upcoming Allegheny County Sports & Athletic Complex at Montour Junction is to be situated primarily within the boundaries of Coraopolis Borough, parts of the 78-acre complex, which will consist of 10 soccer, rugby, and lacrosse fields, will be located within Robinson's borders. In addition to athletic fields and recreational programming, the new park will provide a 0.8-mile extension of the Montour Trail and accommodate trout fishing in Montour Run. Permitting and site preparation have begun, as of the end of 2015.

Two noted natural heritage areas flank the edges of the Township, the Montour Run Valley Land Conservation Area and the Moon Run Slopes Biological Diversity Area. Despite the relative insignificance of floodplain zones in the Township, much of the remaining undeveloped land in Robinson is difficult to develop, as it consists of largely wooded slopes.

Housing Trends

As a post-World War II suburb, only 10% of Robinson Township’s housing stock was built prior to 1950. A full 39.3% of Robinson’s housing stock was actually built in just the last 25 years, with 19.2% being built in the last 15 years. The number of new housing units built in the Township has been slightly higher than the population growth of the community over the same time frame. Between 2000 and 2009, there were 1,144 housing units constructed in Robinson Township. 61.2% of housing units in Robinson are single-family detached homes.

At \$168,300, the median value of a house in Robinson Township, based on American Community Survey 5-year data from 2009-2013, is approximately \$37,000 above the 2000 median home value in Robinson of \$131,200, and much higher than the Allegheny County 2009-2013 median of \$122,400. The Commonwealth median of \$164,700 is very near that of Robinson Township.

While Robinson’s homeownership rate fell slightly between 2000 and 2010 (from 78.7% to 73.4%) and its rentership rate increased (from 21.3% to 26.6%), both figures are still considerably higher and lower, respectively, compared to Allegheny County averages.

FIGURE 6: HOUSING UNITS BY YEAR BUILT

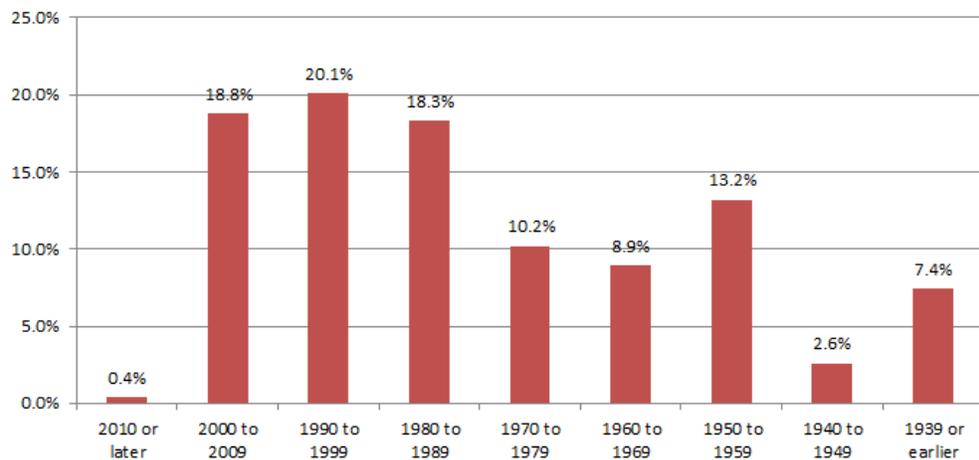
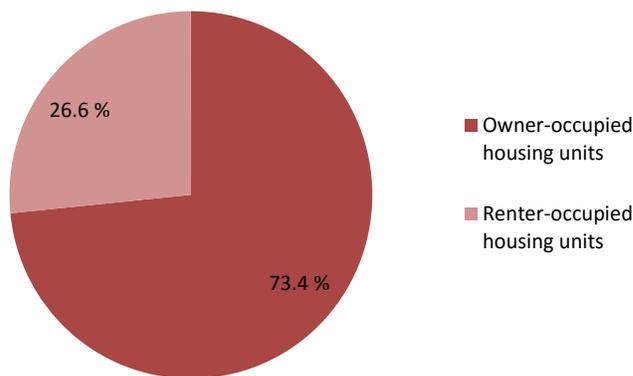


FIGURE 7: OWNER- VS. RENTER-OCCUPIED HOUSING UNITS



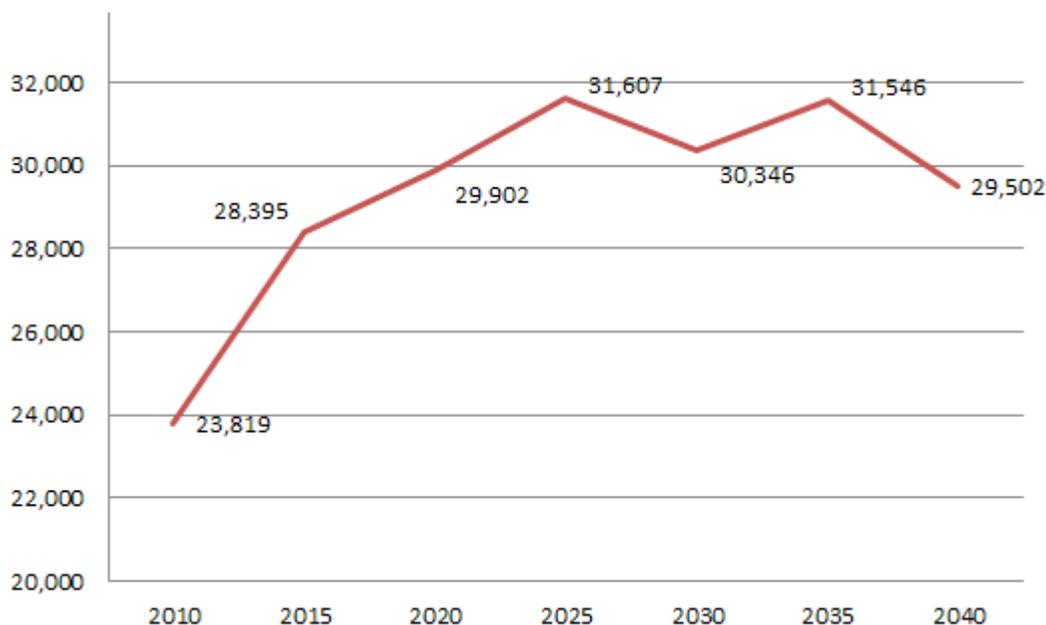
Income and Employment

Even when factoring in inflation, Robinson Township has become considerably wealthier since the year 2000. 2009-2013 American Community Survey (ACS) estimates indicate that the median household increased by \$20,401, from \$54,884 to \$75,285, or a 37.2% increase. During the same time frame, the individual poverty rate has dropped from 6.6% to 4.9%.

Per capita income has increased from \$26,802 to \$39,740. The median family income from the most recent ACS estimates is \$92,125.

“White-collar” professional occupations predominate in the Township. 45.7% of the working population is employed in Management, Business, Science, and Arts occupations, or Sales and Office occupations. The largest occupational sectors include Educational Services, and Health Care and Social Assistance; Professional, Scientific, and Management, and Administrative and Waste Management Services; and the Retail Trades.

FIGURE 8: TOTAL NUMBER OF EMPLOYEES (PROJECTED)



The figures above and on the next page show projections from the Southwestern Pennsylvania Commission (SPC) of Robinson’s employment growth. Growth in “services” jobs (health care, education, administration, finance and insurance, food services, etc.) in the Township is projected to occur, while the retail sector is projected stay relatively constant and manufacturing is projected to slightly decline. Jobs in total in the Township are projected to increase through 2025 and then remain relatively steady into 2040. Robinson Township’s largest cohort of professionals work in educational services, healthcare, and social assistance. Other common careers include professions such as those in the scientific field, administration, and retail trade.

FIGURE 9: PROJECTED GROWTH BY EMPLOYMENT SECTOR 2010-2040

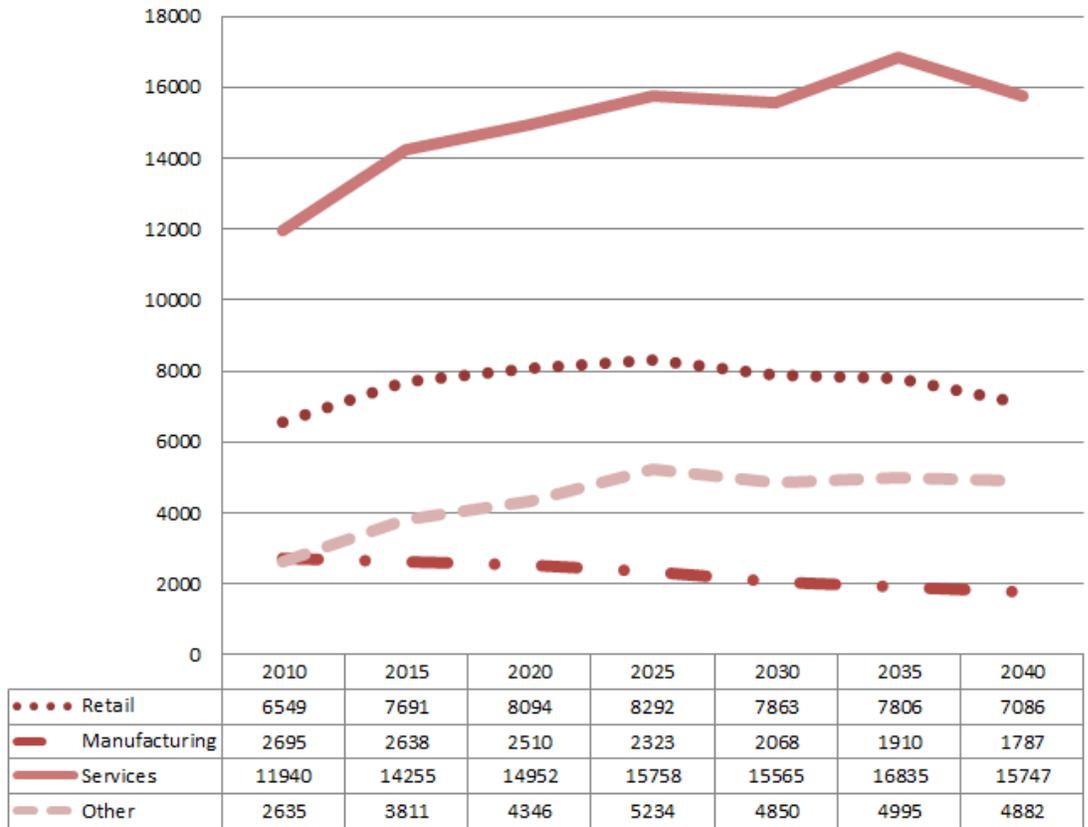
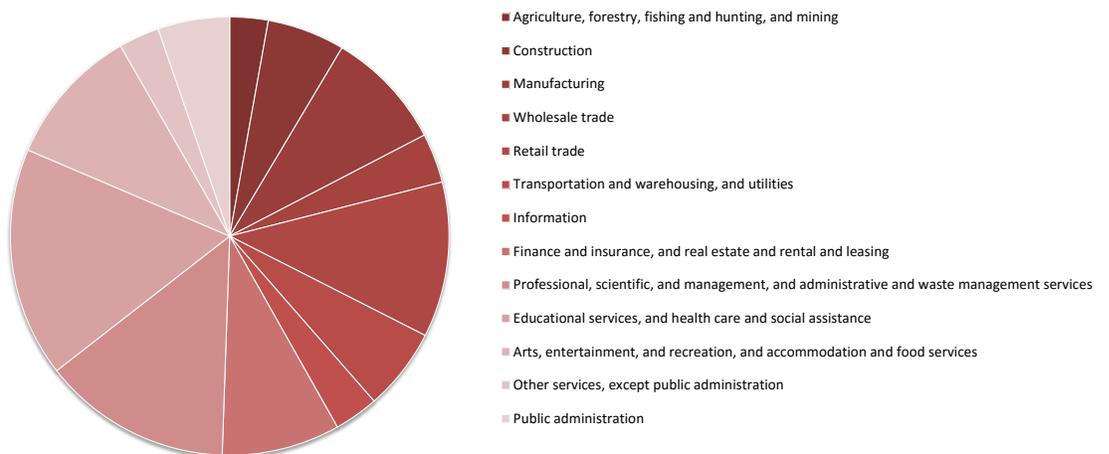


FIGURE 10: EMPLOYMENT BY OCCUPATIONAL SECTOR



Educational Characteristics

The percentage of Robinson Township’s population that has graduated from high school is 94.6%, which is slightly higher than the Allegheny County average of 92.9%. The portion of the population with at least a bachelor’s degree is 44.0%, which is considerably higher than the Allegheny County average of 35.9%. This rate is also higher than that found in all of the surrounding municipalities, excluding the small hamlets of Rosslyn Farms, Thornburg, and Pennsbury Village.

FIGURE 11: EDUCATIONAL ACHIEVEMENT, RESIDENTS 25 AND OLDER

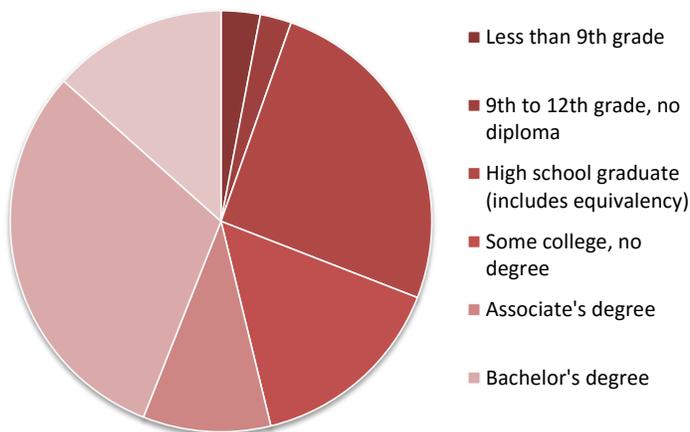
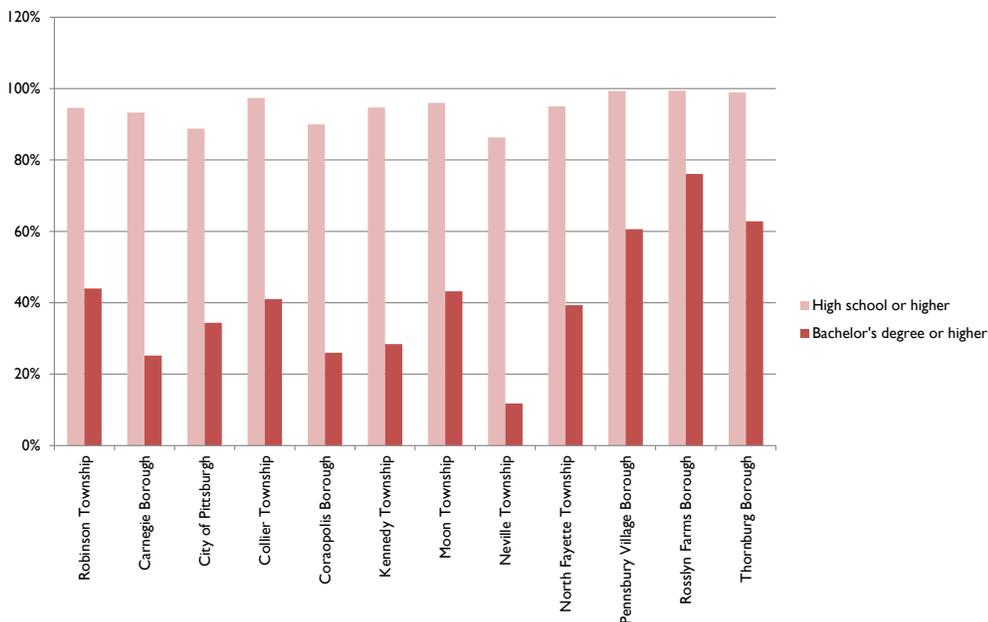


FIGURE 12: EDUCATIONAL ACHIEVEMENT IN ROBINSON TOWNSHIP AND SURROUNDING MUNICIPALITIES, RESIDENTS 25 AND OLDER



Public Utilities

Robinson’s water needs are provided by the Robinson Township Municipal Authority.

Wastewater infrastructure is serviced by two separate authorities. The majority of the community is served by the Robinson Township Municipal Authority; however, the Moon Township Municipal Authority serves the portion of Robinson in the Montour Run watershed (much of the western portion of the Township).

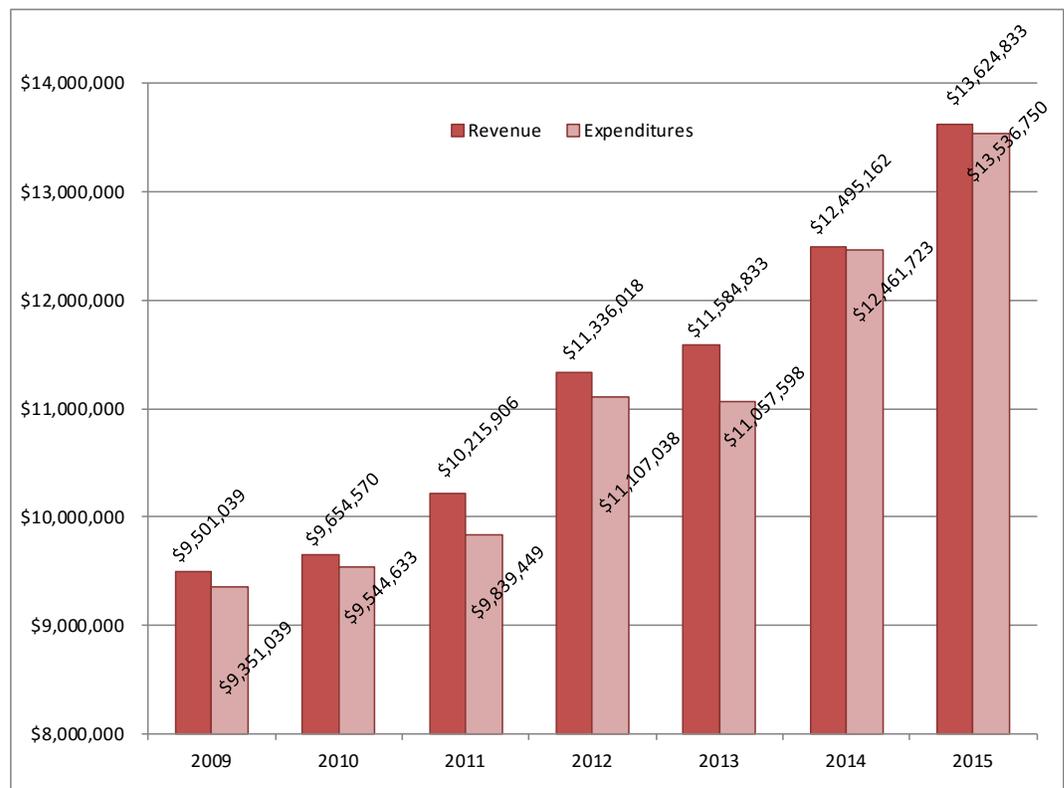
Electricity service is provided by Duquesne Light, and natural gas is provided by Peoples Gas. Waste services are contracted to Waste Management.

Municipal Budget

Robinson Township is characterized by low taxes for both residents and businesses. The municipal budget has ended with a surplus each year in the recent past. From 2009 to 2015, as shown in the figure below, the Township government ran an average annual surplus of around \$216,300.

In this same time frame, the largest sources of municipal revenue were real estate taxes, the local enabling tax, and surpluses/budgetary fund balances. The top expenditures were police service, public works, and general governance (which includes building maintenance and administration).

FIGURE 13: MUNICIPAL BUDGETS 2009-2015



Appendix