

Cambria County Comprehensive Plan Update

Toward a Sustainable Future 2010 - 2030:
Community, Environmental and
Economic Sustainability



Executive Summary

Issues, Opportunities, Goals, Objectives &
Recommendations

Cambria County Planning Commission

October 2011

**THE
EADS
GROUP**

Ensuring the Sustainability of Cambria County through 2030 – Goals, Objectives and Recommendations

According to the Pennsylvania Municipalities Planning Code (MPC) the County Comprehensive Plan is characterized as a policy and framework for local planning. MPC defines the County Plan as follows:

A land use and growth management plan prepared by the county planning commission and adopted by the county commissioners which establishes broad goals and criteria for municipalities to use in the preparation of their comprehensive plan and land use regulation

The *Cambria County Plan: Toward a Sustainable Future 2010-2030* has dual focal points – deal with real world issues and opportunities and further the sustainability of Cambria County and its communities, economy and environment during the next two decades. This requires data collection on but then departing from conventional planning functional topic areas such as land use, transportation, housing and infrastructure, among others. The information, findings, trends and major issues that emerge from synthesizing these functional topics are as follows:

Access: While sections of the County have benefitted from improved highway access in recent decades, much of it remains disconnected from the regional transportation network and nearby metropolitan areas. This affects the County's developmental potential and quality of life.

- The east/west access afforded by an improved US Route 22 Corridor has greatly benefitted central Cambria County, one of the few sections that have shown positive economic and demographic change since 1990, even at a time when local rail service declined.
- Much of northern Cambria County is largely isolated from the regional multi-modal transportation system, depending on two-lane highways, local rail service confined to the northeastern section and distance from commercial air service.
- While southern Cambria County benefits from a limited-access US Route 219, proximity to commercial air service and local rail service, southwestern Cambria County relies on outdated highway access with US Route 22 (ultimately the Pittsburgh Metro Region) and southwestward to the PA Turnpike (and ultimately the Baltimore/Washington Metro Regions) that impacts public safety and development, and southeastern Cambria County relies on two-lane highways for connection with the growing Richland area and no fixed route public transit.
- Industrial and business parks developed since the 1970's are not served by freight rail relying on truck access for deliveries and shipments, which are hampered by or benefitting from the access opportunities or issues identified above.
- Passenger rail and air travel are hampered by limited service, convenience and, particularly in the case of air travel, cost.

Environmental Quality of Life: Residents enjoy many forms of outdoor recreation – active and passive - and nature-tourism is an important part and can be even a more important part of the economic base for residents and visitors alike.

- Prince Gallitzin State Park, Rock Run ATV Park and Cambria County Duman Lake Park are important outdoor recreation destinations in northern Cambria County.
- The Ghost Town Trail offers additional types of outdoor recreation in central and western sections of the County, there are several trail segments in the Johnstown Urbanized Area and other trails exist on public lands owned by the Commonwealth and water supply agencies. Trail segments are being considered and planned in various southern sections of the County.
- Acid Mine Drainage (AMD) remains a problem especially in southern and northwestern sections of the County, even though great strides have been made in the last 30 years.
- While there is greater public interest in the recreational use of rivers and other water resources in the County and sections of adjacent counties, river and lake access points are extremely limited.
- The proposed Mainline Canal Greenway links environmental resources with recreational and quality of life opportunities.
- Most densely populated sections of the County appear to have adequate public water and sanitary sewer systems in place, with major near-term infrastructure investments presently focused on resolving long-standing sanitary sewer overflow and capacity problems, improvements that reinforce the identified Growth Areas and extensions that resolve malfunctioning on-lot system problems.
- In light of changing demographic and economic trends, long-term sanitary sewer needs should be analyzed regionally since they are not confined to corporate municipal limits.

Public Financial: Many communities, public service providers, school districts and local utilities are facing moderate to severe financial limitations, exacerbated by flat or no growth in the near or mid-term.

- A number of service providers have found it impossible to continue to exist alone and have either ceased operations and/or joined in with nearby providers.
- Municipal debt has increased and/or the level of public services offered has decreased among many County municipalities.
- In an era of flat or no population growth, economic and market forces should reinforce the concept of multi-municipal cooperative service provision, even though there are some jurisdictional obstacles.
- Municipalities, counties and school districts need help at the State level to address the burden and limitations related to reliance on property taxes and earned income taxes, in an era of changes within each types of tax.

Developmental: County-wide developmental efforts are highly decentralized, disjoint and unfocused.

- Developmental efforts should be focused on Growth Areas suited to sustain the various types of development that is appropriate for each Area.
- Transportation linkages between and within and infrastructure enhancements between and within Growth Areas should be prioritized by developmental agencies.
- Technical assistance for planning, regulations and developmental projects should be prioritized to those communities having identified Growth Areas.
- The activities of the numerous economic development and promotion agencies should be better coordinated via a highly visible partnership that becomes the central “point of contact” and takes advantage of newer technological (i.e. Smart phone apps) and conventional marketing (i.e. brochures, website) efforts.
- Agriculture is a critical part of the economic base and land use profile of the County, and should first be recognized as such, be preserved and be included in economic development activities in the future.
- Nature- and cultural-tourism activities are increasingly important to the County economy and should first be recognized as such, continued, expanded and further coordinated by a partnership of allied tourism/heritage agencies.
- Alternate energy production and supportive industries should be a priority of the suggested economic partnership focusing on businesses and industries producing and/or supporting alternative energy forms including Marcellus Shale gas, wind power, geothermal, electric production and clean coal production and application.

Recreation: Recreational opportunities and potentials are abundant in the County for residents, visitors and as an incentive to attract new residents

- Other than trails, recreation planning, programming and facilities are largely decentralized and vary considerably among the communities and sub-county regions.
- In an era of flat or no growth, multi-municipal approaches in providing recreational services appear to be economically logical.
- Trail projects are increasingly popular among some segments of the population and not by other segments, seen as being either an economic base contributor or as a threat to local property enjoyment.
- Greater appreciation and use of rivers, lakes and other waterways appears to be popular, and will embrace AMD clean-up and multiple uses for water supply dams.

Life-cycle Housing: Demographic trends and housing market changes due to national trends have created issues and opportunities within Cambria County

- The County was minimally impacted by recent housing market issues largely because there were no real spikes in value and new housing development leading up to The Great Recession.
- Newer developing townships mostly outside of the Johnstown Urbanized Area and/or in rural sections of the County have seen housing development since

1990, while many communities within the Urbanized Area have experience flat or no growth in housing, relatively high vacancy rates and/or instances of residential blight.

- At the same time as many people find themselves forced out of the homeownership market, the supply and location of non-subsidized middle- and higher-income rental housing are severely limited.
- The maturization of the County population results in a continuing decline in household sizes that has created a market for the development of smaller age-restricted housing units, although the net out-migration of younger families has limited the market for potential buyers of the houses coming on the market.
- There are areas of residential blight especially among tax-delinquent housing especially among some of the older-settled communities in the County requiring target rehabilitation, demolition and/or code enforcement activities.
- Higher-density new housing development should be prioritized in those Growth Areas identified, with low-density development not requiring a public infrastructure elsewhere.
- Technical assistance for planning, land use and subdivision regulations and new housing developments should be prioritized to those communities having identified Growth Areas.

Future Land Use – Balancing, Linkages and Reality

Section 301 (d) of the MPC encourages what may be construed as “real world planning” by enabling plans to identify “growth areas”. This MPC subsection notes the following:

The municipal, multi-municipal or county comprehensive plan may identify those areas where growth and development will occur so that a full range of public infrastructure services, including sewer, water, highways, police and fire protection, public schools, parks, open space and other services can be adequately planned and provided as needed to accommodate growth.

In the spirit of this MPC subsection, the staff of the Cambria County Planning Commission (CCPC) delineated nineteen (19) Growth Areas within Cambria County even prior to this County Plan update effort. The Growth Areas vary considerably with some being in relatively rural areas, others being rather “suburban” and still others being parts of an urbanized area. They also vary in the types and/or densities of land uses they can sustain. They do share certain common characteristics:

- ❑ The Growth Areas either have or are anticipated to have in the planning period the appropriate access and utility infrastructure necessary to sustain context-sensitive land uses existing in or envisioned for the respective areas;
- ❑ The Growth Areas reinforce or expand localized developmental assets, opportunities and experience;
- ❑ The development anticipated in the Growth Areas reflect the land use history and profile of the respective area; and
- ❑ The Growth Areas balance the need to encourage growth and development at appropriate locations throughout the County while conserving unique resources and avoiding identified developmental constraints.

Perhaps the above common characteristics best explain the challenging land use and developmental profile of Cambria County, since the county is not all urban or all rural or all suburban or all small towns or all farms. Cambria County is complex. *It is a little of each.*

Future land use planning in Cambria County faces two related challenges. First of all, the varied land use and developmental profile requires a careful *balancing of uses*, meeting the needs of industry, energy, residents, outdoor enthusiasts, farmers and travelers. Secondly, nearly two-thirds of the 63 municipalities in the County have no regulations governing land use (i.e. zoning). Thus, future land use recommendations range from “guidance” for the regulating land uses for the 36% of the zoned municipalities, but merely “advice” for the many more unzoned municipalities. For this latter reason, the Existing Land Use Map is rather detailed, while the Future Land Use Map is somewhat more conceptual.

The Conceptual Future Land Use Map on page 8 graphically depicts this delicate balancing and conceptual categorization of uses. Some understanding of the Growth Areas and other underlying definitions are in order.

Growth Areas, Resource Protection and Resource Production

The Conceptual Future Land Use Map classifies the 19 Growth Areas into five (5) categories.

- *Urbanized:* This category includes three Growth Areas in the City of Johnstown sustaining multiple and relatively high density land uses one would expect in an older urban area where future development would likely be in the form of in-fill, redevelopment and/or Brownfield reuse. This includes the following cluster:
 - West End – essentially includes the City of Johnstown west of the Stone Bridge including residential/mixed use neighborhoods (i.e. Oakhurst, Cambria City and Morrellville) and former/existing industrial areas;
 - Central Business District – in addition to the downtown area includes several former Bethlehem Steel and other industrial areas and the Kernville and Woodvale neighborhoods; and
 - South Side – includes residential/mixed use neighborhoods (i.e. Hornerstown, Moxham) and a portion of the 8th Ward including the Conemaugh Health System complex.

- *Suburban:* This category includes a cluster of three (3) in the Richland/Geistown area as well as one in the Ebensburg area, and is characterized by moderate density residential, commercial and manufacturing land uses directly accessible from and largely dependent on the regional highway network. New development is largely a function of new construction and the expansion of existing development along major roadways.
 - PA 56/Scalp Avenue – essentially Geistown and the western section of Richland Township including the older commercial district along Scalp Avenue and adjacent residential areas;

- Galleria Drive/Airport – includes the Airport and environs and The Galleria, its outparcels and commercial area along Galleria Drive, as well as large tracts of vacant land;
 - PA 756/Industrial Park – includes UPJ, and the Johnstown Industrial and Business Parks, as well as large tracts of vacant land; and
 - Ebensburg – includes all of Ebensburg Borough and central Cambria Township, including the traditional downtown, most County facilities, various residential areas and subdivisions, the Cambria County Industrial and Business Parks and a highway commercial area along Route 22.
- *Community:* This category includes six (6) distinct Growth Areas that consist of small urban cores with small outlying residential and commercial areas and/or villages sustaining a mix of land uses. New development embraces everything from the in-fill/redevelopment/Brownfield development as seen in the *Urban* category to the new development/construction seen in the *Suburban* category. These include the following:
- Northern Cambria/Hastings – includes the denser older developed boroughs, the low density sections of Elder and Susquehanna Township, the HAIDA Industrial Park and Miners Hospital;
 - Cresson - includes Cresson Borough with its commercial district and residential areas and abutting sections of Cresson Township embracing the State Correctional Institution, the Allegheny/Portage Railroad Historic Site and the Route 22/Route 56 interchange;
 - Gallitzin – includes the Boroughs of Gallitzin and Tunnelhill and sections of Gallitzin Township just west of Gallitzin Borough along Route 53;
 - Portage – includes Portage Borough and adjacent sections of Portage Township to the west, south and east, the traditional business district in the Borough as well as the more highway-oriented one along Route 53;
 - South Fork – includes the Boroughs of South Fork, Summerhill and Ehrenfeld and a relatively large section of Croyle Township, with older and denser commercial and residential development in the Boroughs and essentially low-density residential development and considerable vacant land in the Township; and
 - St. Michael – includes the moderate density villages of St. Michael, Creslo and Sidman in Adams Township and small sections of Croyle Township a linear commercial district along Route 869, the Johnstown Flood National Memorial and Visitors Center, the South Fork Fishing and Hunting Club Historic District, a Norfolk Southern Branch Line and an interchange on Route 219.
- *Rural Corridor/Village:* This category is similar to the *Community* Growth Area, but at a smaller scale. In essence this type of Growth Area is centered on a village (i.e. New Germany, Mundys Corner, etc.) and along a corridor or crossroads (i.e. Munster, Belsano, etc.). Land uses are low- to moderate density and the areas typically have public water and/or sanitary sewer service, or are anticipated to have these services in the planning period.
- Belsano – includes the village of Belsano in Blacklick Township that is essentially the crossroads of Routes 422 and 271, a residential village with some commercial uses along the roadways;
 - Mundys Corner/Nanty Glo – includes the village of Mundys Corner in Jackson Township centered on the Route 271 Interchange on Route 22. This is a mixed use

- area with a number of commercial and highway-oriented establishments as well as residential uses;
 - Carrolltown – includes a relatively large primarily rural area comprised of Carrolltown Borough and sections of East Carroll and Cambria Townships. Carrolltown sustains mixed land uses with commercial establishments along its Main Street (US Route 219) and scattered along Route 219 north and south of the Borough. Active agriculture can be found south of the Borough;
 - New Germany – is centered on the village of New Germany in Croyle Township and the half US Route 219 interchange (northbound limited access lanes). While the village is primarily low-density residential there are wood products industries and some small commercial uses; and
 - Munster – comprised of a swath of Munster Township on either side of Route 22 including the Route 164 interchange area. While this is largely an agricultural area there is a highway-oriented business at the interchange area and residential uses along SR 2014 (former Route 22). A branch railroad line operated by the RJ Corman Railroad Group parallels Route 2014 in this area.
- *Seasonal/Recreational:* This category actually includes only the Prince Gallitzin/Rock Run Growth Area, the largest in terms of geographic area. Its prime nodes are contained in the title, each offering different types of outdoor recreational opportunities and each drawing outdoor enthusiasts from a large multi-county region. It also contains year-round and seasonal recreational and agricultural uses.

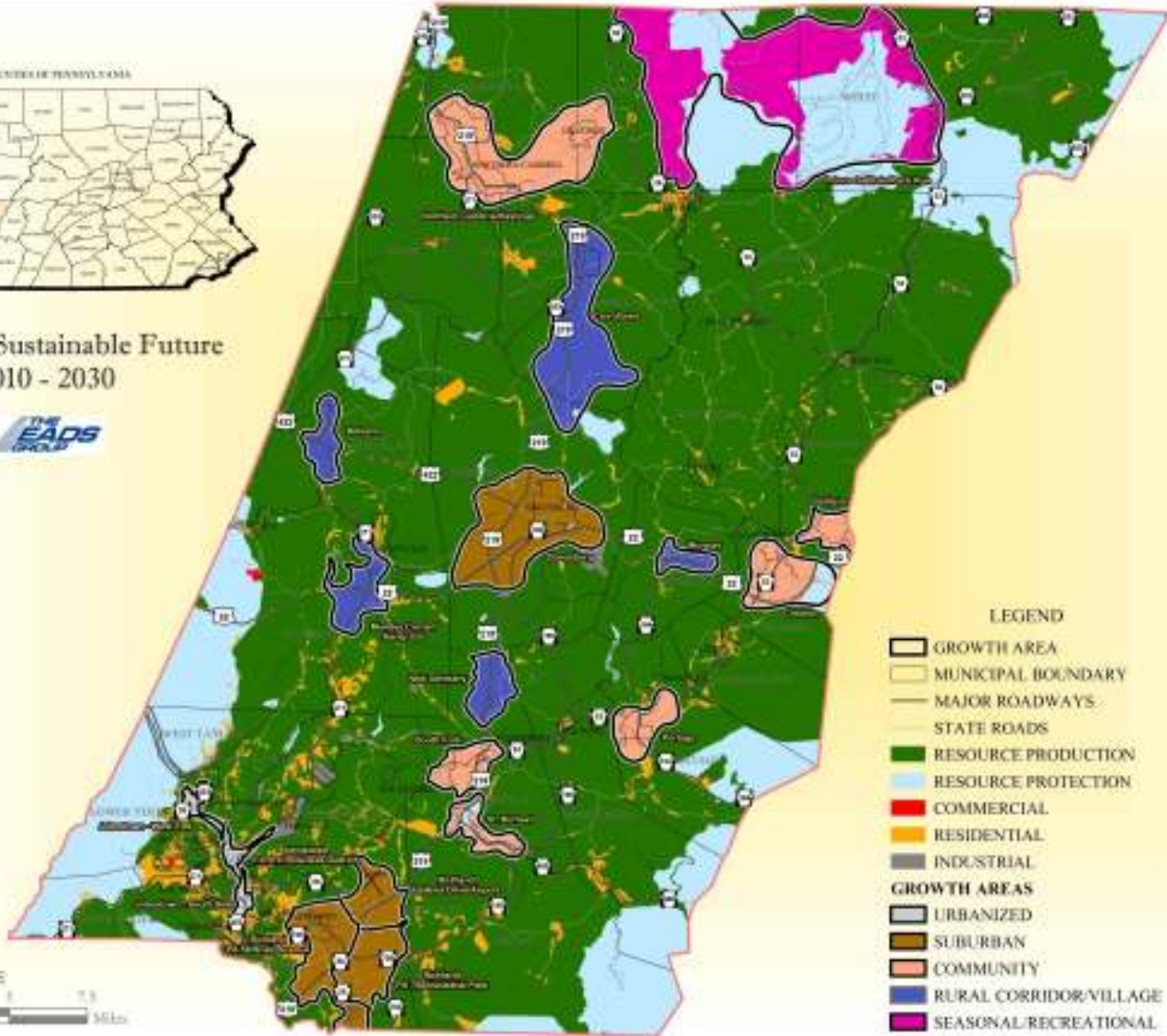
The map on Page 8 also defines other future land use concepts, the most significant perhaps being those identified for *Resource Production* and *Resource Protection*. Other areas sustaining residential and commercial uses outside of the Growth Areas are also identified since they will remain during the planning period.

- *Resource Production:* Much of the land area of the County is within this land use concept. Essentially this is comprised of land in and expected to remain in wooded, agricultural and cleared or grassland uses as per the *Existing Land Use Map*, outside of the Growth Areas. The various natural and physical resources on or under this have possible productive roles during the planning period. Development on this land should be accompanied by planning and resource management since this land is expected to sustain timber and forest products, agricultural and horticultural products, minerals and natural gas and other forms of energy.
- *Resource Protection:* Land in this conceptual future land use category is identified as meriting some form of protection or attention as or if development occurs. This category includes lands identified as Landscape Conservation Areas, Biological Diversity Areas and landscapes supporting Biological Diversity Areas on the *Natural Heritage Inventory Map*. In addition, water supply, detention and recreational impoundments are also included. In several cases parts of Growth Areas are in this category suggesting the need to locally couple future developmental and preservation planning.

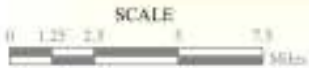
The remainder of this section (1) graphically illustrates the conceptual future land use recommendations for Cambria County and (2) highlights recommendations that help fulfill the goal of sustaining the County through 2030. The latter is accomplished by viewing recommendations through the lens of *Community, Environmental and Economic Sustainability*.



Toward a Sustainable Future
2010 - 2030



- LEGEND
- GROWTH AREA
 - MUNICIPAL BOUNDARY
 - MAJOR ROADWAYS
 - STATE ROADS
 - RESOURCE PRODUCTION
 - RESOURCE PROTECTION
 - COMMERCIAL
 - RESIDENTIAL
 - INDUSTRIAL
 - GROWTH AREAS**
 - URBANIZED
 - SUBURBAN
 - COMMUNITY
 - RURAL CORRIDOR/VILLAGE
 - SEASONAL/RECREATIONAL



CAMBRIA COUNTY
PLANNING
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CAMBRIA COUNTY
COMPREHENSIVE PLAN
CONCEPTUAL FUTURE LAND USE



OCTOBER 2011

TOWARD A SUSTAINABLE FUTURE 2010-2030 – COMMUNITY SUSTAINABILITY ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS

Vision Statement: By 2030 Cambria County communities will be attractive and self-sustaining places in which to live, work and play				
SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
Demographics	<p>The County has continuously lost population over the past 70 years, with economy-related losses of the young family-forming and middle-aged family maintaining age group but increases in the 65+ age group</p> <p>While more County residents are finishing high school, overall increases in those attaining post-secondary degrees have not been as significant</p>	<p>Local residents enjoy a relatively low cost of living with the opportunity for local choice over residing in rural, suburban or urban environments</p> <p>During 1989-06 adjusted incomes increased even although gaps between county and state and national incomes remain.</p>	<p>Plan for existing population in short term but seek to reverse out-migration in long-term</p> <ul style="list-style-type: none"> <input type="checkbox"/> Recognize and plan in light of population characteristics and trends but focusing on quality of life issues <p>Promote modern work force training and education that address an aging labor force while fostering the “new economy”</p> <ul style="list-style-type: none"> <input type="checkbox"/> Encourage greater utilization of local educational resources <input type="checkbox"/> Foster closer partnerships between business and educational establishment 	<p>Develop a strategy capitalizing on Demographic trends and the “new economy”</p> <ul style="list-style-type: none"> <input type="checkbox"/> Short-term focus on needs for mature/maturing population base; longer term coordinated marketing/promotion of County <input type="checkbox"/> Provide financial incentives for wind, solar and thermal energy products <input type="checkbox"/> Promote educational training in local schools/post-secondary for employment in natural gas, high-tech manufacturing and nature-tourism jobs <input type="checkbox"/> Encourage coordination between School Districts/CTC’s, Universities and Colleges, manufacturing employers <input type="checkbox"/> Implement projects/activities that encourage the continued development and coordinated marketing of nature- and cultural-tourism, as part of the County economic base
Land Use	<p>Land use regulation and planning activities vary considerably within the County</p> <ul style="list-style-type: none"> <input type="checkbox"/> Approximately 36% of County municipalities have zoning ordinances in effect <input type="checkbox"/> 44% have Subdivision/Land Development ordinances <input type="checkbox"/> 37% have local planning commissions <input type="checkbox"/> Planning Region 3 has least amount of land use planning/regulatory framework 	<p>In a survey, 93% of the survey respondents feel that some form of developmental regulations are necessary to guide new development, with 34% favoring municipal regulations and 59% favoring county regulations</p> <p>Approximately 59% of the land area of the County is undeveloped, another 18% is public semi-public land and another 13% is in agricultural use</p> <p>Land use regulation and planning activities are most pronounced in Planning region 1</p> <ul style="list-style-type: none"> <input type="checkbox"/> 62% of municipalities have comprehensive plans <input type="checkbox"/> 81% have zoning <input type="checkbox"/> 59% have subdivision/land use regulations 	<p>Promote development in delineated Growth Areas with ready access to water, sewer and other community facilities</p> <ul style="list-style-type: none"> <input type="checkbox"/> Address Land use and land development regulation gaps and philosophy <input type="checkbox"/> Focus on the links between transportation and land use <input type="checkbox"/> Encourage agricultural land use preservation techniques such as conservation easements and agricultural security areas. <input type="checkbox"/> Use the land based assets found in the County as a means to enhance the quality of life for existing residents and to attract new residents into the County <input type="checkbox"/> Promote the development and/or revision of local comprehensive plans in municipalities sustaining Growth Areas and/or affected by Growth Areas 	<p>Cambria County Planning Commission (CCPC) to encourage development in delineated Growth Areas:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reviews of infrastructure projects for plan consistency <input type="checkbox"/> Encourage Alliance for Business and Industry to assign priority to those projects in Growth Areas <input type="checkbox"/> Submit Existing/Future Land Use Maps to municipalities in Growth Areas <input type="checkbox"/> Prepare/revise/submit model land use/land development ordinances to municipalities in Growth Areas <p>County provides Technical assistance and support in relation to local governance</p> <ul style="list-style-type: none"> <input type="checkbox"/> Assist locals in leadership training as liaison for municipal management training <input type="checkbox"/> Encourage state assistance and/or provide county funding assistance to municipalities to develop or improve land use/development regulations
Public Utilities and Infrastructure	<p>There are 40+ public water suppliers within the county, many of which are older community water systems that require substantial repairs and upgrades</p> <p>There are 26 sanitary sewer systems serving communities, many of which are older and characterized by in-flow and infiltration problems, including those faced by approximately 20 communities under a PADEP mandate in the Johnstown area</p> <p>The Chesapeake Bay Tributary Strategy poses future challenges to northern sections of the County within this basin</p> <p>Infrastructure gaps affect developmental potential of rural sections for energy/utility-intensive users</p>	<p>Overall, built-up and developing sections of the County have public water service and public sanitary sewer service</p> <p>Sewage facility plans in the northwest, southeast and Mainline areas are relatively recent, as are those in Richland, Jackson, East and West Taylor and Dean Townships and Patton Borough. Also:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The Forest Hills Region has interfaced sewage planning with defined growth area planning in 2010. <input type="checkbox"/> The Johnstown Regional Sewage area is presently addressing long-standing in-flow, infiltration and periodic bypass problems <input type="checkbox"/> Glendale Valley Municipal Authority sewage project is underway and will have excess capacity to accept flows from nearby smaller treatment plants that cannot meet Chesapeake Bay standards <p>The County-supported <i>Cambria Connected</i> wireless network has expanded telecommunication and information technology and expanded infrastructure to rural Cambria County</p>	<p>Focus Infrastructure improvements and expansions in the delineated Growth Areas</p> <ul style="list-style-type: none"> <input type="checkbox"/> Encourage regionalization of sewer and water services to provide cost effective utility service delivery and ultimately savings to residents <input type="checkbox"/> Encourage replacement/repair of aged systems especially in urban areas <input type="checkbox"/> Encourage elimination of sewage overflows and other pollution sources from existing infrastructure <p>Accommodate and balance the varying needs and expectations between rural and urban communities tied together via concerns over continued “sustainability”</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue rural township “road orientation” with low-density development <input type="checkbox"/> Encourage urban public safety, sewer and water orientation as higher-intensity/density development 	<p>CCPC to encourage development in delineated Growth Areas:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reviews of infrastructure projects for plan consistency <input type="checkbox"/> Encourage the recommended Cambria County Economic Development Partnership or similar county-wide group to assign priority to projects located in Growth Areas <input type="checkbox"/> Submit Existing/Future Land Use Maps to municipalities in Growth Areas <input type="checkbox"/> Prepare/revise/submit model land use/land development ordinances to municipalities in Growth Areas <input type="checkbox"/> Encourage adoption of or revisions to existing Subdivision and Land Development Ordinances (SALDO) as a method to guide the development of new housing in appropriate locations and away from areas that are best left for preservation and open space. <input type="checkbox"/> Encourage revisions to existing SALDOs to include incentives for a conservation subdivision alternative especially in the Townships with water/sewer that would conserve open space and utility costs via clustering of development

TOWARD A SUSTAINABLE FUTURE 2010-2030 – COMMUNITY SUSTAINABILITY ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS

Vision Statement: By 2030 Cambria County communities will be attractive and self-sustaining places in which to live, work and play				
SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
Transportation	<p>The County has limited direct access to the Interstate System and regional highway network in general, affecting travel within the County</p> <ul style="list-style-type: none"> ❑ Most major roads north of US Route 22 being of the 2-lane variety; No 4-lane North/South highway connection within entire county ❑ Southern Cambria County lacks a direct connection with the Pittsburgh Metro Area, depending on outdated 2-lanes roads through residential neighborhoods that create developmental and safety issues <p>Heavy traffic volumes exist in urbanized area generally on segments of US Rt. 219, PA Rt. 56 and the Scalp Avenue/Bedford St. corridor (SR 3016)</p> <p>Truck volumes are relatively high on segments of US Rt. 22, US Rt. 219, PA Rt. 56 and US Rt. 422, all but Rt. 56 West segments are outside of densely populated areas</p> <p>There are relatively few trails/bicycle routes in the urbanized area of the County</p> <p>No new major highway projects are expected in the near future under the traditional PennDOT planning/programming process but critical intersections have been identified in local level planning in Elton and Sidman</p> <p>Local level planning has identified level of service issues with intersections in the Forest Hills Region, due mainly to impacts of spillover development in the East Hills</p> <p>The urbanized mass transit system is evolving with changes to or elimination of service to certain sections of the historic service area. Fixed route service is not available to the Forest Hills area.</p>	<p>Limited access highways are located in the central and southern sections of the County</p> <ul style="list-style-type: none"> ❑ Rt. 22 provides 4-lane access east to/from I-99 and 4-lane or at least improved access west to Pittsburgh Metro Area for Central Cambria County ❑ Rt. 219 provides 4-lane access south to I-76/70 for Central and Southern sections of the County <p>Most major roadways in the County carry only moderate traffic volumes and appear to have capacities for higher volumes</p> <p>There are 8 trails and 3 on-road bicycle routes in the County, particularly in the more rural central and northern sections and interest in making connections that result in Johnstown as a trail hub</p> <p>There have been some incremental enhancements to PA Rt. 56 in Johnstown, however, truck volumes remain high</p> <p>Present PennDOT roadway planning and programming involves rehabilitation and/or replacement of bridges, which may address public safety concerns in affected communities</p> <ul style="list-style-type: none"> ❑ A number of state and local bridges have been upgraded in recent years <p>A number of communities have carried out or are planning enhancements to sidewalks, crosswalks and other pedestrian facilities to minimize conflicts between motorists and pedestrians</p> <p>The urbanized mass transit system has enhanced service to the growing residential and commercial East Hills area</p>	<p>Assure that the transportation network (roads, rails and trails) that are used in the movement of vehicles and people is maintained and strategically improved to ensure safe and efficient movement of goods and people throughout the County, its constituent communities and neighborhoods</p> <ul style="list-style-type: none"> ❑ Provide completed East/West and North/South highway with more direct connections with the larger region and facilitate safer intra-county travel ❑ Encourage Camtran to continue to reevaluate the mass transit system in the urbanized and rural service areas and update facilities as required to maintain and improve service levels ❑ Insure that future growth and development in identified Growth Areas create minimal traffic and access issues ❑ Continue to program bridges for replacement and rehabilitation based on the accepted criteria ❑ Focus safety improvements on strategic key intersections in an era of declining transportation resources ❑ Support context-sensitive enhancement projects that minimize or eliminate conflicts between motorized transport (i.e. trucks, automobiles, etc.) and non-motorized transport (pedestrians, bicycles, buggies, etc.) 	<p>Emphasize the planning, programming and funding of key transportation projects within the PennDOT Highway Construction Program planning process via the Johnstown MPO</p> <p>Rt. 56 West – Seek implementation of short- and long-term projects that reduce truck traffic through the densely settled West End of the City of Johnstown that address public safety concerns while providing for cost effective truck routing:</p> <ul style="list-style-type: none"> ❑ <i>Short-term recommendations</i> include enhanced signage at various locations recommending truckers utilize Route 403 to avoid curves, narrow streets and neighborhood automobile and pedestrian traffic in the Oakhurst/Neighborhood. Suggested signage locations include: <ul style="list-style-type: none"> ○ On Rts. 56/403 westbound in Johnstown near Broad St./Fairfield Ave. intersection ○ On Route 22 westbound in Indiana County before Route 403 Exit ○ On Route 22 eastbound in Indiana County before Route 56 Exit ○ On Route 56 eastbound in Indiana County before Route 22 Exit ○ On Route 711 North in Seward (Westmoreland County) near Route 56 intersection (also routing truck traffic over Rt. 56 West to Route 22 East to Rt. 403 Exit) ❑ <i>Long-term recommendation</i> is the analysis and eventual programming, design and construction of Route 56/Route 403 Connector near the Johnstown City/Lower Yoder Township boundary on Route 56 connecting with Rt. 403 on Cooper Avenue via undevelopable Brownfield area locally known as “the Clay Pits” and a structure over Conemaugh River and Norfolk Southern tracks. <p>Rt. 219 North and related – Continue to advocate short- and long-range improvements to north/south travel in northern Cambria County that reduces regional through traffic within Northern Cambria Borough and Carrolltown and villages such as St. Boniface and St. Benedict while improving overall access with the regional transportation system :</p> <ul style="list-style-type: none"> ❑ The short-term recommendation for enhancements to SR 4013 roughly between Carrolltown and Route 36 northwest of Patton and on-line safety improvements to Route 36 to existing Route 219 in Mahaffey (Clearfield County). However, this still provides no direct modern link to I-80 near DuBois. ❑ The long-term recommendation is continue to press for a four-lane limited access highway from the present termination between Carrolltown and Ebensburg to I-80 in Jefferson or Clearfield Counties, as a separate Route 219, part of the Continental One concept or with a realigned US Rt. 219/119 Corridor in coordination with Indiana and Jefferson Counties. <p>Rt. 53 North - On-line improvements to Route 53 between US 22 and Clearfield County in northeastern Cambria County with strategic safety and intersection improvements in Cresson and Ashville and villages such as Dean, Fallentimber and Flinton</p>

**TOWARD A SUSTAINABLE FUTURE 2010-2030 – COMMUNITY SUSTAINABILITY
ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS**

<i>Vision Statement: By 2030 Cambria County communities will be attractive and self-sustaining places in which to live, work and play</i>				
SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
Transportation (continued)				<p>Public Transit related – CCPC encourages a mass transit as part of a balanced public transportation system via the Johnstown MPO</p> <ul style="list-style-type: none"> ❑ CCPC recommends that Camtran study to feasibility of extending fixed route service via its Rural Division to the Forest Hills Area, reinforcing on-going multi-density residential and commercial development ❑ CCPC recommends and supports the construction of a modern mass transit headquarters and maintenance facility to better serve the overall public transportation needs throughout the urbanized area and the County <p>CCPC encourages the programming, design and implementation of context-sensitive public safety enhancements via the MPO that balance motorized and non-motorized needs</p> <ul style="list-style-type: none"> ❑ Initial improvement efforts should focus on critical intersections including the Route 756/160 intersection in Elton and the Route 160/869 intersection in Sidman as outlined in the <i>Forest Hills Multi-Municipal Comprehensive Plan</i> ❑ Assist in identifying and addressing public safety and traffic flow issues at strategic intersections and crosswalks <p>Prioritize bridge rehabilitation/replacements crucial for resolving public safety within communities or link sections/neighborhoods within communities</p>

**TOWARD A SUSTAINABLE FUTURE 2010-2030 – COMMUNITY SUSTAINABILITY
ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS**

Vision Statement: By 2030 Cambria County communities will be attractive and self-sustaining places in which to live, work and play				
SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
Public Services and Recreation	<p>There is a multiplicity of public service providers in the County, including</p> <ul style="list-style-type: none"> ❑ 32 local police departments (with 14 municipalities relying on PA State Police) ❑ 46 fire departments ❑ 22 EMS services ❑ 14 public school districts, 2 non-public High schools, two 2 Career and Vocational Technology Centers and a number of parochial pre-school and elementary level schools. Most have declining enrollments. ❑ Economic/sustainability considerations have recently caused several scattered regionalization initiatives among fire and EMS services but not police. <p>Senior citizens in northeastern and southeastern Cambria County must travel great distances to reach senior activities centers</p> <p>Most cultural attractions and resources are concentrated in the Greater Johnstown and Ebensburg areas</p> <p>In-patient hospitals are located in the fringes of the County, in southern side of Johnstown (Conemaugh) and Hastings (Miners), and in northern Somerset County (Windber)</p> <ul style="list-style-type: none"> ❑ Home care providers are concentrated in the Johnstown area. ❑ 7 of the 10 Long Term Care/Nursing Care Facilities are also located in the Johnstown area. <p>While there are several regional recreation commissions and authorities, centralized facilities and program planning does not occur countywide</p> <p>Assembling trails and corridors face complications due to the lack of funding, occasional citizen fears/opposition regarding trail users, minimal number of regional sponsors and regulatory land use gaps</p> <p>9 of the 15 lake access points in the County are on Glendale Lake, while the water supply agencies owning several dams appear to downplay water recreation</p>	<p>There are efforts towards reaching better economies of scale:</p> <ul style="list-style-type: none"> ❑ Significant regionalized public safety services include a state-of-the-art 9-1-1 center/system and a Special Hazards Assistance Response Program ❑ 17 municipalities receive local police protection via contracting services with neighboring forces or participation in the West Hills Regional system ❑ Several small school districts are considering consolidations mostly due to economic considerations. ❑ There are 9 senior activities centers in the County, 3 in the south, 4 in the central and 2 in the north ❑ There are 14 branches of the Cambria County Library System, located in population centers relatively close to most residents <p>There are four institutions of higher education within the county and at least another 11 specialized post-secondary training institutions in the County.</p> <p>There are several primary/urgent care centers in Richland, Ebensburg and Portage. Traditional in-patient hospitals in Altoona and Indiana also serve northeastern and northwestern residents respectively</p> <ul style="list-style-type: none"> ❑ 3 home care providers are located in Ebensburg and one each in Summerhill and Cresson. ❑ In addition to Long Term Care/Nursing Care Facilities in Ebensburg, Hastings and Portage there are a number of smaller elder-care facilities scattered throughout the County <p>Approximately 15% of the County area is open space or public recreation areas. This includes municipal/community facilities, indoor/outdoor County facilities, State Gamelands, State Parks, Federal land, 10 golf courses and other public water/land facilities. A County Conservation and Recreation Authority has been created.</p> <ul style="list-style-type: none"> ❑ There are 8 trails within the County, 24 planned trails/trail extensions, 4 proposed regional greenway corridors and 4 preservation corridors/habitats <p>There are 15 lake access/launch ramps at 7 impoundments/dams and 2 water trails (Kiski-Conemaugh and West Branch Susquehanna). Considerable water acreage is owned by water supply agencies</p>	<p>Provide for uninterrupted and cost-effective police, fire, EMS and other services in local municipalities.</p> <ul style="list-style-type: none"> ❑ Encourage regional/inter-municipal police, fire and EMS services via cooperation, mergers and consolidations ❑ Encourage closer cooperation and cost-effectiveness among school districts via administrative cost sharing, consolidations and other cooperative means <p>Address municipal Tax Base Issues and cost-efficiencies in providing services by encouraging the State Legislature to rethink taxation replacing property tax as the basis for educational and government funding</p> <ul style="list-style-type: none"> ❑ Encourage primary and secondary education alternative funding via income, sales taxes and other taxes deemed fairer for mature/senior population ❑ Encourage the enactment of alternative taxing to lessen the burden of property taxes on a maturing population <p>Address the gaps in neighborhood recreation by developing more neighborhood recreational facilities and programs</p> <ul style="list-style-type: none"> ❑ Encourage the formation of multi-municipal recreation commissions based on school district or other locally relevant means ❑ Encourage coordination among commissions and other recreation providers in facilities and programs ❑ Reemphasize the recreational use of waterways ❑ Encourage coordinated planning and development of trails/trail segments emphasizing connectivity 	<p>County public financial recommendations:</p> <ul style="list-style-type: none"> ❑ Depend on economics dictating regionalization and/or consolidation of public safety facilities and services but provide coordinative resources as required ❑ Encourage alternatives to property taxes especially for public education <p>County is recommended to carry out a county-wide <i>Recreation, Park and Open Space Plan</i> focusing on recreational needs, facilities and programming</p> <ul style="list-style-type: none"> ❑ Convene a planning committee consisting of local/regional recreation agencies in the County ❑ Seek partial funding via the PA Department of Conservation and Natural Resources ❑ Pursue a policy prioritizing coordination in meeting recreation needs on multi-municipal basis ❑ Focus on a greater recreational use of waterways and water trails <p>Implementation of trail projects/extensions that enhance the connectivity of existing and/or trail system (i.e. Path of Flood, Main Line Trail, Johnstown Trail Network, etc.)</p>

**TOWARD A SUSTAINABLE FUTURE 2010-2030 – COMMUNITY SUSTAINABILITY
ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS**

Vision Statement: By 2030 Cambria County communities will be attractive and self-sustaining places in which to live, work and play				
SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
Housing	<p>Housing growth is non-existent in the County for the second decade in a row, with notable declines in urban communities in the southwest area, in the larger boroughs throughout the County, and also in several more rural townships</p> <p>Housing deterioration has been identified in a number of older boroughs, with field studies under this planning process identifying 717 deteriorated units (8.7% of housing stock) in ten targeted older boroughs</p> <ul style="list-style-type: none"> □ The Central Cambria and Forest Hills multi-municipal plans also identified deteriorated units <p>Residential development is diffused and uneven with compact or concentrated development in the urbanized Johnstown area and in and around older boroughs, and newer low-density development in adjacent townships and more recently in rural areas</p>	<p>Housing growth is especially noteworthy in central Cambria County, as well as in the northern Townships of Chest and White and Richland Township and Southmont Borough in the south.</p> <p>Housing deterioration is nearly non-existent in Cresson Borough, an older community that recently benefitted from a housing rehabilitation program carried out by the County Redevelopment Authority.</p>	<p>To assure the availability of an adequate supply and choice of housing and sanitary housing conditions in the County that will support the maturing population and will serve as an asset for attracting younger families to relocate in the Region</p> <ul style="list-style-type: none"> □ Encourage development of housing stock/housing options to serve the older population of the Study Area. □ Promote the rehabilitation of dilapidated housing via code enforcement measures □ Improve the existing housing stock to better accommodate the maturing population especially in the boroughs □ Encourage higher density residential development around those areas with public sewer and water service as a means to help preserve the agricultural/natural areas in the Study Area. □ Enact SALDO ordinances in all Municipalities that will facilitate the managed developed of housing in the Region 	<p>County assist in the formulation of a multi-pronged life-cycle housing approach</p> <ul style="list-style-type: none"> □ Carry out assisted housing rehabilitation activities, targeted and prioritized in relation to needs identified in the County Plan Update □ Assist communities in developing Subdivision/Land Development regulations, prioritizing delineated Growth Area municipalities and/or other municipalities experiencing residential development pressures □ Encourage private-sector provision of age-restricted housing that addresses demographic maturation pressures and frees up existing housing stock for younger homeowners □ Assist municipalities in enacting property maintenance codes □ Coordinate with the Redevelopment Authority of Cambria County (RACC) in the development of housing in areas not experiencing private sector housing development □ Encourage moderate- to higher-density and infrastructure-dependent residential development in the delineated Growth Areas □ Utilize County Community Development Entitlement Block Grant funds to improve and enhance housing, water and sanitary sewer infrastructure to meet identified needs
Economic Base	<p>Increased municipal expenditures have outpaced the increase in revenues during the 1998-2008 period, with more municipalities facing debt service</p> <p>Many County municipalities are concerned about long-term financial sustainability</p>	<p>Municipalities now nearly equally rely on earned income as much as property taxes</p> <p>There are a number of multi-municipal efforts and organizations in operation within the County</p>	<p>Provision of municipal, utility and community services in a cost-effective manner</p> <ul style="list-style-type: none"> □ Encourage regional/inter-municipal services via cooperation, mergers and consolidations □ Encourage closer cooperation and cost-effectiveness among school districts via administrative cost sharing, consolidations and other cooperative means 	<p>County public financial/economic recommendations</p> <ul style="list-style-type: none"> □ Depend on economics dictating regionalization and/or consolidation of public facilities and services but provide coordinative resources as required □ Provide coordinative services via the recommended Cambria County Economic Development Partnership and a <i>Point of contact or Intermediary or Ombudsman</i> for Cambria County that fosters multi-municipal arrangements and identify possible financial incentives □ Assist local officials in leadership and/or governance training as a liaison for municipal management training by State agencies, statewide/regional municipal organizations and/or other allied agencies. <i>Local Governance</i> is the act of governing at the most local level – the municipality <ul style="list-style-type: none"> ○ Governance relates to decisions that define expectations, grant power, or verify performance. ○ Governance may be a part of management or leadership processes. ○ Governance has best management practices

**TOWARD A SUSTAINABLE FUTURE 2010-2030 – ENVIRONMENTAL SUSTAINABILITY
ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS**

Vision Statement: By 2030 Cambria County communities will benefit by preserving while taking appropriate economic advantage of sensitive resources				
SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
Land Use	<p>Concentration of undeveloped public lands in pockets in northeast, northcentral, southeastern, eastcentral and southwestern sections of County</p> <p>Over half of the County municipalities have no SALDO in effect, complicating the incorporation local storm water management measures into subdivisions/land development planning</p> <p>A number of developmental constraints have been identified reflecting physical features, hazards and sensitive resources</p> <p>60% of the municipalities in the County have sewage facilities plans that are 40 years old.</p>	<p>Environmentally sensitive areas in pockets generally confined to the undeveloped public lands along northeast, northcentral, southeastern, and southwestern sections of County</p> <p>Act 167 storm water management plans are completed for the Stonycreek River drainage area/subareas, Little Conemaugh River drainage area and Chest Creek drainage area</p> <p>Act 166 Flood Plain Management ordinances are being revised by municipalities to reflect the Federal Emergency Management Agency's new digital Flood Insurance Rate Maps (FIRM)</p> <p>Several Act 537 Sewage Facilities Plans have been recently or are being updated by municipalities as needed</p> <p>Approximately 59% of the land area of the County is undeveloped, a portion of which has few or no developmental limitations</p>	<p>Guide development in appropriate locations and promote preservation of critical natural and environmental features located in the County:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Address land development regulation gaps and philosophy <input type="checkbox"/> Focus on the links between transportation and land use <input type="checkbox"/> Encourage agricultural land use preservation techniques such as conservation easements and agricultural security areas. <input type="checkbox"/> Preserve environmentally sensitive land such as agricultural land, floodplains, wetlands, steeply sloping areas and Natural Heritage Inventory designated areas, while encouraging new development and expansion in areas served/anticipated to be served by public sanitary sewer and water. <input type="checkbox"/> Use the land based assets found in the County as a means to enhance the quality of life for existing residents and to attract new residents into the County 	<p>County Planning Commission to encourage development in delineated Growth Areas:</p> <ul style="list-style-type: none"> <input type="checkbox"/> CCPC reviews revises Growth Areas as needed in relation to the identified developmental constraints mapping in this Plan <input type="checkbox"/> Reviews of infrastructure projects for plan consistency <input type="checkbox"/> Encourage <i>Cambria County Economic Partnership</i> to assign priority to projects in Growth Areas <input type="checkbox"/> Submit Existing/Future Land Use Maps to municipalities in Growth Areas <input type="checkbox"/> Prepare/revise/submit model land use/land development ordinances to municipalities in Growth Areas <p>County provides Technical assistance and support in relation to local governance</p> <ul style="list-style-type: none"> <input type="checkbox"/> Assist locals in leadership training as liaison for municipal management training by State agencies and/or municipal organizations <input type="checkbox"/> Encourage adoption of or revisions to existing SALDO's as a method to guide the development of new housing in appropriate locations and away from areas that are best left for preservation and open space. <input type="checkbox"/> Revise existing SALDOs to include incentives for a conservation subdivision alternative especially in the Townships that would conserve open space and utility costs via clustering of development
Natural Resources	<p>Numerous large pockets of surface mine impacted areas in the northwest, South Fork/Ehrenfeld and Portage/Lilly areas</p> <p>There are large concentrations of watersheds with exceptional value/high-quality streams on privately-owned land in the central portion of the County</p> <ul style="list-style-type: none"> <input type="checkbox"/> Some are in areas subject to few or no developmental regulations <input type="checkbox"/> Many are inaccessible to local residents <p>203 illegal dump sites have been identified within the County, 27% of which are within 50 feet of surface water</p>	<p>Significant surface mine land reclamation activities are in process in southeastern sections of the County</p> <p>Relatively large concentrations of watersheds with exceptional value/high-quality streams are on publicly-owned land along County borders</p> <p>In addition to the 38 Naturally Producing Trout Streams and 20 waterways officially classified as "approved trout waters", there are 4 Class-A and 2 Wilderness Trout streams in the County</p> <p>The Cambria County Solid Waste Management Authority (CCSWMA) administers 19 voluntary recycling sites and sponsors several special collection and recycling activities, which augment curbside recycling within 25 (40%) of the County's municipalities</p>	<p>Encourage greater recreational use of surface waters and resolve water quality and land use issues associated with past mining practices</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support efforts to remediate Acid Mine Drainage (AMD) discharges <input type="checkbox"/> Support efforts to eliminate sanitary sewer bypasses <input type="checkbox"/> Support efforts to eliminate Impacts to nature tourism <input type="checkbox"/> Support continued and expanded efforts to reclaim mine refuse piles that affect land and water resources <input type="checkbox"/> Support the creation of additional public access points along streams, rivers and lakes <p>Recognize Nature Tourism as an environmental asset for the County</p> <ul style="list-style-type: none"> <input type="checkbox"/> Improve the access by residents to the higher quality streams, rivers, water bodies and other natural resource assets in the County <input type="checkbox"/> Maintain and enhance natural resource based 'outdoor enthusiast' recreational opportunities and continue to value the preservation of open space and critical natural areas for use by existing and future residents <input type="checkbox"/> Encourage continued restoration of land impacted by mining activities 	<p>Support the Cambria County Conservation District's Super 7 AMD Discharge Strategy</p> <ul style="list-style-type: none"> <input type="checkbox"/> Long-discussed AMD treatment systems for St. Michael Discharge and Portage areas are needed to continue to improve critical surface waters. <input type="checkbox"/> Greater attention to fishing as nature-tourism is needed. <p>Maintain existing public infrastructure and support regionalization in service delivery efforts.</p> <p>Enhance infrastructure development prioritizing projects in delineated Growth Areas and to resolve environmental/public health threats</p> <p>Improve public access to area streams, rivers and lakes</p> <p>Support the implementation of the Mainline Canal Greenway as a link among natural, community and culture heritage resources of the County</p>

**TOWARD A SUSTAINABLE FUTURE 2010-2030 – ECONOMIC SUSTAINABILITY
ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS**

<i>Vision Statement: By 2030 Cambria County communities will be benefit by a diverse economic base that enhances the quality of life and blends the best of the “new” and “old” economies</i>				
SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
Natural Resources	<p>Relatively narrow floodplains along valley floors with exception of Johnstown, northwest and northeast where floodplains are relatively wide</p> <p>Larger pockets of steeply sloping land in southwestern and northwestern sections of the County</p> <p>Assembling trails and corridors that foster/reinforce nature-tourism face complications due to the lack of funding, occasional citizen fears/opposition regarding trail users, minimal number of regional sponsors and regulatory land use gaps</p>	<p>Relatively wide swath of active agricultural land stretching from southcentral, central and northcentral sections of the County.</p> <p>Small pockets of steeply sloping land in central and eastern sections of the County</p> <p>There are 8 trails within the County, 24 planned trails/trail extensions, 4 proposed regional greenway corridors and 4 preservation corridors/habitats</p>	<p><i>Appropriate utilization of natural resources of the County as significant assets to improve the economic conditions, image and quality of life for current and future residents.</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Focus sensitive development in floodplains <input type="checkbox"/> Recognize and preserve agricultural lands as an economic asset in the County and work to preserve this industry and existing concentrations of Prime Agricultural Soils and other land currently in productive agricultural use. <input type="checkbox"/> Preserve steeply sloping land while encouraging environmentally sensitive selective timber harvesting and siting of wind turbines <p><i>Recognize Nature Tourism as an economic asset with an economic role for the County</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Encourage coordinated planning and marketing of nature-tourism resources by the sponsoring attractions and the Johnstown/Cambria County Visitors Bureau <input type="checkbox"/> Connect residents and visitors to the higher quality streams, rivers, water bodies and other natural resource assets in the County <input type="checkbox"/> Maintain and enhance natural resource based ‘outdoor enthusiast’ recreational opportunities and continue to value the preservation of open space and critical natural areas for use by existing and future residents <input type="checkbox"/> Encourage continued restoration of land impacted by mining activities that may affect nature tourism 	<p>Continue partnership with the County Conservation District to support programs such as Agricultural land preservation through the Agricultural Security Area Program</p> <p>Encourage numerous regional resources – Cambria County Conservation and Recreation Authority (CCCRA) trails and other trails, Prince Gallitzin State Park (PGSP), Rock Run ATV Park, Duman Lake and Cambria-Somerset Authority (CSA) Reservoirs to coordinate activities and cross-promote nature-based attractions</p> <ul style="list-style-type: none"> <input type="checkbox"/> Greater attention should be given to fishing as nature-tourism by promotional agencies <p>Promote the development of a “Cambria County App” and/or QR Reader Code linking nature-based resources, businesses and attractions</p> <p>Promote the completion of the Path of the Flood Trail Segments from Ehrenfeld to Conemaugh, and in the longer term, the proposed segments through the South Fork Dam Site, connecting to the South Fork Fishing and Hunting Club Historic District in St. Michael, and ultimately to the National Flood Memorial Visitors Center.</p> <p>Implementation of the AMD treatment systems for St. Michael Discharge and Portage areas are needed to continue to improve critical surface waters that in turn reinforce the nature tourism economic component</p> <p>CCPC assists municipalities requesting land use planning and follow-up assistance</p>
Economic Base	<p>Major commercial development is confined to relatively small pockets in the Ebensburg and Johnstown/Richland area</p> <ul style="list-style-type: none"> <input type="checkbox"/> Major traditional regional economic centers and industrial areas are concentrated in the southwest and central sections of the County. <input type="checkbox"/> There has been development pressures and resulting impacts on agricultural land in some rural areas <p>During 1990-2009 the number and percent of unemployed has increased while employment levels have remained flat</p> <p>The decline in manufacturing employment levels continues a trend experienced since the late-1970’s has been joined by a more recent decline in retailing employment</p>	<p>The 2009 unemployment rate was moderate and the % increase in unemployed persons was the 2nd lowest among surrounding counties</p> <p>Economic diversification trend continues with growing service, tourism and defense sectors</p> <p>Employment profile changes:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Employment in health and social care, transportation/warehousing, information technology and administration has increased <input type="checkbox"/> Changing occupational profile reflects changing economy with a decline in production and manufacturing occupations and an increase in management and professional occupations 	<p><i>Unify and consistently revisit the economic development message being delivered</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Maintain the effort towards diversifying the County economy <input type="checkbox"/> Follow a balanced approach between the marketing of industrial/business park sites and redevelopment/reuse of older Brownfield sites <input type="checkbox"/> Follow a balanced approach focusing marketing to conventional manufacturing/processing and emerging “new economy” businesses (i.e. advanced technology manufacturing, service, professional, alternative energy, etc.) <input type="checkbox"/> Build on the presence of agriculture with the retention of farming and attraction of agri-businesses 	<p>County coordination of an <i>economic development partnership</i> that provides a focused message and approach to economic development</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identify a <i>Cambria County Economic Development Partnership</i> <ul style="list-style-type: none"> o Increase the visibility and membership of the <i>Alliance for Business and Industry</i> or o Establish a new <i>Partnership</i> comprised of representation from existing developmental/promotional agencies <input type="checkbox"/> Designate a <i>Cambria County Point of Contact, Intermediary or Ombudsman</i> who will institutionalize the linkage among developmental groups <ul style="list-style-type: none"> o Central point of contact - Referrals not duplication o Commissioner’s “eyes and ears” o Staff for the <i>Partnership</i> <input type="checkbox"/> “One-Stop” development “tab” prepared for the County Website identifying sites, buildings, incentives, contacts, etc. <input type="checkbox"/> Emphasize emerging industries such as advanced technology (service and manufacturing), Marcellus Shale, alternative energy, “clean coal” technologies, agri-business and tourism

**TOWARD A SUSTAINABLE FUTURE 2010-2030 – ECONOMIC SUSTAINABILITY
ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS**

<i>Vision Statement: By 2030 Cambria County communities will be benefit by a diverse economic base that enhances the quality of life and blends the best of the “new” and “old” economies</i>				
SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
Economic Base (continued)	<p>Numerous developmental and promotional agencies within the County result in diffused message, internal competition and lack of coordinated developmental efforts</p> <p>Infrastructure/access gaps inhibit development in many northern Cambria County communities</p>	<p>Special economic activity areas (i.e. correction institutions, post-secondary educational institutions, governmental services and recreation) are fairly dispersed within the County.</p> <ul style="list-style-type: none"> □ Agriculture is a leading small business in rural areas <p>Many communities are “development-friendly” with recent success in new development, redevelopment and Brownfields development</p> <p>There are several well-planned industrial and business parks relatively well-located to the regional transportation network</p>	<ul style="list-style-type: none"> □ Coordinate the efforts of local developmental and promotional agencies to avoid intra-county competition, develop a consistent County image and message and encourage balanced development □ Promote the expansion of existing industrial and business parks consistent with the developmental focus directed towards delineated Growth Areas 	<ul style="list-style-type: none"> □ County maintains contact between local/sub-county development agencies and Marcellus Shale-based businesses via a showcase/conference focused on up-stream, mid-stream and down-stream businesses □ Prioritize a development/redevelopment/Brownfields activities within the Growth Areas □ Develop, maintain and cross-promote heritage, nature and cultural tourism as a part of the County economy <p>Pursue a developmental/ redevelopment/Implementation strategy focused on the delineated Growth Areas</p> <ul style="list-style-type: none"> □ Prioritize development/redevelopment/Brownfields projects in the Growth Areas □ Prioritize infrastructure projects in the Growth Areas □ Develop a sewer/highway plan that links more detailed infrastructure and land use/development planning □ Foster the preservation of agriculture in areas sustaining large areas in active agriculture and encourage agri-tourism
Transportation	<p>The County has limited direct access to the Interstate System and regional highway network in general, affecting development. Most major roads north of US Route 22 being of the 2-lane variety; No 4-lane North/South highway exists within the county</p> <ul style="list-style-type: none"> □ Southern Cambria County lacks a direct connection with the Pittsburgh Metro Area, depending on outdated 2-lanes roads through residential neighborhoods that create developmental and safety issues <p>Passenger air and rail service are limited affecting business and commutation to other cities</p> <ul style="list-style-type: none"> □ Air ridership from John Murtha Johnstown Cambria County Airport has declined and may face Federal funding cutbacks □ Rail service is minimal limited to one train east and west daily <p>With the decline of the County’s traditional heavy manufacturing and coal mining industries, there are fewer industries that rely on rail for input or output goods, and none of the newer industrial parks offer rail service</p>	<p>Overall, the County has elements of a multi-modal transportation system, consisting of highways, mass-transit, passenger/freight rail and commercial air service, with some limitations</p> <p>Limited access highways are located in the central and southern sections of the County</p> <ul style="list-style-type: none"> □ Rt. 22 provides 4-lane access east to/from I-99 and 4-lane or at least improved access west to Pittsburgh Metro Area for Central Cambria County □ Rt. 219 provides 4-lane access south to I-76/70 for Central and Southern sections of the County <p>The physical plant of the Airport is excellent</p> <p>Rail service and rail-served sites are available in the Johnstown area, the northeastern section of the County and a portion of the Forest Hills area</p> <p>The newer industrial parks have ready access to one or more of the major highways that carry higher truck volumes</p> <p>Numerous bridges have been rehabilitated or reconstructed to better carry truck traffic</p>	<p><i>Assure that the transportation network (roads, rails and air) that are used in the movement of vehicles, materials, goods and people is maintained and strategically improved to ensure safe and efficient movement of goods and people that reinforces economic development by enhancing the County’s accessibility</i></p> <ul style="list-style-type: none"> □ Provide completed East/West and North/South highway with more direct connections with the larger region, nearby metro area and the Interstate system □ Address gaps and connectivity in the multi-modal transportation network that would better link the County with the Pittsburgh Metro Area □ Maintain a stable level of convenient air passenger service that meets and/or creatively anticipates needs □ Develop a strategy to better utilize the freight and passenger rail lines in the County □ Encourage Cam Tran to continue to reevaluate the mass transit system in the urbanized and rural service areas □ Insure that future growth and development in identified Growth Areas create minimal traffic and access issues □ 	<p>Emphasize the planning, programming and funding of key transportation projects within the PennDOT Highway Construction Program planning process that have the greatest impact on economic development and sustainability</p> <ul style="list-style-type: none"> □ Rt. 56 West – Modern access between the Pittsburgh Metropolitan Area and the Johnstown Urbanized Area and is seen as critical in the economic revitalization and sustainability of the latter. The <i>Short-term recommendations</i> in the Community Sustainability section of this matrix is important for public safety and would likely reinforce the local economy. However, the <i>Long-term recommendation</i> would have a more lasting economic impact. This would include the analysis and eventual programming, design and construction of Route 56/Route 403 Connector near the Johnstown City/Lower Yoder Township boundary on Route 56 connecting with Rt. 403 on Cooper Avenue via undevelopable Brownfield area locally known as “the Clay Pits” and a structure over Conemaugh River and Norfolk Southern tracks. □ Rt. 56 East – In lieu of construction of a limited access link between the Richland/Windber area and I-99 in Cessna programming of various safety improvements including intersection improvements and alignment improvements with additional passing lanes in Somerset and Bedford Counties and especially safety improvements/flattening of the Peggy Westover Curve in Bedford County.

**TOWARD A SUSTAINABLE FUTURE 2010-2030 – ECONOMIC SUSTAINABILITY
ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS**

Vision Statement: By 2030 Cambria County communities will be benefit by a diverse economic base that enhances the quality of life and blends the best of the “new” and “old” economies

SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
<p>Transportation (continued)</p>	<p>At least 40 municipal roads/streets are within the identified growth areas and are not subject to access management reviews</p> <p>In the urban area, mass-transit ridership is low and showing a variation from the historic CBD-oriented fixed routes, affecting and reflecting commutation and shopping.</p> <ul style="list-style-type: none"> ❑ Camtran recently eliminated several routes (Conemaugh and Daisytown) ❑ Camtran has reduced service on other routes <p>In the rural area, not all population centers have fixed-route service, most notably the Forest Hills Region. Both of these affect commutation, shopping and development in general.</p> <p>Lack of modern north/south highways inhibits intra-county commerce and bleeds commerce to adjacent Blair, Westmoreland and Indiana Counties</p>	<p>Frequently new development uses direct access to/from the State highway network, triggering access management reviews via the PennDOT Highway Occupancy Permit process</p> <p>Camtran has increased service and/or created more direct service within the growing East Hills commercial and residential area.</p>	<ul style="list-style-type: none"> ❑ Continue to program bridges for replacement and rehabilitation based on the accepted criteria ❑ Encourage Marcellus Shale-related development based on County’s central location and accessibility in relation to regional rail and roadway system in relation to drilling locations 	<ul style="list-style-type: none"> ❑ Rt. 219 North – Continue to advocate short- and long-range improvements to north/south travel in northern Cambria County that reduces regional through traffic various boroughs and villages while improving overall access with the regional transportation system : <ul style="list-style-type: none"> ○ The short-term recommendation for enhancements to SR 4013 roughly between Carrolltown and Route 36 northwest of Patton and on-line safety improvements to Route 36 to existing Route 219 in Mahaffey (Clearfield County). However, this still provides no direct modern link to I-80 near DuBois. ○ The long-term recommendation is continue to press for a four-lane limited access highway from the present termination between Carrolltown and Ebensburg to I-80 in Jefferson or Clearfield Counties, as a separate Route 219, part of the Continental One concept or with a realigned US Rt. 219/119 Corridor in coordination with Indiana and Jefferson Counties. ❑ On-line improvements to Route 53 between US 22 and Clearfield County in northeastern Cambria County with strategic safety and traffic flow improvements <p>Coordinated marketing of industrial/business sites that encompass both the truck served industrial and business parks and the older rail served industrial areas</p> <ul style="list-style-type: none"> ❑ Cambria County Industrial/Business Parks, Johnstown Industrial/Business Parks, Cresson, Hastings and other light industrial/warehousing parks are geared towards truck served industries ❑ Industrial sites in the Johnstown Urbanized Area, along a Norfolk Southern branch line in the Forest Hills region and along RJ Corman Rail Group lines in northern and central sections of the County may be geared towards rail served industries <p>CCPC recommends that Camtran study the feasibility of extending fixed route service via its Rural Division to the Forest Hills Area, reinforcing on-going multi-density residential and commercial development</p> <p>CCPC to offer technical assistance to Growth Area municipalities in enacting free-standing access management regulations and/or augmenting existing land use/land development regulations with access management regulations</p> <ul style="list-style-type: none"> ❑ PennDOT/NJDOT <i>Smart Transportation Guidebook</i> (2008) can serve as a base ❑ Focus on the 40+ municipal roads in the identified Growth Areas

**TOWARD A SUSTAINABLE FUTURE 2010-2030 – ECONOMIC SUSTAINABILITY
ISSUES, OPPORTUNITIES, GOALS, OBJECTIVES AND RECOMMENDATIONS**

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SUBCATEGORY	ISSUES	OPPORTUNITIES	GOALS/OBJECTIVES	RECOMMENDATIONS
<p>Transportation (continued)</p>				<p>Facilitate centralized coordination with Cambria County Point of Contact, Intermediary or Ombudsman of meetings and/or one-on-one discussions between county appropriate businesses near the rail network with rail operators (i.e. Norfolk Southern, CSX, R.J. Corman, Lehigh Valley/former Conemaugh and Black Lick) rail line services throughout the Region by gaining a level of understanding of rail line regulations, the issues associated with connections and general business elements needed to best utilize the rail lines.</p> <p>Encourage Amtrak to study the feasibility of additional service between Harrisburg and Pittsburgh</p> <p>County develops an inventory of development sites and a quick-action response and marketing capacity for Marcellus Shale based businesses seeking potential sites for mid-stream and down-stream businesses/facilities accessible by highway and/or rail</p> <p>Prioritize bridge rehabilitation/replacements crucial for the movement of goods and/or that reinforce economic development</p> <p>CCPC coordinates and technically assists the Cambria County Airport Authority in its efforts to attract another/additional carriers, serve niche air markets and market the airport area as an air-oriented commerce park</p>