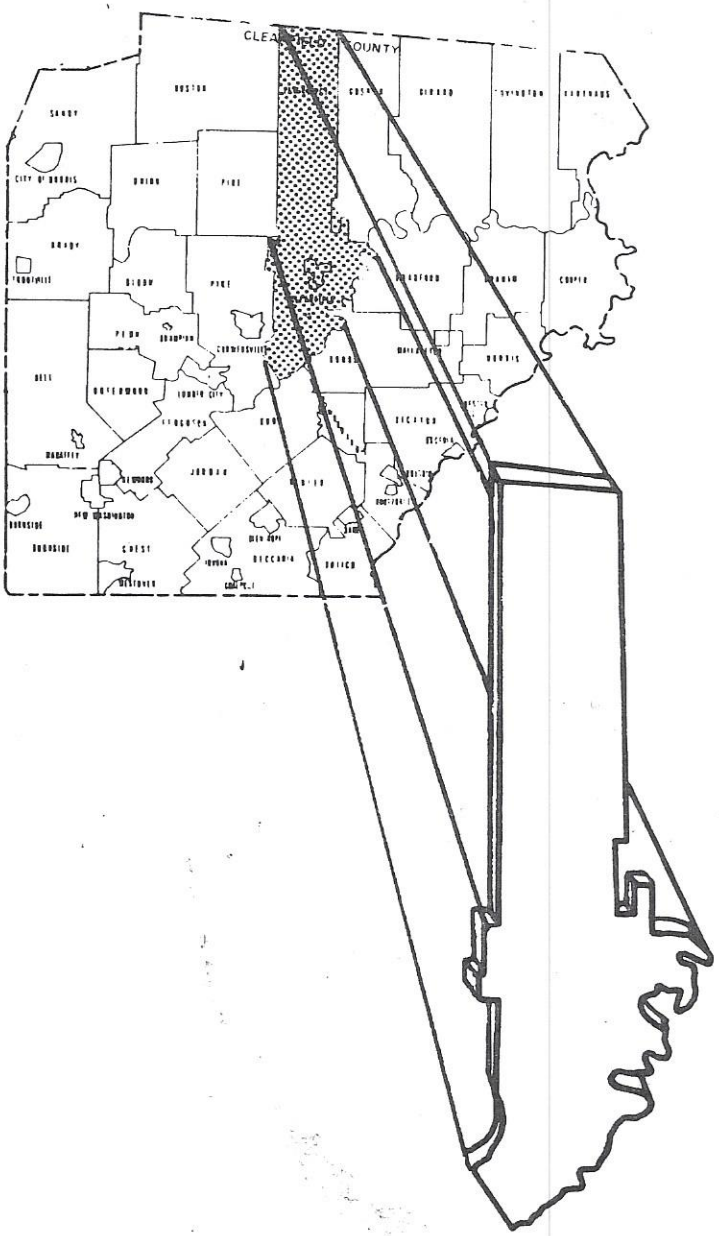
# CLEARFIELD BOROUGH
# LAWRENCE TOWNSHIP



# COMPREHENSIVE PLAN

# CLEARFIELD BOROUGH-LAWRENCE TOWNSHIP
# COMPREHENSIVE PLAN

Prepared, in part, from a Pennsylvania Department of Community Affairs, State Planning Assistance Grant.

North Central Pennsylvania Regional Planning and Development Commission

1984

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# I. HISTORY

The history and background of Clearfield Borough is closely linked with the founding and development of Clearfield County. The area's location in central Clearfield County and, in particular, the Borough's location on the West Branch of the Susquehanna River played a vital role in the early development of both communities. This area was at the heart of the great forest stretches which gave birth to the area's lumbering industry. The river waterway was the early transportation route to and from the central and eastern portions of Pennsylvania. As time progressed, the river valley and principal tributary stream beds offered the best grades and routes for the railroads which were built and then used for the transport of timber. The development of lumbering, the County's most important industry in the early 1800s, was quickly followed by the discovery and mining of coal.

Clearfield County was founded in 1804, partitioned and formed from parts of Lycoming and Huntingdon Counties. Shortly after (1805), the borough of Clearfield was founded and declared the county seat. The deed for the present courthouse site was executed in 1813 and the first courthouse was constructed in 1814. During this same time period, Lawrence Township was established by a decree of the Court of Quarter Sessions. It was bounded on the north by the dividing line of Elk County; to the east by Goshen, Bradford and Boggs Townships; to the south by Knox Township; and to the west by Pike Township and later by Pine and Huston Townships.

During this time period, although there were very few residents in the borough of Clearfield, lumbering was already important throughout the area, and large coal mining operations had begun to be established. This activity led to fiery clay beds. It was not until 1921, however, that Lawrence Township was fully declared a township by an Act of Legislature and made a separate election district. The borough of Clearfield continued its rapid progress and development, and was finally incorporated as a Borough by Act of Legislature in April of 1840. It is thus the first and oldest borough established in Clearfield County.

## II. ENVIRONMENT

### A. LOCATION

Clearfield County is part of the North Central Pennsylvania Region which represents the counties of Cameron, Clearfield, Elk, Jefferson, McKean and Potter. These six contiguous counties lie in the mountainous Allegheny Plateau of northern Pennsylvania. The region is part of a larger, sparsely populated area which is the only extensive "open" area remaining in the urbanized northeastern United States. Demands on the region for certain types of development will undoubtedly increase the future, as real and perceived accessibility increases.

The region is characterized by a generally rugged, heavily wooded landscape. Moderate to steep slopes are found on the many hills in the region which have been molded by the erosion of the Allegheny Plateau by the many mountain streams. Valleys are generally small in length and width, and are often quite irregularly shaped. Local relief averages approximately 1,400 feet, with high plateau summits reaching 2,500 feet, and base level in the major streams at approximately 800-1,200 feet above sea level.

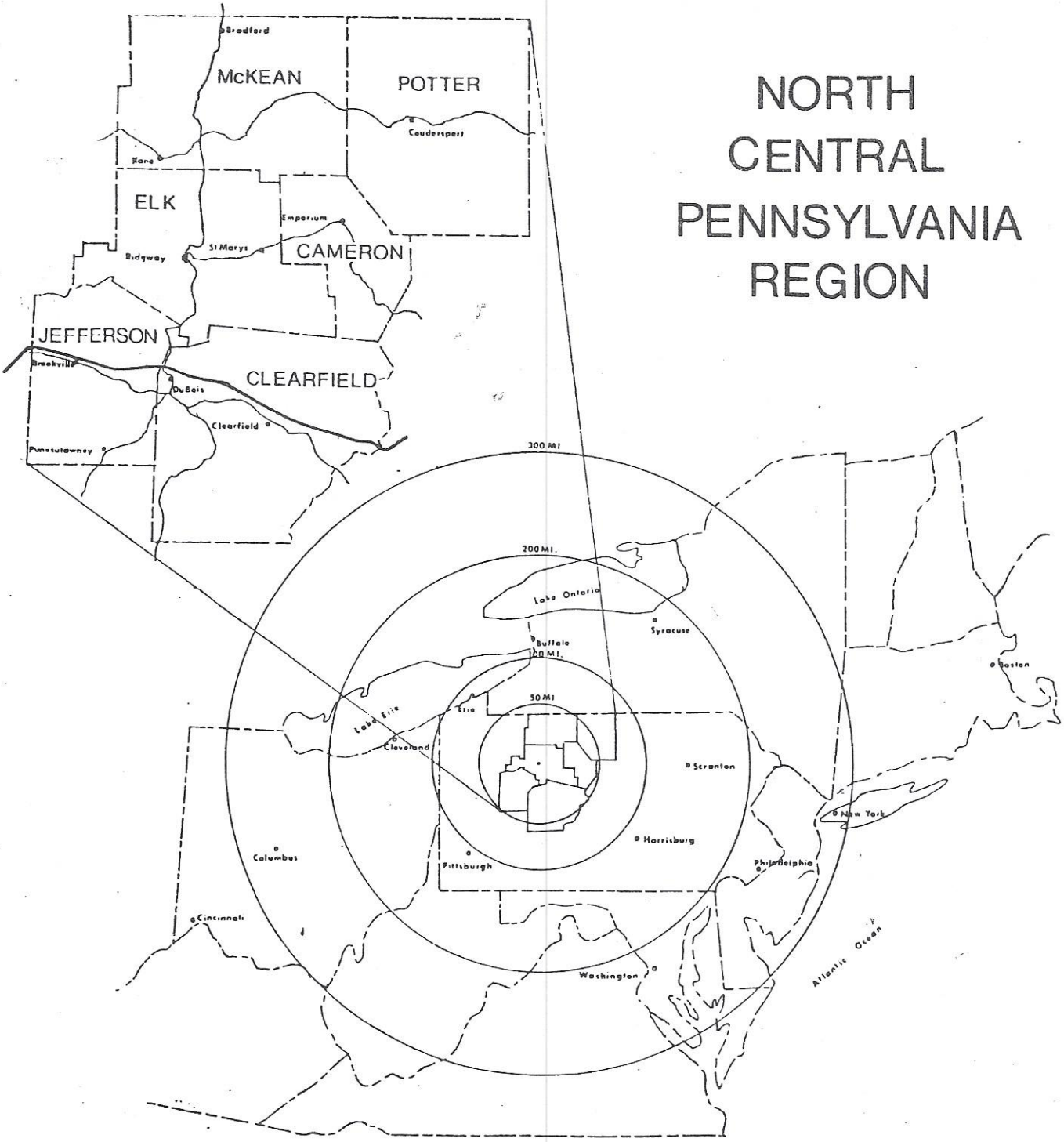
The total land area of Clearfield County is 1,139 square miles, 82.4% of which is forest covered. Although Clearfield County had the highest population (83,578) in the North Central Region in 1980, the County is still predominantly rural in nature. This is illustrated by the fact that nearly 40% of the County's population resides in four (Clearfield Borough, DuBois City, Lawrence Township and Sandy Township) of the fifty-one (51) municipalities.

Despite its rural nature Clearfield County is fortunate to have an adequate highway system. Interstate 80, which traverses the County in the northern section, provides high speed limited access to travelers in an east-west direction. U. S. Routes 119, 219 and 322 provide additional access, while Pennsylvania Routes 153, 53, 879, 970 and 729 play a significant role in the county highway system (Map 1 ).

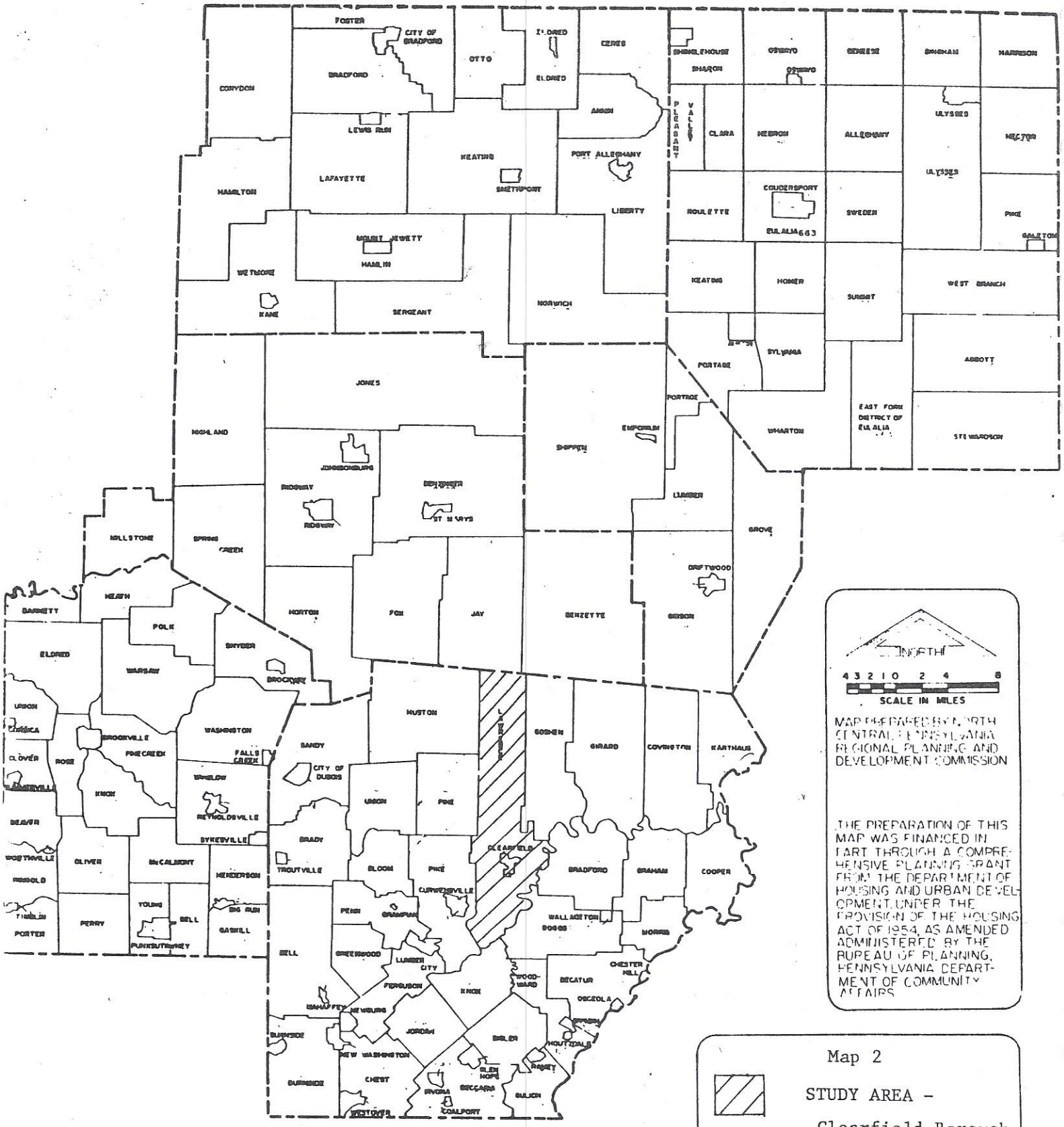
#### Clearfield Borough and Lawrence Township

Clearfield Borough and Lawrence Township are located in the northcentral sector of Clearfield County (Map 2 ), and both communities are traversed in an east-west direction by the West Branch of the Susquehanna River. In terms of land area, these municipalities represent the largest borough-township "adjacent area" (86.0 square miles). In terms of population, in 1980 the area ranked second in the County behind the DuBois-Sandy Township area. Other principal areas in the County include such communities as Curwensville, Osceola Mills and the smaller town of Grampian. The next nearest sizable community, Philipsburg in Centre County, is located about seventeen (17) miles southeast of the Clearfield-Lawrence area. It should be noted that Philipsburg, Clearfield-Lawrence and DuBois-Sandy are all located along U. S. Route 322 which traverses Clearfield County in an east-west direction.

# NORTH CENTRAL PENNSYLVANIA REGION




MAP 1




MAP PREPARED BY NORTH CENTRAL PENNSYLVANIA REGIONAL PLANNING AND DEVELOPMENT COMMISSION

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH A COMPREHENSIVE PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISION OF THE HOUSING ACT OF 1954, AS AMENDED ADMINISTERED BY THE BUREAU OF PLANNING, PENNSYLVANIA DEPARTMENT OF COMMUNITY AFFAIRS

Map 2

STUDY AREA -

Clearfield Borough
Lawrence Township

# NORTH CENTRAL PENNSYLVANIA REGIONAL PLANNING AND DEVELOPMENT COMMISSION

The borough of Clearfield is situated in the southcentral portion of Lawrence Township and is entirely surrounded by Lawrence Township incorporated territory (Map 2 ). The Borough's boundary is very irregular and somewhat elongated to include the two principal developed areas of the Borough which are located on both sides of the Susquehanna River. All of the major arterial routes, as well as many local streets which traverse the Borough extend into the Township so that much of the contiguous area surrounding the Borough is also urbanized and represents development which has logically extended outward from Clearfield.

Lawrence Township is shaped much on the order of a long narrow rectangle which extends from the north boundary line of Clearfield County, south into the central part of the County. On the average, the Township is approximately four (4) miles wide and about twenty-two (22) miles long, north to south. The southern half of the Township, however, is somewhat wider (6.5 miles) and irregular in shape, due to much of the eastern boundary line following the stream course of parts of the West Branch of the Susquehanna River, Clearfield Creek and Little Clearfield Creek.

For the purposes of the Clearfield-Lawrence Comprehensive Plan, it is the southern one-half of the Township and the immediate Clearfield Borough area which is deemed most important with respect to present and future planning. As is well known, locally, the half of the Township above the Mt. Joy and Moose Creek Reservoir areas contain very little private development other than several large private hunting camps and a considerable number of small privately owned summer cottages and hunting camps. With the exception of only a few individuals and families who live in the northern half of the Township on a year-round basis, there is little resident population in the area. All of this northern half of the Township is characterized by heavily forested, state game and forest lands. The area is also characterized by intensely rugged terrain and numerous stream valleys. While there are several state and Township roads leading into and through these state lands, the area is still considerably remote from the southern half of the Township. This physical separation has been further accented by the completion of Interstate 80 which will permanently serve several existing state and Township roads which lead to this area.

Inasmuch as the northern half of the Township is largely comprised of state-owned game and forest land, which for the most part, is physically removed from the southern half of the Township and contains little or no population, the balance of this study will be targeted to the Clearfield Borough area and the southern one-half of Lawrence Township.

## B. CLIMATE

The Clearfield-Lawrence Township area has a generally humid continental type of climate which is mediated to some extent by its proximity to the Atlantic seaboard and the Great Lakes. The predominant type of air which influences the local climate originates in the polar areas of Canada and

moves upon the area via weather tracks, which vary almost due north from the Hudson Bay Region to a long westerly line resulting from polar outbreaks into the Rocky Mountains, progressing eastward toward the Clearfield-Lawrence Township area. There are frequent invasions of air from the Gulf of Mexico during the summer season resulting in spells of warm, humid weather. During the winter season, these same air currents occasionally reach the Study Area, causing alternate periods of freezing and thawing.

1. Temperatures

During the course of the year, normal monthly temperatures in the Clearfield-Lawrence area range from a low of 27 degrees F. in the winter to a high of about 72 degrees F. in the summer. The daily temperature during July, the warmest month, ranges from 56 to 82 degrees F.; during the coldest months, December through February, the temperature ranges between 18 and 35 degrees F.

The average temperature in the winter is slightly below freezing and the weather is damp. Summer is warm and generally accompanied by periods of uncomfortably hot days. Daily temperatures in wnter and early spring vary enough to cause frequent freezing and thawing of the soils. This condition renders some unimproved roads, particularly in the Township and other parts of the surrounding municipalities impassable. Slopes with a northern and western exposure are cooler, have earlier frosts, and retain frosts longer than slopes that have a southern or eastern exposure. This results in the northern and western slopes generally have a sparse cover of vegetation and are subject to heavier frost damage and erosion.

2. Precipitation

The average annual precipitation is approximately 43.3 inches and is fairly evenly distributed throughout the year. In May, June and July precipitation is slightly heavier than during the rest of the year. This is significant in the agricultural sections of the Study Area and the County because these are the months when precipitation is needed to grow crops. This is also the time, however, when soils are exposed and protective measures are necessary to control erosion. Within a period of a given year, there is a great fluctuation of precipitations. In the summer and early part of the autumn periods of low rainfall last long enough in many years to create a droughty condition in most of the soils and further prevent a serious threat of forest fires. Summer rains are generally of short duration and are usually in the form of thundershowers.

3. Sunshine

The Clearfield-Lawrence Township area experiences, on the average, about 130 days a year of clear weather and sunshine. Approximately 121 days a year are partly cloudy and about 114 days a year are actually cloudy and associated with precipitation.

Table 1 displays the precipitation, temperature and number of clear and cloudy days, by month, for the Clearfield area.

C. SOILS

The soil conditions and formations of the Clearfield-Lawrence Township area are closely bound to those found in the Clearfield County area. In general, the soil conditions can best be described from the following excerpt of the 1916 Soil Survey of the County. Although the survey is over 65 years old, soil conditions do not change over time.

*Clearfield County lies wholly within and near the eastern border of the broad physiographic division of the state of Pennsylvania known as the Allegheny Plateau. The escarpment, or front, locally called the Allegheny Mountains, crosses Centre County, adjoining Clearfield on the east, in a northeast and southwest direction.*

*The plateau in this section presents horizons of a variety of indurated rocks of Carboniferous age, from which the upland soils have weathered. The principal formations include the Pocono sandstones, Pottsville sandstones and conglomerates, and the Allegheny and the Conemaugh shales and sandstones, known also as the Coal Measures.*

*The exposure of the Pocono formation is a rather coarse gray sandstone, which, with the more extensive Pottsville rocks of course gray sandstone and conglomerate, forms a broad band across the northern part of the county, probably forming a third of its total area. These rocks also appear along the slopes of the deeper stream valleys in the central and eastern parts of the county, particularly along the West Branch of the Susquehanna River and Anderson and Clearfield Creeks. The resistance of these rocks to weathering has given rise to a very rough and rugged topography, varying from hilly to mountainous. Rock fragments varying in size from a few inches in diameter to huge boulders are scattered over the surface and mixed with the soil. The stream slopes are usually steep and very rough with boulders and rock outcrop.*

*The shale and softer sandstone formations of the "barren" and "productive" Coal Measures occupy the southern two-thirds of the county. These formations consist of arenaceous and argillaceous shales, shaly sandstones, and sandstones, interstratified at times with massive sandstone, thin beds of coal, and fire clay, but there is no regularity in the sequence of the strata that comprise them. These rocks are not so resitant as those in the northern part of the county, and the topography is rolling to hilly, with the hills and ridges well rounded or flat topped.*

Table 1

PRECIPITATION, TEMPERATURE AND NUMBER OF CLEAR AND CLOUDY DAYS, CLEARFIELD BOROUGH

| Month | Average Monthly Precipitation (Inches) | Average Mean Temperature (Degrees F.) | Average Number of Days | | |
|---|---|---|---|---|---|
| | | | Clear | Cloudy | Partly Cloudy |
| January | 3.31 | 27.1 | 7.0 | 8.0 | 16.0 |
| February | 2.51 | 28.1 | 9.8 | 7.7 | 10.7 |
| March | 4.20 | 36.9 | 8.8 | 8.8 | 13.4 |
| April | 3.85 | 47.8 | 11.3 | 9.1 | 9.6 |
| May | 4.34 | 59.0 | 12.0 | 11.3 | 7.7 |
| June | 4.00 | 67.3 | 13.0 | 10.7 | 6.3 |
| July | 4.05 | 71.4 | 14.3 | 11.6 | 5.1 |
| August | 3.68 | 70.0 | 14.0 | 9.7 | 6.3 |
| September | 3.95 | 63.7 | 13.1 | 9.8 | 7.1 |
| October | 3.05 | 52.4 | 12.5 | 8.9 | 9.6 |
| November | 3.31 | 40.9 | 7.0 | 8.6 | 14.4 |
| December | 3.09 | 30.0 | 6.3 | 9.9 | 14.8 |
| ANNUAL TOTAL | 43.34 | 49.6 (Ave.) | 129.1 | 114.1 | 121.0 |

SOURCE: U. S. Weather Bureau Climatogical Data for the United States Pennsylvania Section.

The soils of the county are included in two broad general groups, based on manner of formation--the residual soils of the uplands, derived in part from the weathering of rock formations, and the alluvial soils of the stream bottoms, formed of materials transported by the streams and deposited on flood plains during periods of overflow.

The residual or upland soils are grouped in two series, the Dekalb and the Lickdale, with a third broad separation designated as Rough stony land.

The Dekalb series occupies over 95 percent of the area of the county. It is derived from all the geological formations exposed in the county and occupies varied topographic positions. The surface soils are gray, light brown, or grayish yellow, and the subsoils are yellow, with occasional gray, yellow, and brown or gray and yellow mottling in areas occurring on lower slopes or in gently sloping, low-lying positions where drainage is not thoroughly established. The soil material is frequently 3 feet or more deep on lower slopes and over the more level areas, but generally bedrock is encountered within the 3-foot section. Eight types and a number of type phases of the Dekalb series have been recognized and mapped in the county, of which the stony loam, stony sandy loam, stony silt loam, gravelly silt loam, and gravelly loam are the most extensive. The other types are the gravelly sandy loam, shale loam, and silt loam.

The Lickdale series is represented in Clearfield County by one type, the silty clay loam. This consists of a light-gray to pale-yellow silt loam to silty clay loam, underlain by a mottled yellow and gray or yellow, gray, and brown, heavy, plastic clay.

The alluvial soils are encountered in very narrow strips at intervals along some of the principal stream courses. Most of the valleys are very narrow, with steeply sloping walls, and the possibilities for alluvial deposits are very limited. Three series were recognized in the classification of the alluvial soils; the Pope, Atkins, and Holston, with a few small areas of Meadow.

The Pope series is characterized by brown surface soils and yellowish-brown to brownish-yellow subsoils. Two types are mapped in Clearfield County, the silt loam, and loam.

The Atkins series, here represented by a single type, the silty clay loam, includes soils with dark-gray to mottled gray and pale-yellow surface soils, underlain by compact, plastic clay subsoils mottled gray, drab, yellow, and brown.

*The types included in the Holston series have light brownish yellow to gray soils and yellow to reddish-yellow subsoils. The series is developed on terraces lying above overflow. The series is represented in Clearfield County by one type, the Holston loam.*

Table 2 depicts the names and extent of the various soils mapped in Clearfield County.

D. TOPOGRAPHY

As Map 3 illustrates there is a wide range of elevations in the Clearfield-Lawrence Township area. Relief ranges from 1,100 feet above sea level, along the West Branch of the Susquehanna River in Clearfield Borough, to a high of 2,300 feet above sea level at the highest point in northern Lawrence Township.

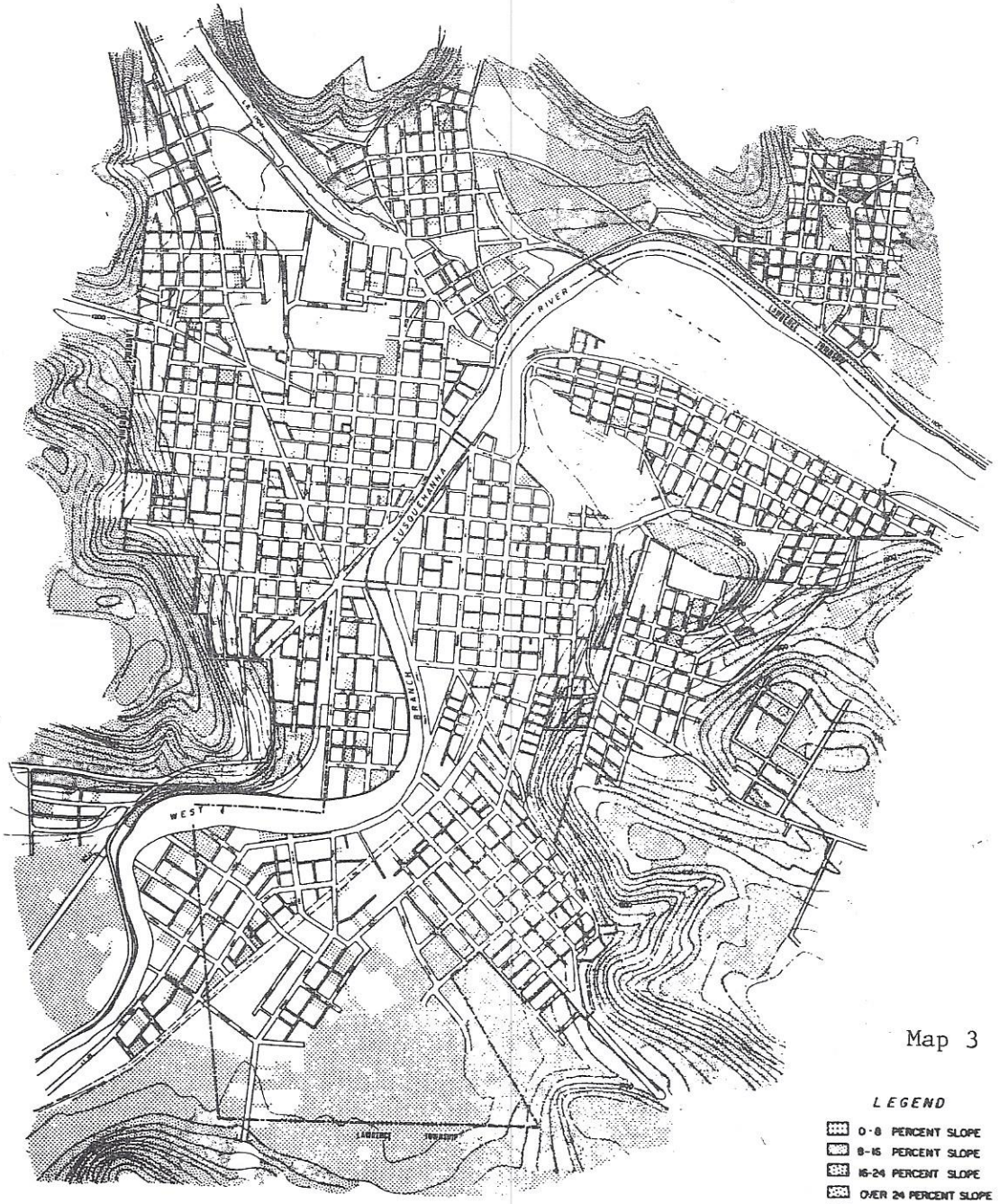
The majority of Clearfield Borough, located along the broad plain of the river, has an average elevation of 1,110 to 1,120 feet above sea level. Beginning just east of Fourth Street, however, the elevation rises sharply between 1,200 feet and 1,300 feet in the Hillside area and then to above 1,500 feet at the "old town fire tower." The southern half of the Borough, however, ranges between 1,100 and 1,120 feet, and this elevation does not begin to rise sharply until a significant distance east and south of the Borough.

West of the river, much of the northern section of Clearfield Borough ranges between 1,120 to 1,130 feet above sea level. West of Turnpike Avenue and the Baltimore and Ohio Railroad, however, the elevation slightly rises to near the west boundary of the Brough, then sharply rises to approximately 1,500 feet above Clearfield Street extended. North of Moose Creek and Mill Road, the Plymtonville area and the Kerr Addition, a similar abrupt slope occurs, and the elevation rises to 1,200, 1,300 feet and well above 1,400 feet above sea level.

Nearly all of Lawrence Township located south and east of Clearfield Borough is bounded by the West Branch of the Susquehanna River, to the west and Clearfield and Little Clearfield Creeks to the east. The elevation of these creeks ranges from 1,100 feet to 1,250 feet. The peninsula of land located between these two streams has an average elevation of 1,500 feet.

In the northern section of Lawrence Township, north of the Mount Joy area and Interstate 80, the average elevations of 1,500 and 1,600 feet rise to elevations of 2,000 and 2,200 feet higher throughout the Moshannon State Forest. All of these elevations are illustrated on Map 3.

# SLOPE AREA




Map 3

LEGEND

- 0-8 PERCENT SLOPE
- 8-15 PERCENT SLOPE
- 15-24 PERCENT SLOPE
- OVER 24 PERCENT SLOPE
- BUILT UP AREAS
- CONTOUR INTERVAL = 20ft

Table 2

AREAS OF DIFFERENT SOILS

| SOIL | ACRES | PERCENT |
|---|---|---|
| Dekalb gravelly silt loam<br>Steep phase | 193,664)<br>19,008) | 29.2 |
| Dekalb stony loam<br>Steep phase | 124,288)<br>54,976) | 24.5 |
| Dekalb stony sandy loam | 102,272 | 14.0 |
| Dekalb stony silt loam<br>Steep phase | 43,072)<br>21,888) | 8.9 |
| Dekalb gravelly loam<br>Steep phase | 49,984)<br>960) | 7.0 |
| Rough stony land | 34,304 | 4.7 |
| Dekalb silt loam | 28,416 | 3.9 |
| Dekalb shale loam | 23,488 | 3.2 |
| Pope loam | 16,000 | 2.2 |
| Lickdale silty clay loam | 5,248 | 0.7 |
| Dekalb gravelly sandy loam | 3,904 | 0.5 |
| Holston loam | 3,904 | 0.5 |
| Pope silt loam | 3,136 | 0.4 |
| Atkins silty clay loam | 2,368 | 0.3 |
| TOTAL | 730,880 | 100.0 |

SOURCE: Soil Survey of Clearfield County, U. S. Department of Agriculture, 1916.

E. SLOPE

In order to evaluate the land area in terms of potential use, a slope analysis must be made. Table 3 indicates the different ranges of slope.

Table 3

GENERAL LAND DEVELOPMENT LIMITATIONS BY DEGREE OF

| Slope | Description | Suitable Uses |
|---|---|---|
| 0 to 8% | Relatively flat to gently rolling | All urban type uses. Particularly suited to large scale commercial and industrial development. |
| 8 to 16% | Moderately rolling to very rolling; definite hills and valleys | Residential, residential-related, recreational and limited commercial and industrial. |
| 16 to 24% | Short, steep hills and ridges | Forestry, conservation, institutional, recreational and limited residential uses. |
| Over 24% | Very steep and precipitous | Forestry, conservation, and recreational |

SOURCE: Clearfield-Lawrence Comprehensive Plan, 1969.

1. Clearfield Borough

With the exception of one relatively large sector of vacant land located in the extreme southeast corner of the Borough, the balance of vacant land located inside the present corporation limits are essentially individual or small groups of two-to-three vacant lots side-by-side. The majority are interspersed with presently developed areas which comprise the fairly level river plain area, characteristic of the Borough. The majority of these lots are in the "0-8% slope" category. The end result is that any vacant parcels of land in this area are suitable for development.

The same is true of the larger tract of land situated in the southeast section of the Borough. With the exception of the extreme southeast portion of this tract, all of the land is in the "0-8% slope" category.

2. Lawrence Township

The southern half of Lawrence Township contains numerous land areas, where the slope range is widely distributed and changes abruptly. With little or no exception, land located in the "0-8% of slope" category is limited to the extreme peaks or hilltops of the various uplands or in the river or stream beds (floodplain). Beyond the river or stream beds the elevation begins to rise sharply, thus creating slopes of 8% and higher. As might be expected, the majority of the streets and roads are located along the ridges of succeeding hilltops throughout the Township, and this is where development has occurred. Development has been very limited in areas where roads have been cut into or traverse up hill.

Despite the vast amount of land that is characterized by steeper (greater than 8%), there are many areas of the Township which fall in the "0-8% slope" category. Specifically, these are the areas south and west of Clearfield Borough. It is of no surprise that these are the areas that have experienced development. Extending beyond these presently developed areas, however, there are wide areas of level and gently sloping land which is suitable for all types of development.

SOURCE: Clearfield-Lawrence Comprelhensive Plan, 1969.

F. DRAINAGE

With the exception of the northern most sector, all of Clearfield County (including the Clearfield Borough-Lawrence Township area) drains to the eastward of the great land division, marked by the Chestnut Ridge, into the West Branch of the Susquehanna River. The land form and river bed then continue to slope and run toward central Pennsylvania and the main bed of the Susquehanna River, which traces the central part of the Study Area and bisects Clearfield Borough in its general eastward flow. Several major streams which drain large sectors of the Township flow in the same direction. These include Moose Run, Wolf Run, Henderson Creek and Clearfield and Little Creeks. The latter two streams mark much of the southern and eastern boundaries of Lawrence Township.

Several major and minor streams in the County and the Study Area have, for many years been victims of mine drainage. This has resulted in the West Branch also being polluted by mine acid.

G. UNIQUE FEATURES AND HISTORIC SITES

Clearfield County has four (4) fossil sites of note, as well as unique flora and fauna within the Quehanna Wilderness Area, sites of historic importance include:

Karthaus Iron Furnace - PA [1]
St. Severin's Log Church - NR[2], PA
Covered Bridge (McGees Mills)

Cherry Tree Monument
Clearfield County Historical Society Museum
William Bigler Residence - PA
Bliss Birthplace - PA
Canoe Place - PA
Chinklacamoose Site - PA
Old State Road - PA
Thomas Reed House - PA
DuBois Mansion - NR, PA
Lookout - Boone Mountain Fire Tower
Bigler's Rocks
Indian Mill
Big Spring
McClure Cemetery
Old Erie Turnpike

SOURCE: 1982 NCPRPDC Regional Development Plan

[1] Recognized in Pennsylvania Inventory of Historic Sites

[2] Recognized in National Register

Historical preservation in Clearfield County is served by two organizations: (1) the Clearfield County Historical Society, and (2) Clearfield Heritage Foundation. The Historical Society maintains the County Museum in Clearfield Borough and is interested in items of value to County history. The Heritage Foundation actively promotes the identification and restoration of sites throughout the County.

Most sites are privately owned. Of the eighteen (18) sites identified, only four (4) are developed and available to tourists. Seven (7) are indicated by a historic marker. The Historical Society feels that six (6) of the sites, which are privately and county owned, are in need of protection or the site will be damaged or lost.

## H. ENERGY RESOURCES

The Clearfield-Lawrence Township area is fortunate to be located in proximity to a variety of energy resources.

### 1. Coal

In addition to being the most abundant source of energy in Clearfield County, coal also plays a vital role in the economy of the County (see Economy chapter).

In Clearfield County, four valuable, widely-worked coal beds occur in the Allegheny group, along with three less productive beds. Along the southeastern edge of the County the Lower Freeport occurs in a long basin. Although most of this coal has been extracted, it established a high reputation in the 1870s as "Clearfield Coal."

One impurity that causes great difficulty is sulfur. The sulfur content of 0.2 to 7.0 percent, varying considerably between geographic regions. Most of the low-sulfur coal (coal with a sulfur content of one percent or less) is located in the western United States. In the North Central Region, sulfur content of coal ranges between 0.6 and 4.5 percent, with an average of about 2.0 percent. On an equivalent Btu basis, however, the contrast between western and eastern coals is often diminished because western coals generally have a lower heating value than eastern coals.

2. Oil and Natural Gas

Both oil and natural gas are abundant energy resources in western Pennsylvania. Although the reserves of oil and natural gas are not significant in Clearfield County, abundant supplies are found in adjacent counties (Elk and Jefferson).

3. Solar

Although Pennsylvania is certainly not an optimum location for utilization of solar radiation for space heating and cooling and hot water heating, properly designed solar systems can still supply a large portion of domestic energy requirements. In Pennsylvania, solar systems are frequently designed to provide approximately fifty to seventy percent of the annual space or water heating energy requirements. The remaining energy requirements can be supplied by auxiliary systems such as gas, oil, electricity or wood.

As Map 4 shows, Clearfield County receives an average of about 1200 Btu/$ft^2$ of solar heat per day. Btu is defined as the amount of heat required to raise the temperature of one pound of water one degree Fahrenheit at or about $39.2^{o}$.[1] This figure is indeed at the low range of radiation for the United States.

The contribution of solar energy to the Clearfield County resource base would appear to be supplemental to other sources. In most cases, proper siting, landscaping, insulation, and window orientation can have a substantial impact on energy saving. Solar hot water systems and greenhouses can also save considerably energy, but must be supplemental with other fuels.

Only when solar systems are integrated with the housing design, construction, and location (e.g., underground housing), can a major portion of the energy be supplied by solar radiation. Improved utilization of these factors, however, is a necessary ingredient in a comprehensive energy strategy.

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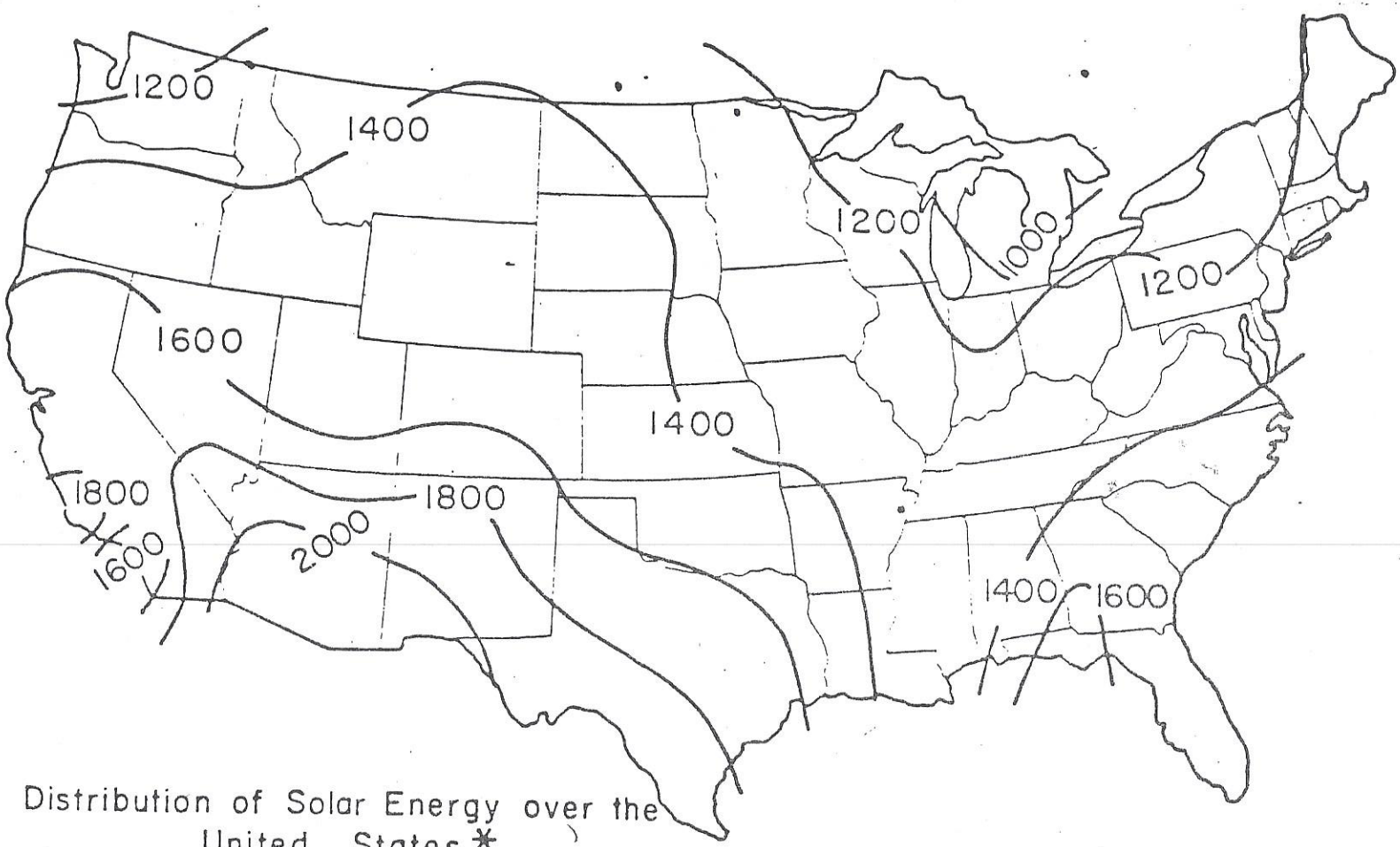
[1] Websters New Collegiate Distionary, Copywrite 1980 by G & C Merrion Co.




Distribution of Solar Energy over the United States*

*Figures give solar heat in Btu/ft$^2$ per day

Figure 11-2. Distribution of U.S. Solar Energy MAP 4

Source: AEC, 1974: A.5-7.

4. Water

Water is considered a hydroelectric resource when a sufficient quantity of flow rate occurs together with a suitable elevation difference between the surface of the water storage and the outlet of the turbine discharges. This minimum elevation of "head" is about 20 feet, although new and refined turbine systems are altering conventional percepts about the potential for hydropower.

Since hydroelectric resources are renewable, they are usually calculated as annual rates or installed capacity for producing power, rather than as fixed quantities of depletable fossil fuels.

In Pennsylvania, hydroelectric facilities produced about 1.5% of the Commonwealth's electricity in 1975. Table 4 depicts the dams and hydro potential. As indicated in Table 4 no dams exist in the Clearfield-Lawrence area.

Table 4

CLEARFIELD COUNTY DAMS AND HYDRO POTENTIAL

| Dam | Stream | Municipality | Owner | KW Capacity |
|---|---|---|---|---|
| DuBois Reservoir | Anderson Creek | Union | City of DuBois Municipality Authority | 107 |
| Parker Dam | Laurel Dam | Huston | PA Dept. of Forest and Waters | 34 |
| Montgomery Dam | Montgomery Creek | Pike | Clearfield Municipal Authority | 112 |
| Curwensville Reservoir | W. Branch Susquehanna River | Pike | U.S. Army Corps Engineers-Baltimore | 7,077 |
| Lake Renee | Tributary Narrow Creek | Sandy | Great Northern Development | 75 |

SOURCE: 1982 Regional Development Plan, NCPRPDC.

5. Wind

Windpower represents one of the basic inexhaustible forms of solar energy. This self-renewing energy resource can provide a continuing supply of non-polluting energy for the foreseeable future. About 30% of the incident solar energy never reaches the surface of the earth but is absorbed by the atmosphere. Some of this absorbed radiation (about 2% of all solar radiation) is converted into wind energy.

In Clearfield County, the rugged mountainous terrain produces large variations in wind speed, depending on the location. The regional wind speed varies locally because of deflection and concentration of wind by hills, valleys, etc. Wind speed also varies through time, as does solar energy, but the range and direction of wind energy is much more unpredictable than direct solar radiation. General wind patterns for the region, however, can be assessed using U. S. Weather Bureau statistics.

The prevailing westerly winds from the continental interior bring a generally rapid succession of daily variations and seasonal weather conditions. Average wind speeds are between eight and twelve mph. Approximately twenty percent (20%) of the time-wind speeds are in excess of thirteen (13) mph, and eighty-five percent (85%) of the time-wind speeds exceed three (3) mph. Nearly ninety-eight percent (98%) of the winds are of speeds less than thirty (30) mph. In terms of wind as an energy source, then, Clearfield County is a non-unique geographical area with wind speeds approaching the national average.

6. Wood

Similar to the remainder of the North Central Region, Clearfield County is noted for its abundance of wood resources. In the past, logging and lumbering were the major industries. The wastes were utilized as an energy source in the form of kindling and cord wood.

Wood products have remained an important industry through the years, but the use of wood as an energy source declined until recently. As the price of natural gas, fuel oils and coal increased over the past years wood as an energy source has again become a viable and attractive alternative. Today industrial, commercial and residential users are aware of the advantages of wood residue as an energy source. The impact of wood on the economy of the Clearfield-Lawrence area will be further discussed in the "Economy" chapter.

## III. POPULATION CHARACTERISTICS

One of the basic ingredients in planning is the determination of land use patterns. The purpose of such a study is to promote the appropriate utilization of the land in terms of the area's needs and objectives.

To perform this task it is necessary to investigate the past, present and future population of the area. The size of the population, its composition and characteristics, and its spatial distribution will influence the pattern of land use. From such studies information is obtained for estimating residential space requirements for various dwelling types consistent with existing and anticipated family formations, income levels, and needs of each segment of the life cycle.

In addition to land use purposes, population information can be valuable in other ways. Age and sex distribution can indicate the type of labor force, which is, or may become, valuable in the community. Educational information may be valuable in indicating the general education level of the community, an important factor in determining the industrial and cultural potential of a community. Marital status information is valuable in indicating the quality composition of the local population, particularly with its respect to its potential stability.

### A. PAST TRENDS

As indicated in Table 5 , Clearfield Borough has suffered from a tremendous population loss (19.0%) since 1950, while Clearfield County declined 2.8% from 85,957 to 83,578. During this same time period, Lawrence Township experienced a 37.6% increase which resulted in an overall increase of 3.6% for the Study Area. It should be noted that, during this same time period, Pennsylvania's population increased by 13%. Table 1 displays the population from 1950 to 1980 for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania.

### B. RECENT TRENDS

As indicated in Table 5 , Clearfield's population declined from 8,176 to 7,580 (7.3%) from 1970 to 1980 while Lawrence Township increased from 6,094 to 8,563 (40.5%). This resulted in an overall increase of 13.1% for the Study Area. During this same time period Clearfield County increased by 12.0% and Pennsylvania by 0.6%.

One factor that must be considered in a population analysis is the relationship between births, deaths and population change. Statistics for the years 1967 to 1981 are used for the population analysis.

Table 5

POPULATION LOSSES AND GAINS FOR 1950 THROUGH 1980

| | 1950 | | 1960 | | 1970 | | 1980 | |
|---|---|---|---|---|---|---|---|---|
| | Population | % Change | Population | % Change | Population | % Change | Population | % Change |
| Clearfield | 9,357 | - 0.2 | 9,270 | - 0.9 | 8,176 | -11.8 | 7,580 | - 7.3 |
| Lawrence Township | 6,222 | 0.9 | 7,829 | 25.8 | 6,094 | -22.2 | 8,563 | 40.5 |
| Study Area | 15,579 | 0.3 | 17,099 | 9.8 | 14,270 | -16.5 | 16,143 | 13.1 |
| Clearfield County | 85,957 | - 6.7 | 81,534 | - 4.8 | 74,619 | - 8.5 | 83,578 | 12.0 |
| Pennsylvania* | 10,498 | 6.0 | 11,319 | 7.8 | 11,800 | 4.0 | 11,866 | 0.6 |

*in thousands

SOURCE: U. S. Census of Population

An increase in population can result from a natural increase (excess births over deaths) or from in-migration. Failure to distinguish between the two can result in masking the true nature of the population trend. For example, the census may show a substantial population increase for an area. However, the increase may be the result of a high birth rate and might actually hide an out-migration of adults. The natural population changes for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania are illustrated in Table 7. Calculations for the period 1965 to 1970 show a ratio of 1.25 births for each death in the Study Area. For Clearfield County and Pennsylvania the ratios were 1.55 and 1.24 respectively. For the period 1971-1980 the birth to death ratios were 1.29, 1.13 and 1.28 for the Study Area, Clearfield County and Pennsylvania. This indicates that the Clearfield-Lawrence area experienced nearly the same birth and death ratios from the 1965 to 1980 time period.

Table 6

BIRTHS AND DEATHS

| | Clearfield Borough | | Lawrence Township | | Study Area | | Clearfield County | | Pennsylvania* | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Births | Deaths | Births | Deaths | Births | Deaths | Births | Deaths | Births | Deaths |
| 1965 | 155 | 138 | 108 | 63 | 263 | 201 | 1,401 | 956 | 204,105 | 125,670 |
| 1966 | 145 | 136 | 107 | 74 | 252 | 210 | 1,399 | 927 | 195,869 | 126,820 |
| 1967 | 141 | 128 | 113 | 86 | 254 | 214 | 1,247 | 921 | 188,706 | 125,494 |
| 1968 | 140 | 159 | 135 | 55 | 275 | 214 | 1,284 | 950 | 185,729 | 130,802 |
| 1969 | 139 | 160 | 120 | 68 | 259 | 228 | 1,278 | 955 | 185,046 | 126,704 |
| 1970 | 154 | 124 | 123 | 76 | 277 | 200 | 1,296 | 917 | 192,154 | 126,564 |
| 1971 | 148 | 107 | 139 | 90 | 187 | 197 | 1,286 | 907 | 180,939 | 126,597 |
| 1972 | 116 | 105 | 116 | 69 | 232 | 174 | 1,212 | 892 | 163,110 | 127,136 |
| 1973 | 129 | 113 | 128 | 86 | 257 | 199 | 1,207 | 890 | 153,272 | 126,483 |
| 1974 | 131 | 89 | 142 | 86 | 273 | 175 | 1,146 | 902 | 151,458 | 122,943 |
| 1975 | 122 | 130 | 126 | 104 | 248 | 234 | 1,138 | 954 | 148,942 | 120,459 |
| 1976 | 134 | 112 | 109 | 78 | 243 | 190 | 1,102 | 896 | 148,004 | 120,882 |
| 1977 | 124 | 100 | 111 | 94 | 235 | 194 | 1,199 | 895 | 153,415 | 118,853 |
| 1978 | 154 | 102 | 85 | 96 | 239 | 198 | 1,201 | 839 | 151,438 | 119,279 |
| 1979 | 140 | 88 | 97 | 99 | 237 | 187 | 1,218 | 844 | 157,533 | 117,097 |
| 1980 | 139 | 107 | 111 | 78 | 250 | 185 | 1,200 | 894 | 160,026 | 122,629 |

SOURCE: Pennsylvania State Health Data Center.

Table 7

NATURAL POPULATION CHANGE

| | 1965-1970 Total | 1971-1975 Total | 1976 | 1977 | 1978 | 1979 | 1980 | 1971-1980 Total |
|---|---|---|---|---|---|---|---|---|
| Clearfield Borough | | | | | | | | |
| Births | 874 | 646 | 134 | 124 | 154 | 140 | 139 | 1,337 |
| Deaths | 845 | 544 | 112 | 100 | 102 | 88 | 107 | 1,053 |
| Natural Increase | 29 | 102 | 22 | 24 | 52 | 52 | 32 | 284 |
| % Births to Deaths | 1.03 | 1.19 | 1.20 | 1.24 | 1.51 | 1.59 | 1.30 | 1.27 |
| Lawrence Township | | | | | | | | |
| Births | 706 | 651 | 109 | 111 | 85 | 97 | 111 | 1,164 |
| Deaths | 422 | 435 | 78 | 94 | 96 | 99 | 78 | 880 |
| Natural Increase | 284 | 216 | 31 | 17 | - 9 | - 2 | 33 | 284 |
| % Births to Deaths | 1.67 | 1.50 | 1.40 | 1.18 | 0.89 | 0.98 | 1.42 | 1.32 |
| Study Area | | | | | | | | |
| Births | 1,580 | 1,297 | 243 | 235 | 239 | 237 | 250 | 2,501 |
| Deaths | 1,267 | 979 | 190 | 194 | 198 | 187 | 185 | 1,933 |
| Natural Increase | 313 | 318 | 53 | 41 | 41 | 50 | 75 | 568 |
| % Births to Deaths | 1.25 | 1.32 | 1.28 | 1.21 | 1.21 | 1.27 | 1.35 | 1.29 |
| Clearfield County | | | | | | | | |
| Births | 14,462 | 5,989 | 1,102 | 1,199 | 1,201 | 1,218 | 1,200 | 11,909 |
| Deaths | 9,272 | 4,545 | 896 | 895 | 839 | 844 | 894 | 8,913 |
| Natural Increase | 5,190 | 1,444 | 206 | 304 | 362 | 374 | 306 | 2,996 |
| % Births to Deaths | 1.55 | 1.31 | 1.22 | 1.33 | 1.43 | 1.44 | 1.34 | 1.13 |
| Pennsylvania | | | | | | | | |
| Births | 947,504 | 797,721 | 148,004 | 153,415 | 151,438 | 157,533 | 160,026 | 1,568,137 |
| Deaths | 762,054 | 623,618 | 120,882 | 118,853 | 119,279 | 117,097 | 122,629 | 1,222,358 |
| Natural Increase | 185,450 | 174,103 | 27,122 | 34,562 | 32,159 | 40,436 | 37,397 | 345,779 |
| % Births to Deaths | 1.24 | 1.28 | 1.22 | 1.29 | 1.27 | 1.35 | 1.30 | 1.28 |

SOURCE: Pennsylvania State Health Data Center.

Table 8 displays information relating to population changes, including figures for migration. It can be seen the Clearfield Borough experienced 10.8% out-migration and Lawrence Township experienced a 35.8% in-migration. This resulted in a 9.1% in-migration for the Study Area, which indicates that population growth in Lawrence Township is not only a consequence of relocation from Clearfield Borough, but in-migration from other areas as well.

Table 8

MIGRATION

Clearfield Borough

| | |
|---|---|
| Population, 1970 | 8,176 |
| Net Natural Increase, 1971-1980 | 284 |
| Theoretical Population, 1980 | 8,460 |
| Actual Population, 1980 | 7,580 |
| Migration | - 880 |
| Above as % of 1970 Population | -10.8% |

Lawrence Township

| | |
|---|---|
| Population, 1970 | 6,094 |
| Net Natural Increase, 1971-1980 | 284 |
| Theoretical Population, 1980 | 6,378 |
| Actual Population, 1980 | 8,563 |
| Migration | 2,185 |
| Above as % of 1970 Population | 35.8% |

Study Area

| | |
|---|---|
| Population, 1970 | 14,270 |
| Net Natural Increase, 1971-1980 | 568 |
| Theoretical Population, 1980 | 14,838 |
| Actual Population, 1980 | 16,143 |
| Migration | 1,305 |
| Above as % of 1970 Population | 9.1% |

## C. AGE DISTRIBUTION

As mentioned previously, the age distribution of an area's population is a significant factor in determining such things as the present and future labor force. As indicated in Table 9 and Charts 1 through 4 Clearfield Borough (22.8%) and the Study Area (19.6%) have a higher percentage of the population in the "60 and over" age bracket than Pennsylvania (18.2%). In addition, only Clearfield Borough (8.7%) is close to the State percentage (8.9%) of its population in the "20 to 24" age bracket.

These figures indicate two important considerations in area development. First the Study Area (particularly Clearfield Borough) must provide services, facilities, housing and other accommodations for its relatively high percentage of elderly population. Secondly, the area must adjust for a smaller number of young workers entering the labor market, generating income and business opportunity, and providing a tax and population base for future growth and development.

## D. POPULATION PROJECTIONS

A projection of future population is an important consideration in estimating land use needs, size of future markets, services to be provided by utilities, the need for schools, sewers, hospitals, water, parks, highways and other public services. Public officials need such information for determining tax policy, zoning and other matters.

It should be stressed that no technique for anticipating the future is infallible. The influences that might affect the future population of an area are too numerous and varied to be reflected in the most mathematically sophisiticated techniques. It should be realized also that a population increase is not necessarily the result of economic growth. The relationship between economic health and population growth is much more complex. In some cases, a decline in population might be good in order to raise per capita income levels and bring the labor force in line with employment opportunities.

It should also be noted that population estimates for small areas are subject to more error than estimates for large, highly populated areas. A slight error in the estimate of a trend movement in a large city, for example, might have little practical effect on the final results. However, in the case of a small municipality, such an error might have a serious impact on the validity of the results.

The length of the forecast will have an influence on the projection. Obviously, the conditions that are likely to prevail within the next ten years can be estimated with greater assurance than those that may develop over a longer priod of time. The time period used in this study is thirty (30) years, 1980 to 2010. The fact that short-range figures are likely to be more accurate should not detract from the desirability of the long-range estimate. If nothing else, such estimates furnish a base for further revision.

Chart 1

AGE DISTRIBUTION - 1980

CLEARFIELD BOROUGH

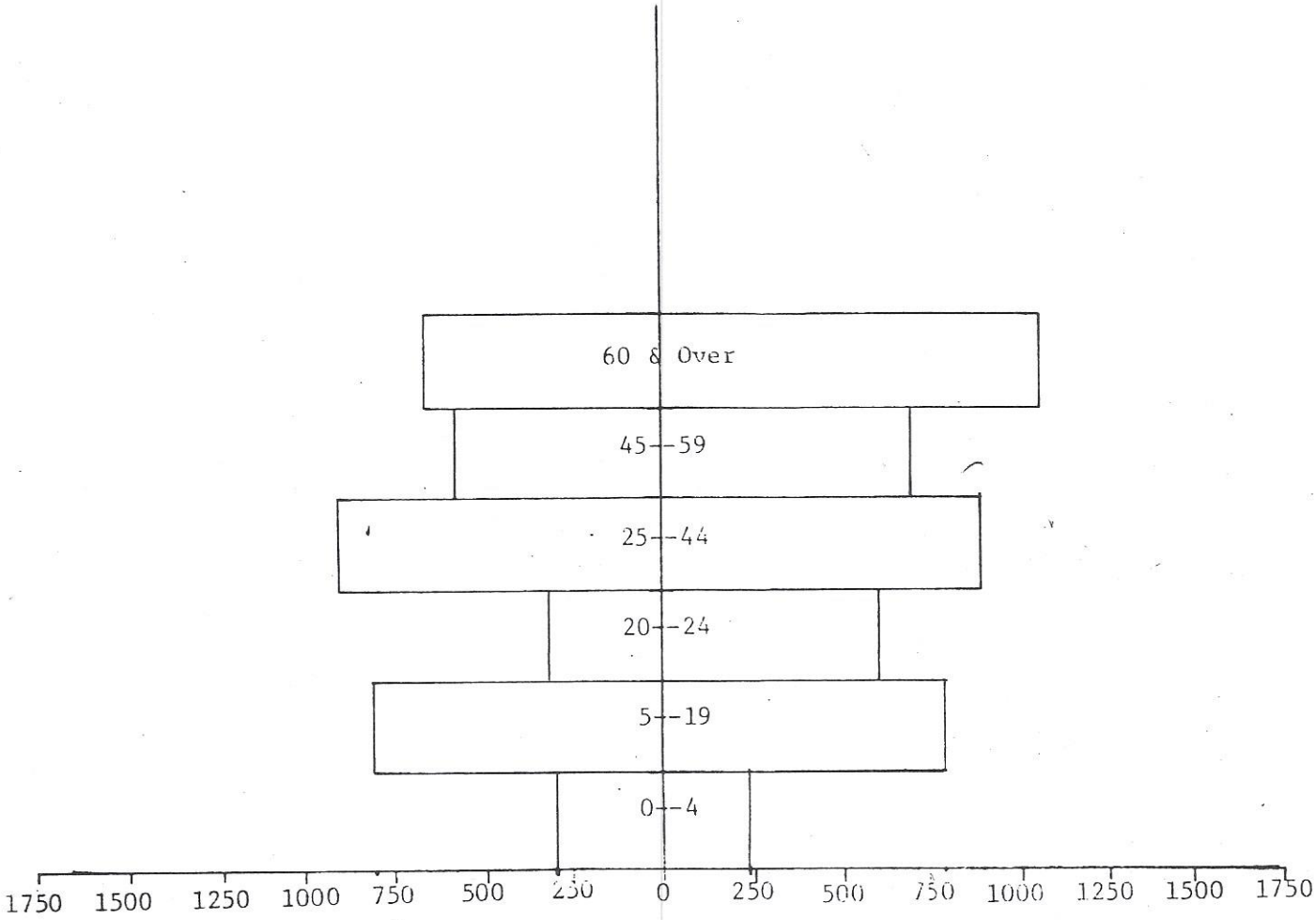


Chart 2

AGE DISTRIBUTION - 1980

LAWRENCE TOWNSHIP

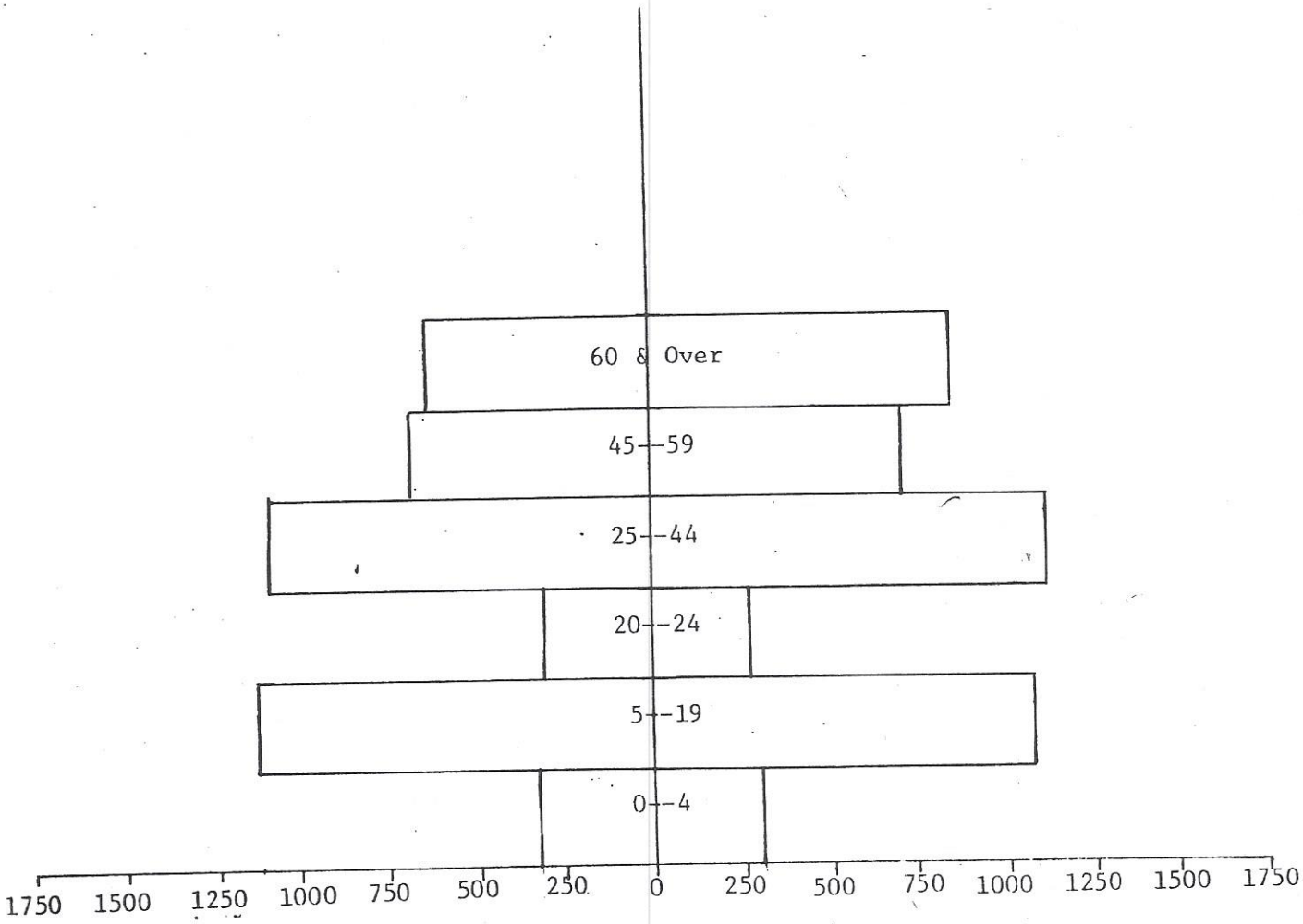


Chart 3

AGE DISTRIBUTION - 1980

STUDY AREA

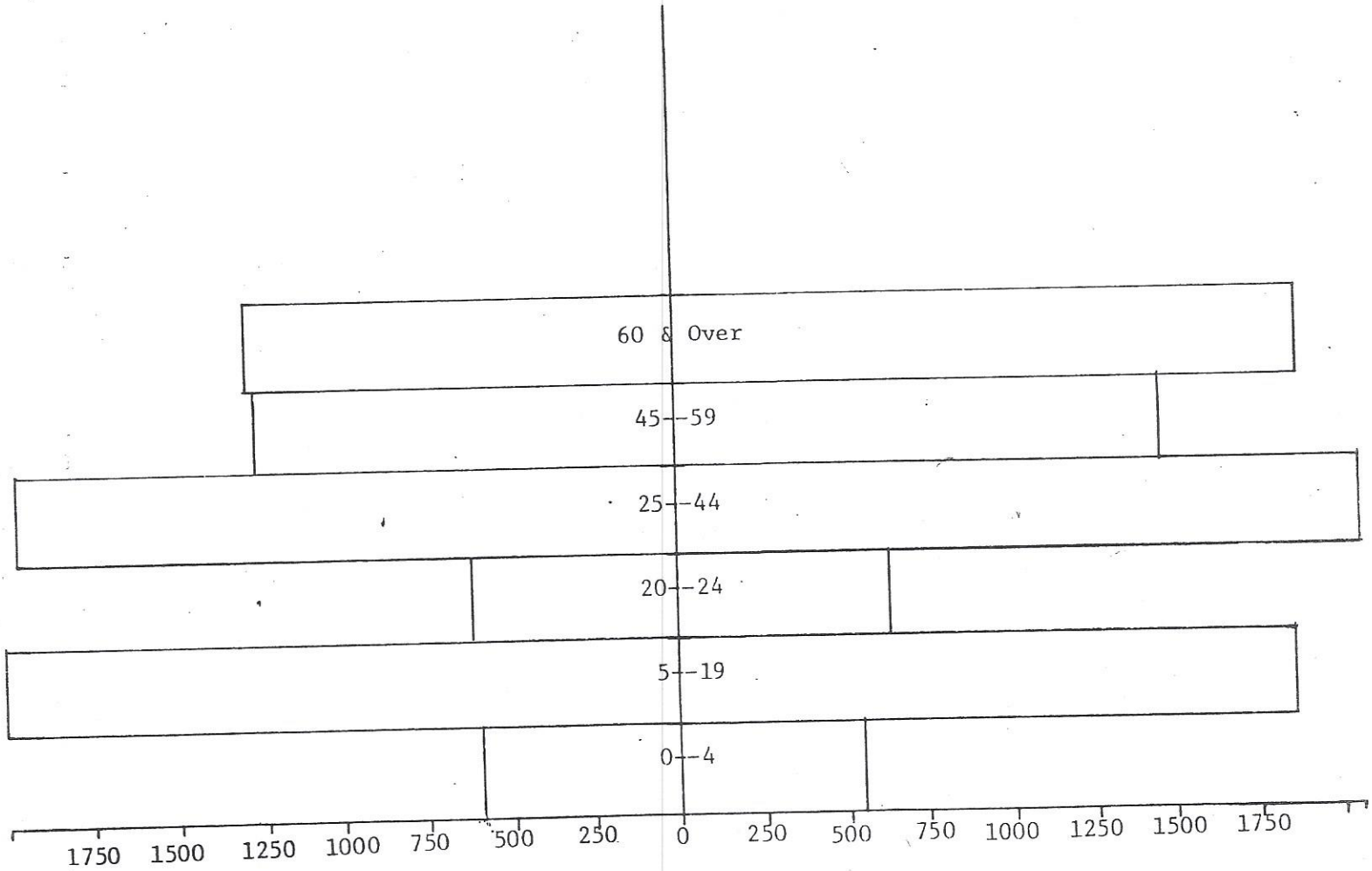
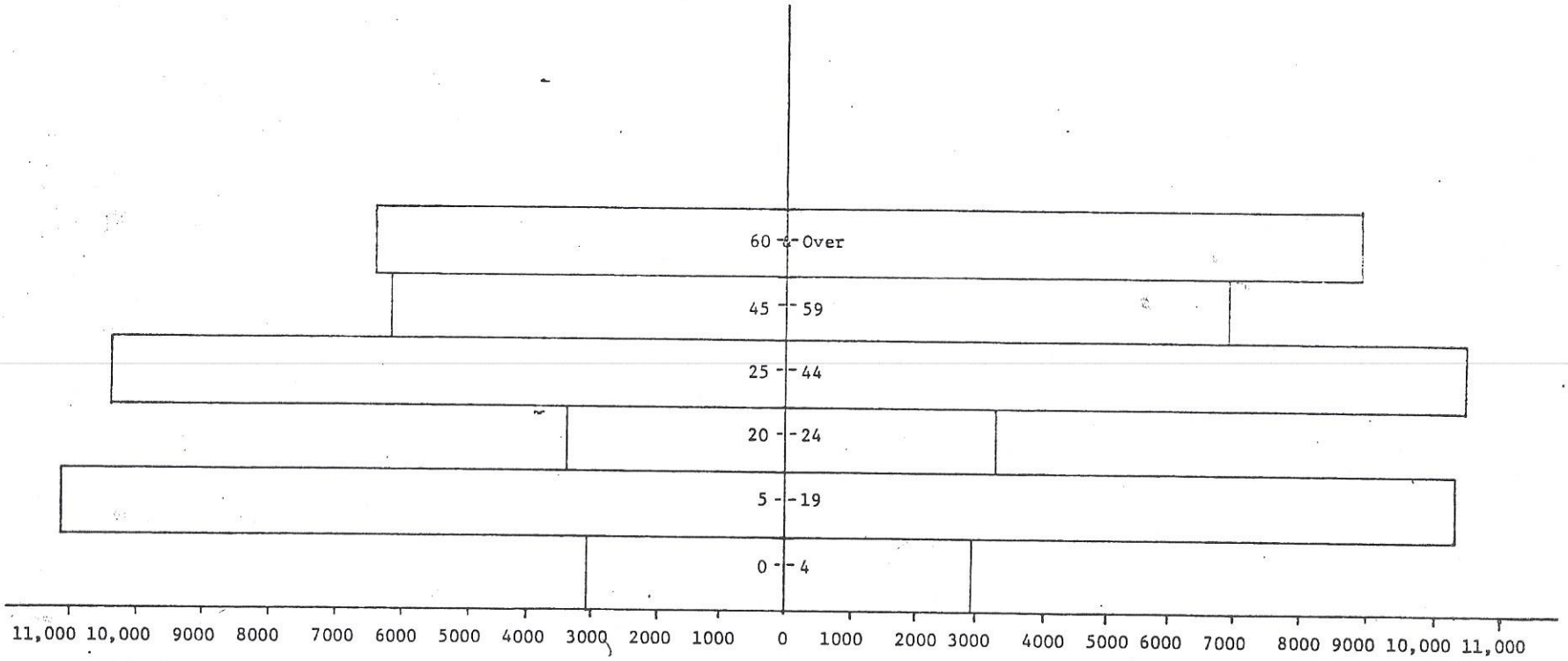


Chart 4

AGE DISTRIBUTION - 1980

CLEARFIELD COUNTY



# Table 9

AGE DISTRIBUTION 1980

| Age | CLEARFIELD BOROUGH | | | | LAWRENCE TOWNSHIP | | | | STUDY AREA | | | | CLEARFIELD COUNTY | | | | PENNSYLVANIA* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % | Male | Female | Total | % |
| 0- 4 | 275 | 240 | 515 | 6.8 | 317 | 306 | 623 | 7.3 | 592 | 546 | 1,138 | 7.0 | 3,077 | 2,962 | 6,039 | 7.3 | 382.3 | 365.2 | 747.5 | 6.3 |
| 5-19 | 793 | 796 | 1,589 | 21.0 | 1,205 | 1,077 | 2,282 | 26.7 | 1,998 | 1,873 | 3,871 | 24.0 | 11,128 | 10,335 | 21,463 | 25.7 | 1,433.9 | 1,383.8 | 2,817.7 | 23.8 |
| 20-24 | 306 | 355 | 661 | 8.7 | 304 | 278 | 582 | 6.8 | 610 | 633 | 1,243 | 7.7 | 3,397 | 3,305 | 6,702 | 8.0 | 522.9 | 536.9 | 1,059.8 | 8.9 |
| 25-44 | 896 | 908 | 1,804 | 23.7 | 1,065 | 1,148 | 2,213 | 25.8 | 1,961 | 2,056 | 4,017 | 24.9 | 10,388 | 10,450 | 20,838 | 24.9 | 1,499.9 | 1,567.1 | 3,067.0 | 25.9 |
| 45-59 | 571 | 714 | 1,285 | 17.0 | 689 | 742 | 1,431 | 16.7 | 1,260 | 1,456 | 2,716 | 16.8 | 6,178 | 6,952 | 13,130 | 15.7 | 948.7 | 1,059.4 | 2,008.1 | 16.9 |
| 60 & Over | 657 | 1,069 | 1,726 | 22.8 | 624 | 808 | 1,432 | 16.7 | 1,281 | 1,877 | 3,158 | 19.6 | 6,596 | 8,810 | 15,406 | 18.4 | 894.9 | 1,269.0 | 2,163.9 | 18.2 |
| TOTAL | 3,498 | 4,082 | 7,580 | 100.0 | 4,204 | 4,359 | 8,563 | 100.0 | 7,702 | 8,441 | 16,143 | 100.0 | 40,764 | 42,814 | 83,578 | 100.0 | 5,682.6 | 6,181.3 | 11,863.9 | 100.0 |

* in thousands

SOURCE: 1980 U. S. Census

For the purposes of this study, the projections are based on a variety of factors. These include examining past growth, developable land, employment trends, age distribution of current population, and available community facilities.

1. Clearfield Borough

It can be seen in Table 10 and Chart 5 that the population of Clearfield has steadily declined since 1950 (19.0%). Although the Borough population declined between 1970 and 1980, Clearfield County experienced both economic and population increases. These increases were primarily a result of the completion of Interstate 80 and the return of the coal mining industry. If this trend continues, as anticipated, then it is projected that Clearfield Borough will continue to experience slight population increases. It is projected that the population of Clearfield Borough will increase to 7,684 by 1990 (1.4%), 7,821 by 2000 (1.8%) and 7,888 by 2010 (0.9%). This will result in a 4.1% increase for the 1980-2010 time period. Again, it must be stressed that these projections are based on an assumption of continued economic growth in Clearfield County.

2. Lawrence Township

As mentioned in the "Economy" section, the trends of Clearfield Borough (i.e., demographic, economic, etc.) are very much reflected in Lawrence Township. Yet during the past ten (10) years Lawrence Township experienced a 40.5% population increase. With the economic recovery and the completion of Interstate 80 it is projected that the population of Lawrence Township will increase to 9,368 by 1990 (9.4%), to 9,820 by 2000 (4.8%), and to 10,048 by 2010 (1.7%). This will result in an overall increase of 17.3% for the thirty (30) year period. It should be noted that unless demographic trends in DuBois reverse, Lawrence Township will be the most highly populated municipality in Clearfield County by 1990.

3. Study Area

The projected population of the Study Area is derived by simply adding the projected populations of Clearfield Borough and Lawrence Township. Thus it is projected that the Study Area's population will increase to 17,052 by 1990 (5.6%), 17,641 by 2000 (3.5%) and 17,936 by 2010 (1.7%). The net result for the thirty (30) year period is an increase of 11.1%. Officials must be aware of the potential for this increase when planning for housing, water, sewer, utilities, community facilities and other necessities required to accommodate a population increase.

Table 10

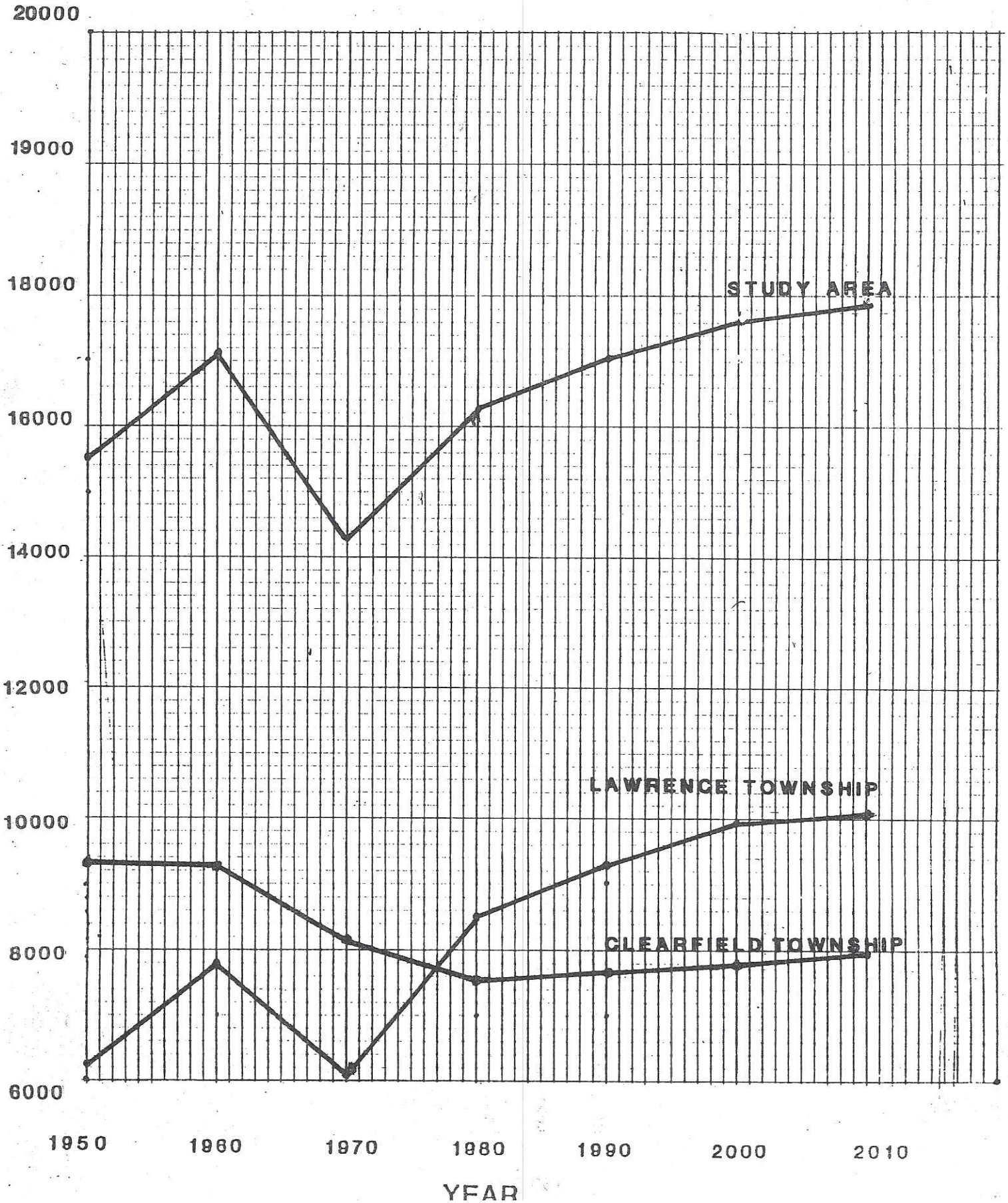
POPULATION PROJECTIONS

| | 1980 | | 1990 | | 2000 | | 2010 | | 1980-2010 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Pop. | % Change | Pop. | % Change | Pop. | % Change | Pop. | % Change | Total Increase | % Change |
| Clearfield Borough | 7,580 | - 7.3 | 7,684 | 1.4 | 7,821 | 1.8 | 7,888 | 0.9 | 308 | 4.1 |
| Lawrence Township | 8,563 | 40.5 | 9,368 | 9.4 | 9,820 | 4.8 | 10,048 | 2.3 | 1,485 | 17.3 |
| Study Area | 16,143 | 13.1 | 17,052 | 5.6 | 17,641 | 3.5 | 17,936 | 1.7 | 1,793 | 11.1 |

Chart 5

# POPULATION PROJECTION CHART

1950-2010



## IV. HOUSING STUDY

According to the 1980 Census, Clearfield Borough experienced a 7.4% increase in total housing units from 1970 to 1980 while housing units in Lawrence Township increased 72.5%. Overall, the number of housing units in the Study Area increased 31.8% during this time period. The increases for Clearfield County and Pennsylvania were 25.3% and 17.1% respectively (Table 11).

Table 11

INCREASE IN HOUSING UNITS 1970-1980

| | 1970 | 1980 | % Change |
|---|---|---|---|
| Clearfield Borough | 3,085.0 | 3,314.0 | 7.4 |
| Lawrence Township | 1,852.0 | 3,195.0 | 72.5 |
| Study Area | 4,937.0 | 6,509.0 | 31.8 |
| Clearfield County | 26,496.0 | 33,209.0 | 25.3 |
| Pennsylvania* | 3,927.2 | 4,597.4 | 17.1 |

* in thousands.

SOURCE: 1980 U. S. Census

It should be noted that the accuracy of these figures are subject to some doubt. Both the 1970 and 1980 housing counts appear to contain non random errors. Since these errors may actually work in opposite directions, increases in housing counts may be a spurious statistical result. For example, several studies have indicated that there was a significant error in the counting of seasonal housing units in the 1970 Census. By correcting this error in 1980, large increases in housing units were recorded, yet some of these units were overlooked in 1970, thus making the 10-year increases erroneous.

### A. VALUE

The 1980 Census provides median values for housing units and median contract rents for all municipalities in Pennsylvania. Table 12 displays these figures for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania.

Table 12

HOUSING VALUE 1980

| | Median Value | Housing Value of Less Than $20,000 (5) | Housing Valued at More Than $50,000 (5) | Median Contract Rent |
|---|---|---|---|---|
| Clearfield Borough | $34,300 | 8.9 | 8.9 | $148 |
| Lawrence Township | 35,300 | 13.0 | 15.3 | 125 |
| Study Area | N/A[1] | 10.9 | 12.0 | N/A[1] |
| Clearfield County | 30,100 | 15.0 | 9.9 | 131 |
| Pennsylvania | 39,100 | 9.8 | 18.6 | 174 |

[1] N/A - Information not available

SOURCE: 1980 U. S. Census

As Table 12 indicates, housing values in Clearfield Borough, Lawrence Township and Clearfield County tend to be lower than Pennsylvania's. Perhaps the most revealing figure is that, while Pennsylvania has 18.6% of its housing valued at $50,000 or more, only Lawrence Township (15.3%) approaches the State figure in this category. It should be noted that because housing values are much lower in rural areas, these figures could be somewhat misleading. However, these figures still indicate that housing in the Clearfield-Lawrence area is of lesser quality than Pennsylvania as a whole. This impression is confirmed by other related data, such as age of housing, which indicates a generally aged housing stock for the area.

B. AGE

The 1980 Census provides the age of occupied housing units. Table 13 displays this information for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania.

Table 13

HOUSING AGE (occupied Units)

| | Total Occupied | Pre 1940(%) | 1970 to 1980 (%) |
|---|---|---|---|
| Clearfield Borough | 3,085 | 64.7 | 8.4 |
| Lawrence Township | 2,840 | 34.2 | 26.7 |
| Study Area | 5,925 | 42.8 | 14.7 |
| Clearfield County | 29,151 | 53.7 | 19.8 |
| Pennsylvania | 4,219,606 | 44.4 | 16.2 |

SOURCE: 1980 U. S. Census.

As indicated in Table 13, Clearfield Borough and Lawrence Township have substantial differences in the age of housing. In terms of units constructed prior to 1940, Clearfield Borough contains 64.7%, while Lawrence Township (34.2%) and Clearfield County (53.7%) compare more favorably to Pennsylvania (44.4%). In terms of units constructed since 1970, Clearfield Borough 8.4% is significantly lower than Lawrence Township (26.7%), Clearfield County (19.8%) and Pennsylvania (16.2%). These differences are obviously a reflection of the population trends in the two municipalities during the past forty (40) years. Clearfield Borough is an established, and largely built-up, community, while Lawrence Township contains large expanses of developable land adjacent to employment and commercial centers. Overall, the Study Area's figures for these two categories were nearly equal to Pennsylvania's as a whole (Table 13 ).

C. SIZE

Table 14 depicts the percentage of year round units by size (number of rooms) for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania.

Table 14 indicates the size of housing units in Clearfield Borough, Lawrence Township and Clearfield County are fairly consistent to those of Pennsylvania. In the category "6 rooms or more" Clearfield Borough (51.6%) and Lawrence Township (49.6%) have slightly fewer units than Clearfield County (55.3%) and Pennsylvania (53.8%).

Another aspect in analyzing the household situation of an area is the number of persons per household. Table 15 illustrates this information for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania.

Table 14

YEAR ROUND HOUSING UNITS BY SIZE 1980

| | Clearfield Borough | | Lawrence Township | | Study Area | | Clearfield County | | Pennsylvania* | |
|---|---|---|---|---|---|---|---|---|---|---|
| | # | % | # | % | # | % | # | % | # | % |
| 1 room | 33 | 1.0 | 22 | 0.7 | 55 | 0.9 | 337 | 1.1 | 58.7 | 1.3 |
| 2 rooms | 110 | 3.3 | 67 | 2.1 | 177 | 2.7 | 507 | 1.6 | 103.8 | 2.3 |
| 3 rooms | 399 | 12.1 | 159 | 5.1 | 558 | 8.7 | 1550 | 4.9 | 378.5 | 8.4 |
| 4 rooms | 503 | 15.2 | 598 | 19.1 | 1101 | 17.1 | 4800 | 15.2 | 691.7 | 15.4 |
| 5 rooms | 557 | 16.8 | 732 | 23.4 | 1289 | 20.0 | 6899 | 21.9 | 849.5 | 18.8 |
| 6 or more rooms | 1710 | 51.6 | 1556 | 49.6 | 3266 | 50.6 | 17457 | 55.3 | 2427.3 | 53.8 |
| TOTAL | 3312 | 100.0 | 3134 | 100.0 | 6446 | 100.0 | 31550 | 100.0 | 4509.3 | 100.0 |

*in thousands.

SOURCE: 1980 U. S. Census

Table 15

PERSONS PER HOUSING UNIT 1980

| | Clearfield Borough | | | Lawrence Township | | | Study Area | | | Clearfield County | | | Pennsylvania* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | # of Units | # of Persons | % of Units | # of Units | # of Persons | % of Units | # of Units | # of Persons | % of Units | # of Units | # of Persons | % of Units | # of Units | # of Persons | % of Units |
| 1 person | 965 | 965 | 31.3 | 456 | 456 | 16.1 | 1421 | 1421 | 24.0 | 6116 | 6116 | 21.0 | 955.9 | 955.9 | 22.7 |
| 2 persons | 958 | 1916 | 31.0 | 893 | 1786 | 31.4 | 1851 | 3702 | 31.2 | 8734 | 17468 | 29.9 | 1310.1 | 2620.2 | 31.0 |
| 3 persons | 477 | 1431 | 15.5 | 553 | 1659 | 19.5 | 1030 | 3090 | 17.4 | 5209 | 15627 | 17.9 | 745.9 | 2237.7 | 17.7 |
| 4 persons | 394 | 1576 | 12.8 | 524 | 2096 | 18.5 | 918 | 3672 | 15.5 | 4725 | 18900 | 16.2 | 651.6 | 2606.4 | 15.4 |
| 5 persons | 186 | 930 | 6.0 | 248 | 1240 | 8.7 | 434 | 2170 | 7.3 | 2558 | 12790 | 8.8 | 329.5 | 1647.5 | 7.8 |
| 6 or more persons | 105 | 762 | 3.4 | 166 | 1326 | 5.8 | 271 | 2088 | 4.6 | 1809 | 12677 | 6.2 | 226.1 | 1769.2 | 5.4 |
| TOTAL | 3085 | 7580 | 100.0 | 2840 | 8563 | 100.0 | 5925 | 16143 | 100.0 | 29151 | 83578 | 100.0 | 4219.1 | 11863.9 | 100.0 |

*in thousands

SOURCE: 1980 U. S. Census

As Table 16 indicates, the number of persons per unit reveals a very significant factor in the Clearfield-Lawrence area. Although Lawrence Township (8,563) has a higher population than Clearfield Borough (7,580), Clearfield Borough has a larger number (3,085) of occupied housing units than Lawrence Township (2,840). One possible reason for this phenomenon is the large number of elderly housing units. Many of these elderly households contain only one resident.

The 1980 Census also provides information indicative of housing overcrowding as an expression of need. The baseline measurement is housing units with 1.01 or more persons per room. Table 16 depicts this information.

Table 16

UNITS WITH 1.01 OR MORE PERSONS PER ROOM

| | Total Year-round Units | Units with 1.01 or More Persons Per Room | % with 1.01 or More Persons Per Room |
|---|---|---|---|
| Clearfield Borough | 3,085 | 39 | 1.3 |
| Lawrence Township | 2,840 | 90 | 3.2 |
| Study Area | 5,925 | 129 | 2.2 |
| Clearfield County | 29,151 | 893 | 3.1 |
| Pennsylvania | 4,219,606 | 101,290 | 2.4 |

SOURCE: 1980 U. S. Census.

Although Lawrence Township (3.2%) exceeds the State figure (2.4%) in the percentage of units having 1.01 or more persons per room, the Study Area's percentage (2.2%) is still slightly lower than Pennsylvania's. This indicates that the Clearfield-Lawrence Township area does not face an overcrowding condition. Again, this might be a reflection of the high percentage of elderly that reside alone.

## D. VACANCY

The vacancy rate is an important indicator of housing Need. Table 17 displays this information for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania.

Table 17

VACANCY RATES 1980

| | Owner | Renter |
|---|---|---|
| Clearfield Borough | 2.3 | 8.9 |
| Lawrence Township | 1.7 | 5.7 |
| Study Area | 2.0 | 8.0 |
| Clearfield County | 1.3 | 7.2 |
| Pennsylvania | 1.4 | 6.8 |

SOURCE: 1980 U. S. Census.

Table 17 indicates that Clearfield Borough has slightly higher vacancy rates (i.e., more vacant units) than Pennsylvania. This is also reflected in the rates of the Study Area. These higher rates could possibly be a reflection of the population decline in Clearfield Borough.

## E. CONDITION

The 1980 Census does not define housing in terms of standard, substandard and dilapidated. To evaluate the condition of housing, this study will refer to the number of units lacking complete plumbing facilities. While this method is not as reliable as direct inspection, it can provide a general indication of housing quality.

Table 18

HOUSING UNITS LACKING COMPLETE PLUMBING FACILITIES

| | Year-Round Units | Year-Round Units Lacking Complete Plumbing | % Lacking Complete Plumbing |
|---|---|---|---|
| Clearfield Borough | 3,085 | 79 | 2.6 |
| Lawrence Township | 2,840 | 135 | 4.8 |
| Study Area | 5,925 | 214 | 3.6 |
| Clearfield County | 29,151 | 2,586 | 8.9 |
| Pennsylvania | 4,219,606 | 168,897 | 4.0 |

SOURCE: 1980 U. S. Census.

As Table 18 indicates Clearfield Borough, Lawrence Township, and the Study Area are all close to the State percentage (4.0%) of units lacking complete plumbing facilities. These figures are even more favorable when compared to the County percentage (8.9%).

## F. HOUSING NEED

The housing situation in the Clearfield-Lawrence Township area is very similar to many of the older communities throughout the North Central Region. The housing stock is aged, with low median values and slightly substandard conditions. The high percentage of elderly population often reduces the amount of reinvestment in existing housing for renovation and repair. Elderly people are often unable to provide proper maintenance, thus the condition of housing will decline. Also, the older houses are usually poorly insulated, thus requiring high amounts of heat energy to counteract the harsh climate of the area.

## G. NEIGHBORHOOD ASSESSMENT

### 1. Central Business District

There is general agreement that the Central Business District is that area bounded by Fourth Street, East Pine, East Walnut and the Susquehanna River. The area is generally characterized as a business district but it also includes several public buildings, parks, mixed residential-commercial buildings and a fairly large number of detached residential structures.

Conditions in the neighborhood vary greatly according to location. Large, well-kept mansions are located along Front Street and larger homes continue along Second Street and sections of Pine, Locust, Market and Cherry. Blocks on the fringe of the neighborhood are considerably more dense and show outward signs of deterioration.

Much of the deterioration in this neighborhood can be attributed to environmental conditions. The area is subject to heavy volumes of traffic and on-street parking along streets that were not designed to handle it. Conversion of housing is also taking place including both conversion to provide multi-family occupancy and a mixing of several different types of land use in older residential structures.

### 2. West Side

Development within the Clearfield Borough limit but west of the Susquehanna River is known as the West Side. Although primarily residential in character, this area contains the county fiargrounds, Clearfield's hospital, several industrial sites, and a number of professional offices.

Housing conditions remain quite good even though several negative environmental factors in the neighborhood exist. The density of the area is high and there are a number of conversions and mixed land uses. There are scattered individual dwellings that do show signs of deterioration throughout the area.

One section of the West Side, known as Orr's Run, does have some concentrations of deteriorating structures. A mini-neighborhood improvement program has been established in this area and included rehabilitation and the construction of improvements in sanitary and storm sewer lines.

Areas directly outside of the Borough limit overlooking the West Side are considerably newer and contain well kept houses. Sites are generally steep and access is somewhat poor but these characteristics only add to the character of the area.

3. Second Ward

This neighborhood comprises the southern most section of the Borough, south of Park Avenue and the Susquehanna River to the by-pass. Much of the area, especially south of Third Street, contains a variety of light and heavy industrial uses and several commercial uses. There are, though, a number of residential structures. Most of the residential structures are quite sound but there are some concentrations of blight, especially in or around industrial sites.

A large site within this neighborhood and inside the borough limits has been developed into residential sites with larger, nicer homes. Formerly a swamp, development was made possible by fill from construction of the by-pass and site improvements partially funded under the Community Development Grant Program.

Funding through the 1976 Non-Metropolitan Discretionary Community Development Program was also used throughout the neighborhood for improvements in the storm and sanitary sewers and for code enforcement and redevelopment. The intent of this funding was to eliminate blighting influences in the neighborhood.

4. Park Avenue

This neighborhood is a transitional area between downtown and Walnut Street to the north and Park Avenue and the industrial district to the south. The predominant land use throughout this neighborhood is residential except for a strip of commercial and light industrial uses between Front Street and the railroad. Homes in the area are older and there is a relatively high density but conditions are very good.

5. Leonard Grade School

Just east of downtown and below the hillside defined by Cemetery Road and Clark Street lies this somewhat isolated small neighborhood. Land uses are considerably mixed and quite a few converstions have taken place. Environmental conditions are further compounded by traffic, parking and slope characteristics. Much of the area is quite deteriorated.

6. Hillsdale

Located above the Leonard Grade School District and just outside the Borough limits, this neighborhood contains both a number of individual frame structures and several mobile homes. Surrounded by steep slopes, access to the Hillsdale area is very poor. On the other hand, these slopes afford some very good views of the river valley and Clearfield Borough. Housing and structural conditions in the built-up sections of Hillsdale are very poor.

7. Lower Brewery Hill

This district lies north of Pine Street to the top of the hill. The area contains a number of retail and commercial buildings, several indistrial plants and heavy commercial uses, but few residential uses. The eight block area north of Pine Street to Reed Street and between Second and Fourth shows some signs of deterioration.

8. East End

The East End is comprised of most of the northeast sector of the Borough between the Susquehanna River and the cemetery. A large portion of the neighborhood, north of U. S. 322, is occupied by the Harbison and Walker Refractories, railroad yards, and several smaller industrial plants. The remainder of the neighborhood is predominately residential.

It is evident that residents of the East End take considerable pride in their homes. Conditions are generally very good even though environmental conditions such as high density and the industrial influence, are not necessarily favorable.

9. Plymptonville

Plymptonville is a development just north of the Borough in Lawrence Township on the flats between Moose Creek and the Susquehanna River. The area is predominantly residential but contains some industrial and heavy commercial uses. Conditions in this area are generally good.

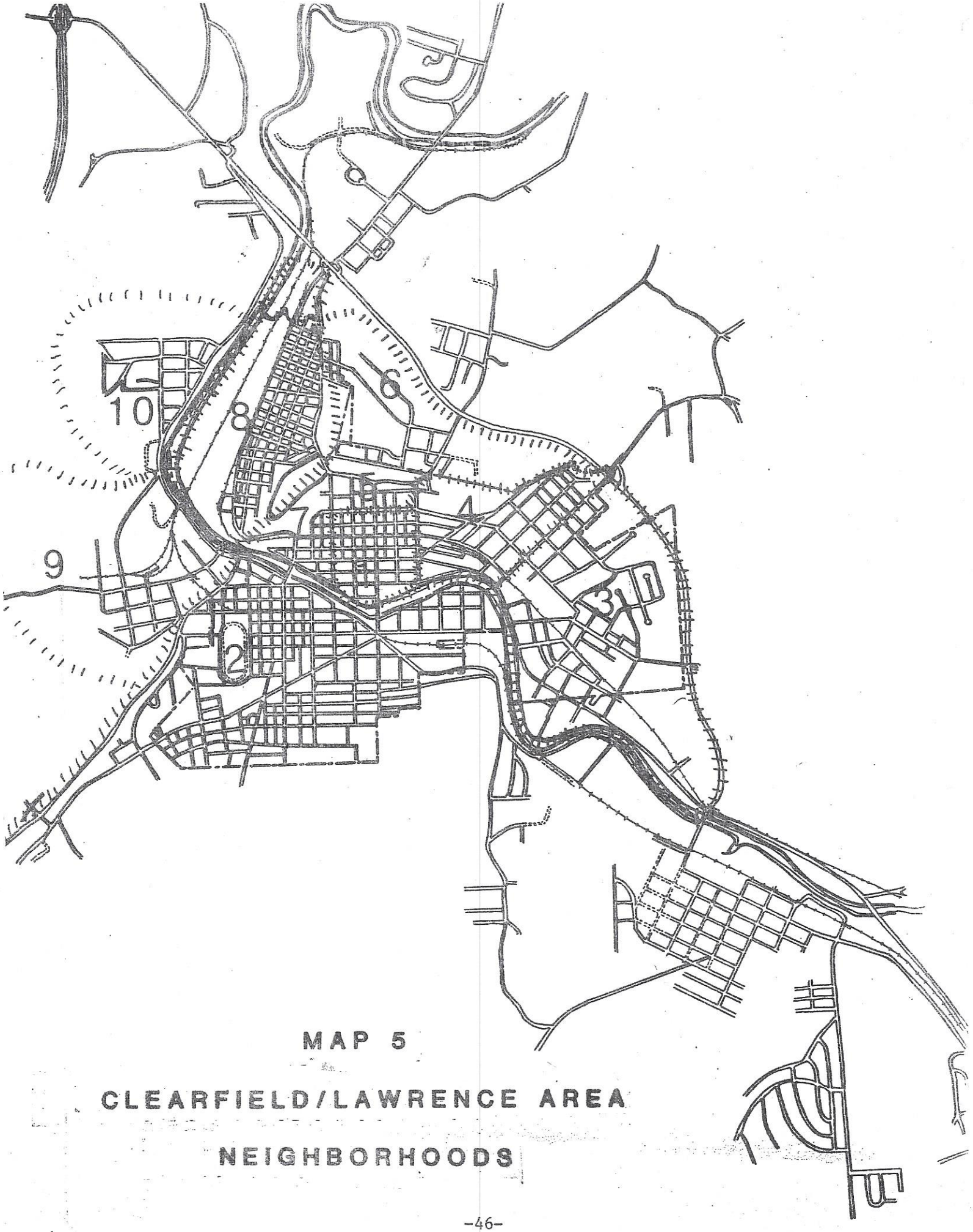
10. Kerr Addition

Located north of the river across from the railroad yards and the Harbison Walker Refractories, Kerr Addition is also a housing

development. Many structures throughout Kerr Addition are in need of some repair. Extensive blight is noted with only a few structures showing signs of holding on.

11. Other Areas

Several other areas of development are found in Lawrence Township including: Golden Rod Farms, the old Owens farm, Lawrence Park Village, the village of Hyde, Country Club Hills, Highview Village, and Susquehanna Terrace. In all these areas, conditions appear to be generally very good.




MAP 5

CLEARFIELD/LAWRENCE AREA

NEIGHBORHOODS

# V. INFRASTRUCTURE

Infrastructure might be defined as basic services necessary for development to occur and which generally fall into two broad categories relating either to utilities or transportation. Utilities include items such as the provision of water, sewage treatment, refuse disposal, gas, electricity and telephone services. Transportation infrastructure involves rail, air and water transportation facilities as well as major highway networks (see Transportation section). Whether or not specific utilities or transportation facilities are needed depends on the type of development and its relative location. Electric power, water, sewer and transportation access are the most basic types of infrastructure necessary for development of a particular site. Of the four, electricity is the only completely flexible type of infrastructure that does not require a large capital investment on the part of the community. The remaining three will most likely require some sort of investment, although alternatives do exist.

## A. ELECTRIC POWER

The Clearfield-Lawrence area is provided electrical service by the Pennsylvania Electric Company (Penelec) and United Electric Cooperative (Unilec). Penelec serves all of Clearfield Borough and the developed sections of Lawrence Township while Unilec, a rural electric cooperative, serves the outlying sections of Lawrence Township. Present service from both companies is more than adequate for existing needs. As stated previously, electric power is the only completely flexible utility. The system can be expanded to meet the needs as development occurs. This does not mean that the system is limitless. Specific industrial requirements and future energy shortages affect the ability of the power companies to meet future needs.

## B. TELEPHONE SERVICES

Telephone service for Clearfield Borough and Lawrence Township is provided by Bell Telephone Company of Pennsylvania.

## C. NATURAL GAS SERVICE

Counties Natural Gas Company provides natural gas service to all of Clearfield Borough and to densely populated sections of Lawrence Township.

## D. SEWER SERVICE

### 1. Clearfield Borough

Sewage collection and disposal is provided to Clearfield Borough by the Clearfield Sewage Treatment Plant administered by a Joint Borough-Township Authority. It is estimated that the plant serves a population of approximately 9,500.

The system consists of two plants. The first plant, located behind the Harbison Walker Refractories (Map 6), is designed to handle 6.9 million gallons per day (MGD). The second plant, located near Hyde City Bridge (Map 6), has a 1.7 MGD capacity. The collectors are all gravity fed and both pump stations are of "syphon type."

The treatment plants are publicly owned and provide secondary treatment. Two 15 inch to 24 inch interceptor mains paralleling the Susquehanna River, a 24 inch main from I-80, and a 24 inch running to the south, feed a 30 inch interceptor main which runs to the sewage treatment plant.

Future plans include only regular maintenance, since the system was designed to serve a population of approximately 16,000 persons.

2. Lawrence Township

The densely populated areas of Lawrence Township receive sewage service from the Clearfield Borough Sewage Treatment Plant. However, Lawrence Township publicly owns and maintains all sewer lines in the Township. Map 6 displays the sewer service area.

The outlying sections of the Township are served by individual on-lot systems.

## E. WATER SERVICE

### 1. Clearfield Borough

The Clearfield Borough Authority provides water service to residents. The sources of water are the Moose Creek Reservoir and the Montgomery Dam. The Moose Creek Dam, located in Pike Township has an 18 million gallon capacity. The Montgomery Dam, located on Route 153 near Rockton has 210 million gallon capacity.

Also included in the water system are two (2) storage tanks. The first tank is located near the Interstate 80 and PA Route 879 interchange and 500,000 gallon capacity. The second tank is located on the PA Route 879 by-pass and has 1.2 million gallon capacity.

At the present time the system operates on an average of 2.5 MGD and has a 3.3 MGD capacity. At present levels, the capacity of the current system far exceeds the average daily consumption. The volume available for industrial uses is also unlimited. Water mains vary from one inch to 20 inches, but the majority are 6 inches, 12 inches, and 16 to 20 inches.

Future plans include the possible reconstruction of the Moose Creek Reservoir which has been declared unsafe.

2. Lawrence Township

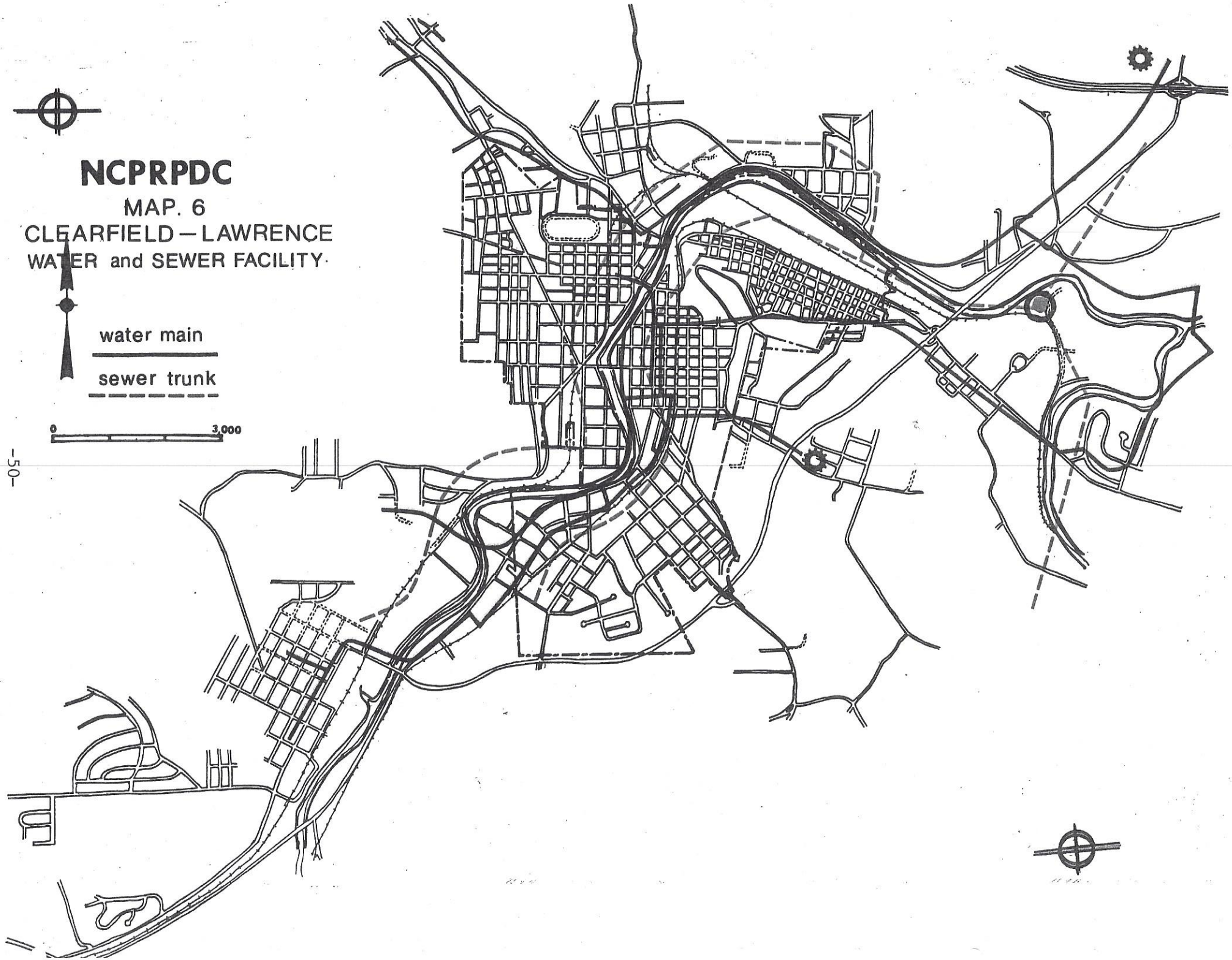
The densely populated areas of Lawrence Township obtain water service from Clearfield Borough. The Hillsdale Section of Lawrence Township operates their own water authority (one meter) and is billed by the Clearfield Authority and in turn collects from the Hillsdale residents. Map 6 displays the water service area.

F. REFUSE DISPOSAL

Clearfield Borough and Lawrence Township are provided refuse disposal by the following private haulers:

Antonuks Sanitation
Strunk Sanitation
Cupp Sanitation
Gilham Sanitation
Verischetti Sanitation

With the exception of Gilham Sanitation, all of the refuse is disposed at the Verischetti landfill, located between DuBois and Brockway. The Gilham Sanitation Company hauls to the Moshannon Valley landfill, located near Philipsburg (Centre County).


NCPRPDC
MAP. 6
CLEARFIELD – LAWRENCE
WATER and SEWER FACILITY
water main
sewer trunk
0
3,000

## VI. EXISTING HIGHWAYS AND TRANSPORTATION

### A. REGIONAL HIGHWAY FACILITIES

Regional highways have a direct bearing on the economic well-being of the Clearfield-Lawrence Township area. Access to an adequate highway network is always a major concern of potential residential, commercial or industrial developers.

Interstate 80 is the main thoroughfare moving traffic through Clearfield County. This limited access highway enables trucks and travelers to move quickly through the northern portion of the County as well as to major metropolitan areas. Interstate 80 covers 41.9 miles in the County, from DuBois and Falls Creek in the west to Kylertown in the east.

Approximate driving time by automobile to various metropolitan areas is as follows:

| | |
|---|---|
| Pittsburgh and Erie | 2-3 hours |
| Youngstown-Warren, Ohio | 2-3 hours |
| Columbus and Cleveland | 3-4 hours |
| New York City | 5 hours |
| Chicago | 9 hours |

In addition to I-80, the regional highway system includes:

U. S. Route 322 - a major east-west highway which runs from Cleveland, Ohio to Atlantic City, New Jersey.

PA Route 879 - runs from Moshannon (Centre County) through Clearfield and on to Grampian.

PA Route 153 - runs from Challange (Elk County) through Clearfield and on to Houtzdale.

### B. MAJOR STREET AND HIGHWAY SYSTEM

#### 1. Clearfield Borough

##### a. Classification of Major Streets and Highways

In order to provide a logical basis for analyzing the major street system of the Borough, the various streets and roads must be classified according to the type and volume of traffic they carry, as well as their overall function in the traffic and circulation system of the Borough. Based on their major function and overall design, the street system can then be grouped in the following categories: Expressways, Major Arterial Streets, Collector Streets, and Local Streets.

With the exception of Expressways which are almost universally designed as limited access highways to carry heavy volumes of high speed through traffic, the remaining three types of streets, while they perform different functions, also have similar characteristics. Chief among these are that they usually intersect at grade with each other at frequent intervals and usually perform a land service function for abutting properties. For the purposes of this study, based on field observations of current traffic circulation patterns, the major street system of Clearfield has been identified and classified in accordance with the following criteria and are as shown in Table 19 and further illustrated on the Major Street and Traffic Characteristics map.

(1) Expressways

An Expressway is devoted entirely to the expeditious movement of large volumes of through traffic between regional areas, and perform little or no direct land service function. It is characterized by some degree of access control in the form of access-free rights-of-way, except at interchanges, median strips and grade separations at crossroads. At the present time, Clearfield does not have any Expressways in its major street system.

(2) Major Arterial Streets

A Major Arterial Street is designed to provide for the principal movement of traffic within and through an area not served by Expressways. They interconnect the principal traffic generators within an urban area as well as the important rural routes. Major Arterials mainly serve to move traffic, but they normally also perform a secondary land service function in the form of free access to abutting properties, curb parking and on-street loading. Since land access, parking and loading are subordinate to the primary function of Major Arterials, they may be restricted or prohibited altogether to improve traffic carrying capacity and traffic safety. Clearfield has several Major Arterial Streets which traverse the Borough.

(3) Collector Streets

The Collector Street provides for traffic movement between Major Arterials, local streets and rural roads. In Clearfield, Collector Streets have been further classified as Primary Collectors and Secondary Collectors.

(4) Primary Collector

A Primary Collector serves very much in the manner of a Major Arterial, in that it is part of a radial street system. Traffic volumes on this system, however, are generally less, the length of trips shorter, and the traffic more local in its origin and destination.

Land access is, or should be, a secondary function, and the design and operation of this type of street should emphasize traffic circulation. Land access and on-street parking and loading are subordinate to the primary function and may be restricted in the interest of improving traffic carrying capacity and traffic safety.

(3) Secondary Collector

The Collector Street provides for traffic movement between Major Arterials, local streets and rural roads. In Clearfield, Collector Streets have been further classified as Primary Collectors and Secondary Collectors.

(4) Primary Collector

A Primary Collector serves very much in the manner of a Major Arterial, in that it is part of a radial street system. Traffic volumes on this system, however, are generally less, the length of trips shorter, and the traffic more local in its origin and destination. Land access is, or should be, a secondary function, and the design and operation of this type of street should emphasize traffic circulation. Land access and on-street parking and loading are subordinate to the primary function and may be restricted in the interest of improving traffic carrying capacity and traffic safety.

(5) Secondary Collector

A Secondary Collector serves internal traffic movement in an urban area. Traffic volumes are variable and may often be high, such as in a high density residential, business or industrial area. They ordinarily do not handle through-traffic vehicle trips and are not, of necessity, continuous over any great length. The Secondary Collector is intended to supply abutting property with the same degree of land service as a Local Street, while at the same time serving local traffic movement.

(6) Local Street

The principal function of a Local Street is to provide access, both vehicular and pedestrian, to properties abutting the right-of-way. Although Local Streets make up a large percentage of the total street mileage, they carry only a small proportion of daily vehicle miles of travel. Moving traffic volumes should be light so as not to impair the land access function. Through-traffic, buses and heavy trucks should be excluded on such streets, except where the street serves a commercial or industrial district.

Table 19

## MAJOR STREET AND HIGHWAY CLASSIFICATION
## BOROUGH OF CLEARFIELD, PENNSYLVANIA

### MAJOR ARTERIAL STREETS

Second Street (U. S. 322)
Bridge Street - Bigler Avenue (U. S. 322)
River Street - (PA 879)
West Front - Race Street
Turnpike Avenue (L.R. 17041)
Gulich Avenue - Coal Hill Road (L.R. 17040)
East Market Street - Clark Street (L.R. 17119)
Park Avenue

### PRIMARY COLLECTOR STREETS

Third Street
Front Street
East Locust Street
East Cherry Street
Cemetery Road - Woodland Road
East Eighth Street
Williams Street - West Front Street
Nichols Street - Martin Street

### SECONDARY COLLECTOR STREETS

Daisy Street
East Pine Street
East Walnut Street
Fourth Street
Spruce Street
Chester Street
Weaver Street
West Second Street
Merrill Street
Park Street
Clearfield Street
West Fourth Street
West Fifth Street
West Market Street

### LOCAL STREETS

Balance of street network in the Borough

SOURCE: Survey and Classification, Bellante and Clauss, Inc.

b. Existing Street Characteristics

The ability of a community's major street system to adequately and conveniently satisfy present and future traffic demands is governed by a number of factors. The most important of these are related to the physical characteristics of each street, such as its location, design, type of construction and the various traffic controls that are imposed on each street. An analysis of these factors must therefore be dealt with in terms of street right-of-way widths, width of pavement, street grades and alignment, intersection features, street conditions, and traffic and parking controls. As a part of the traffic and transportation survey for Clearfield, all of these features relating to the Borough's major street system have been compiled and analyzed, and are presented in the following discussion. All of the data has been summarized and presented in Table 20.

(1) Right-of-Way Widths

The right-of-way width of a street or highway is one of the most important features of a street that governs its practical and potential ability to carry present and future traffic volumes. It is measured from property line to property line of abutting properties on each side of the street, and consists of the entire portion or strip of land that has been dedicated to public use for the purpose of street construction. Ordinarily, such features as sidewalks, turning lanes, planting strips, fire hydrants, and other public utilities above and below ground are constructed within the right-of-way. Its width, therefore, will determine ultimate street paving widths and the type and size of the other installations discussed above.

The right-of-way widths of the major street system in Clearfield range from a low of 33 feet over sections of Turnpike Avenue to a high of 100 and 120 feet over the new section of West Front Street and Race Street (PA Route 153). The maximum right-of-way on nearly all other streets is 60 feet. On the Major Arterial Street system which has been designated in the Borough, only portions of Second Street, Bigler Avenue and River Street have the required 60-foot right-of-way recommended for this type of roadway. Other Arterial Streets, such as Clark Street, Gulich Avenue and Park Avenue, have only 30-to-50-foot rights-of-way.

On the Primary Collector system which has been designated, where a minimum 60-foot right-of-way should also prevail, only Front Street, East Locust and East Cherry Streets meet the standard. The balance of the Primary Collectors have rights-of-way which vary from only 30 feet up to 60 feet. The heavily traveled Collector Streets, Cemetery and Woodland Roads, for example, have rights-of-way which range from 40 to 45 feet.

Table 20

EXISTING STREET CHARACTERISTICS

BOROUGH OF CLEARFIELD, PENNSYLVANIA

| STREET | RIGHT-OF-WAY WIDTH | PAVEMENT WIDTH | SURFACE TYPE AND CONDITION | GRADE FEATURES |
|---|---|---|---|---|
| MAJOR ARTERIAL STREETS | | | | |
| Second Street | 40'-70' | 22'-50' | Conc., Bit. Conc.-Good | Level |
| Bridge Street-Bigler Ave. (U.S.Route 322) | 50'-60' | 22'-35'-40' | Conc.-Good | Level to Medium |
| River Street (PA 879) | 50'-90' | 23' | Bit. Conc.-Good | Level |
| West Frong Street-Race St. (PA 153) | 100'-120' | 2-24' lanes 20' median | Conc.-Good | Level |
| Turnpike Ave. (L.R. 17041) | 35'-45' | 18.5'-22' | Bit. Conc.-Good | Level to Medium |
| Gulich Ave.-Coal Hill Road | 40' | 18' | Bit. Conc.-Good | Medium to Steep |
| East Market Street | 70' | 34'-40' | Bit. Conc.-Good | Level to Medium |
| Clark Street (L.R. 17119) | 35' | 18' | Bit. Conc.-Good | Steep |
| Park Avenue | 50' | 26'-32' | Conc.-Good | Level to Medium |
| PRIMARY COLLECTOR STREETS | | | | |
| Third Street | 30'-60' | 19'-36.5' | Bit. Conc.-Good | Level to Medium |
| Front Street | 60' | 24'-31' | Conc., Bit. Conc.-Good | Level |
| East Locust Street | 60' | 32'-33' | Bit. Conc.-Good | Level |
| Cemetery Road-Woodland Road | 40'-45' | 20'-28.5' | Bit. Conc.-Good | Steep |
| East Eighth Street | 50' | 22' | Bit. Conc.-Good | Medium to Steep |
| Williams St.-West Front St. | 50'-60' | 19'-36' | Bit. Conc.-Good | Level |
| Nichols St.-Martin St. | 40'-60' | 18'-30.5' | Bit. Conc.-Good | Level to Medium |
| East Cherry Street | 60' | 32' | Bit. Conc.-Good | Level |

Table 20 (Cont.)

EXISTING STREET CHARACTERISTICS

BOROUGH OF CLEARFIELD, PENNSYLVANIA

| STREET | RIGHT-OF-WAY WIDTH | PAVEMENT WIDTH | SURFACE TYPE AND CONDITION | GRADE FEATURES |
|---|---|---|---|---|
| SECONDARY COLLECTOR STREETS | | | | |
| Daisy Street | 50'-60' | 25' | Conc.-Good | Level |
| East Pine Street | 60' | 29'-32' | Bit. Conc.-Good | Level |
| East Walnut Street | 60' | 25' | Bit. Conc.-Good | Level to Medium |
| Fourth Street | 50'-60' | 22'-32' | Bit. Conc.-Good | Level to Medium |
| Spruce Street | 60' | 25' | Bit. Conc.-Good | Level |
| Chester Street | 60' | 21' | Bit. Conc.-Good | Level |
| Weaver Street | 60' | 12' & 14' land; 10' median | Bit. Conc.-Good | Level |
| West Second Street | 60' | 22'-24' | Bit. Conc.-Good | Level |
| Merrill Street | 60' | 22' | Bit. Conc.-Good | Level |
| Park Street | 40' | 23'-26' | Bit. Conc.-Good | Level |
| Clearfield Street | 45' | 24' | Bit. Conc.-Good | Level |
| West Fourth Street | 50' | 24' | Bit. Conc.-Good | Level |
| West Fifth-Nichols | 40'-50' | 24'-30.5' | Bit. Conc.-Good | Level |
| West Market Street | 60' | 20.5' | Bit. Conc.-Good | Medium |

Table 20 (Cont.)

EXISTING STREET CHARACTERISTICS

BOROUGH OF CLEARFIELD, PENNSYLVANIA

| STREET | ALIGNMENT | TRAFFIC FLOW | CURB PARKING |
|---|---|---|---|
| MAJOR ARTERIAL STREETS | | | |
| Second Street (U. S. 322) | Moderate Curved | Two-Way | Both Sides from Bridge to East |
| Bridge St.-Bigler Ave. (U.S. 322) | Curved | Two-Way | Both Sides from Walnut South<br>No Parking - Both Sides |
| River Street (PA 879) | Moderate Curved | Two-Way | No Parking - Both Sides |
| West Front St.-Race St. (PA 153) | Moderate Curved | Two-Way | No Parking - Both Sides |
| Turnpike Avenue (L.R. 17041) | Straight | Two-Way | No Parking - Both Sides |
| Gulich Ave.-Coal Hill Road | Straight to Curved | Two-Way | No Parking - Both Sides |
| East Market Street | Straight | Two-Way | Parking - Both Sides |
| Clark Street (L.R. 17119) | Curved | Two-Way | No Parking - Both Sides |
| Park Avenue | Straight | Two-Way | Parking - Both Sides |
| PRIMARY COLLECTOR STREETS | | | |
| Third Street | Moderate Curved | Two-Way | Parking - Both Sides |
| Front Street | Moderate Curved | Two-Way | Parking one side from East Cherry to East Market; both sides Market to Locust; no parking on balance |
| East Locust Street | Straight | Two-Way | Parking - Both Sides |
| East Cherry Street | Straight | Two-Way | Parking - Both Sides |
| Cemetery Road-Woodland Road | Curved | Two-Way | No Parking - Both Sides |
| East Eighth Street | Straight | Two-Way | Parking - Both Sides |

Table 20 (Cont.)

EXISTING STREET CHARACTERISTICS

BOROUGH OF CLEARFIELD, PENNSYLVANIA

| STREET | ALIGNMENT | TRAFFIC FLOW | CURB PARKING |
|---|---|---|---|
| PRIMARY COLLECTOR STREETS (Cont.) | | | |
| Williams St.-West Front St. | Moderate Curved | Two-Way | Parking - One Side Only |
| Nichols St.-Martin St. | Straight | Two-Way | Parking Both Sides on Nichols Only; No Parking on Balance |
| SECONDARY COLLECTOR STREETS | | | |
| Daisy Street | Moderate Curved | Two-Way | Parking - Both Sides |
| East Pine Street | Straight | Two-Way | Parking - Both Sides |
| East Walnut Street | Straight | Two-Way | Parking - Both Sides |
| Fourth Street | Moderate Curved | Partial One-Way | Parking - Both Sides |
| Spruce Street | Straight | Two-Way | Parking - Both Sides |
| Chester Street | Straight | Two-Way | No Parking - Both Sides |
| Weaver Street | Moderate Curved | Two-Way | Parking - One Side Only |
| West Second Street | Straight | Two-Way | Parking - Both Sides |
| Merrill Street | Straight | Two-Way | Parking - Both Sides |
| Park Street | Moderate Curved | Two-Way | Parking - Both Sides |
| Clearfield Street | Straight | Two-Way | Parking - One Side Only |
| West Fourth Street | Straight | Two-Way | Parking - Both Sides |
| West Fifth-Nichols | Straight | Two-Way | Parking - One Side Only |
| West Market Street | Straight | Two-Way | Parking - One Side Only |

SOURCE: Survey and Classification; Bellante and Clauss, Inc., December 1966.

On the Secondary Collector Street system, nearly all of these streets have right-of-way widths which vary from 50 to 60 feet and are at or above the standard. A few streets, however- such as Park Street, Clearfield Street and part of Nichols Street, have less than 50-foot rights-of-way.

The absence of adequate right-of-way widths on some of the more important traffic carriers comprising the major street system seriously restricts their future potential for additional carrying capacity. The acquisition of additional right-of-way for increased pavement widths in built-up areas is not only costly but it can and often does disrupt otherwise sound commercial, residential and other development by forcing the removal of buildings and structures. It is essential, therefore, that such proposals be held to a minimum and a traffic circulation pattern be designed to avoid the necessity of such action by directing traffic to streets capable of being improved to perform the required function or by establishing a one-way traffic system.

(2) Pavement Widths

Pavement width refers to that portion of the right-of-way of a street which has been improved for vehicular travel and service. Ordinarily, it is the paved width measured from curb to curb of the actual roadway which is used to carry traffic. The number and width of traffic lanes are the most critical factors which determine the amount and type of traffic a roadway can carry. These design features can also be affected by parking, signalization and other factors which impede the free flow of traffic. For example, a 40-foot paved street could accommodate four 10-foot traffic lanes (two lines in each direction). If parking is permitted on both sides, the effective pavement width is essentially reduced to two traffic lines (one in each direction), thus reducing vehicle carrying capacity. The speed of traffic would also be slower due to movement of vehicles in and out of the parking lanes.

A pavement width of 20 to 24 feet is generally considered the absolute minimum width for two traffic lanes (10 to 12 feet per lane). If a street is also to provide for curb parking, an additional 8 feet should be provided for each parking lane. On highways where the speed of traffic is fast, a minimum of 10 feet per parking-service lane is preferable.

Pavement widths on the Borough's major street system vary from an average minimum of 18 feet to a maximum width of 40 feet. Weaver Street, which is divided down the center over most of its length by the Chessie System railroad,

has one 12-foot lane and one 14-foot lane, which will only permit one-way travel in each direction. In terms of the absolute minimum of 20 feet of paving width (two 10-foot lanes) for two directional traffic flow, several streets on both the Arterial and Primary Collector system are below this standard. Turnpike Avenue, for example, is only 18 to 19 feet wide over various sections, and no section is over 22 feet wide. Effective use of this street as an Arterial Route requires that on-street parking be prohibited on both sides over its entire length. Clark Street, another heavily traveled Arterial Street, has only an 18-foot paved width. Martin Street, a fairly well-traveled Primary Collector Street, also has an 18-foot paved width which narrows down to 15 feet as it enters Lawrence Township.

With respect to recommended paving widths for specific types of major streets, some of the more critical conditions which exist should also be noted. On Arterial and Primary Collector Streets, it will be noted that the recommended paving width (Table 20) should be on the order of 44 feet. This will provide for two 12-foot traffic lanes and two 10-foot parking-service lanes. On the Borough's Major Arterial and Primary Collector system, it will be noted that only portions of East Market (34' to 40') and Second Street (37' to 40') in the business district approaches the recommended standard. As noted previously, part of this traffic-restricting feature is alleviated by prohibiting traffic on one or both sides of the street over various sections; however, the effective paving width is still reduced over critical sections of these streets. Parking on both sides of Second Street from Bridge Street to East Walnut Street, for example, reduces the 40-foot paved width to just slightly over 20 feet, or two 10-to-11-foot traffic lanes. The need to allow for cars pulling in and out of curb parking spaces coupled with permitted left turns onto cross streets creates considerable vehicle delay and congestion over this heavily traveled thoroughfare. Ordinarily, this section of the street could accommodate four 10-foot traffic lanes (two in each direction) or alternately for three traffic lanes and a 10-foot parking lane on one side. Out of sheer necessity, the Borough and/or state has had to control parking on similarly situated streets with narrow paving widths.

(3) Street Grades

Excessive street grades can become a limiting factor on the ability of a street to serve its essential function of carrying traffic and providing access. In addition to this,

steep-graded streets are difficult to maintain, can create surface drainage problems and are invariably dangerous during inclement weather periods, as well as costly to service with ash or salt during the winter season. In most cases, the maximum recommended grade for Major Arterials and Expressways is 3 to 4 percent, particularly where there is an influence from intersections or interchanges. Grades of 5 to 6 percent are usually not prohibitive if their length is short. The maximum grade on Collector Streets should preferably be held to about 8 percent, while on Local Streets desirable grades should not exceed 10 to 12 percent. In initiating or administering regulations which govern local street construction, existing physical and topographic features must be taken into consideration, while at the same time recognizing the needs and protection of the property owner and public. Where conditions warrant, standards should not be so rigid as to be unreasonable or demand more in the way of standards or construction than is basically required to install a safe, serviceable public right-of-way. This may be an important consideration in the future if the Borough corporation limits are extended to take in existing and new development which will require the layout and construction of new streets.

At the present time, practically all of the Borough's public streets have been improved for all-weather use, and, except for one or two cases, excessive grades are not a problem over much of the existing major street system. The most significant examples of streets that approach critical grades are Clark Street, Cemetery and Woodland Roads, and Coal Hill Road. Due to the existing topography, it is doubtful whether the basic gradients could be improved; however, some street intersections improvements, street widenings and realignments could be very helpful.

(4) Street Construction and Condition

The majority of all the improved streets in the Borough are of basic concrete or brick construction, or a combination of these and other stabilized subbases, many of which have bituminous concrete wearing surfaces. For the most part, these streets have been well maintained, are free of damaging holes and cuts, and show no evidence of structural failure.

(5) Street Alignment

Proper street and roadway alignment that allows for sufficient horizontal sight and stopping distances is essential for safe and efficient vehicle operation. This is most imperative where vehicles travel at moderate to fast speeds. Due to the

general gridiron pattern of most of the Borough's street system, there are very few critical street alignment problems on the major street system. Those street sections noted where poor sight distance and abrupt changes in curve exist include: South Second Street, Clark Street, Cemetery and Woodland Roads, Bigler Avenue (west end), and South Third Street.

(6) Street Intersections

Improperly designed intersections are major deterrents to the free flow of traffic and are the most frequent location of traffic accidents. Factors which govern adequacy of design include the angle of intersecting streets, intersection grades, sight distance and turning radii.

In general, streets should intersect at right angles, and intersections of more than two streets at one point should definitely be avoided. Where streets entering opposite sides of another street cannot be designed to intersect directly to form a four-corner intersection, a minimum offset of 150 feet between the center lines of the intersecting side streets should be provided. On Local or Collector Streets, where traffic is controlled by stop signs, it is necessary that a driver of a stopped vehicle, for safety reasons, see enough of the major street to be able to negotiate the intersection without entering the path of on-coming vehicles.

(a) North and South Second Streets (U. S. 322)

Several hazardous intersection and congestion points exist along this Arterial Route throughout the Borough. The more serious of these exist at the intersection of Front Street and South Second Street, Park Avenue, and at Alexander Avenue just south of the Borough. Considerable traffic delay and congestion also occurs at the North Second Street and along Bridge Street during peak traffic hours. A number of other Borough streets also intersect South Second Street; however, the principal traffic movements occur at the above noted points. The widening and reconstruction of South Second Street and Route 322 from Front Street south to the Hyde Bridge has permitted safer traffic movement at these intersections with the provision of wider curb radii and turning lanes.

(b) Bridge Street, River Street, West Front Street and Nichols Street

Like the West Market Street-Turnpike Avenue intersection, considerable congestion occurs along this principal Arterial Street at its various intersections. The widening and improvement of West Front Street and Race Street (Route 153) has, of course, channeled much of

major commercial and through traffic to these intersections, and considerable congestion occurs at all periods of the day.

(c) East Eighth Street and Woodland Avenue

The critical conditions which exist at this intersection primarily include the lack of adequate sight distance due to the street grade differences and the sharp curve on Woodland Avenue. A similar problem exists at several other streets which also intersect Woodland Street.

(d) East Eighth Street and Bigler Avenue (U. S. 322)

Due to the relatively high rates of speed along Bigler Avenue and the absence of any signalization, cross-traffic movements on and off of Eighth Street are extremely hazardous.

There are several intersections on the Borough's major street system which are hazardous as a result of deficiencies in one or a combination of the above criteria. These are identified on the Major Street Chracteristics map, and are discussed below.

(e) Intersection of West Market Street, Turnpike Avenue, Gulich, William and West Second Streets

This five-street intersection is perhaps one of the most congested and hazardous intersections in the Borough. In addition to the congestion resulting from numerous turning movements that are permitted, the ability to negotiate several of these turns is complicated by the narrow angles at which the streets converge and differences in street grades at the various approaches. In addition to these factors, the intersection is further congested due to the at-grade crossing of the railroad tracts.

(7) Traffic Volumes and Street Capacities

Previous sections of this study have dealt primarily with identifying and delineating the major street system of the Borough. This included discussions on the pattern of regional and local traffic, existing physical characteristics of the major street system, and other factors which either aid or impede the free flow of traffic in and through the Borough. The purpose of this section of the report is to present an analysis and evaluation of the actual volumes of traffic using parts of the major street system and the current and future impact of this traffic. A subsequent section will deal with proposed local and regional highway projects which are expected to influence or affect traffic movements in the Borough.

(a) Current Traffic Volumes

At the present time, reliable traffic volume data for the Borough is rather limited and involves only those streets on the Borough's major street system which are designated as Legislative Routes (State Routes) or State and/or Federal Routes. Those streets for which fairly recent traffic volume data has been compiled by the Pennsylvania Department of Highways are as shown in Table 21. For the purpose of this discussion, the available data has been updated to 1984 in a manner which is accepted as good engineering practice for traffic estimate and projection purposes.

As shown in Table 21, current traffic volumes on the most heavily traveled sections of the Borough's major street system range from an average of about 8,660 vehicles per day using Alexander Street to 17,660 vehicles per day using Bridge Street. This data includes both local and through traffic, and the figures are expressed as the average number of vehicle trips per day over the period of the current year.

A more definitive assessment of the impact of these traffic volumes can be made by estimating the peak hour traffic volumes which may occur in the morning or evening on an average day. In general, these are the periods during the day when a majority of vehicles are utilized in moving people and goods in the daily course of travel to and from places of employment, shopping and for other commercial purposes. Peak hour demand rates are also important from the standpoint of estimating the ability of a roadway section to carry certain traffic volumes, and this is generally expressed as the hourly rate of capacity. As shown in Column 3 of the Table, some of the more heavily traveled streets on the major street system, such as Bridge Street, may attain peak hour traffic flows of 2,120 vehicles per hour. This is equivalent to trying to move from 18 to 30 vehicles per minute over a designated point or section of a busy street or highway.

(b) Vehicle Carrying Capacity and Deficiencies

As noted previously, the principal feature of a street which governs its capacity to carry traffic is its overall paving width and the number of moving traffic lanes it affords. Based on the results of extensive surveys and studies carried out by the National Highway Research Board, fairly accurate estimates of hourly traffic

capacity on most types of streets can be made, with a variety of factors being taken into consideration. The more important of these, in addition to paving width, is the incidence of on-street parking, turning movements, the amount of green signal time at signalized intersections, and the class of street or highway, i.e., its location in a downtown urban area or an intermediate or rural area.

Based on the average paving width of the streets on the major system under consideration, and with the above factors taken into consideration, the practical hourly capacity of various street sections have been computed and are as shown in Column 4 of Table 21. These are considered to be conservative estimates of the current carrying capacity of these streets during normal traffic periods and under the general prevailing practice of curb parking and signalized intersection control.

The inability of most of these street sections to carry their respective current volumes of peak hour traffic is clearly demonstrated in Column 5 of the Table. Based on their hourly capacity as compared to peak hour demands (usually twice a day) all of these street sections with the exception of Market Street, have an indicated vehicle carrying capacity deficiency.

2. Township of Lawrence

a. Classification of Major Streets and Highways

As already outlined in previous sections of this report, the same basic road network which serves Clearfield Borough, other than purely local Borough streets, also serves Lawrence Township to a large extent. The principal exceptions to this primarily involve the Keystone Shortway, which traverses Township territory only and several State Legislative Routes which cross the Township without actually providing direct access to or from the Borough. On an overall basis, however, the major street and highway system located in the Township is closely linked with that of the Borough, and both systems form an integral road network which serves the entire planning area. In order to maintain some continuity in terms of roadway designation, therefore, the major roadway system of the Township has been classified in basically the same manner as that described in the discussion for the Borough, and includes Expressways, Primary Arterial Highways and Collector Roads. With respect to the latter classification and because of the vast network of Township roads, only Primary Collector Roads have been identified to delineate those roads which actually link Arterial Highways in various sections of the Township. Table 22 has been prepared to identify the Township's major street and highway system.

Table 21

TRAFFIC VOLUMES, CARRYING CAPACITY AND ROADWAY DEFICIENCIES

BOROUGH OF CLEARFIELD, PENNSYLVANIA

| MAJOR STREET SYSTEM[1] | 1984 A.A.D.T.[2] | 1984 PEAK HOUR VOLUME[3] | PRACTICAL HOURLY VEHICLE CAPACITY[4] | CAPACITY SURPLUS OR DEFICIENCY |
|---|---|---|---|---|
| South Second Street (Business District) U. S. 322 | 9,560 | 1,150 | 1,010 | -140 |
| South Second Street at Park Avenue | 15,190 | 1,820 | 650 | -1,170 |
| Alexander Street | 8,660 | 1,040 | 650 | -390 |
| Bigler Avenue, U.S. 322 | 8,440-13,720 | 1,010-1,650 | 590-1,360 | -420:-290 |
| Bridge Street, U.S. 322 | 17,660 | 2,120 | 1,490 | -630 |
| Market Street | 4,950-8,210 | 590-980 | 1,010 | +420:+30 |

[1]Includes only those streets on Major System for which traffic data was available from the Pennsylvania Department of Highways.

[2]Average Annual Daily Traffic Volumes, estimated from 1971 Traffic Volume Data prepared by the Pennsylvania Department of Highways. Updating computed by an increase Sector of 1.1249 as recommended by the Highway Dept.

[3]Data reflects estimate of 30th Highest Hourly Volume as recommended by Highway Research Board, U. S. Bureau of Public Roads. (Approximately .12 A.A.D.T.)

[4]Estimates based on rated capacities for various roadways as recommended by Highway Research Board, U. S. Bureau of Public Roads.

SOURCE: Survey and Classification: Bellante and Clauss, Inc., December 1966.

Table 22

## MAJOR STREET AND HIGHWAY CLASSIFICATION
## TOWNSHIP OF LAWRENCE, PENNSYLVANIA

### EXPRESSWAYS

Keystone Shortway (Interstate Route 80)
U. S. 322 Bypass

### MAJOR ARTERIAL HIGHWAYS

Those which also serve Clearfield Borough:

U. S. Route 322
State Route 879
State Route 153
L. R. 17120 - Clark Street Extended
L. R. 17038 - Park Avenue Extended (spur)
L. R. 17040 - Coal Hill Road

Those which primarily serve Lawrence Township and adjacent areas:

L. R. 17051 - Mount Joy Road - North of Clearfield
L. R. 17038 - Running north to south through central sector of Township (Glen Richey)
L. R. 17098-99 - Hyde City and south to U. S. 322 and Country Club Area
L. R. 17089-40 - Hyde City and west
State Route 869 - East to west across southern sector of Township
L. R. 17037 - Southern part of Township (Glen Richey) to Pike Township

### PRIMARY COLLECTORS

T.R. 610
T.R. 599
T.R. 606
T.R. 519
L.R. 17085 Mill Road
L.R. 17084
L.R. 17080
T.R. 508
T.R. 591
T.R. 579-590
T.R. 598
T.R. 457
T.R. 602 - Bridge Road to State Route 879

### BALANCE OF STREET AND HIGHWAY NETWORK

Balance of Township Roads and Subdivision Streets.

SOURCE: Survey and Classification, Bellante and Clauss, Inc., December 1966.

b. Existing Street and Highway Characteristics

In general, the basic roadway characteristic of the Township's major street and highway system ideally should meet the various standards relating to right-of-way widths, pavement widths, condition, alignment, grade and other standards which have been outlined in previous sections. This is particularly true for the more urbanized sectors of the Township surrounding the Borough; however, in the outlying and rural sectors, such standards may not be realistic. With the exception of several major State Routes such as U. S. 322 and State Route 153, traffic volumes on much of the balance of the Township road system are relatively low. This includes most of the State and Legislative Routes, many of which have been classified as Arterial Routes, more from the standpoint of function rather than traffic volumes. Also, it will be seen from Table 22 and the Major Streets and Traffic Characteristics map that most of the Primary Collector Roads are essentially Township Roads which provide the most direct means of travel between Arterial Highways and outlying points in the Township. A number of these are actually unimproved roads which are infrequently used, except by local residents and farms which abut these roads.

(1) Right of Way and Paving Widths

Right-of-way widths on the major street and highway system fall into two general divisions: those which relate to designed State Traffic and Legislative Routes and those which involve Township Roads and key local subdivision streets. On the basis of discussions with the State Highway Department and an examination of available maps, right-of-way widths on the entire State system vary considerably and range between 45 and 65 feet. On those roads which are essentially Township Routes, an average 33-foot right-of-way is in existence over most of this system.

With respect to paving widths, these vary over most of the State Routes which make up the Arterial Highway system and range from 15 feet to 22 feet. Paving widths on those sections of Township roads which are improved with a hard surface vary from about 14 feet to 18 feet. These paving widths are somewhat wider on several key streets in major subdivisions.

(2) Street Grades and Alignment

Street grades and alignment on the more important and heavily traveled streets and highways do not present any major problems since most of these are located on relatively level or slightly sloping grades throughout most of the urbanized sector of the Township surrounding Clearfield Borough.

Extending outward from the Borough, however, into the more rural and hilly, wooded areas, roadway grades and alignments are quite severe. Due to the topography and ground relief, however, there is little that can be done to improve these conditions, for it is evident that most of these roads are already located along the most accessible grades and rights-of way.

(3) Hazardous Intersections and Congestion Points

Most of the hazardous intersections and points of traffic congestion which currently exist on the Township's major traffic system occur adjacent to the Borough and in those sectors of the Township which are more urbanized. These are shown on both the Borough and Township Major Street and Traffic Characteristics maps, and are further defined as follows:

- Daisy Street and U. S. Route 322 East
- Bigler Avenue (U. S. 322) and Township Road 602 (Susquehanna River crossing)
- U. S. Route 322 East and Township Road 591
- U. S. Route 322 East and access road to Sewage Treatment Plant
- Intersection of Owens Street and Mapes Street with State Route 879 (Kerr Addition)
- Mt. Joy Road and State Route 879
- Mill Road and Turnpike Avenue
- Approach of State Route 879 just north of Keystone Shortway
- Coal Hill Road and Hyde City Road
- Hyde Bridge on Route 322 South and Hyde City Side
- U. S. Route 322 South and L.R. 17145
- U. S. Route 322 South and L.R. 17040
- L. R. 17037 at Glen Richey

Most of these hazardous intersections and points of congestion involve the intersection of lesser traveled but important streets on the major street system, with heavily traveled arterial routes. Other which carry more traffic and which are considered to be most critical, particularly during morning and evening peak hour periods, are the crossings at the Hyde Bridge, Mill Road and Turnpike Avenue, and the bridge crossing (Township Road 602) across the Susquehanna River.

(4) Traffic Volumes and Street Capacities

As in the case with Clearfield Borough, traffic volume data for the major road system in Lawrence Township is limited primarily to State traffic and Legislative Routes only. With the exception of U. S. Route 322 East and South and Routes 153 and 879 and Country Club Road, traffic volumes as shown on the Traffic map are relatively low.

In terms of current and future traffic volumes, the most critical areas of concern involve U. S. Route 322 south and State Route 879. Traffic volumes on Route 879, for example, have increased sharply since the Keystone Shortway and Wolf Run Interchange have been completed. This, of course, was the basic impetus for providing the Clearfield By-Pass which intersects with this route. With respect to U. S. Route 322 South, much of the congestion which occurs between the Borough and Hyde City on this route has been alleviated with the widening and improvement project.

## C. LOCAL AND REGIONAL TRAFFIC PLANS

During the course of the Traffic and Transportation Study for the Clearfield-Lawrence area, several conferences were held with officials and responsible personnel in the State Highway Department, Division 2 Office at Clearfield. The purpose of these conferences was to obtain all available data on the local street and highway system in the Clearfield-Lawrence area, and to determine the nature and scope of present and proposed traffic and transportation plans under consideration by the Department. The conferences also served to advise the Department that the Borough and Township are undertaking a Comprehensive Planning Program, including Traffic and Transportation Plans, and that both municipalities wished to establish a closer liaison with the Department for future planning purposes. On the basis of these discussions and a review of existing highway plans and proposals, the following is a resume of current projects and proposals under consideration in the Clearfield-Lawrence planning area.

### 1. Major Highway Construction and Plans

The most significant highway construction projects in recent years were the local segments of the Keystone Shortway (Interstate Route 80). Interstate 80 has linked northern Pennsylvania with New York City and

the east coast and the state of Ohio and western points via the Ohio Turnpike. Clearfield Borough and Lawrence Township are directly linked with the Interstate via the Wolf Run Interchange (State Route 879) in Lawrence Township and by the Rockton Pike Interchange (State Route 153) just west and north of the planning area.

In anticipation of the impact of new traffic that will be generated in the area by the Shortway, the State Highway Department completed the entire reconstruction of a new and relocated Route 153 from the Shortway to downtown Clearfield. While this route provides direct access to and from the Borough and Township and I-80, local and through traffic from U. S. 322 east and from the south and west still has to traverse Bigler Avenue, Bridge Street and Second Street through the Borough. Most of this problem has been relieved by the construction of a by-pass around Clearfield Borough to the east which links U. S. 322 from south of the Borough directly to I-80.

## D. PUBLIC TRANSPORTATION

At the present time, the principal public transportation facilities located in or near and serving the Clearfield-Lawrence area include a locally based public bus company, a regional bus company, and two commercial airports. Following is a general outline of services provided by each of these transportation systems.

### 1. Bus Service

The Fullington Auto Bus Company, a locally based firm in Clearfield, has for many years operated the principal local bus transportation system serving the Clearfield-Lawrence area. While their principal garages and service facilities are located at the rear of 314 Cherry Street, local bus service emanates from the Company's bus station located at 21 North Third Street. The bus station essentially provides a waiting room and seating area, public rest rooms and a set of storage lockers. In addition to providing ticket sales and waiting room service, the bus station also serves as the local agency for passenger lines.

At the present time, the Fullington Bus Company provides daily service in and surrounding Clearfield on a regularly scheduled basis. Within the Borough, service is generally on a one-hour basis to each major section of the Borough. Supplementing this service, round trips are made to the East End, Hospital area, Kerr Addition, Reedsville, Coal Hill area, Hyde and Country Club area.

### 2. Airline Service

Commercial airline service available to the Clearfield area is provided through the facilities offered at the DuBois Airport and the Phillipsburg Airport. Connections to other major cities in the nation can then be made at Pittsburgh. Allegheny Airlines also provides service to the Phillipsburg Airport.

From Clearfield Borough itself, private air travel service is available on a chartered basis at the Clearfield Municipal Airport. Service and facility improvements at the airport are needed to provide adequate local air service.

## VII. ECONOMY

Economic development contributes significantly to the spatial change of an area. A healthy and expanding economy will provide employment opportunities and attract people. The future of an area, therefore, depends to a large extent on the economic vitality of the business community. The growth of individual localities is also dependent on the economy of the area as a whole. Adjoining communities particularly have cross effects on the growth and development of Clearfield Borough and Lawrence Township. It is important to analyze not only the economy of isolated communities within an area, but the interrelationships. Manuacturing industries for instance, generate money for the establishment of vital internal trade and service industries which play an important role in the economic well being of the area, and promote a healthy and enjoyable life style.

For these reasons, the following economic analysis will discuss the regional, county and local economies respectively, in order to reach an understanding of these factors and conditions of the Clearfield Borough-Lawrence Township area.

### A. REGION

The Clearfield-Lawrence Township area lies in the heart of the mountainous Allegheny Plateau region of Pennsylvania. It is part of the six-county North Central Region that includes Cameron, Clearfield, Elk, Jefferson, McKean and Potter Counties. In 1980 the North Central Region contained 245,254 people distributed over 5,095 square miles or 3,260,800 acres.

Nearly 90% of the land is composed of state, federal and private forests. Agriculture, which represents 8% of the landscape is diminishing, especially in the northern counties. The land is too hilly, the soil is too poor and adequate transportation facilities are lacking for intensive farming. Dairying is the primary source of farm income. This is supplemented by poultry raising, sale of livestock and other cash crops. Major cash crops grown are hay and small grain for animal feed. Farms tend to be small in size, and for the most part owner operated.

The principal employment source is the manufacturing industry. Approximately 38% of the employment is engaged in manufacturing; primarily in the machinery, apparel, metals, and stone, clay, glass and concrete industries.

Coal, oil and natural gas are the major raw materials exported from the region. Although employment in this category decreased by 50% between 1960 and 1970, it has rebounded during the late 1970s and is projected to continue to increase during the 1980s.

The majority of the regional population increase has taken place in the townships surrounding the major employment centers while the larger boroughs and cities have declined slightly during the past decade.

## B. CLEARFIELD COUNTY

Clearfield County contains 1,139 square miles with a 1980 population of 83,578. Over 83% of the land area is in forest, and 5.9% is in crop and pasture land.

### 1. Manufacturing

Manufacturing is the leading industry in Clearfield County. These basic industries are the prime movers in the overall economic mechanism. Changes in this segment have significant impacts on other economic activities, social conditions and population characteristics.

An examination of recent trends in manufacturing provides a picture of the economic situation in the manufacturing industry. Because of a lack of more recent data on the local level, the 1978 manufacturing statistics are used in this study. Although some industries have possibly closed and other new ones may have initiated operations, it is still the most recent information on the municipal level.

In 1978, there were 7,361 persons employed in the County's 109 manufacturing establishments, a decrease of 195 jobs, or 2.6%, from 1977. The largest manufacturing employer in the County was the Apparel and Other Finished Products industry (1,189 employees, twelve (12) establishments), representing 16.2% of the County's manufacturing employees. Second, with 887 employees (12%) were the eleven (11) Stone, Clay, Glass and Concrete Products establishments. The fourteen (14) Food and Kindred Products plants were third with 861 employees (11.7%). This was followed by one Transportation Equipment manufacturer, with 785 workers (10.7%). There were four (4) other manufacturing categories which individually accounted for at least 5% of total County employment. These were Electrical and Electronic Equipment group with 747 employees (10.1%), Measuring, Analyzing, and Controlling Instruments (595 employes, 8.1%), Fabricated Metal Products (670 employees, 9.2%) and the Non-Electrical Machinery (454 employees, 6.2%). Table 23 displays the 1978 manufacturing industries in Clearfield County.

### 2. Retail Trade

Table 24 displays characteristics of retail trade in Clearfield County. Although sales, payroll and the number of employees increased during the five-year period, the number of establishments decreased by 13.5 percent. This seems to indicate larger establishments with more employees. The increase in sales and payroll can be at least partially attributed to inflation. Table 24 depicts the retail sales in Clearfield County and adjacent counties.

# Table 23

MANUFACTURING INDUSTRIES FOR CLEARFIELD COUNTY

| SIC Number | Type of Industry | No. of Establishments | | Total Employment | | Wages & Salaries | | Value of Production* | |
|---|---|---|---|---|---|---|---|---|---|
| | | # | % | # | % | $ | % | $ | % |
| 20 | Food & Kindred Products | 14 | 12.8 | 861 | 11.7 | 9,565 | 12.2 | 121,216 | 31.6 |
| 23 | Apparel & Other Finished Products | 12 | 11.0 | 1,189 | 16.2 | 6,472 | 8.2 | 15,425 | 4.0 |
| 24 | Lumber & Wood Products | 25 | 22.9 | 295 | 4.0 | 2,641 | 3.4 | 19,511 | 5.1 |
| 25 | Furniture & Fixtures | 3 | 2.8 | 15 | 0.2 | 124 | 0.2 | 349 | 0.1 |
| 26 | Paper & Allied Products | 1 | 0.9 | 216 | 2.9 | D | - | D | - |
| 27 | Printing & Publishing | 8 | 7.3 | 208 | 2.8 | 1,519 | 1.9 | 4,174 | 1.1 |
| 29 | Petroleum Refining | 3 | 2.8 | 11 | 0.1 | 169 | 0.2 | 1,962 | 0.5 |
| 30 | Rubber & Misc. Plastic Products | 1 | 0.9 | 2 | 0.1 | D | - | D | - |
| 31 | Leather & Leather Products | 3 | 2.8 | 279 | 3.8 | 3,156 | 4.0 | 22,166 | 5.8 |
| 32 | Stone, Clay, Glass & Concrete Products | 11 | 10.1 | 887 | 12.0 | 12,784 | 16.2 | 43,514 | 11.3 |
| 33 | Primary Metal Industries | 4 | 3.7 | 103 | 1.4 | 1,145 | 1.5 | 3,214 | 8.4 |
| 34 | Fabricated Metal Products | 6 | 5.5 | 679 | 9.2 | 8,364 | 10.6 | 38,942 | 10.2 |
| 35 | Non Electrical Machinery | 11 | 10.1 | 454 | 6.2 | 6,756 | 8.6 | 28,292 | 7.4 |
| 36 | Electrical & Electric Machinery | 2 | 1.8 | 747 | 10.1 | D | - | D | - |
| 37 | Transportation Equipment | 1 | 0.9 | 785 | 10.7 | D | - | D | - |
| 38 | Measuring, Analyzing & Control Instruments | 1 | 0.9 | 595 | 8.1 | D | - | D | - |
| 39 | Miscellaneous Manufacturing | 3 | 2.8 | 35 | 0.5 | 211 | 2.7 | 545 | 0.1 |
| TOTAL ALL INDUSTRIES | | 109 | 100.0 | 7,361 | 100.0 | 78,742 | 100.0 | 383,427 | |

*in thousands

D - Data withheld to avoid disclosing figures for individual establishments.

SOURCE: 1978 Pennsylvania Industrial Census

Table 24

RETAIL TRADE

A. Census Period Change

| Year | Number of Establishments | Sales* | Payroll* | Employees |
|---|---|---|---|---|
| 1972 | 791 | 155,554 | 15,189 | 3,363 |
| 1977 | 684 | 286,299 | 26,396 | 4,009 |
| Percent Change | -13.5 | 84.0 | 73.8 | 19.2 |

SOURCE: Census of Retail Trade, 1972, 1977.

B. Adjacent County Comparisons - 1977

| County | Number of Employees per Establishment | Sales per Establishment* | Income per Employee |
|---|---|---|---|
| Blair | 7.1 | $396 | $6,219 |
| Cambria | 7.8 | 410 | 6,236 |
| Cameron | 3.2 | 184 | 5,339 |
| Centre | 7.6 | 406 | 5,914 |
| CLEARFIELD | 5.9 | 419 | 6,584 |
| Clinton | 5.3 | 359 | 6,184 |
| Elk | 4.4 | 269 | 5,390 |
| Indiana | 6.1 | 364 | 5,951 |
| Jefferson | 4.0 | 271 | 5,961 |

*in thousands

SOURCE: 1977 Census of Retail Trade.

As indicated in Table 24 Clearfield County compares very favorably to adjacent counties in retail trade. Clearfield County ranks first in "sales per establishment" and "income per employee."

## 3. Wholesale Trade

Wholesale Trade in Clearfield County increased significantly during the 1972-1977 time period. There was a 9 percent increase in the number of establishments, 191 percent increase in sales, 114 percent increase in payroll and 20 percent increase in employment. This trend seems to indicate a healthy and improving wholesale trade industry in Clearfield County. Much of this growth may result from continued investments in transportation-related industries along the I-80 expressway.

Table 25

WHOLESALE TRADE

A. Census Period Change

| Year | Number of Establishments | Sales* | Payroll* | Employees |
|---|---|---|---|---|
| 1972 | 100 | 88,588 | 7,281 | 899 |
| 1977 | 109 | 258,399 | 15,593 | 1,087 |
| Percent Change | 9.0 | 191.7 | 114.2 | 20.9 |

*in thousands

SOURCE: Census of Wholesale Trade, 1972, 1977.

B. Adjacent County Comparisons

| County | Number of Employees per Establishment | Sales per Establishment* | Income per Employee |
|---|---|---|---|
| Blair | 12.5 | 2,552 | $10,192 |
| Cambria | 10.7 | 1,764 | 10,498 |
| Cameron | 2.3 | 312 | 13,571 |
| Centre | 6.7 | 1,000 | 11,155 |
| CLEARFIELD | 10.0 | 2,371 | 14,345 |
| Clinton | 7.6 | 866 | 8,614 |
| Elk | 8.5 | 888 | 10,210 |
| Indiana | 9.8 | 1,527 | 9,511 |
| Jefferson | 10.5 | 2,257 | 11,236 |

*in thousands

SOURCE: 1977 Census of Wholesale Trade

As Table 25 indicates Clearfield County compares favorably to adjacent counties in Wholesale Trade. Clearfield County ranks first in "income per employee" and second in "sales per establishment." This also tends to indicate a healthy wholesale trade in Clearfield County.

4. Selected Services

Table 26 displays the characteristics for Selected Services for Clearfield County. During the 1972-1977 time period, Selected Services have increased substantially with increases of 19 percent in the number of establishments, 68 percent in payroll and 22 percent in employees. This increase is possibly a result of inflation and the population increase.

Table 26

SELECTED SERVICES

A. Census Period Change

| Year | Number of Establishments | Sales* | Payroll* | Employees |
|---|---|---|---|---|
| 1972 | 469 | 15,152 | 3,398 | 741 |
| 1977 | 561 | 27,398 | 5,723 | 905 |
| Percent Change | 19.6 | 80.8 | 68.4 | 22.1 |

*in thousands

SOURCE: Census of Selected Services 1972, 1977.

B. Adjacent County Comparisons

| County | Number of Employees per Establishment | Sales per Establishment* | Income per Employee |
|---|---|---|---|
| Blair | 3.1 | 72 | $ 6,646 |
| Cambria | 2.6 | 69 | 7,601 |
| Cameron | 3.7 | 132 | 10,032 |
| Centre | 2.3 | 62 | 9,286 |
| CLEARFIELD | 1.6 | 49 | 6,324 |
| Clinton | 1.8 | 42 | 5,034 |
| Elk | 1.1 | 27 | 4,375 |
| Indiana | 1.4 | 50 | 6,836 |
| Jefferson | 1.1 | 38 | 5,978 |

*in thousands

SOURCE: 1977 Census of Selected Services.

As Table 26 displays, the Selected Service sector of the economy does not compare as favorably to the adjacent counties as do the Retail and Wholesale Trades. Table 26 displays that Clearfield County ranks sixth in "sales per establishment" and seventh in "income per employee."

C. CLEARFIELD BOROUGH-LAWRENCE TOWNSHIP AREA

The economies of Clearfield Borough and Lawrence Township are bound very closely together. It is impossible to separate the economic efforts of business and industry in either Lawrence Township or Clearfield Borough. As an operating entity, the economies of both are interwoven into an inseparable unit.

1. Manufacturing

Table 27 displays the percentage of manufacturing in Clearfield County that takes place in the Clearfield-Lawrence area. It is apparent that the Clearfield-Lawrence area represents an important economic center in the County. Approximately one-third of the manufacturing activity occurring in the County is conducted in the area. Most of this activity is conducted in the established manufacturing center of Clearfield Borough. An analysis of the type of industry and employment characteristics, by Standard Industrial Classification (SIC), is displayed in Table 28.

Table 27

FINANCIAL STATISTICS FOR MANUFACTURING INDUSTRIES IN CLEARFIELD BOROUGH, LAWRENCE TOWNSHIP AND CLEARFIELD COUNTY

| | Clearfield Borough | | Lawrence Township | | Study Area | | Clearfield County |
|---|---|---|---|---|---|---|---|
| | # | % | # | % | # | % | # |
| Number of Establishments | 21 | 19.3 | 7 | 6.4 | 28 | 25.7 | 109 |
| Number of Employees | 2,324 | 31.6 | 280 | 3.8 | 2,604 | 35.4 | 7,361 |
| Wages & Salaries* | 26,866 | 34.1 | 3,747 | 4.8 | 30,613 | 38.9 | 78,742 |
| Value of Production* | 108,715 | 28.4 | 13,248 | 3.5 | 121,963 | 31.9 | 383,427 |

*in thousands

SOURCE: 1978 Pennsylvania Industrial Census.

# Table 28

EMPLOYMENT STATISTICS FOR MANUFACTURING INDUSTRIES IN CLEARFIELD BOROUGH AND LAWRENCE TOWNSHIP (1978)

| | CLEARFIELD BOROUGH | | | LAWRENCE TOWNSHIP | | | STUDY AREA | | | CLEARFIELD COUNTY | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | # of Establishments | # of Employees | % of Employees | # of Establishments | # of Employees | % of Employees | # of Establishments | # of Employees | % of Employees | # of Establishments | # of Employees | % of Employees |
| Food and Kindred | 3 | 71 | 3.1 | - | - | - | 3 | 71 | 2.7 | 14 | 861 | 11.7 |
| Apparel | 2 | 232 | 10.1 | 1 | 30 | 10.7 | 3 | 262 | 10.1 | 12 | 1,189 | 16.2 |
| Lumber & Wood | 1 | 19 | 0.8 | 1 | 2 | 0.7 | 2 | 21 | 0.8 | 25 | 295 | 4.0 |
| Furniture & Fixtures | 1 | 7 | 0.3 | 1 | 1 | 0.4 | 2 | 8 | 0.3 | 3 | 15 | 0.2 |
| Paper Products | 1 | 216 | 9.3 | - | - | - | 1 | 216 | 8.3 | 1 | 216 | 2.9 |
| Printing & Publishing | 2 | 119 | 5.1 | - | - | - | 2 | 119 | 4.6 | 8 | 208 | 2.8 |
| Petroleum Refining | 1 | 2 | 0.1 | - | - | - | 1 | 2 | 0.1 | 3 | 11 | 0.2 |
| Stone, Clay, Glass & Concrete Products | 2 | 351 | 15.1 | 3 | 132 | 47.1 | 5 | 483 | 18.6 | 11 | 887 | 12.1 |
| Non Electrical Machinery | 5 | 230 | 9.9 | 1 | 115 | 41.1 | 6 | 345 | 13.2 | 11 | 454 | 6.2 |
| Electrical Machinery | 1 | 274 | 11.8 | - | - | - | 1 | 274 | 10.5 | 2 | 747 | 10.1 |
| Transportation Equipment | 1 | 785 | 33.7 | - | - | - | 1 | 785 | 30.1 | 1 | 785 | 10.7 |
| Misc. Manufacturing | 1 | 18 | 0.8 | - | - | - | 1 | 18 | 0.7 | 3 | 35 | 0.5 |
| TOTAL | 21 | 2,324 | 100.0 | 7 | 280 | 100.0 | 28 | 2,604 | 100.0 | 109 | 7,361 | 100.0 |

SOURCE: 1978 PA Industrial Census

As Table 28 indicates, the manufacturing sector of the Clearfield-Lawrence Township is as nearly diverse as Clearfield County's. Table 28 indicates that six (6) different SICs comprise at least eight percent (8%) of the area's manufacturing. "Transportation Equipment" is the leading employer with 785 employees (30.1%) followed by "Stone, Clay, Glass and Concrete Products" (483 employees, 18.6%) and "Non Electrical Machinery" (345 employees, 13.2%). A diverse manufacturing sector will be an asset in sustaining a healthy economy. If one segment of the manufacturing sector is faltering, other sectors can absorb the loss, thus avoiding a high unemployment rate.

2. Trade

Although trade and service industries do not have as dynamic an effect on the local economy as manufacturing industries, they have a significant effect on local employment and cash flow within the area. These types of services are classified as dependent industries and must attract internally and from outside their geographic area to increase the local economy.

The Clearfield-Lawrence Township area is fortunate in this aspect because it is classified as one of the major commercial areas in the North Central Region. Both strip and mall development have increased during the past decade, which in turn has augmented the flow of cash into the area. This development is expected to continue during the coming years which will enhance the local economy to a further extent.

a. Retail Trade

Retail sales in the Clearfield-Lawrence Township area increased significantly during the 1972-1977 time period. Although the number of establishments decreased by 8 percent, sales, payroll and the number of employees increased. This seems to indicate larger establishments with more employees and a slightly increasing condition in retail sales. This can be attributed to both inflation and strip development which have occurred. The type of retail trade in the area is quite diversified, as indicated in Table 29.

b. Wholesale Trade

The Clearfield-Lawrence Township area contains 38 percent of the wholesale trade in Clearfield County. During the 1972-1977 time period sales and payroll increased by 142% and 63% respectively (Table 30). Although the number of establishments and employees decreased, the increase in sales and payroll tends to indicate a healthy wholesale trade in the Clearfield-Lawrence area.

Table 29

## RETAIL TRADE
## CLEARFIELD-LAWRENCE AREA

### A. Census Period Change

| Year | Number of Establishments | Sales* | Payroll | Employees |
|---|---|---|---|---|
| 1972 | 175 | 47,557 | 5,355 | 1,117 |
| 1977 | 162 | 78,383 | 8,339 | 1,137 |
| Percent Change | -8.0 | 64.8 | 55.7 | 1.8 |

### B. Retail Trade Sectors - 1977

| | Clearfield-Lawrence Area | | Clearfield County | |
|---|---|---|---|---|
| | # of Establishments | Sales* | # of Establishments | Sales* |
| Building Materials | 10 | 2,164 | 46 | 21,638 |
| General Merchandise | 6 | D | 15 | D |
| Food Stores | 13 | 12,260 | 80 | 59,197 |
| Auto Dealers | 24 | 20,280 | 83 | 70,614 |
| Apparel & Acc. Stores | 16 | 5,166 | 47 | 12,365 |
| Furniture | 11 | 2,558 | 46 | 8,965 |
| Eating & Drinking | 24 | 3,314 | 112 | 12,997 |
| Drug Stores | 6 | 2,665 | 17 | D |
| Misc. | 36 | D | 133 | 27,461 |
| Gas Stations | 16 | 10,239 | 105 | 40,938 |
| TOTAL | 162 | 78,383 | 684 | 286,299 |

* in thousands

D Data withheld to avoid individual disclosures

SOURCE: 1978 PA Industrial Census

Table 30

WHOLESALE TRADE

Clearfield-Lawrence Township
Census Period Change

| Year | Number of Establish-ments | Sales* | Payroll* | Employees |
|---|---|---|---|---|
| 1972 | 30 | 39,986 | 3,660 | 390 |
| 1977 | 29 | 96,910 | 5,966 | 367 |
| Percent Change | -3.3 | 142.4 | 63 | 5.9 |

*in thousands

SOURCE: 1972, 1977 Census of Wholesale Trade.

c. Selected Services

Table 31 depicts the Selected Service data for the Clearfield-Lawrence area during the 1972 and 1977 time periods.

Table 31

SELECTED SERVICES

Clearfield-Lawrence Township

| Year | Number of Establish-ments | Sales* | Payroll* | Employees |
|---|---|---|---|---|
| 1972 | 132 | 4,914 | 1,083 | 249 |
| 1977 | 156 | 11,500 | 2,066 | 330 |
| Percent Change | 18.1 | 134.0 | 90.8 | 32.5 |

*in thousands

SOURCE: 1972, 1977 Census of Selected Services.

Selected Services increased in all categories during the 1972-1977 time period. Establishments (18.1%), Sales (134%), Payroll (90.8%) and Employees (32.5%) all recorded increases which tends to indicate a healthy and growing Selected Service economy in the Clearfield-Lawrence area (Table 31).

D. INCOME

The 1980 Census provides a breakdown of personal and family income by municipality. This data is vital in planning functions, being used to determine such things as housing needs, employment needs, and the appropriation of federal monies.

Table 32 displays the income breakdown for Clearfield Borough, Lawrence Township and Clearfield County.

As indicated in Table 10, Lawrence Township has only 9.9% of its families in the "low income" category compared to 15.4% for Clearfield Borough and 17.1% for the County. On the other hand, Lawrence Township has 25.2% of its families in the "moderate income" category, while the Borough and County have 17.7% and 18.5% respectively.

Median income is another figure which is often used for comparison purposes. Table 33 depicts the median income for Clearfield, Lawrence Township, adjacent municipalities, Clearfield County and Pennsylvania.

Table 32

INCOME OF FAMILIES AND UNRELATED INDIVIDUALS
(1980)

| | Clearfield Borough | Lawrence Township | Clearfield County |
|---|---|---|---|
| Less than $2,500 | 27 | 23 | 412 |
| $ 2,500 to $ 4,999 | 88 | 104 | 912 |
| $ 5,000 to $ 7,499 | 121 | 224 | 1,568 |
| $ 7,500 to $ 9,999 | 150 | 216 | 1,926 |
| $10,000 to $12,499 | 203 | 174 | 2,162 |
| $12,500 to $14,999 | 193 | 200 | 2,172 |
| $15,000 to $17,499 | 213 | 214 | 2,271 |
| $17,500 to $19,999 | 229 | 170 | 1,935 |
| $20,000 to $22,499 | 170 | 242 | 1,973 |
| $22,500 to $24,999 | 109 | 183 | 1,576 |
| $25,000 to $27,499 | 113 | 201 | 1,562 |
| $27,500 to $29,999 | 109 | 144 | 1,049 |
| $30,000 to $34,999 | 148 | 133 | 307 |
| $35,000 to $39,999 | 53 | 38 | 597 |
| $40,000 to $49,999 | 76 | 48 | 588 |
| $50,000 to $74,999 | 19 | 54 | 391 |
| $75,000 or more | 36 | 17 | 206 |
| TOTAL FAMILIES | 2,057 | 2,385 | 22,607 |
| MEDIAN INCOME | $17,866 | $18,051 | $17,368 |
| % Low Income | 15.4 | 9.9 | 17.1 |
| % Moderate Income | 17.7 | 25.2 | 18.5 |
| % Middle Income | 50.9 | 53.2 | 51.4 |
| % High Income | 16.0 | 11.7 | 13.0 |

SOURCE: 1980 U. S. Census

Table 33

1980 MEDIAN FAMILY INCOMES

| Area | 1980 Median Family Income |
|---|---|
| CLEARFIELD BOROUGH | $17,866 |
| LAWRENCE TOWNSHIP | 18,051 |
| Boggs Township | 15,476 |
| Bradford Township | 15,569 |
| Goshen Township | 16,818 |
| Huston Township | 20,609 |
| Knox Township | 16,793 |
| Pike Township | 17,759 |
| Pine Township | 17,083 |
| CLEARFIELD COUNTY | 17,368 |
| Benezette Township (Elk County) | 13,000 |
| Jay Township (Elk County) | 17,401 |
| PENNSYLVANIA | 19,995 |

SOURCE: 1980 U. S. Census.

As Table 33 indicates, the Clearfield Borough-Lawrence Township area median income figures are, for the most part, slightly higher than the adjacent municipalities and Clearfield County. It should also be noted that the majority of these areas have slightly lower median family income figures than Pennsylvania. This could be a result of the rural setting in which the cost of living and incomes tend to be lower than in urban areas.

## E. LABOR FORCE CHARACTERISTICS

Labor force characteristics are an important component of an area's economic profile. The quality and skills of the labor force represent attributes vital to the location or expansion decisions of industry. Moreover, such traits as education, mobility and accessibility determine the type of employment best suited to the area.

1. Occupation by Class

Table 34 depicts the "Occupation by Class" for Clearfield, Lawrence Township, Clearfield County and Pennsylvania. As indicated in Table 34, the percentages of workers in each category for the Study Area and Clearfield County are very similar to Pennsylvania's. This tends to indicate that the employment trends of this area are characteristic of the State as a whole.

2. Occupation by Industry

Table 35 depicts the "Occupation by Industry" for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania. It should be noted that the Study Area (5.3%) and Clearfield County (11.4%) have a higher percentage of employees in the "Agriculture, Forestry, Fisheries and Mining" sector. This statistic is primarily the result of the intense coal mining activity in the area. The percentages in the remaining sectors for the Study Area and Clearfield County are fairly consistent with those of Pennsylvania.

3. Location of Employment

Table 36 displays the "Location of Employment" for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania. As indicated in Table 14, the Study Area (0.0%) and Clearfield County (0.6%) have virtually no employees who commute out of state to work. This statistic is not surprising, considering the County's location in the geographical center of the State. Also, workers in the Study Area appear to work within the County to a much greater extent than Pennsylvania as a whole. The central location of the Study Area within the County, as well as the restricted access to major employment centers elsewhere, probably accounts for this characteristic.

4. Travel to Work Time

The 1980 Census provides data pertaining to "Travel to Work Time." Table 37 depicts this information for Clearfield Borough, Lawrence Township, Clearfield County and Pennsylvania. Predictably, all areas have a lower mean travel time than Pennsylvania. This characteristic is a consequence of the high percentage of workers employed within the Study Area.

5. Summary

In summary, the labor force of the Clearfield-Lawrence Township area is characteristic of the State as a whole. Occupation skills of workers are fairly diversified compared to surrounding areas. This quality may constitute the prevailing strength of the labor force in the area.

Most residents of the area work close to home rather than travel long distances for employment. While this statistic may indicate a "captive labor force" to an extent, it also reflects the basic provincial attitude of the residents - an attitude rooted in fundamental conservative values of home and family.

Table 34

OCCUPATION BY CLASS - 1980

| | Clearfield Borough | | Lawrence Township | | Study Area | | Clearfield County | | Pennsylvania | |
|---|---|---|---|---|---|---|---|---|---|---|
| | # | % | # | % | # | % | # | % | # | % |
| Managerial & Professional Speciality | 323 | 9.9 | 283 | 8.5 | 606 | 9.2 | 2,272 | 7.4 | 44,028 | 8.9 |
| Executive, Administrative Managerial, Professional Speciality | 459 | 14.1 | 265 | 8.0 | 724 | 11.0 | 2,786 | 9.0 | 594,327 | 12.0 |
| Technical Sales, Administrative Support: Technicians & Related Support | 91 | 2.8 | 56 | 1.7 | 147 | 2.2 | 617 | 2.0 | 149,410 | 3.0 |
| Sales | 244 | 7.5 | 237 | 7.1 | 481 | 7.3 | 2,479 | 8.0 | 457,923 | 9.2 |
| Administrative Support Including Clerical | 590 | 18.1 | 426 | 12.8 | 1,016 | 15.4 | 3,877 | 12.5 | 844,800 | 17.0 |
| Service: | | | | | | | | | | |
| Private Household | 31 | 1.0 | 33 | 1.0 | 64 | 1.0 | 124 | 0.4 | 20,549 | 0.4 |
| Protective Service | 55 | 1.7 | 25 | 0.8 | 80 | 1.2 | 335 | 1.1 | 73,446 | 1.5 |
| Service Except Protective & Household | 359 | 10.7 | 410 | 12.3 | 760 | 11.6 | 3,128 | 10.1 | 530,304 | 10.7 |
| Farming, Forestry & Fishing | 0 | 0.0 | 6 | 0.2 | 6 | 0.1 | 416 | 1.3 | 79,872 | 1.6 |
| Precision Production, Craft & Repair | 444 | 13.6 | 556 | 16.7 | 1,000 | 15.2 | 5,123 | 16.6 | 659,373 | 13.3 |
| Operators, Fabricators & Laborers | - | - | - | - | - | - | - | - | - | - |
| Machine Operators, Assemblers, Inspectors | 368 | 11.3 | 486 | 14.6 | 854 | 13.0 | 4,324 | 14.0 | 591,507 | 11.9 |
| Transportation & Material Moving | 146 | 4.5 | 322 | 9.7 | 468 | 7.1 | 2,992 | 9.7 | 249,624 | 5.0 |
| Handlers Equipment Cleaners, Helpers, Laborers | 157 | 4.8 | 219 | 6.6 | 376 | 5.7 | 2,448 | 7.9 | 271,238 | 5.5 |
| TOTAL | 3,258 | 100.0 | 3,324 | 100.0 | 6,582 | 100.0 | 30,921 | 100.0 | 4,962,501 | 100.0 |

SOURCE: 1980 U. S. Census

Table 35

OCCUPATION BY INDUSTRY - 1980

| | Clearfield Borough | | Lawrence Township | | Study Area | | Clearfield County | | Pennsylvania | |
|---|---|---|---|---|---|---|---|---|---|---|
| | # | % | # | % | # | % | # | % | # | % |
| Agriculture, Forestry, Fisheries, Mining | 168 | 5.2 | 181 | 5.4 | 349 | 5.3 | 3,516 | 11.4 | 136,117 | 2.7 |
| Construction | 132 | 4.1 | 202 | 6.1 | 334 | 5.1 | 1,673 | 5.4 | 240,162 | 4.8 |
| Manufacturing | | | | | | | | | | |
| Durable Goods | 280 | 8.6 | 400 | 12.0 | 680 | 10.3 | 3,120 | 10.1 | 540,872 | 10.9 |
| Non Durable Goods | 515 | 15.7 | 563 | 16.9 | 1,078 | 16.4 | 5,243 | 16.9 | 879,965 | 17.7 |
| Transportation | 94 | 2.9 | 143 | 4.3 | 237 | 3.6 | 1,733 | 5.6 | 221,010 | 4.5 |
| Communications & Other Public Utilities | 156 | 4.8 | 107 | 3.2 | 263 | 4.0 | 722 | 2.3 | 126,187 | 2.5 |
| Wholesale Trade | 150 | 4.6 | 182 | 5.5 | 332 | 5.0 | 1,077 | 3.5 | 194,512 | 3.9 |
| Retail Trade | 442 | 13.5 | 604 | 18.2 | 1,046 | 15.9 | 5,057 | 16.3 | 778,164 | 15.7 |
| Finance, Insurance & Real Estate | 118 | 3.6 | 142 | 4.3 | 260 | 4.0 | 897 | 2.9 | 256,725 | 5.2 |
| Business & Repair Services | 33 | 1.0 | 111 | 3.3 | 144 | 2.2 | 664 | 2.1 | 186,589 | 3.8 |
| Personal Entertainment & | | | | | | | | | | |
| Recreation Serv. | 133 | 4.1 | 119 | 3.6 | 252 | 3.8 | 798 | 2.6 | 161,446 | 3.3 |
| Health Serv. | 357 | 11.0 | 226 | 6.8 | 583 | 8.9 | 2,288 | 7.4 | 402,249 | 8.1 |
| Educational Serv. | 305 | 9.4 | 165 | 5.0 | 470 | 7.1 | 1,999 | 6.5 | 411,796 | 8.3 |
| Other Professional & Related Serv. | 165 | 5.1 | 60 | 1.8 | 225 | 3.4 | 1,002 | 3.2 | 197,768 | 4.0 |
| Public Administration | 210 | 6.4 | 119 | 3.6 | 329 | 5.0 | 1,174 | 3.8 | 227,939 | 4.6 |
| TOTAL | 3,258 | 100.0 | 3,324 | 100.0 | 6,582 | 100.0 | 30,963 | 100.0 | 4,961,501 | 100.0 |

SOURCE: 1980 Census.

Table 36

LOCATION OF EMPLOYMENT - 1980

| | Clearfield Borough | | Lawrence Township | | Study Area | | Clearfield County | | Pennsylvania | |
|---|---|---|---|---|---|---|---|---|---|---|
| | # | % | # | % | # | % | # | % | # | % |
| Work in County | 2,856 | 95.4 | 2,827 | 88.1 | 5,683 | 91.6 | 22,118 | 75.4 | 3,549,805 | 73.4 |
| Outside County | 80 | 2.7 | 178 | 5.5 | 258 | 4.2 | 5,591 | 19.1 | 824,926 | 17.1 |
| Outside State | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 172 | 0.6 | 128,022 | 2.6 |
| Not Reported | 57 | 1.9 | 206 | 6.4 | 263 | 4.2 | 1,450 | 4.9 | 33,974 | 6.9 |
| TOTAL | 2,993 | 100.0 | 3,211 | 100.0 | 6,204 | 100.0 | 29,331 | 100.0 | 4,836,727 | 100.0 |

SOURCE: 1980 Census

Table 37

TRAVEL TO WORK TIME - 1980

| | Clearfield Borough | | Lawrence Township | | Study Area | | Clearfield County | | Pennsylvania | |
|---|---|---|---|---|---|---|---|---|---|---|
| | # | % | # | % | # | % | # | % | # | % |
| Less Than 5 Minutes | 82 | 2.8 | 124 | 3.9 | 206 | 3.4 | 1,424 | 5.0 | 173,334 | 3.7 |
| 5 to 9 Minutes | 959 | 32.6 | 728 | 23.0 | 1,687 | 27.6 | 5,164 | 18.0 | 623,134 | 13.2 |
| 10 to 14 Minutes | 967 | 32.9 | 859 | 27.1 | 1,826 | 29.9 | 5,724 | 19.9 | 794,637 | 16.8 |
| 15 to 19 Minutes | 414 | 14.1 | 679 | 21.4 | 1,093 | 17.9 | 4,452 | 15.5 | 803,463 | 17.0 |
| 20 to 29 Minutes | 287 | 9.8 | 271 | 8.6 | 558 | 9.1 | 4,841 | 16.9 | 961,192 | 20.2 |
| 30 to 44 Minutes | 106 | 3.6 | 277 | 8.7 | 383 | 6.3 | 4,107 | 14.3 | 819,399 | 17.3 |
| 45 to 59 Minutes | 65 | 2.2 | 83 | 2.6 | 148 | 2.4 | 1,515 | 5.3 | 289,986 | 6.1 |
| 60 or More Minutes | 58 | 2.0 | 147 | 4.7 | 205 | 3.4 | 1,468 | 5.1 | 271,085 | 5.7 |
| TOTAL | 2,938 | 100.0 | 3,168 | 100.0 | 6,106 | 100.0 | 28,695 | 100.0 | 4,736,230 | 100.0 |
| MEAN TRAVEL TIME | 13.1 Minutes | | 17.0 Minutes | | N/A | | 19.7 Minutes | | 21.9 Minutes | |

N/A - information not available.

SOURCE: 1980 Census.

# VIII. EXISTING LAND USE

Determining existing land use is an essential ingredient in the development of a comprehensive plan. Briefly, this involves providing an up-to-date evaluation of how all land and buildings are currently being used and identifies the major characteristics of growth and development. It also provides the necessary background information required for an adequate understanding of each community, and an assessment of future development potential.

In addition to serving the above purposes, the land use study will also serve two other major functions. The first of these is that it will provide the basis upon which future land use plans may be formulated. The land use plan for each community will contain various proposals showing the amount, type and location of land needed for future residential, commercial, industrial and public purposes. Its other principal function, in conjunction with the land use plans, will be the final development of recommended Zoning Ordinances and Zoning District Maps to regulate the future use of land and buildings in the Borough and Township. The land use survey data and map will also serve as an important day-to-day tool for use by each respective Planning Commission in developing other elements of the Comprehensive Plan and in the administration of the Zoning Ordinances. For these reasons, the maps and data should be kept up-to-date and revisions made as changes occur in the planning area.

The character of existing development in Clearfield Borough was determined by utilizing the percentages offered by the 1966 Comprehensive Plan and applying these numbers to the total land area of 3.0 square miles. It was assumed that no major changes had occurred in land use, although some development may have taken place in vacant areas. Therefore, these individual lots were analyzed by referring to tax assessment maps as to current usage. On the other hand, Lawrence Township experienced a 40.5% population increase from 1970 to 1980 and, therefore, it was impossible to use the estimates stated in the 1966 Plan. In this case a lot-by-lot study was conducted of the Township's 83.0 square miles by examining the tax assessment maps and their corresponding cards in order to correctly determine both usage and acreage.

For the purpose of this study, the principal use of a given piece of property was attributed to the whole property, except where there was indication of an additional major use. In the case of residential lots that were of very large acreage, one acre was designated as residential while the remainder was considered vacant land.

## A. GENERAL LAND USE CHARACTERISTICS

### 1. Clearfield Borough

The borough of Clearfield is located in the center of the Clearfield-Lawrence Planning area, and, as such is completely encompassed by Lawrence Township. Utilizing the estimates offered in the 1980 U. S. Census, the Borough has a total area of 1919.8 acres or approximately 3 square miles including both land and water areas. Water area, consisting chiefly of the West Branch of the Susquehanna River and several minor water courses, occupy about 74.9 acres, leaving 1844.9 acres in net land area.

Of the total land area of the Borough, 1497.4 acres, about 78 percent is developed with residential, commercial, industrial and various other public and semi public land uses. The remaining area consists of 57.6 acres of railroads, 74.9 acres of water area, and 289.9 acres of vacant wooded land and lots. Vacant land constitutes 15.1 percent of the total area of the Borough.

### 2. Lawrence Township

An urbanized core has developed radially from the Borough into the surrounding areas of Lawrence Township for approximately 0.5 miles to 1.0 mile. Beyond this core, development is somewhat less dense, following the lines of existing streets and roads. Several of these areas include Plymtonville, Mt. Joy, Kerr Addition, East End, Hillsdate, Hyde City, and the Country Club area, all of which lie north, east and southwest of the Borough. Further out from these settlements are less developed areas characterized by rural nonfarm dwellings and farm land, strip mining areas, wooded lands and scattered "crossroad" communities and settlements.

North of Interstate 80, nearly all the land is composed of rugged state game and forest lands. This area, comprising about one-half of the land area in the Township, is very sparsely settled, consisting of only a few year-round housing units and camps.

Although many neighborhoods and areas in both the Borough and Township are developed in a sound and harmonious fashion which affords a pleasant living and working environment, lack of earlier comprehensive planning and effectuation of such regulatory controls as zoning and subdivision ordinances resulted in development in both communities, which occurred without any clear-cut or orderly pattern. As such, certain problems have evolved. Among these are the costly extension and expansion of municipal services and facilities or the inability to provide them, the development of areas with incompatible mixtures of land use, and a growing incidence of deteriorating and blighted houses and other structures. The latter includes increasing evidence of semirural and rural blight.

Of the total land area in the Township, 27,520 acres (about 52%), is comprised of state game, forest land and private hunting property in the northern portion. This land has been excluded from a detailed analysis of land use characteristics. About 1,100 acres of the remaining land in the Township is residential in character, representing 4.4% of the subtotal. Commercial and industrial uses occupy 996 acres, or 4%, while public and semi-public uses amount to 362 acres (1.4%). Agriculture is the second largest land use in terms of acreage, representing 4,790 acres, or 19.1%. Vacant and wooded land, however, still represents about 64.6% of the land area in the southern, developed portion of the township, comprising 16,266 acres. Streets and roadways, railroad rights-of-way, and water areas represent 4.7%, or 0.3%, and 1.5% of the subtotal, respectively.

A summary of acreage and distribution of existing land use for the planning area is presented in Tables 38 and 39, and is further illustrated on the Existing Land Use Maps.

## B. SUMMARY OF MAJOR LAND USE CHARACTERISTICS

### 1. Clearfield Borough

#### a. Residential Uses

The borough of Clearfield is a predominately residential community. As stated before, it was assumed that land use would be consistent with that found in the 1966 Comprehensive Plan with the possible exception of the vacant lots. Upon such inspection, it was found that most of these changes came in the form of residential development - both single family and trailers. However, the most significant construction of this type is the 7.02 acre South Park Development which is located in the southern portion of the Borough near the Lawrence Township line. Although the acreage was altered, the percentages remained the same as in 1966 with 74 percent of the net developed area being residential or residentially related (churches, schools and recreation areas). The net developed area equals the total developed area minus streets and railroads.

The single family dwelling is, by far, the most prevalent housing type in the Borough. This type of dwelling accounts for 86 percent of the total area devoted to residential use. While there are several well defined neighborhoods, single family housing is distributed throughout the Borough and occupies 551 acres or about 29 percent of the Borough's total area.

Two family and multi family structures (three or more families) occupy respectively 3.4 and 1.0 percent of the total Borough area. These uses are not confined to any one area, but are generally widely scattered. The highest concentration, however, is found in the blocks immediately adjoining the central business district.

Mobile homes occupy about 7.7 acres of land, or less than 1 percent of the total area of the Borough. They are distributed intermittently in residential neighborhoods with only a few tracts containing more than one mobile home.

It should be noted that in conjunction with residential development that there is some incidence of room renting and/or rooming houses; however, the amount of this type of housing is quite minor and the uses are well distributed throughout several sectors of the Borough.

b. Residential-Commercial Uses

Mixed residential-commercial development comprises 28.7 acres, or 1.5 percent of the total Borough area. This type of use is generally typified by a structure housing a store as well as residences or apartments in the rear or on upper floors. Land in this use is found in scattered amounts in most sectors of the Borough, but, for the most part, they are more prevalent in and around the central business district.

c. Commercial Uses

The total area devoted exclusively to commercial land uses is 82.5 acres, or a little over 4 percent of the Borough's total land area. Of this total, 51.8 acres, or well over one-half of the area in commercial use, is comprised of local retail business uses. Automotive commercial land uses account for 9.6 acres, and heavy commercial uses occupy 21.1 acres of land.

The heaviest concentration of commercial development in the Borough occurs within the blocks fronting on Market Street between Fourth and Front Street and north and south of Market Street along Second and Third Streets to East Pine and East Walnut Streets. This area is herein defined as the central business district. This business area contains a wide variety of sales and service establishments, and is the most important commercial center in central and south Clearfield County. Additional commercial land uses are located on Bigler Avenue (U. S. Route 322 east) and Daisy Street, along Bridge Street and River Street, South Second and South Third Streets, and South West Second Street. Since 1966, the only major commercial development has occurred at the corner of South Fourth Street and Arnold Avenue in the southern portion of the Borough. What was once a park and vacant area is now 9.2 acres in the form of the Penelec Service Center.

Automotive commercial uses consisting of gasoline service stations, auto repair shops and auto dealers are distributed along several of the above named streets.

Heavy commercial development, such as general warehousing, trucking and building materials yards, and outdoor storage yards, etc., are also irregularly distributed, the heaviest concentration being along South Second and South Third Streets and in the vicinity of Maple and Spruce Streets. These, as well as a few similar uses located in the South West Second Street area, are also situated adjacent to the Conrail and Chessie Railroads.

d. Industrial Uses

The largest concentrated industrial development in the Borough is situated in the northwest sector along Bigler Avenue (U. S. Route 322). This area houses the now closed huge Harbison Walker Refractory works, Conrail yards, Clearfield Fur Company, Permagrain plant, an abandoned tannery, and the Kifer Construction Company. Immediately south of this area on U. S. Route 322 and fronting along North Fourth Street is the Kurtz Brothers Manufacturing plant.

Other plants located in the southern sector of the Borough along South Fourth Street, Spruce and Chestnut Streets include the Clearfield Machine Company, Soult heavy warehousing complex, Berg Electronics, Bell Telephone repair plant, and several smaller work shops. Also, the building that once housed MacGregor Sportswear is still in existence but is now owned by the Clearfield Foundation.

Additional scattered manufacturing firms include a welding shop on South West Second Street, the vacant industrial building on Fourth Street, and the large electronics assembly plant on Turnpike Avenue north of the Martin Street intersection.

At the present time, the Borough contains 186.2 acres of industrial land use. This includes 49.9 acres of land used for light industrial purposes and 136.3 acres in heavy industrial use. The combined 186.2 acres of industrial land constitutes about 10 percent of the Borough's total land area.

e. Public Uses

Public uses, such as the municipal building, fire station, schools, recreation areas, library, courthouse-county jail, and various governmental offices occupy 101.8 acres, or a little over 5 percent of the total area of the Borough. Due to an alteration of the Borough line, an additional 3.14 acres of school property can now be found between High and Pyers Streets.

f. Semipublic Uses

There are 78.7 acres of land in the Borough devoted to semipublic land use. This includes such uses as churches, parochial schools, cemeteries, fraternal organizations, and clubs. Again, since 1966, a lot of 0.85 acre that was once vacant is now a Knights of Columbus hall and is located at the corner of South Sixth Street and Arnold Avenue.

g. Railroads

Yards of the branch lines of Conrail and the Chessie System are situated in or traverse the Borough. These combined rights-of-way total 57.6 acres, or about 3 percent of the Borough's land area. The Chessie System right-of-way traverses the Borough from southwest to northeast via South West Second Street and Williams Street. It then curves east across Race Street, the Susquehanna River and continues east through the Conrail yards. The latter complex occupies the extreme northeast corner of the Borough. Conrail traverses the Borough from south to northeast for the entire length of the Borough along Third Street and then curves east parallel to Bigler Avenue (U. S. Route 322).

h. Streets

Streets and highways, as measured by their right-of-way widths, account for 376.3 acres, or 20 percent of the Borough's total area. Included in this total are undeveloped rights-of-way generally referred to as "paper streets." The only major unopened "paper street" in the Borough is located along the south section of Third Street below Park Avenue. With the completion of the South Park Development, not only have existing streets been extended but new ones were constructed as well. Such extensions include South Sixth, Cumberland and Chester Streets with the new additions being Clinton Street and the Clearfield By-Pass.

i. Vacant Land

The borough of Clearfield contains 289.9 acres of land that is presently vacant. This represents 15 percent of the total area of the Borough. The vacant land area is comprised of scattered individual lots in predominantly built-up neighborhoods and one larger area located in the northeast corner of the municipality.

Table 38

## SUMMARY OF EXISTING LAND USES

## CLEARFIELD BOROUGH

| LAND USE CATEGORY | AREA IN ACRES | | PERCENT TOTAL LAND AREA | |
|---|---|---|---|---|
| Residential | | | | |
| Single Family | 551.0 | | 28.7 | |
| Two Family | 65.3 | | 3.4 | |
| Multi Family | 19.2 | | 1.0 | |
| Mobile Homes | 7.7 | | 0.4 | |
| | | 643.2 | | 33.5 |
| Mixed Use | | | | |
| Residential Home Occupation | 3.8 | | 0.2 | |
| Residential-Professional Office | 3.8 | | 0.2 | |
| Residential Commercial | 21.1 | | 1.1 | |
| | | 28.7 | | 1.5 |
| Commercial | | | | |
| General Retail & Service | 51.8 | | 2.7 | |
| Automotive Commercial | 9.6 | | 0.5 | |
| Heavy Commercial | 21.1 | | 1.1 | |
| | | 82.5 | | 4.3 |
| Industrial | | | | |
| Light Industry | 49.9 | | 2.6 | |
| Heavy Industry | 136.3 | | 7.1 | |
| | | 186.2 | | 9.7 |
| Public & Semipublic | | | | |
| Public | 7.7 | | 0.4 | |
| Semipublic | 78.7 | | 4.1 | |
| Public Schools, Parks & Playgrounds | 94.1 | | 4.9 | |
| | | 180.5 | | 9.4 |
| Streets & Roadways | | | | |
| Developed | 372.5 | | 19.4 | |
| Undeveloped | 3.8 | | 0.2 | |
| | | 376.3 | | 19.6 |
| Railroad Right-of-Way | | 57.6 | | 3.0 |
| Water Area | | 74.9 | | 3.9 |
| Vacant Land & Lots | | 289.9 | | 15.1 |
| TOTAL | | 1919.8 | | 100.0 |

## 2. Lawrence Township

### a. Residential Uses

The largest concentrations of residential development in the Township are found in the built-up or urbanized areas adjacent to and extending outward from Clearfield Borough. These include local neighborhood areas, such as Hillsdale, Plymtonville, Moose Creek area, East End, Kerr Addition, and the Old Towns Road area. Further out and extending along and around the principal roads leading into the Township are the Coal Hill and Airport Road developments, the older and more extensive Hyde City area, and Country Club Road area. Additional rural nonfarm residential development also exists in the Mt. Joy area, Glen Richey in the southern half of the Township, and in a number of small crossroad settlements. Major residential subdivision activity in these outlying areas is virtually nonexistent. Closer into the Borough, nearly all of the residential development which has occurred is largely of the single-family residence type.

In all, residential uses occupy about 1,100 acres. Throughout most of the built-up areas, the single dwelling unit structure is the predominant housing type, and accounts for approximately 95 percent of the total land area devoted to residential use. A limited number of two-or-more-family structures and mobile homes make up the balance. For the purpose of this study, where residential development occupied only part of a lot, such as on farms or predominantly vacant tracts, an estimate was made of the built-up residential segment to compute the acreage figure.

### b. Commercial and Industrial Uses

Commercial and industrial development constitutes about 996 acres, or four percent of the total area of Lawrence Township. Most of the land used for commercial purposes is located within the Township's urbanized area and is highway oriented. Heavier concentrations of commercial development are found along U. S. Route 322, south and west of the borough of Clearfield. These areas include a mixture of commercial uses such as gas stations, motels, restaurants, taverns, food markets, building material establishments, and auto sales and service establishments. Additional similar uses of the restaurant, tavern, drive-in type are also located on Turnpike Avenue Extension.

A substantial portion of the industrial land is represented by the extension of the lands of the presently vacant Harbison-Walker plant and railroad yards, east from Clearfield Borough into the Township. An additional refractory plant and heavy contractor-construction establishment is located adjacent to Mt. Joy Road.

Going south on U. S. Route 322, a substantial portion of the MacGregor Sportswear plant and land also extends into the Township. Immediately adjacent to this parcel are an abandoned brick yard and kilning plant which occupy part of an approximate 20-acre site being held by the Clearfield Industrial Development Foundation for the attraction of new industries. Continuing south on U. S. 322, additional industrial and manufacturing establishments include a heavy machinery manufacturing firm, clay products plant, lumber mill, oil storage plant, and sand and gravel plant and storage area. These industries plus the large dairy plant and Tasco manufacturing firm in Hyde City comprise the principal industrial areas of the Township. It should be noted that all of these industrial establishments are close into the built-up urban portions of the Township, and are situated on major highway and access roads. The outlying portions of the Township do not have any industrial land uses, other than extensive strip mining and some coal-tipple operations.

c. Public and Semipublic Uses

Approximately 362 acres, or 1.4 percent of the Township land area is utilized for a variety of public and semipublic uses. The principal uses in this category include the County Home and Farm for the Aged, Clearfield Municipal Sewage Treatment Plan area, State Highway Department Administration and Maintenance buildings, the Army Reserve and National Guard buildings, Clearfield Borough Refuse Disposal area, Boy Scout Camp, Clearfield Municipal Airport, Township fire stations, Clearfield Area Elementary and High Schools, and the Clearfield-Curwensville Country Club. These uses also include scattered recreation and playground fields, grange and community halls, post office, churches, cemeteries, and principal social and fraternal organization facilities and lands.

d. Agricultural Uses

Agricultural development, by far, constitutes the largest single use of land in Lawrence Township. This use occupies 4,790 acres, or 19.1 percent of the total area. The agricultural uses relate principally to crop growing, dairying and timber growing, and are distributed in large concentrations throughout the Township. To date, farming has been a principal source of economic base activity. It should be noted, however, that over the past decade there has been a declining countywide trend in the number of farms and farm acreage. In accordance with this trend, it is probable that additional land in Lawrence Township will be converted to more intensive residential, commercial, or industrial use in the future as it has in the past. It is imperative, therefore, that the Township consider adoption of zoning regulations to insure the sound and harmonious development of this land.

e. Streets

Streets and highways, as measured by their estimated right-of-way widths, comprise 1,176 acres, or 4.7 percent of the Township's total area. This very low percentage of land used for street purposes emphasizes the undeveloped nature of the Township. In more fully developed urban and suburban communities, the land used for street purposes usually accounts for 20 percent and more of the total area. This proportion is evident in the borough of Clearfield and some of the urbanized areas of the Township adjacent to the Borough.

f. Railroads

Railroad rights-of-way occupy an estimated 74 acres of land in the Township. In addition to all these railroads serving Clearfield Borough, their tracts extend widely into the central, eastern and southern sectors of the Township.

g. Strip Mining

Strip mining operations, both active and inactive, extend over a large area in the Township. These operations, both past and present, are widely distributed, and only a few areas of the Township have not been affected. During the course of the land use survey in various sectors of the Township, it was observed at a number of older and smaller former operations that spoil banks were left exposed, and there is evidence that high banks were not cut back or water impounding areas properly drained. In other cases, however, there was ample evidence of regrading, contouring, planting and tree restoration. These latter reclamation activities should be encouraged through voluntary action and local and state regulations. It was also noted that in several sectors former stripped areas, particularly those in closer toward Clearfield Borough, do have future development potential and do lie in the path of probable future Township development.

The continued development and extension of the Clearview Airport is an excellent example of reuse of former strip mined areas.

h. Water Area

Water areas in the Township cover approximately 368 acres. The principal stream beds traversing the Township are comprised of that portion of the Susquehanna River located in the Township, Clearfield and Little Clearfield Creek, Montogmery Creek, and Moose Creek and the reservoir. Lesser stream areas include Woods Run, Wolf Run, Lick Run and Wallace and Laurel Runs.

i. Vacant Land

There are approximately 16,266 acres of vacant land in Lawrence Township. This represents 65 percent of the Township's total area. This vacant land consists of many large tracts which are widely distributed throughout most sections of the southern half of the Township.

Table 39

SUMMARY OF EXISTING LAND USES

LAWRENCE TOWNSHIP

| LAND USE CATEGORY | | AREA IN ACRES | PERCENT TOTAL LAND AREA |
|---|---|---|---|
| Residential | | 1,100.28 | 4.4 |
| Combined Residential | 980.33 | | |
| Mobile Homes | 119.95 | | |
| Commercial & Industrial | | 995.98 | 4.0 |
| Public & Semipublic | | 362.40 | 1.4 |
| Streets & Roadways | | 1,176.50 | 4.7 |
| Railroad Right-of-Way | | 73.70 | 0.3 |
| Agricultural | | 4,790.24 | 19.1 |
| Water Area | | 368.30 | 1.5 |
| Vacant & Wooded | | 16,266.27 | 64.6 |
| TOTAL (approximately 40 sq. mi.) | | 25,133.67 | 100.0 |

Excluding 27,520 acres (43.0 square miles) of state game, forest land and private hunting property in northern one-half of Township.

Total Land Area = 83 square miles.

Map 7

# EXISTING LAND USE

LEGEND

- SINGLE FAMILY RESIDENTIAL
- TWO FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- TRAILER
- TRAILER COURT - NO. IN COURT
- HOME OCCUPATION
- RESIDENTIAL & COMMERCIAL COMBINATION
- RESIDENTIAL & PROFESSIONAL OFFICE
- GENERAL RETAIL & SERVICE COMMERCIAL
- AUTOMOTIVE COMMERCIAL
- HEAVY COMMERCIAL
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- PUBLIC
- SEMI-PUBLIC
- PUBLIC SCHOOLS, PARKS & PLAYGROUNDS
- AGRICULTURE
- VACANT LAND
- DEVELOPED STREETS
- UNDEVELOPED STREETS

# BOROUGH OF CLEARFIELD

## CLEARFIELD COUNTY, PENNSYLVANIA

SCALE IN FEET

0 500 1000

PREPARED BY BELLANTE AND CLAUSS
PLANNERS - ARCHITECTS - ENGINEERS
APRIL, 1980

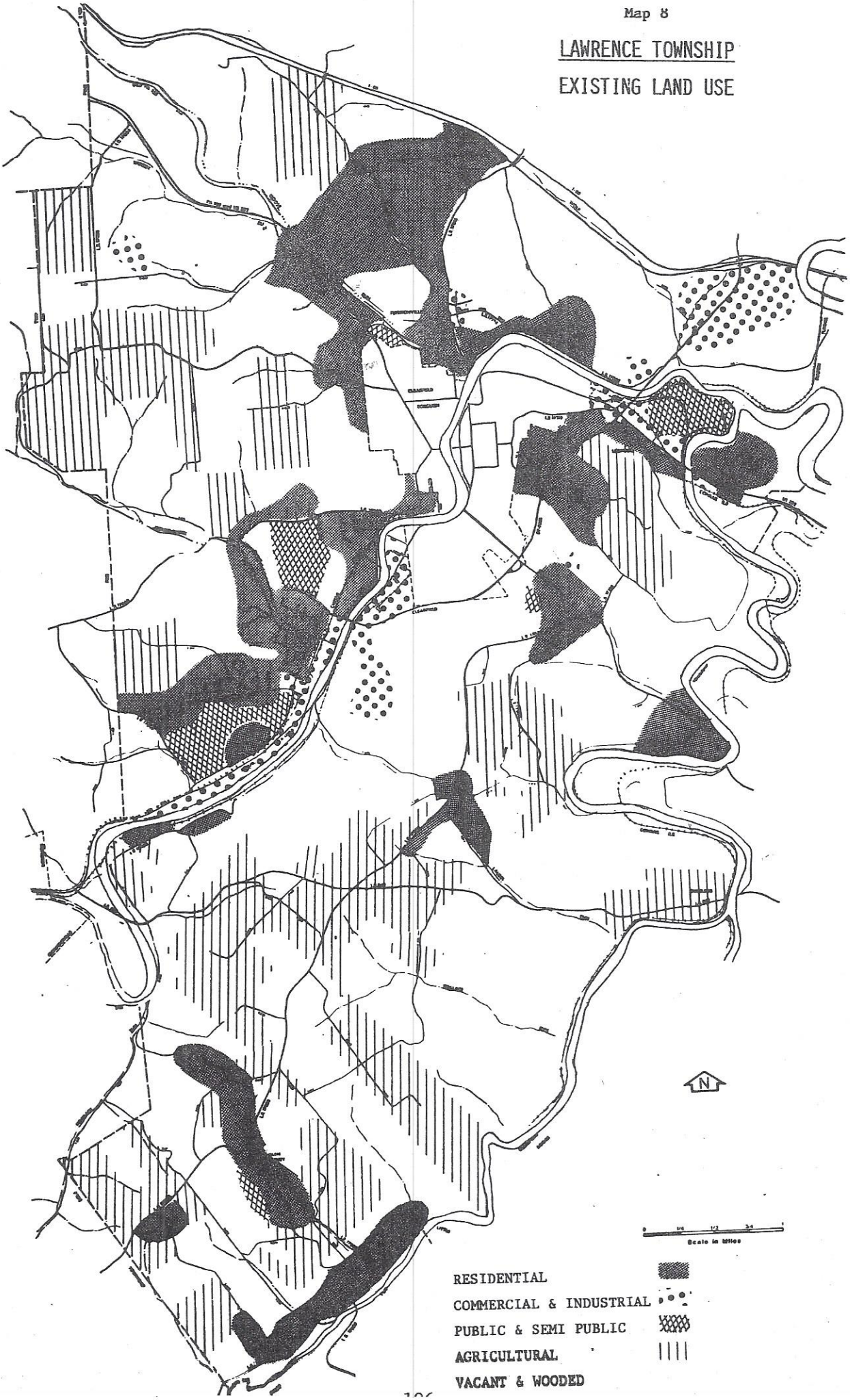
Revised: 1984

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED, WITH SUPERVISION BY THE BUREAU OF COMMUNITY DEVELOPMENT, PENNSYLVANIA DEPARTMENT OF COMMERCE.

Map 8

# LAWRENCE TOWNSHIP

## EXISTING LAND USE



## C. SUMMARY EVALUATION OF EXISTING DEVELOPMENT

The study of existing land uses in the planning area revealed a number of significant development characteristics.

### 1. Clearfield Borough

#### a. Residential Areas

There are many residential areas in the Borough which are attractive and offer a desirable living environment. In these areas there has been continued maintenance of properties and the existing development shows signs of good planning as evidenced by sufficient lot sizes, adequate setback and yard areas, street trees, and quiet streets free from through traffic.

#### b. Mixed Land Use

In several areas of the Borough, there are mixtures of residential, commercial and industrial uses. While industrial and commercial uses can generally be compatible neighbors, residential structures are often adversely affected by the noise, traffic and other nuisances which nonresidential structures generate. These mixtures of land use, therefore, are detrimental to a good business or living environment, and they generally contribute to structural deterioration and neighborhood blight. Additional planning and zoning controls are needed to correct these haphazard land use patterns and to prevent such random development in the future.

#### c. Excessive Lot Coverage

In some of the older residential areas, building lots are very small; some contain as little as 2,000 square feet or less. These small lots have resulted in excessive coverage of land by buildings, inadequate yards and setbacks, and overcrowding of structures. This condition presents a serious health and fire hazard. Continued strict zoning regulations are necessary to insure more desirable development in the future.

#### d. Conversions

There is evidence in the Borough of a nominal amount of conversion of structures to provide additional dwelling units and rooms for renting. While this may be feasible in some structures, others are not adaptable for such conversions, and, as such, create fair to poor living conditions. Consideration should be given to the adoption of regulatory controls which will establish minimum housing and occupancy standards.

2. Lawrence Township

a. Poor Distribution of Development

In general, with the exception of the previously identified concentrated areas of urban development adjacent to Clearfield Borough, development in Lawrence Township is sparsely distributed along the existing major road and street system. In the outlying areas, some isolated "settlement" and subdivision development has occurred. This scattered development tends to disrupt a coordinated land use pattern and often results in an excessive drain on municipal finances because of the higher cost per dwelling unit of providing municipal services. The continued administration of adequate zoning and subdivision regulations should aid in attaining more compact and orderly development in the future.

b. Land-Locked Parcels

In some areas of the Township, there are parcels of land and individual lots which are without a major means of access or are served only by easements which could conceivably be closed off. In the future, in order to protect prospective land owners, development should be prohibited where adequate streets or thoroughfares are not provied. Proposed subdivision along the frontage of existing township and other roads should be carefully reviewed to guard against the closing of access to vacant land which has future development potential. This can be controlled through properly administered subdivision regulations.

c. Mixed Land Uses

One of the most significant land use problem in Lawrence Township is mixed land use and the lack of controls to prevent such development from occurring at random in the future. As noted previously, mixtures of residential, commercial and industrial uses which have not been properly integrated or buffered, generally speed structural deterioration, adversely affect property values and tend to stimulate neighborhood blight. Planning and zoning controls are needed in the Township to correct these haphazard land use patterns and to prevent such detrimental development from taking place in the future.

# IX. EXISTING COMMUNITY FACILITIES

There are numerous public services and functions which must be provided by municipal governments to meet the daily health, safety and cultural needs of the community. The need for these services and the degree to which they can be provided, of course, depends on the density and type of development in the community, the characteristics and composition of the population to be served, the financial resources of the community, and the willingness of citizens to support the development and operation of needed facilities.

This study contains an analysis and evaluation of the physical and functional characteristics of those public facilities located in and serving the Clearfield-Lawrence planning area. It is concerned with the adequacy of existing public buildings, recreational facilities, schools, library and other local service functions, in terms of their ability to meet present and anticipated future needs. The adequacy and availability of these community facilities are extremely important to all local residents, since they reflect the quality, convenience and general character of the planning area as a place in which to live and work.

It should also be noted that these evaluations, in conjunction with population and economic projections, as well as land use recommendations, will serve as a basis for determining future community facility needs as a part of the overall Community Facilities Plan.

## A. RECREATION AND OPEN SPACE

Recreation, as it is generally recognized at the present time, is a most vital element in daily community living. In both its passive and active forms, recreation helps adults as well as younger persons and children enjoy better health, more complete relaxation from daily routines and a higher community spirit. In past years, the importance of a diversified local recreation system did not always have the same value that is associated with it today. The unfortunate result has been that many older communities and urban areas are lacking in adequate recreational facilities. This is particularly true with respect to neighborhood and school recreation areas. In recent years, the need for semiactive and passive recreation facilities for older persons has become more widely recognized and is being given more emphasis at the local level. The importance of both an adequate and diversified recreation system, therefore, should not be underestimated.

Another facet of recreation has also become more universally recognized throughout the nation. In competing for new business and industry, it has become evident that having suitable land, modern highways, attractive housing, a trained labor force, good railroads and other facilities is sometimes not enough, since many areas can make similar claims. Business and industry now recognizes more than ever that if they are to induce management and employment staff to relocate, they must determine that there is suitable and adequate recreation as well as educational and other cultural facilities in a new location before deciding to move.

A community that can boast of well-rounded recreation facilities and programs, as well as other cultural amenities, find them to be a valuable aid in their economic promotion programs.

Population growth and energy conservation in Pennsylvania and neighboring states create an urgent need for serious consideration of an overall recreation program. Population growth and its resulting development often destroys natural recreation features. Conservation programs and open space preservation should be integrated with new development activities.

Clearfield Borough and Lawrence Township are advantageously situated along I-80 in close proximity to state game and forest lands. The thousands of acres of scenic natural forest land provide many opportunities for all types of recreation activity. The climate permits both summer and winter sports, including excellent small and big game hunting.

The general topography of the Township, Borough and surrounding area is conducive to the development of a major all-year, all-age playground and recreation facility. Implementation of this potential would require full cooperation from the following federal, state and local organizations:

1. Governor's Office of Policy and Planning.
2. The Pennsylvania Fish and Game Commission.
3. The Department of Environmental Resources.
4. Department of Community Affairs.
5. Department of Interior.
6. Department of Agriculture.
7. The Department of Land and Water Conservation.
8. The Clearfield County Commissioners.
9. Various other federal governmental agencies concerned with recreational development programs.
10. The local school boards, municipal recreational commissions, planning commissions, and other governing bodies of Clearfield Borough, Lawrence Township and neighboring communities.

Through the efforts of all these groups and/or agencies, acquisition, financing, and program development could be achieved.

Future plans include only proper maintenance of existing facilities.

## B. MUNICIPAL BUILDINGS

### 1. Clearfield Borough

The Clearfield Borough Municipal Building is located at 14 South Front Street in Clearfield. Constructed in 1978, the structure houses the Mayor's Office, the Council Conference Room, the Clearfield Borough Police Department and the Clearfield Fire Company Number 1.

### 2. Lawrence Township

The Lawrence Township Municipal Building is located on George Street in Lawrence Township. Constructed in 1967, the structure houses the Supervisors, Secretary/Treasurer, Road Maintenance and the Lawrence Township Police Department.

## C. POLICE PROTECTION

### 1. Clearfield Borough

The Clearfield Borough Police Department is located at 14 South Front Street in Clearfield. The Department is equipped with three vehicles, employs six full time and two part time officers and provides 24-hour service to the Borough.

### 2. Lawrence Township

The Lawrence Township Police Department has been relocated to a renovated trailer on the Clearfield By-pass. The Department is equipped with three vehicles, employs eight full time and three part time officers, and provides 24-hour service to the Township.

### 3. Pennsylvania State Police

The Pennsylvania State Police have a barracks located on Woodland Road in Woodland and provides additional 24-hour protection to the Clearfield-Lawrence area. The barracks is equipped with eleven (11) vehicles (10 cars and 1 four-wheel drive Jeep) and employs twenty-nine (29) full time officers.

Future plans for all of the above departments include only purchasing of new equipment, as necessary.

## D. FIRE PROTECTION

Fire protection to the citizens of Clearfield Borough and Lawrence Township are provided by the following volunteer fire companies:

1. Fire Company No. 1

   a. Equipment

      1 pumper, 1,500 gallon per minute
      1 rescue truck, carries 100-200 gallon water
      100 foot aerial (ladder truck)
      3 ambulances
      1 life boat

   b. Members

      Approximately 100

   c. Service Area

      Clearfield Borough
      Downtown to bottom of Brewery Hill
      Bridge Street to middle of Ogden Avenue

2. Fire Company No. 2

   a. Equipment

      Pumper, 1954

   b. Members

      173

   c. Service Area

      Second Ward
      Ogden Avenue to Clearfield/Lawrence Township border

3. Fire Company No. 3

   a. Equipment

      Emergency Truck
      Pumper

   b. Members

      362

   c. Service Area

      Clearfield Borough
      Third Ward

4. Fire Company No. 4 - Elk Fire Company

a. Equipment

1966 Mack Pumper
1955 Four wheel drive brush truck

b. Members

120

c. Service Area

Clearfield Borough
Goshen Township
Pine Township

5. Hyde Fire Company

a. Equipment

2 pumpers
1 tanker
1 brush truck

b. Service Area

Hyde City
Country Club Hills

At this time the companies listed above have no major plans for expansion.

E. SCHOOLS

Clearfield Borough and Lawrence Township are part of the Clearfield Area Joint School District, which includes, in addition to Clearfield and Lawrence Township, Goshen, Girard, Covington, Bradford, Knox and Jordan Townships. The school program, in the study area, is housed in fifteen (15) structures, four (4) secondary and eleven (11) elementary.

The Clearfield-Lawrence area also has one private school, located at 230 South Second Street, with enrollment of 268 in grades kindergarten through twelfth.

Table 40 depicts information on the school buildings in the Clearfield-Lawrence Area.

Table 40

AREA SCHOOLS

| School | Grade Level | Class Rooms | Capacity | Year Built | Additions/ Renovations | Condition of Building | Site Acreage | Present Enrollment | Projected Enrollment |
|---|---|---|---|---|---|---|---|---|---|
| St. Francis | K-12 | 15 | Unknown | 1957 | - | Good | Unknown | 268 | 268 |
| Clearfield Vo-Tech | 10-12 | 23 | 650 | 1970 | - | Satisfactory | Unknown | 680 | 680 |
| Bigler Elementary | K-5 | 7 | 240 | 1929 | 1962 | Good | 5-9 | 218 | Unknown |
| Woodland Elementary | 1-5 | 10 | 300 | 1929 | 1961 | Unsatisfactory | Unknown | 152 | Unknown |
| Leonard Elementary | K-5 | 7 | 550 | 1939 | - | Satisfactory | 1-3 | 283 | Unknown |
| Third Ward | K-5 | 14 | 450 | 1908 | 1960 | Satisfactory | 1 | 300 | Unknown |
| Girard Elementary | K-5 | 5 | 180 | 1936 | - | Satisfactory | 3-5 | 93 | Unknown |
| Glen Richey Elementary | K-5 | 7 | 180 | 1937 | - | Satisfactory | 5-10 | 145 | Unknown |
| Hillsdale Elementary | 1-5 | 6 | 180 | 1938 | - | Satisfactory | 5-10 | 121 | Unknown |
| Hyde Elementary | 1-5 | 5 | 150 | 1929 | 1947 | Satisfactory | 1-3 | 100 | Unknown |
| Plumtonville Elementary | K-5 | 12 | 390 | 1929 | 1954 | Satisfactory | 3-5 | 216 | Unknown |
| Goshen Twp. Elementary | 3-5 | 3 | 90 | 1958 | - | Satisfactory | 5-10 | 76 | Unknown |
| Centre Elementary | K-5 | 6 | 210 | 1962 | - | Satisfactory | 5-9 | 172 | Unknown |
| Clearfield Middle | K-12 | 35 | 1,224 | 1956 | 1975 | Satisfactory | 10-15 | 1,061 | Unknown |
| Clearfield High | 9-12 | 40 | 1,670 | 1975 | - | Satisfactory | 50+ | 1,386 | Unknown |

## F. LIBRARY

The library facilities for the Clearfield-Lawrence area are provided by the Joseph and Elizabeth Shaw Public Library at 6 South Front Street in Clearfield. The structure is outdated, poorly insulated and faces overcrowded conditions.

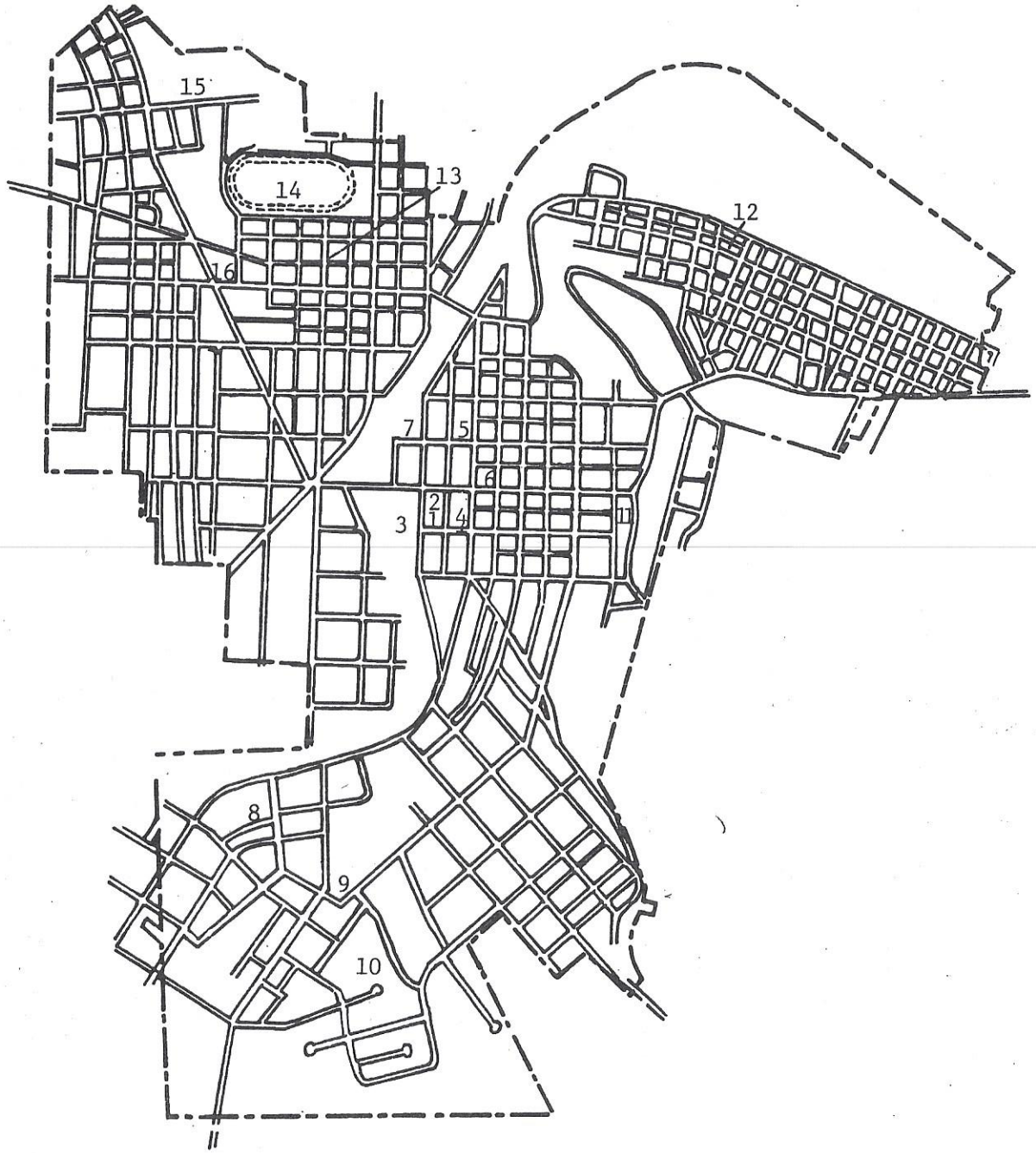
Expansion of the structure and an increase in the facilities and volumes should be planned in accordance with policy and procedure of the state as set forth in the State Public Library Assistance Law, the Library Services and Construction Act of 1964, the Bureau of Library Development, and the Pennsylvania Department of Public Instruction. By following this program, the maximum aid and support to the local library board could be achieved.

## G. HOSPITAL

The Clearfield-Lawrence area is served by the Clearfield Hospital. The structure is in excellent condition, consisting of three wings, the oldest of which was constructed thirty years ago. Located on Turnpike Avenue, the Clearfield Hospital contains 152 beds and includes Intensive Care, Pediatrics and Maternity Units, and Operating and Emergency Rooms. The hospital currently has no expansion plans.

## H. NURSING HOME

The Clearfield-Lawrence area is served by the Clear Haven Nursing Home, located on Leonard Street. The Clear Haven Nursing Home was constructed in 1965 with 80 beds. A 20-bed addition was completed in 1970 and a 120-bed addition in the mid 1970s. In addition Clear Haven also has dietary and physical therapy rooms. The nursing home currently has no expansion plans.




1. Municipal Building
2. Library
3. Upper Witmer Park
4. Chamber of Commerce
5. U. S. Post Office
6. Clearfield County Courthouse
7. Lower Witmer Park
8. Second Ward Fire Station
9. Special Education School
10. Clearfield Community Swimming Pool
11. Leonard Elementary School
12. Fourth Ward Fire Company
13. Third Ward Elementary School
14. Clearfield Firemen's Fairground
15. Clearfield Hospital
16. Third Ward Fire Company

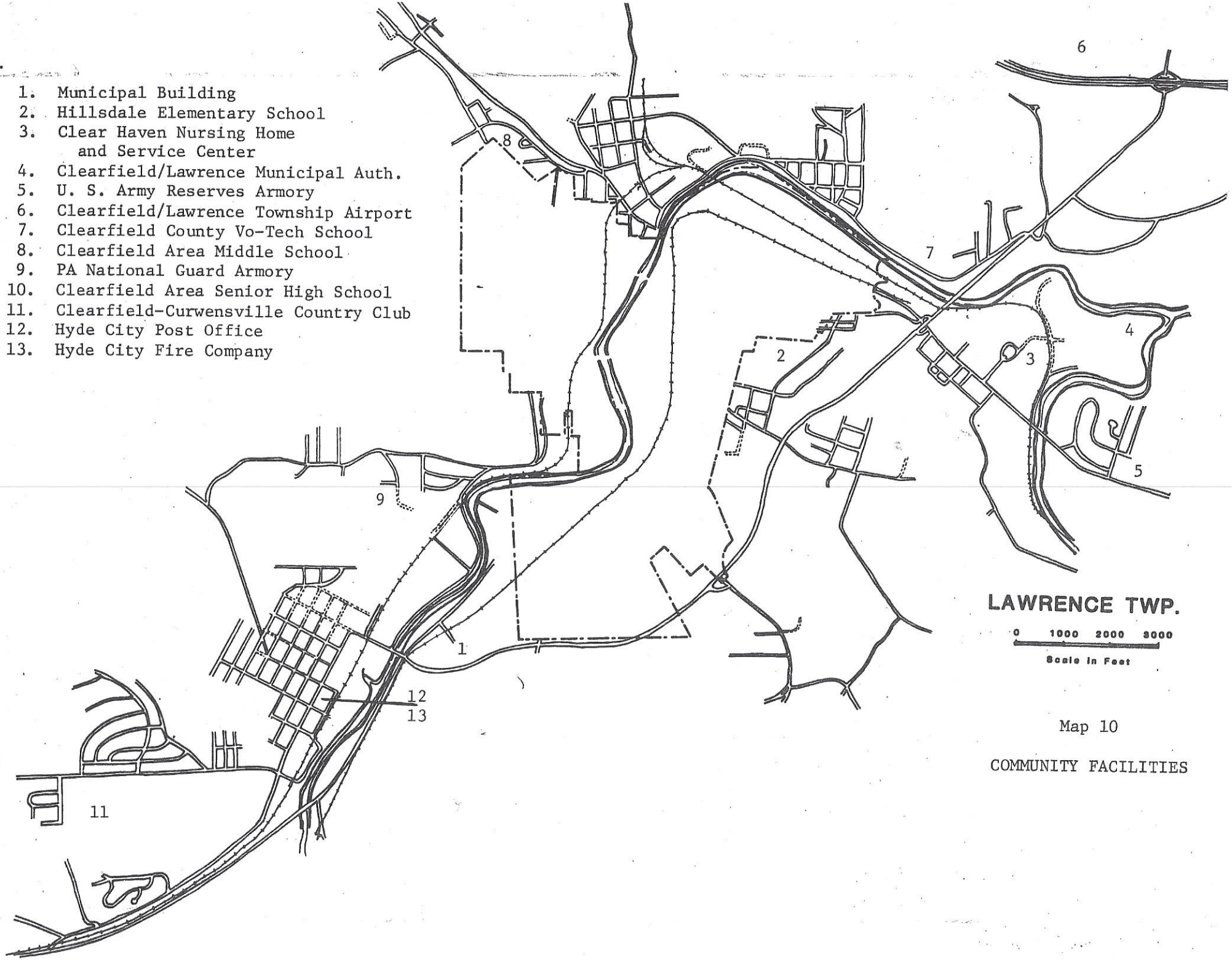
Map 9

COMMUNITY FACILITIES

# CLEARFIELD BOROUGH

0 1000 2000 3000

Scale in Feet




Map 10

COMMUNITY FACILITIES

# X. FISCAL ANALYSIS

## A. INTRODUCTION

The scope of the fiscal analysis for Clearfield Borough and Lawrence Township will be limited to a general overview rather than a detailed study. A general overview will provide sufficient data for the development of the comprehensive planning process. Sound fiscal management plays an important role in any planning process and is prerequisite to implementing objectives. Therefore the primary intent of the fiscal analysis is to evaluate the municipal fiscal condition, project possible future conditions, and enable the governing body to take appropriate steps for financial planning.

## B. CLEARFIELD BOROUGH

The Borough's budget operates with three basic accounts: the General Fund; State Liquid Fuels Highway Aid Fund; and Federal Revenue Sharing Fund. The General Fund is the most important and flexible account in the operation of the Borough. The State Highway Fund, which operates with grants from the State Liquid Fuels Fund, must be used for highway expenditures only. The Federal Revenue Sharing Fund, like the Highway Fund, operates with a grant. This account, however, has only a few restrictions on its uses.

### 1. Revenues

Revenues for the Borough come from either taxes or miscellaneous receipts. Tax revenues may be categorized into two basic sources: Real Estate Taxes and Local Tax Enabling Act (Act 511) Taxes. Miscellaneous Revenue represents receipts from such sources as licenses, permits, interest, grants, gifts, and so on.

As Table 41 shows, taxes are the primary revenue source, with the Real Estate Tax contributing a major portion of Total Revenue Receipts. Act 511 Taxes are also a major contributor, with Miscellaneous Revenue varying over the years, but still a vital component of the General Fund revenues. A detailed assessment of the budget for the period 1979 through 1983 follows.

#### a. Taxes

Tax revenue has remained relatively stable over the study period, rising slightly each year since 1979 with the exception of 1983, during which tax revenue declined to $646,658. Still, as a component of the General Fund, 1983 tax revenue represented over 61% of Total Revenue Receipts. This figure is comparable with other years in the study.

(1) Real Estate Taxes

Real Estate Taxes represented nearly 37% of Total Revenue Receipts in the General Fund. While this percentage is consistent with previous years, total revenues from Real Estate Taxes declined by 5.7% in 1983, following another minor decline in 1982.

The Real Estate Tax rate is set at 15 mills. Declining revenues from this source could seriously erode the Borough's resources over time. A county reassessment of property values is planned in the future. It is vital to the Borough's continuing financial stability that this reassessment be completed as quickly as possible.

(2) Act 511 Taxes

Local Tax Enabling Act (Act 511) Taxes include Per Capita Taxes (set at 5 mills), Real Estate Transfer Taxes (set at 0.5%), Mercantile Taxes (0.5%), Occupational Privilege Taxes (5 mills), and various Mechanical Devices Taxes. Revenue from Act 511 Taxes amounted to $258,649 in 1983. This figure represents a slight increase from 1982 (2.6%) and continued an historical trend throughout the study period.

Within this category, Earned Income Taxes ("wage" taxes) are the major contributor, representing nearly 80% of Act 511 Taxes in 1983 ($206,755). Per Capita Taxes, Real Estate Transfer Taxes, Occupational Privilege Taxes, and Mechanical Devices Taxes represented about 7.1%, 5.8%, 6.5%, and 0.6%, respectively in 1983.

Inflationary trends should continue to provide for moderate increased in Act 511 Taxes during the coming years, particularly in the "Wage" Tax category. It should be noted, however, that this source has not kept pace with inflation during the high inflationary years early in the study period. This trend indicates possible erosion of the Act 511 tax base. The fund should be carefully monitored over time to insure its continued viability as a revenue source.

b. Miscellaneous Revenue

Miscellaneous Revenue amounted to $407,173 in 1983, or nearly 39.7% of Total Revenue Receipts in the General Fund. While this figure is substantially lower than in 1982 (10.5%), it is comparable to previous years in the study, following a generally inflationary trend. As a component of the budget, Total Miscellaneous Revenue has consistently represented between 36% and 40% of Total Revenue.

c. Non-Revenue Receipts

Non-Revenue Receipts include such items as sale of property, supplies and equipment, proceeds from sale of bonds, interfund operating transfers, refunds of prior year expenditures, and proceeds from tax and revenue anticipation notes. In 1983 Non-Revenue Receipts amounted to $600,969, down 46.5% from 1982. Historically, the 1983 figure is the lowest amount for any year in the study period.

The difference between 1983 and other years, particularly 1982, is accounted primarily by the lack of interfund operating transfers in 1983. In 1982, $586,083 was transferred from other funds, while in 1983 no funds were transferred.

The largest category in Non-Revenue Receipts for 1983 was proceeds of tax and revenue anticipation notes, amounting to $600,000. This figure is slightly higher than other years, which ranged from a low of $250,000 in 1981 to $515,000 in 1982.

d. Cash Balance

Cash Balance ranged from a low of minus $7,419 in 1979 to a high of $19,461 in 1982. In 1983, cash balance (cash minus liabilities) was $5,990.

e. Securities and Investments

In 1983, Clearfield Borough had investments amounting to $162,933. This figure is substantially higher than previous years. In 1982, this category contained $46,282.

f. Total Receipts, Cash and Investments

In 1983, Total Receipts, Cash and Investments amounted to $1,823,723, a reduction of 21% from 1982. This decline was almost entirely the result of reductions in non-revenue receipts. This category accounted for over 100% of the difference between 1982 and 1983.

The other revenue category showing a noticeable decline was Grants and Gifts. This category was reduced by $75,206 from 1982, which represents nearly 16% of the change between 1982 and 1983.

g. State Liquid Fuels Highway Aid Fund

In 1983, this fund contained an unreserved balance of $22,934 from cash and investments and revenues of $80,669 from the Liquid Fuels Tax and interest earnings. The total available funds amounted to $103,603 in 1983.

h. Federal Revenue Sharing Fund

The Federal Revenue Sharing Fund contained $147,318 in 1983. Of this, $14,042 was unreserved fund balance and $133,276 was revenue.

2. Expenditures

Highways constitute the largest category of expenditures for the Borough, accounting for nearly 41% of all expenditures in 1983. Protection to Persons and Property and General Government are the other major categories of expenditures, representing 23% and 18%, respectively. Total Governmental Expenditures in 1983 were the lowest of any year during the study period, except for 1981. This figure represents a reduction of 9.5% from 1982.

a. General Government

The General Government category is composed of administration, tax collection, and cost of municipal buildings and offices. Expenditures in this category have remained stable in recent years, responding to gradual inflationary pressures.

b. Protection to Persons and Property

This category is composed of expenditures for police, fire, and planning and zoning. These figures have also remained stable over the years, representing about the same percentage of the General Fund throughout the study period.

c. Health and Sanitation

Expenditures for health-related services have remained consistently around 1% to 1.5% of the General Fund during the study period. In 1983, expenditures amounted to just 1.2% of the budget.

d. Other Public Works

Other Public Works includes contributions to the Airport and Transportation Authorities. In previous years these funds were allocated to a different account with the budget, so it is not possible to compare figures during the study period. Funds for this account are provided through General Revenue Sharing and amount to $6,500 for the Airport Authority and $3,926 for the Transportation Authority.

e. Highways

Public Works - Highways represents the largest budget category for expenditures in 1983. Of this amount, 27% was allotted to general services, while over 23% was allocated for construction and rebuilding. The other major sub-categories in Highways include traffic signals and signs (15.9%), highways and bridges (10.3%), and storm sewers and drains (8.7%).

Overall, Highways expenditures have ranged between $285,591 in 1981 and $418,167 in 1980.

f. Parks and Recreation

This category includes personal services and other operating expenditures for administration of recreational programs in the Borough. No capital construction or purchases were made in 1983, and the category represents just 1.7% of the General Fund.

g. Special Services

Special Services includes conservation and development expenditures. In 1983, just $3,602 were utilized for urban redevelopment and housing. As an older community, Clearfield Borough could certainly utilize additional revenues for such purposes. At no time during the study period did this category exceed 1.3% of the General Fund (1981).

h. Miscellaneous Expenditures

Miscellaneous Expenditures include such items as retirement fund contributions, workers compensation, unemployment benefits. In 1983, this category amounted to about 9% of the budget. This figure was the lowest of any year during the study period.

i. Non-Government Expenditures

Non-Government Expenditures consisted of interfund operating transfers amounting to $698,294 in 1983. This figure was substantially lower than in 1982, when over $1.12 million was entered under this category.

j. Cash Balance

Cash Balance was $4,379 in 1983 consisting of $6,884 in cash less $2,505 in payroll taxes and other payroll withholdings payable.

k. Investments

Investments totalled $203,521 in 1983, an increase of $40,588 over 1982 and much higher than in previous years of the study.

1. Total Expenditures, Cash and Investments

Totals for 1983 were $1,823,723 to operate the Borough, 21% below 1982. These reductions may be attributed to the Miscellaneous Expenditures category, which accounted for over 17% change. No other single category accounted for more than 7% of the reduction, indicating that budget expenditures were well-controlled and tightly managed.

While sound fiscal management includes a firm control of expenditures, long-range financial planning should address the maintenance and development of a quality living environment. Often, fiscal restraint must be balanced by sound investment in the preservation and enhancement of existing facilities and services to ensure the future tax base, viable business and residential climate, and future considerations for development and redevelopment of the Borough.

m. State Liquid Fuels Highway Aid Fund Expenditures

Expenditures under this fund totalled $89,769 in 1983, plus $13,834 in unreserved fund balance. Most of the expenditures were allocated to general services ($42,558) and represented 47.4% of the expended funds. The bulk of this sub-category was utilized for capital purchases.

The other major sub-category was for highway construction and rebuilding, totalling $38,345, or 42.7% of expended funds. Snow and ice removal, traffic signals, signs, etc., and highways and bridges were the remaining uses, totalling just 0.9% of the expended funds.

n. Federal Revenue Sharing Fund Expenditures

Total expenditures in 1983 were $118,056, plus $29,262 in unreserved fund balance. Major uses of the fund included: Police ($13,163 or 11.1%); Airport Authority ($6,500 or 5.5%); Transportation Authority ($3,926 or 3.3%); Parks and Recreation ($8,000 or 6.8%); Library ($2,500 or 2.1%); and compensation insurance ($24,423 or 20.7%).

It is apparent that this fund has been utilized to finance operating expenses of the Borough which may be better allocated to the General Fund. The tenuous nature of Federal Revenue Sharing Funds could impart serious consequences to municipalities which become dependent on this source for normal operating expenses. Care should be taken to utilize these funds for targeted, short-range objectives that will make positive contributions to the community.

Table 41

REVENUE
CLEARFIELD BOROUGH: 1979 - 1983

| | 1979 | | 1980 | | 1981 | | 1982 | | 1983 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | % | Amount | % | Amount | % | Amount | % | Amount | % |
| TOTAL TAX COLLECTED | 568,928 | 63.80 | 645,981 | 64.10 | 655,512 | 62.20 | 663,411 | 59.30 | 646,658 | 61.36 |
| Real Estate | 328,774 | 36.90 | 401,843 | 39.90 | 411,598 | 39.00 | 411,286 | 36.80 | 388,009 | 36.82 |
| Act 511 | 240,154 | 26.90 | 244,138 | 24.20 | 243,914 | 23.20 | 252,124 | 22.50 | 258,649 | 24.54 |
| TOTAL MISCELLANEOUS REVENUE | 323,267 | 36.20 | 361,463 | 35.90 | 399,076 | 37.80 | 454,741 | 40.71 | 407,173 | 38.64 |
| Licenses & Permits | 11,768 | 1.30 | 8,349 | 0.83 | 7,943 | 0.75 | 10,976 | 0.98 | 16,898 | 1.60 |
| Fines, Foreits & Costs | 27,656 | 3.10 | 23,032 | 2.30 | 30,903 | 2.90 | 27,019 | 2.40 | 82,620 | 7.84 |
| Interests & Rents | 7,668 | 0.86 | 12,759 | 1.30 | 45,007 | 4.30 | 55,592 | 5.00 | 66,263 | 6.29 |
| Grants & Gifts | 208,632 | 23.40 | 219,373 | 21.80 | 260,190 | 24.70 | 294,685 | 26.40 | 219,479 | 20.83 |
| Departmental Earnings | 59,195 | 6.60 | 92,922 | 9.20 | 54,892 | 5.20 | 66,388 | 5.90 | 18,420 | 1.75 |
| Special Assessments & Liens | - | | - | | - | | - | | - | |
| Miscellaneous Revenue Receipts | 8,348 | 0.94 | 5,028 | 0.50 | 141 | 0.01 | 81 | 0.01 | 3,493 | 0.33 |
| TOTAL REVENUE RECEIPTS | 892,195 | 100.00 | 1,007,444 | 100.00 | 1,054,588 | 100.00 | 1,118,151 | 100.00 | 1,053,831 | 100.00 |
| TOTAL NON REVENUE RECEIPTS | 850,845 | | 787,720 | | 694,228 | | 1,122,768 | | 600,969 | |
| CASH BALANCE BEGINNING OF YEAR 1/1/ | (7,419) | | (4,510) | | (1,484) | | 19,461 | | 5,990 | |
| SECURITIES & INVESTMENTS HELD AT BEGINNING OF YEAR 1/1/ | 10,382 | | 1,166 | | 8,904 | | 46,282 | | 162,933 | |
| TOTAL RECEIPTS, CASH & INVESTMENTS | 1,746,004 | | 1,791,820 | | 1,756,236 | | 2,306,662 | | 1,823,723 | |

Table 42

EXPENDITURES

CLEARFIELD BOROUGH: 1979 - 1983

| | 1979 | | 1980 | | 1981 | | 1982 | | 1983 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | % | Amount | % | Amount | % | Amount | % | Amount | % |
| GENERAL GOVERNMENT | 225,392 | 29.70 | 149,935 | 14.70 | 143,422 | 17.00 | 150,560 | 14.90 | 163,655 | 17.84 |
| Administration | 80,601 | 7.40 | 80,113 | 7.80 | 79,202 | 9.40 | 81,721 | 8.10 | 88,970 | 9.70 |
| Tax Collection | 15,935 | 1.50 | 18,055 | 1.80 | 19,736 | 2.30 | 20,997 | 2.10 | 21,039 | 2.29 |
| Municipal Buildings & Offices | 225,392 | 20.80 | 51,767 | 5.10 | 44,484 | 5.30 | 47,842 | 4.70 | 53,646 | 5.85 |
| PROTECTION TO PERSONS & PROPERTY | 283,388 | 26.20 | 273,612 | 26.80 | 239,008 | 28.20 | 268,979 | 26.60 | 252,350 | 27.50 |
| Police | 239,198 | 22.10 | 236,289 | 23.10 | 196,251 | 23.20 | 216,402 | 21.40 | 208,837 | 22.76 |
| Fire | 42,134 | 3.90 | 34,330 | 3.40 | 40,729 | 4.80 | 45,435 | 4.50 | 41,288 | 4.50 |
| Building Reg. Planning & Zoning | 2,056 | 0.20 | 2,993 | 0.30 | 2,028 | 0.20 | 7,142 | 0.70 | 2,225 | 0.24 |
| HEALTH & SANITATION | 9,811 | 0.90 | 10,590 | 1.00 | 12,631 | 1.50 | 14,372 | 1.40 | 10,978 | 1.20 |
| OTHER PUBLIC WORKS | - | | - | | - | | | | 10,426 | 1.14 |
| HIGHWAYS | 311,829 | 28.80 | 418,167 | 40.90 | 285,591 | 33.70 | 330,254 | 32.60 | 374,427 | 40.81 |
| PARKS & RECREATION | 17,546 | 1.60 | 9,210 | 0.90 | 8,668 | 1.00 | 19,067 | 1.90 | 15,419 | 1.68 |
| SPECIAL SERVICES | 12,446 | 1.10 | 896 | 0.10 | 11,007 | 1.30 | 11,257 | 1.10 | 3,602 | 0.39 |
| MISCELLANEOUS | 103,908 | 9.60 | 124,489 | 12.20 | 100,536 | 11.90 | 171,043 | 16.90 | 86,672 | 9.44 |
| INTEREST | 23,309 | 2.10 | 34,864 | 3.40 | 45,910 | 5.40 | 48,025 | 4.70 | - | |
| TOTAL GOVERNMENTAL EXPENDITURES | 1,084,165 | | 1,021,763 | | 846,773 | | 1,013,557 | | 917,529 | |
| TOTAL NON-GOVERNMENT EXPENDITURES | 665,183 | | 762,638 | | 843,719 | | 1,124,162 | | 698,294 | |
| CASH BALANCE AT END OF YEAR AS 12/31 | (4,510) | | (1,484) | | 19,461 | | 6,010 | | 4,379 | |
| SEC. & INVEST. HELD END OF YEAR 12/31 | 1,166 | | 8,904 | | 46,282 | | 162,933 | | 203,521 | |
| TOTAL EXPENDITURES, CASH & INVESTMENTS | 1,746,004 | | 1,791,820 | | 1,756,236 | | 2,306,662 | | 1,823,723 | |

## C. LAWRENCE TOWNSHIP

The Township's budget operates with six basic accounts: the General Fund; State Liquid Fuels Highway Aid Fund: Federal Revenue Sharing Fund; Street Lighting Fund; Fire Protection Fund; and Sewer Fund. The General Fund is the most important and flexible account in the operation of the Township. The State Highway Fund, which operates with grants from the State Liquid Fuels Fund, must be used for highway expenditures only. The Federal Revenue Sharing Fund, like the Highway Fund, operates with a grant. This account, however, has only a few restrictions on its uses. The Street Lighting and Fire Protection Funds are generated through special property taxes, while the Sewer Fund operates from sewer rentals and permits.

### 1. Revenues

Revenues for the Township come from either taxes or miscellaneous receipts. Tax revenues may be categorized into two basic sources: Real Estate Taxes and Local Tax Enabling Act (Act 511) Taxes. Miscellaneous Revenue represents receipts from such sources as licenses, permits, interest, grants, gifts, and so on.

As Table 43 shows, taxes are the primary revenue source, with the Real Estate Tax contributing the major portion of Total Revenue Receipts. Act 511 Taxes are also a major contributor, with Miscellaneous Revenue varying over the years, but still a vital component of the General Fund revenues. A detailed assessment of the General Fund for the period 1979 through 1983 follows.

#### a. Taxes

Tax revenue has remained relatively stable over the study period, rising each year since 1979, with the exception of 1980. In 1983, tax revenue increased 1.4% from 1982, to $601,419. As a component of the budget, 1983 tax revenue represented over 62% of Total Revenue Receipts, slightly lower than 1982 but similar to other years in the study period.

##### (1) Real Estate Taxes

Real Estate Taxes represented 28.3% of Total Revenue Receipts in the Township. This percentage is higher than most previous years; and total revenues from Real Estate Taxes increased in 1983, from $253,104 in 1982 to $273,573 (an 8.1% increase).

The historical increase in real estate tax revenue results primarily from continued growth in the Township. This revenue is vital to the Township's financial stability and should be carefully monitored over time. A county reassessment of property values should be encouraged periodically, to provide a reliable and equitable assessment of taxes throughout the municipality.

(2) Act 511 Taxes

Local Tax Enabling Act (Act 511) Taxes include Per Capita Taxes, Real Estate Transfer Taxes, Mercantile Taxes, and Occupational Taxes. Revenue from Act 511 Taxes amounted to $327,844 in 1983. This figure represents a slight decrease from 1982 (3.5%). Overall, however, these revenues have remained stable throughout the study period.

Within this category, Earned Income Taxes ("wage" taxes) are the major contributor, representing 82.3% of Act 511 Taxes in 1983 ($269,821). Per Capita Taxes, Real Estate Transfer Taxes, and Occupational Taxes represented about 6.7%, 4.4%, and 6.6% respectively in 1983.

Inflationary trends should continue to provide for moderate increases in Act 511 Taxes during the coming years, particularly in the "Wage" Tax category. It should be noted, however, that this source has not kept pace with inflation during the high inflationary years early in the study period. This trend indicates possible erosion of the Act 511 tax base. The fund should be carefully monitored over time to insure its continued viability as a revenue source.

b. Miscellaneous Revenue

Miscellaneous Revenue amounted to $363,281 in 1983, or 37.7% of Total Revenue Receipts in the Township. This figure follows an historical trend toward increased miscellaneous revenues. In 1983, this category increased 11.1% from 1982.

A more detailed analysis of Miscellaneous Revenue indicates that many categories increased in 1983. Licenses and Permits, however, amounted to just $250, down 96% from 1982 and lower than any year in the study period.

Fines and Forfeits rose 13.3% during 1983 and represented about 2.7% of the revenue. This moderate increase follows a general trend matching inflation.

Interest and Rents rose dramatically in 1983, from $1,381 in 1982 to $67,668. At that level, this revenue source represented 7% of the budget.

Grants and Gifts declined slightly in 1983 but has remained relatively stable during the study period. These intergovernmental revenue sources represent a return of tax dollars to the area and must be competitively pursued.

Departmental Earnings represent a minor component of the General Fund (0.3%), but has remained relatively consistent over the years, with the exception of 1982.

Miscellaneous Revenue Receipts have fluctuated during the study period from a high of $70,570 in 1979 to a low of $13,426 in 1981. In 1983, this category represented 3.9% of the General Fund.

c. Non-Revenue Receipts

Non-Revenue Receipts include such items as sale of property, supplies and equipment, proceeds from sale of bonds, interfund operating transfers, refunds of prior year expenditures, and proceeds from tax and revenue anticipation notes. In 1983 Non-Revenue Receipts amounted to $133,535, down 34% from 1982. Historically, the 1983 figure is the lowest amount since 1980.

d. Cash Balance

Cash Balance ranged from a low of $27,511 in 1981 to a high of $103,952 in 1979. In 1983, Cash Balance (cash minus liabilities) was $66,472.

e. Total Receipts, Cash and Investments

In 1983, Total Receipts, Cash and Investments amounted to $1,164,705, about the same as in 1982.

f. State Liquid Fuels Highway Aid Fund

In 1983, this fund contained $126,141. Of this amount, $124,884 consisted of revenues, $1,078 from interest earnings, and $177 from interfund operating transfers.

g. Federal Revenue Sharing Fund

The Federal Revenue Sharing Fund contained $99,873 in 1983. Of this amount, $900 consisted of available cash at the beginning of the year, while $93,273 was forthcoming from the Federal General Revenue Sharing Entitlement and $5,700 from interfund operating transfers.

h. Street Lighting Fund

The Street Lighting Fund is financed through an additional property tax. In 1983, this tax generated $4,498 toward the fund. An additional $10 from interfund operating transfers accounted for the total amount in this fund, $4,508.

i. Fire Protection Fund

The Fire Protection Fund is also financed through a property tax, amounting to $25,832 in 1983. A cash balance of $2,619 from 1982 applied to the fund provided total revenue of $28,451 in 1983.

j. Sewer Fund

Special assessments for sewer rentals and permits generated $5,872 of revenue for the Sewer Fund in 1983. Of this amount, $4,525 (77.1%) was accounted for by sewer rental fees.

Table 43

REVENUE

LAWRENCE TOWNSHIP: 1979 - 1983

| | 1979 | | 1980 | | 1981 | | 1982 | | 1983 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | % | Amount | % | Amount | % | Amount | % | Amount | % |
| TOTAL TAXES COLLECTED | 484,985 | 60.90 | 460,064 | 61.10 | 558,094 | 69.90 | 592,881 | 64.50 | 601,417 | 62.30 |
| Real Estate | 156,983 | 19.70 | 160,257 | 21.30 | 230,443 | 28.90 | 253,104 | 27.50 | 273,573 | 28.30 |
| Act 511 | 328,002 | 41.20 | 299,807 | 39.80 | 327,651 | 41.00 | 339,777 | 37.00 | 327,844 | 34.00 |
| TOTAL MISCELLANEOUS REVENUE | 311,077 | 39.10 | 293,442 | 38.90 | 240,615 | 30.10 | 326,870 | 35.50 | 363,281 | 37.70 |
| Licenses & Permits | 8,753 | 1.10 | 4,851 | 0.64 | 6,693 | 0.84 | 6,922 | 0.75 | 250 | 0.03 |
| Fines, Forfeits & Costs | 17,986 | 2.30 | 21,506 | 2.90 | 24,132 | 3.00 | 22,654 | 2.50 | 25,671 | 2.70 |
| Interests & Rents | 627 | 0.07 | 649 | 0.09 | 901 | 0.11 | 1,381 | 0.15 | 67,668 | 7.00 |
| Grants & Gifts | 208,214 | 26.20 | 230,836 | 30.60 | 191,576 | 24.00 | 247,344 | 26.90 | 223,865 | 23.20 |
| Departmental Earnings | 3,648 | 0.46 | 3,323 | 0.44 | 3,887 | 0.49 | | | 2,808 | 0.30 |
| Special Assessments & Liens | 1,279 | 0.16 | | | | | | | 5,872 | 0.60 |
| Miscellaneous Revenue Receipts | 70,570 | 8.90 | 32,277 | 4.30 | 13,426 | 1.70 | 48,570 | 5.30 | 37,147 | 3.90 |
| TOTAL REVENUE RECEIPTS | 796,063 | | 753,506 | | 798,709 | | 919,751 | | 964,698 | 100.00 |
| TOTAL NON-REVENUE RECEIPTS | 108,012 | | 117,366 | | 288,268 | | 202,308 | | 133,535 | |
| CASH BALANCE AT BEGINNING OF YEAR 1/1/ | 103,952 | | 77,910 | | 27,511 | | 44,503 | | 67,522 | |
| SECURITIES & INVESTMENTS HELD AT BEGINNING OF YEAR 1/1/ | 11,267 | | | | | | | | | |
| TOTAL RECEIPTS, CASH & INVESTMENTS | 1,019,294 | | 948,782 | | 1,114,488 | | 1,166,562 | | 1,165,755 | |

2. Expenditures

Highways constitute by far the largest category of expenditures for the Township, accounting for over 56% of all expenditures in 1983. Protection to Persons and Property and General Government are the other major categories, representing 15% and 14.3% of expenditures respectively. Total Governmental Expenditures in 1983 were higher than any other year during the study period and 68.8% more than in 1982.

a. General Government

The General Government category is composed of administration, tax collection, and cost of municipal buildings and offices. Expenditures in this category increased substantially in 1983. This increase is almost entirely attributable to administration, which rose 470% over 1982. The other components of General Government more closely resembles historical values.

b. Protection to Persons and Property

This category is composed of expenditures for police, fire, planning and civil defense. Again, this category increased dramatically over 1982 levels (430%), but is consistent with other years in the study period. Although the $140,987 expended in this category is higher than other years, as a percentage of the total governmental expenditures, it represents just 15%, compared with 15.8% in 1979 and 16.4% in 1980. The year 1982 appears to represent an unconventional comparison when matched with other years in the study period.

Within this category, police expenditures were much higher in 1983 than 1982, but lower than any other year during the study period. Fire expenditures, however, were 97% higher than the next highest year (1979), representing 3.8% of total governmental expenditures. Planning and Civil Defense expenditures were modest in 1983 and within levels for previous years.

c. Health and Sanitation

Expenditures in this category are utilized for solid waste and sewage purposes, amounting to $3,671 in 1983, or 0.4% of total governmental expenditures. This figure is drastically lower than during 1979 and 1980, but comparable to expenditures in more recent years.

d. Other Public Works

Other Public Works includes contributions to the Airport and Transportation Authorities. In previous years these funds were allocated to a different account within the budget, so it is not possible to compare figures during the study period.

e. Highways

Public Works - Highways represents the largest budget category for expenditures. Most of this amount was allocated to highways and bridges (33.3%), while another 17.8% went for general services and 8.3% was targeted for snow and ice removal. No other category represented more than 2% of the expenditures for Highways.

Overall, Highway expenditures for 1983 were significantly higher than for previous years. In no other year did this category represent more than 37.7% of total governmental expenditures (1981). In 1983, Highways represented over 56% of the budget.

f. Parks and Recreation

This category includes parks and recreation and the library. Of the total amount allocated ($3,500), $2,500 was allocated to parks and recreation and $1,000 to the library.

g. Miscellaneous Expenditures

Miscellaneous Expenditures include such items as workers compensation contributions, unemployment compensation, and insurance premiums. Although this category is much reduced from previous years, this difference may be due to changes in the reporting system between 1982 and 1983. Traditionally this category represented between 32% and 46% of total governmental expenditures, compared to just 6.7% in 1983.

h. Interest

Interest on debt payments amounted to $60,403 in 1983, or 6.4% of total governmental expenditures. This figure is much higher than previous years and should be carefully monitored and controlled.

i. Non-Government Expenditures

Non-Government Expenditures consisted of proceeds of general fixed asset dispositions, interfund operating transfers, and proceeds of general long-term debt. In 1983, this category was substantially less than in 1982 and at the lowest level since 1980.

j. Cash Balance

Cash Balance in 1983 was $66,472, about 8% less than 1982, but within historical limits.

k. Total Expenditures, Cash and Investments

Totals for 1983 were about the same as 1982 and roughly similar to previous years in the study period. Overall, total governmental expenditures were higher in 1983, while non-governmental expenditure declined.

While sound fiscal management includes a firm control of expenditures, long-range financial planning should address the maintenance and development of a quality living environment. Often, fiscal restraint must be balanced by sound investment in the preservation and enhancement of existing facilities and services to ensure the future tax base, viable business and residential climate, and future consideration for development of the Township.

l. State Liquid Fuels Highway Aid Fund

This fund contained $126,141 in 1983, with $93,893 allocated to general services (74.4%). The other major item in the fund was expenditures relating to highways and bridges ($18,255), representing 14.5% of the account. Other items included snow and ice removal, traffic signals and signs, and repair of tools and machinery, but accounted for only a minor portion of the fund.

m. Federal Revenue Sharing Fund

This fund contained $99,873 in 1983, with $40,930 allocated to police (41%). Highways, Roads and Streets and unemployment compensation were the other major items, representing 13.9% and 12.5% respectively. Other uses included fire ($100), other public works ($2,000), parks and recreation ($2,500), library ($1,000), and interfund transfers ($313).

It is apparent that this fund has been utilized to finance operating expenses of the Township which may be better allocated to the General Fund. The tenuous nature of Federal Revenue Sharing Funds could impart serious consequences to municipalities which become dependent on this source for normal operating expenses. Care should be taken to utilize these funds for targeted, short-range objectives that will make positive contributions to the community.

n. Street Lighting Fund

This fund contained $4,508 in 1983, most of which was allocated to electricity charges (66.2%). Other financing uses accounted for nearly all of the remainder in this fund.

o. Fire Protection Fund

This fund contained $28,415 in 1983. Fire expenditures accounted for 78.2% of the fund.

p. Sewer Fund

The Sewer Fund contained $5,872 in 1983, with $4,171 (71%) allocated to interfund operating transfers. About 29% was expended for wastewater collection and disposal.

Table 44

## EXPENDITURES
## LAWRENCE TOWNSHIP: 1979 - 1983

| | 1979 | | 1980 | | 1981 | | 1982 | | 1983 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Amount | % | Amount | % | Amount | % | Amount | % | Amount | % |
| GENERAL GOVERNMENT | 66,033 | 7.61 | 57,075 | 7.40 | 63,191 | 7.60 | 30,303 | 5.40 | 134,535 | 14.30 |
| Administration | 48,480 | 5.60 | 35,434 | 4.60 | 37,649 | 4.50 | 21,911 | 3.90 | 124,874 | 13.30 |
| Tax Collection | 15,093 | 1.70 | 15,306 | 2.00 | 17,511 | 2.10 | 4,321 | 0.80 | 6,722 | 0.70 |
| Municipal Building & Offices | 2,460 | 0.30 | 6,334 | 0.80 | 8,031 | 1.00 | 4,071 | 0.70 | 2,939 | 0.30 |
| PROTECTION TO PERSONS & PROPERTY | 136,801 | 15.80 | 127,533 | 16.50 | 115,212 | 13.80 | 26,652 | 4.80 | 140,987 | 15.00 |
| Police | 103,561 | 12.00 | 107,691 | 13.90 | 104,740 | 12.50 | 17,141 | 3.10 | 95,613 | 10.20 |
| Fire | 18,274 | 2.10 | 12,962 | 1.70 | 7,435 | 0.90 | 6,702 | 1.20 | 36,015 | 3.80 |
| Building Reg. Plng. & Zoning | | | 200 | 0.03 | | | 250 | 0.04 | 316 | 0.03 |
| Civil Defense | 14,966 | 1.70 | 6,680 | 0.90 | 3,037 | 0.40 | 2,559 | 0.50 | 9,043 | 1.00 |
| HEALTH & SANITATION | 57,941 | 6.70 | 22,120 | 2.90 | 3,501 | 0.40 | 372 | 0.10 | 3,671 | 0.40 |
| WATER, ELECTRIC & SEWER FUNDS | 2,227 | 0.30 | 329 | 0.04 | 807 | 0.10 | 520 | 0.10 | | |
| HIGHWAYS | 313,402 | 36.30 | 279,535 | 36.00 | 315,211 | 37.70 | 240,279 | 43.20 | 527,377 | 56.20 |
| OTHER PUBLIC WORKS | | | | | | | | | 2,213 | 0.30 |
| PARKS & RECREATION | 3,000 | 0.40 | 7,000 | 0.90 | 435 | 0.05 | | | 3,500 | 0.40 |
| SPECIAL SERVICES | 442 | 0.05 | 9,375 | 1.20 | 25 | 0.003 | | | | |
| MISCELLANEOUS | 280,964 | 32.50 | 266,371 | 34.30 | 331,983 | 39.70 | 257,550 | 46.40 | 65,054 | 6.90 |
| INTEREST | 1,823 | 0.20 | 6,158 | 0.80 | 4,889 | 0.60 | | | 60,403 | 6.40 |
| MUNICIPAL AUTHORITY LEASE RENTAL PAYMENTS | 924 | 0.10 | | | | | | | | |
| TOTAL GOVERNMENTAL EXPENDITURES | 863,557 | 100.00 | 775,496 | 100.00 | 835,254 | 100.00 | 555,676 | 100.00 | 937,740 | 100.00 |
| TOTAL NON-GOVERNMENTAL EXPENDITURES | 77,826 | | 145,776 | | 234,731 | | 538,650 | | 161,543 | |
| CASH BALANCE AT END OF YEAR AS 12/31 | 77,911 | | 27,510 | | 44,503 | | 72,237 | | 66,472 | |
| TOTAL EXPENDITURES, CASH & INVESTMENTS | 1,019,294 | | 948,782 | | 1,114,488 | | 1,166,563 | | 1,165,755 | |

## XI. COMMUNITY DEVELOPMENT OBJECTIVES

The basic objective is to ensure that future development and uses of land are consistent with the continued health, safety and welfare of current and future residents.

Within this basic objective, more specific objectives are:

- Maintain the rural nature and beauty of the countryside;
- Minimize environmental pollution, especially regarding surface and groundwater;
- Restrict development in environmentally sensitive areas such as floodplains and steep slopes;
- Protect floodplains, streams and watersheds to maintain their beauty and quality;
- Protect agricultural land from undue development pressures;
- Provide for local recreational needs in the form of community recreational facilities, and encourage related community services;
- Create and maintain an efficient use of developed land, and promote the orderly growth of the area;
- Identify and monitor existing land uses, discourage the development of mutually detracting land uses, and provide for the separation of different and incompatible uses;
- Promote the development of additional housing stock and improve housing conditions, and assure that new construction meets standards of light, air, fire protection, structural safety and other desirable qualities;
- Ensure that future development does not present dangerous traffic or pedestrian conditions in relationship with highways and roads;
- Promote adequate provision of sewer and water services;
- Encourage economic development and promote diversification and expanded industrial growth within the area;
- Promote and provide local medical facilities.

# XII. FUTURE LAND USE PLAN

The primary purpose of the Land Use Plan is to locate and identify those land areas within the planning area that are needed and can logically be allocated for future residential, commercial, industrial and public purposes. The major point of departure for such a plan must, of course, be related to existing land uses and the type of buildings and structures that have developed, including the pattern of land development that has evolved over the years during the growth of the community.

In the past, these characteristics have been shaped to a large extent by such factors as the local and regional economy, its geographical location, population growth and distribution, community needs and desires, street and traffic patterns, land physiography and topographic features, and prevailing practices and standards of building and land development that have existed over succeeding periods of community growth. Many of these same factors will continue to play an important role in the development of the planning area; however, they must now be recognized and reevaluated to form the basis of a plan to guide and channel long-range community development in the future.

In essence, the plan presented herein is designed to serve the Clearfield Borough-Lawrence Township area over a period of the next twenty-five years to the year 2010. It represents a conservative estimate of both future land use requirements and also what the area can reasonably achieve in terms of balanced development during this ensuing period.

The plan should be adopted by the Planning Commission and elected officials as an official policy statement and guide for the future development of both private and public land. By adopting the plan as an official guide, it can then be used to establish the basis for adequate subdivision, zoning, building and other land use controls that constitute the main tools for plan effectuation. This does not mean the plan should be adopted as a rigid and inflexible document. As changing conditions warrant, the plan should be altered and updated periodically to reflect new conditions that may arise.

It must be noted that in order to avoid conflicting land development and other policies, municipal boundaries must be viewed as artificial lines separating the total community only in terms of names and not in terms of interrelationships, both economic and social. It is only when thinking shops at borough or township lines that an area becomes truly stagnant and incapable of growth.

## A. LAND USE PLAN

Residential land uses are by far the most extensive and one of the most important categories of land development in the planning area. This situation demands that great care be exerted in the future to protect and conserve sound existing and new residential areas while concurrently eliminating or rehabilitating unsound residential areas.

Essentially, the plan for residential use has four broad objectives:

-- To preserve, stabilize and where necessary improve the residential character of existing neighborhoods.

-- To encourage the development of a balanced and diversified housing supply and living environments to meet the needs of all segments of the total community's population.

-- To provide each neighborhood area with convenient and well-planned public facilities.

-- To avoid past mistakes and misuses in the development of residential areas, particularly in existing undeveloped areas.

### 1. Clearfield Borough

The residential land use plan for the Borough has not changed radically from that proposed in the original comprehensive plan and is based on several major considerations. The first of these is an anticipated ultimate population increase that is expected to raise the current level of 7,580 persons to about 7,888 persons by the year 2010. On the basis of the current average household size of 2.5 persons per household in the Borough, this will require, at a conservative estimate, only about 123 new housing units by 2010.

At the present time, there is an estimated 290 acres of vacant land remaining in the Borough, about 65 percent of which could accommodate normal development if careful planning and site layouts are exercised. This land consists of both scattered vacant lots and a few remaining vacant tracts of land, some of which are already being developed while other portions are being proposed for different uses as a part of this plan.

This leads to the second principal consideration which deals with the actual acreage of land that will be developed for new residential uses and the nature of this development. This will essentially be determined by a combination of two factors: (1) the degree of effectuation accorded the range of densities proposed

in this plan by zoning or informal means; (2) the degree to which the plan density proposals are relevant to local preferences for residential space utilization. If the plan densities would not conform to future individual desires, alterations in the amount of land to be used for residential development will most surely be demanded. If such demands are realistic and relevant to the public interest, there is no valid reason why they should not be met. The density standards to be prescribed must therefore be carefully chosen so that valid adaptation to changes in preferences can be easily accomplished while still adhering to overall best interests of the community.

Due to the built-up character of the community and limitations on a portion of the amount of vacant ground left in the Borough, the development of any sizable new subdivisions within the Borough of the essentially large lot, single-family variety is somewhat limited. In fact, only three vacant developable areas of any significant size remain within the Borough limits, of which the one is judged better suited for other uses. The remainder of vacant developable land consists primarily of scattered vacant lots. Other vacant tracts situated at flood plain level on both sides of the Susquehanna River are unusable, and severe topographical characteristics of other vacant tracts limits their use.

With respect to higher densities which are characteristic of certain types of multi-family or apartment dwellings, two existing factors must be considered. The first is that the Borough does not now have a high incidence of multi-family dwelling units. In terms of historical development, therefore, the demand for and general acceptance of higher density dwelling structures appear negligible. The second factor is that there is an increasing demand for these types of dwelling units both nationally and, to a lesser extent, within the Central Pennsylvania area. As the amount of land available for residential development decreases and the cost of both land and of extending Borough services increases, the construction of multi-family dwelling structures may tend to increase somewhat. Some thinking along these lines has already been expressed by local realtors, developers and municipal officials.

Based on all of these major considerations, the following residential development densities that will provide for a variety of dwelling types are recommended. These include low-density, low-medium density, and medium-density areas throughout various sectors of the Borough, and are as shown on the Land Use Plan map.

a. Low-Density Residential Areas

The single-family or low-density residential structure is by far the most predominant type of residential structure in Clearfield. This was clearly illustrated in the land use

inventory study. It is expected that this trend will continue. Thus, the low-density areas are recommended primarily for single-family detached dwelling types at a density of approximately 7 units per net acre, or the equivalent of a minimum of 6,000 square foot lots. This compares well with the existing local average lot size of approximately 7,000 square feet.

It is recommended, in view of the generally beneficial aspects of owner-occupied, single-family dwelling units, that the Borough establish low-density residential districts. This action would ensure that such districts would be preserved since such areas are vital in both a well-balanced housing inventory and community.

b. Low-Medium Density Residential Areas

The low-medium density category is defined as being of a mixed structural nature consisting of one- or two-family structures. As far as structural integration and related environmental characteristics are concerned, there is nothing physically or aesthetically objectionable with varying structural types and residential densities within a neighborhood. Indeed, under controlled conditions this procedure can contribute significantly to the residential composition, appearance, and living environment of the community. This assumes first that certain minimum design standards are established to assure adequate open space, light and air; secondly, there are alternate types of residential densities and environments provided for within the overall residential plan which will afford a normal housing inventory and permit individual selectivity. Unless the above two criteria are met, a community cannot hope to satisfy the broad housing needs and preference of all segments of its population or avert "forced" family out-migration due to housing supply-demand inadequacies.

In recognition of the physical, social, and economic desirability of this form of housing development as part of the Borough's total housing inventory, it is recommended that certain areas be designated for low-medium residential development. Included in these areas is development already of this nature as well as vacant land areas where this practice can be continued. The recommended density for single- and two-family development in the low-medium density residential districts is 8 unit per net acre, depending on the actual housing unit type. Translated into lot size, the recommended minimum lot area is 5,000 square feet. Higher densities for selective housing types, such as multi-family apartments, might also be considered as a special use provided that the proposed higher densities will meet minimum prescribed standards for the health, safety and general welfare of the specific area under consideration.

c. Medium-Density Residential Area

At the present time, relatively little acreage in the Borough is occupied by multi-family housing. The availability of this type of housing accommodation, therefore, is somewhat limited. Unfortunately, it is difficult to gauge the current or potential demand for apartment-type units. It may be stated, however, based on similar experience elsewhere that supply usually generates a demand. In Clearfield, it would appear that there is a sufficient number of one- and two-person households at both extremes of the adult age bracket who might welcome apartment living: the younger couple as a first step prior to the purchase of a home; and the older couple in or near retirement whose housing needs have declined. In any event, if Clearfield is to establish a better housing balance, provision should be made for multi-family residential units as part of the Borough's Residential Plan. Additional housing of this type may help retain portions of the resident population needing multi-family housing who must presently look beyond the Borough for a accommodations. By the same token, persons desiring this type of housing would be attracted to the Borough.

There is one further important consideration. As noted earlier, there is a high incidence of structural obsolescence, particularly in close proximity to the downtown area where multi-family housing is often best suited. Given the opportunity, the provision of multi-family uses in these areas might stimulate private redevelopment and physical improvement not otherwise economically feasible.

The proposed multi-density residential areas are distributed throughout the Borough and are more particularly concentrated around the central business district. Multi-family housing might include row-house apartments, garden apartments and high-rise apartments. Densities for multi-family development would vary from 1,000 to 3,000 square feet per unit, depending on the particular type of housing structure.

d. Proposed Commercial Land Use

The importance of commercial activity to Clearfield cannot be over emphasized. Not only does commerce form the backbone of the Borough's economic base, but also commercial uses provide the residents of Clearfield and the region with goods and services vital to daily living. It logically follows, therefore, that the Land Use Plan must be concerned with the long-range protection and improvement of the total business community. This will not be accomplished, however, without the establishment of some guidelines and controls. The needs of commercial development are as diversified as those previously identified for residential uses. There are obviously different types of commercial activity and functions, not all of which are necessarily compatible or

interrelated. As encroachment of nonresidential activity should be discouraged in residential neighborhoods to preserve property values and environment, so should noncompatible commercial activities or other unrelated land use forms be avoided in designated commercial districts. To accomplish this objective, the Land Use Plan establishes three functional business classifications, each designed to serve a separate need. The three proposed business classifications are a central business area, general retail and service areas, and heavy commercial areas.

By designating specific commercial districts, the Borough can hope to attain the following:

-- A more intensified and organized central business district protected from encroachment by incompatible uses and devoid of mixed uses that detract from the central business district's retail and service function.

-- The establishment of compact general business and commercial areas to complement the central business district and provide for convenient neighborhood shopping facilities.

-- The concentration of heavy commercial, wholesale and selected manufacturing development areas to supplement the other commercial districts, and to provide for those uses not considered compatible in the central business district because of the nature of their operation.

For the most part, the proposed commercial districts adhere closely to existing areas of commercial development while providing for further growth and expansion. Additionally, several new commercial areas are proposed to utilize vacant land to its most appropriate and fullest potential. In some instances, isolated individual commercial uses or commercial uses considered inharmonious with the predominant character of an area have not been recognized. While these uses will be permitted to continue, their enlargement or expansion should be discouraged.

e. Central Business District

The primary retail commercial area (central business district) of Clearfield is generally bounded by East Pine Street on the north, Fourth Street on the east, East Walnut Street on the south, and the Susquehanna River on the west. As proposed in the Land Use Plan, this area is basically retained in commercial use. A distinction has been made, however, according to basic use and function in this general area, thereby more clearly

defining the central business district. The Land Use Plan has to some degree redefined the primary retail commercial area to provide a more compact and accessible area. With the exception of some interspersed areas of public and medium-density residential uses, the commercial area previously described is proposed solely for retail and general business and commercial use.

The central business district, as proposed, encompasses an area of approximately 25 acres exclusive of streets and alleys. It is recommended that uses not germane to the central business district's primary function be reduced or eliminated through systematic public or private renewal action. Uses to be gradually eliminated include residences and nonretail and unrelated service activities. Through the removal of these uses, space could be made available for expanding the CBD's basic uses: retail business, personal and professional services, and parking. Consequently, future enlargement of the central business district would not appear necessary if the replacement of inappropriate functions and a subsequently more efficient use of space occurs. Whether or not this desirable land use alteration will occur is, of course, dependent upon many factors, almost all of which are related to local initiative and a full understanding of the mutual benefits to be derived from such an undertaking both to the public interest and the interests of the individuals involved.

f. General Retail and Service Areas

To complement the central business district and to provide compact and efficient commercial facilities, other general retail and service areas beyond the central business district are proposed to fulfill the Borough's retail and service needs. These areas are proposed to serve either as neighborhood shopping facilities or be utilized for heavy commercial purposes. Each general retail and service area should be developed in such a manner so as to contain a diversified but physically concentrated cluster of retail and service establishments to meet the needs of the community or the particular neighborhood it is to serve. Further, in terms of physical planning, these areas should contain buffer strips to protect adjacent residences from adverse nuisance condtions; adequate off-street parking, loading and pedestrian and vehicular circulation facilities; and protection from conflict of uses and uncontrolled commercial sprawl. Basic commercial facilities which might be included in neighborhood-oriented general retail and service areas are food, drug, hardware, applicance, clothing stores, etc., and personal, professiona, automotive and recreational services.

Finally, the plan contains consideration for heavy commercial development, including limited manufacturing. The major purposes for the inclusion of heavy commercial areas is to permit more diversified commercial development which normally would not be appropriate in the central business district or specified general retail and service areas because of the "heavy" nature of their operation or their unique site or service needs. To illustrate this distinction of use more clearly, permitted uses within this classification would include commercial activities such as building material yards, truck terminals, contracting operations, wholesale establishments and light manufacturing, in addition to all types of retail and service activities.

These areas should be designed in such a manner as to enhance their commercial potential, while also affording protection to adjacent properties and uses from adverse nuisance and environmental conditions as well as hazardous traffic conditions. Accordingly, provision should be made for controlled ingress and egress, buffer strips, off-street parking and loading, maximum building coverage and other basic design criteria.

g. Proposed Industrial Land Use

The value of industry as part of the total economic development of a community or region is self-evident. As already noted in the Economic Base Study, the realization of a diversified and balanced industrial base is essential if Clearfield and its surrounding region are to stabilize or reduce their level of unemployment, stem population out-migration and improve economic conditions.

Clearfield, as previously mentioned, is a major County industrial center. Indeed, at the present time, about 186 acres are devoted to industrial use; and this land is distributed between several heavy industrial concentrations and a number of smaller individual industrial operations.

The potential utilization of major portions of the Borough's vacant land for industrial purposes is rather limited. This condition must be attributed to several quantitative and qualitative factors. First, the location of most of the Borough's available larger vacant areas is not ideally suited to industrial development due to the nature of adjacent land uses and physical restrictions upon the provision of adequate local industrial access. Secondly, portions of the remaining larger vacant areas are subject to natural restrictions such as excessive slope. Thirdly, some types of light industrial uses determined as desirable by the community can be accommodated within the heavy commercial category and do not appear within the definition of industrial land. Finally, sizable areas of industrially suited

land exist in the surrounding Township. While such land is available and is, in a sense, competitive with industrial land within the Borough, increased industrial development regardless of its ultimate location cannot but help both the Borough and the Township. People need to buy food and clothing or go to a movie no matter where they live or work. The community that can most adequately and conveniently satisfy these demands will be the ultimate recipient of the real economic benefits of such development. Under prevailing conditions in the region, state and nation, industry can afford to be and is very selective. Since most communities want industry, those that can offer the most in terms of location, site, services, transportation, labor and tax relief, to name only a few, will usually be most successful in their efforts. In effect, a regional approach to Clearfield's industrial goals seems to offer the strongest possibilities for success. Certainly, industrial development in conjunction with an airport is worthy of consideration. Urban renewal for industrial reuse within the Borough is another strong possibility in combination with a concerted program to improve and retain those industries which already exist. Public utility companies within the area are and have been active in industrial promotion, and local efforts have strived to maintain this interest. Industrial attraction is a full-time effort and must involve a total commitment of all available community resources if it is to bear fruit. Clearfield and its region should be more than aware of the truth of this statement in view of their rather successful attempts at industrial attraction to date.

h. Proposed Public Land Use

The Land Use Plan designates those areas intended for public purposes, including schools, recreational and other governmental facilities in relation to the character and intensity of development to be served. Currently, there are about 180 acres devoted to public use in the Borough.

2. Lawrence Township

Residential land use determinations within Lawrence Township are based upon the same major considerations as is that within Clearfield Borough; i.e., anticipated population increases, existing and anticipated average household sizes, and existing and anticipated household densities per acre. On the basis of an estimated population increase of 1,485 people or 492 households, an existing ratio of 2.6 households per acre, and all new dwelling unit construction, a maximum of 1,280 acres of new residential land will be required by 2010. If all lots are provided with sewage facilities, a reasonable portion (20 percent) of existing available vacant structures are utilized and all other factors remain equal, a minimum of 90 acres of new residential land will be needed by 2010. Obviously, since the Township has no problems in terms of a supply of adequate vacant land, no determination as to whether such land is necessary. The foregoing calculations represent the possible range of residential land utilization that should most likely occur in the future.

As in any situation where land is being developed in a regulated manner, the actual amount of residential land finally brought into use will depend on (1) the degree to which suggested standards as put forth in regulatory controls are enforced and adhered to, and (2) the degree to which these standards reflect local housing space preferences. If plan densities do not conform to local desires, it is perfectly acceptable and, indeed, desirable to alter them if such demands are realistic and just. Obviously, unscrupulous developers who agitate for changes in standards only for selfish reasons must not be permitted to endanger the public interest. Most standards defined in land use regulations are the basic minimum needed to insure public health, safety and welfare, and subsequently the efficiency of governmental operations. Those who would take their profits and leave shoddy subdivision to hang as a millstone around the necks of future populations and governments must be thwarted.

With respect to multi-family dwelling units, it appears that a historical demand for such structures has not existed within the Township. Young married people with families and young or old one-person households are, however, turning to such housing structures for a number of reasons ranging from better economic and maintenance considerations to increased socialization possibilities. Included in such a category by virtue of their resultant densities rather than their structural type, mobile homes offer a means of living increasingly accepted by childless young families and older households whose children have started their own families in other quarters. As the amount of land easily accessible to community facilities decreases and costs of utility extensions and house construction increases, the construction of multi-family and other high density structures should increase somewhat.

Based on the foregoing considerations, the following residential densities, providing for a variety of dwelling unit types and arrangements, are recommended for Lawrence Township. These include low-density, low-medium density, and medium density districts and are as shown on the Land Use Plan for the Township.

a. Low-Density Residential Areas

The single-family or low-density residential structure is the most predominant type of residential structure in Lawrence Township. This was clearly illustrated in the land use inventory study. It is expected that this low-density trend will continue. The low-density areas are recommended primarily for single-family detached dwelling types at a density of approximately one unit per net one-half acre, or the equivalent of 20,000 square foot lots. This compares well with the existing Township average lot size of approximately 31,000 square feet.

It is recommended that the Township establish low-density residential districts primarily in existing agricultural areas. This action would ensure that such districts would be preserved since such areas are vital to both a well-balanced housing inventory and community in view of their generally beneficial social and family attributes.

b. Low-Medium Density Residential Areas

The low-medium density district is intended to permit slightly more intensive use of land than is the low-density category. By definition, this category would be comprised of densities of four dwelling units per net residential acre. In terms of lot sizes, this density would provide for lots at a maximum area of approximately 10,000 square feet. This classification was derived primarily to provide for more concentrated utilization of existing and future utilities than is possible with low-density uses as well as considering the fact that since family detached structures have generally more value to the community in terms of housing supply alternatives and demands and taxable returns than do apartment units. By providing for smaller lots and thereby reducing the size of structures thereon, however, provision can thus be made for those who cannot afford fairly large lots but still wish to live in a detached single-family dwelling unit.

c. Medium-Density Residential Areas

The medium-density category is defined as being of a mixed structural nature consisting of one- or two-family structures. As far as structural integration and related environmental characteristics are concerned, there is nothing physically or aesthetically objectionable with varying structural types and residential densities within a neighborhood. Indeed, under controlled conditions this procedure can contribute significantly to the residential composition, appearance, and living environment of the community. This assumes first, that certain minimum design standards are established to assure adequate open space, light and air; and secondly, there are alternate types of residential densities and environments provided for within the overall residential plan which will afford a normal housing inventory and permit individual selectivity. Unless the above two criteria are met, a community cannot hope to satisfy the broad housing needs and preferences of all segments of its population or avert "forced" family out-migration due to housing supply-demand inadequacies.

In recognition of the physical, social, and economic desirability of this form of housing development as part of the Township's total housing inventory, it is recommended that certain areas be designated for medium-density residential development as shown on the Land Use Plan map. The recommended density for single- and two-family development in the medium-density residential districts is 6 units per net acre, depending on the actual housing unit type. Translated into lot size, the recommended minimum lot area is 7,500 square feet. Higher densities for selective housing types, such as multi-family apartments and row houses, might also be considered as a special use provided that the proposed higher densities will meet minimum prescribed standards for the health, safety and general welfare of the specific area under consideration.

The proposed medium-density residential areas are distributed throughout the Township, but are more concentrated around those areas such as Clearfield Borough where existing utilities and facilities are more accessible and where future extensions of such utilities and facilities are most feasible.

d. Proposed Commercial Land Use

The importance of commercial activity to the planning area has been previously discussed in the inventory studies and the commercial plan for Clearfield Borough. Obviously, in view of proposed Township residential densities and locations, as well as the ease of accessibility from the Township to such facilities now in existence within the Borough, the area devoted to commercial use within the Township has been more oriented towards providing convenience goods for residential areas and highway services for the traveling public. This orientation is, however, predicated to a significant extent upon improvements to the Borough's general business district to enhance its attractiveness to both shoppers and business firms. Should the Borough's business sector choose to minimize or neglect such necessary improvements, it is almost certain that more intensive commercial activity will occur within the Township area.

The needs of commercial development are as diversified as those previously identified for residential uses. There are obviously different types of commercial activity and functions, not all of which are necessarily compatible or interrelated. As encroachment of nonresidential activity should be discouraged in residential neighborhoods to preserve property values and environment, so should noncompatible commercial activities or other unrelated land use forms be avoided in designated commercial districts. To accomplish this objective, the Land Use Plan established four functional business classifications, each designed to serve a separate need. The four proposed business classifications are general commercial, commercial-neighborhood, commercial interchange, and commercial-highway.

By designating specific commercial districts, the Township can hope to attain the following:

-- More intensified and organized business areas protected from encroachment by incompatible uses and devoid of mixed uses that detract from the business district's retail and service function.

-- The establishment of compact general business and commercial areas distributed logically throughout the Township to provide for convenient neighborhood shopping facilities.

-- The concentration of heavy commercial, wholesale and selected manufacturing development areas to supplement the other commercial districts, and to provide for those uses not considered compatible in the retail business districts because of the nature of their operation.

For the most part, the proposed commercial districts adhere closely to existing areas of commercial development while providing for further growth and expansion. Additionally, several new commercial areas are proposed to utilize vacant land to its most appropriate and fullest potential. In some instances, isolated individual commercial uses or commercial uses considered inharmonious with the predominant character of an area have not been recognized. While these uses will be permitted to continue, their enlargement or expansion should be discouraged.

e. General Retail and Heavy Commercial Areas

Most of the general retail and commercial area of the Township is distributed along U. S. Route 322 southwest of Clearfield Borough. This area is generally retained as part of the commercial land use plan. Additional commercial acreage in this area is provided to satisfy future commercial needs. The additional land essentially involves expansion of existing commercial areas. These areas, as well as those located elsewhere in the Township, are intended to be utilized solely for retail, highway services such as motels and service stations, and other general business and commercial uses. Each general retail and service area should be developed in such a manner so as to contain a diversified but physically concentrated cluster of retail and service establishments to meet the needs of the community or the particular neighborhood it is to serve. Further, in terms of physical planning, these areas should contain buffer strips to protect adjacent residences from adverse nuisance conditions; adequate off-road parking, loading and pedestrian and vehicular circulation facilities; restricted highway entrance and exit points and protection from conflict of uses and uncontrolled commercial sprawl. Basic commercial facilities which might be included in convenience-oriented general retail and service areas are food, drug, hardware, appliance, clothing stores, etc., and personal, professiona, automotive and recreational services.

Although not specifically shown as a separate classification within general retail and heavy commercial areas on the Land Use Plan, the Plan does contain consideration for heavy commercial development, including limited manufacturing. The major purposes for the inclusion of heavy commercial areas is to permit more diversified commercial development which normally would not be appropriate in business district or specific general retail and service areas because of the "heavy" nature

of their operation or their unique site or service needs. To illustrate this distinction of use more clearly, permitted uses within this classification would include commercial activities such as building material yards, truck terminals, contracting operations, wholesale establishments and light manufacturing, in addition to all types of retail and service activities.

These areas should be designed in such a manner as to enhance their commercial potential, while also affording protection to adjacent properties and uses from adverse nuisance and environmental conditions as well as hazardous traffic conditions. Accordingly, provision should be made for controlled ingress and egress, buffer strips. off-street parking and loading, maximum building coverage and other basic design criteria.

f. Special Commercial Areas

The designation of the special commercial area is somewhat unusual in most planning studies and usually applies to an area where extraordinary circumstances exist. This is obviously the case in relation to the Clearfield-Lawrence area interchange of Interstate 80. It goes without saying that primary highway interchanges are major land use attractors partly because of their structural demands for open, level land with uncluttered approach roads and partly because of the high traffic volumes at interchanges. Expanses of open and relatively level land is a prime criteria for low-density high value uses such as commercial and industrial firms, and accessibility and availability of customers obviously enhance such sites to these types of uses. Motorists observing such uses as a motel or service station at an interchange are also more likely to remember them on future trips, particularly where such facilities are not available along the road itself elsewhere. These, then, are the primary reasons for developing a special commercial area around the Interstate 80 interchange.

A number of considerations must be kept in mind in so designating an area, however. Perhaps the first and foremost is that for many persons the interchange area is their first and perhaps only view of the community, and first impressions generally count significantly in future judgments. The second is that increasingly large number of trucks utilize such areas and that, in view of current technological trends, the trucks are becoming larger in size. This requires special maneuvering, circulation and parking treatment. The third and last consideration is that the interchange area is designed to provide vehicular movements onto or from the roadway, not to act as a local street with unrestricted access and maneuverability.

On the basis of the foregoing, then, and in terms of physical design, the special commercial area should be free of outlandish signs, confusing and/or profuse local traffic openings and control systems, and densely packed structures of all shapes and types. Minimum lot sizes should be adapted to handle large numbers of automobiles and trucks if the business activity is meant to serve such uses. Marginal access (or parallel road sections) roads may be constructed to separate through traffic from customer traffic, especially if commercial uses are concentrated as in a service plaza. Uses that could be included in this area are gasoline service stations and automobile and truck repair stations, restaurant facilities, souvenier shops, community information booths, and light industrial uses, and sleeping or resting accommodations such as motels, trailer parks, and limited picnic areas.

g. Proposed Industrial Land Use

As mentioned in other parts of this report, the value of industry in the total economic base of an area is self-evident. Population growth and level of living standards are in direct proportion to industrial activity, as the latter increases or decreases so does the former.

While the Township is not at present a major County industrial center and indeed takes a subordinate role to Clearfield Borough in this respect, the industrial outlook for the Township is optimistic.

Due to the relatively undeveloped nature of the Township land supply, significant portions of its vacant land could be utilized for industrial purposes. Therefore it is the purpose of this plan to, in essence, reduce the full-range of possible sites to those that would appear most desirable and feasible to develop. This has the end result of providing serviceable and efficient sites that are easy to promote as well as avoiding excessive dormant areas earmarked for industrial use but incapable of meeting industrial needs without extensive capital expenditures. These dormant areas then become islands surrounded by a sea of other development and, in effect, rob their owners of an opportunity to develop them in other ways.

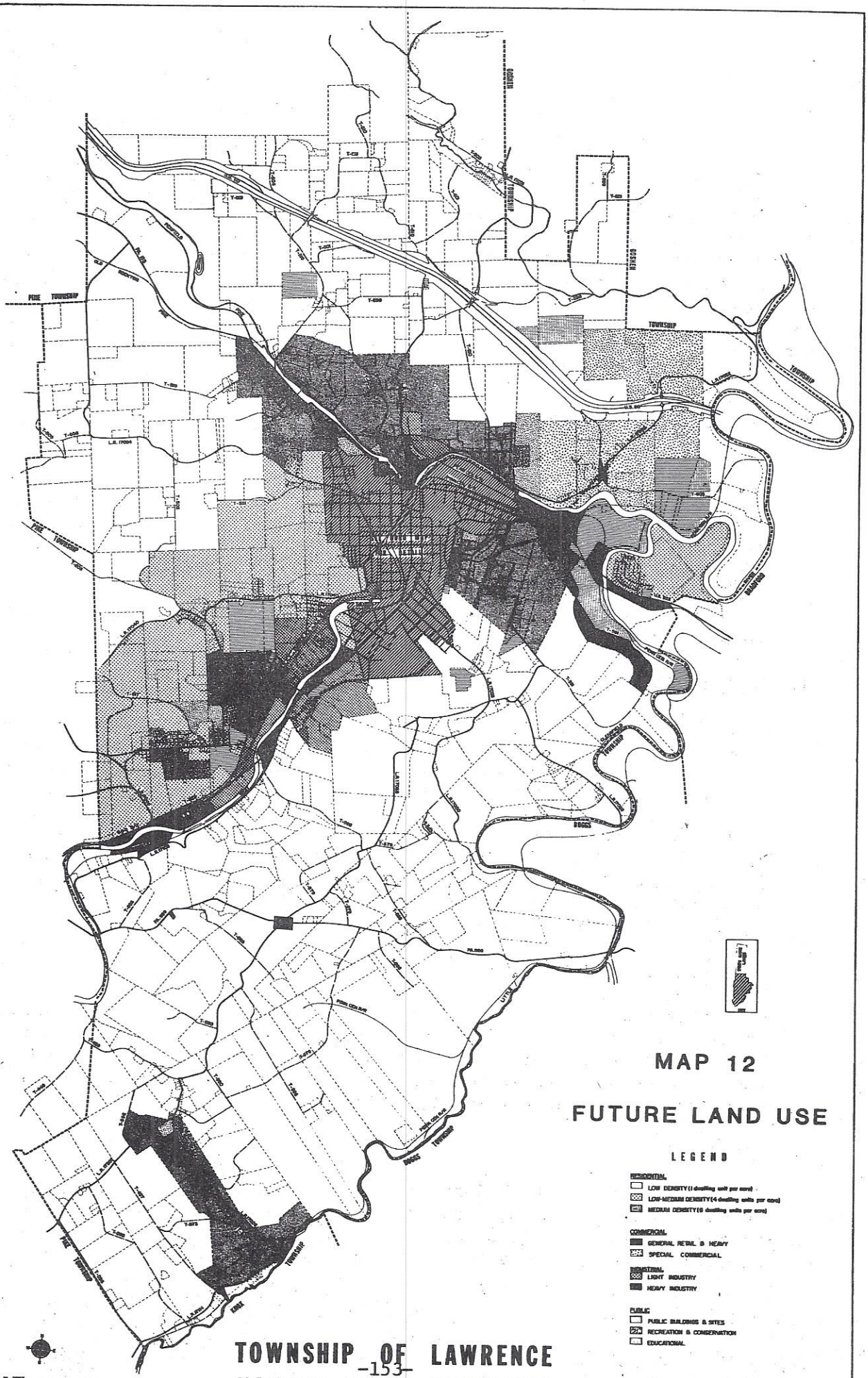
Since industrial plants are a limited resource and since the supply of industrial sites is almost limitless on even a County basis, those communities that can offer sites with industrial needs already in existence will have a distinct advantage in industrial plant locational considerations.

The Industrial Land Use Plan makes a provision for two general types of industrial uses; light industry and heavy industry. The difference between the two categories is primarily based upon the type of product manufactured and the size of the plant. Light industrial uses would consist of such activities as electronic instruments and devices, dairy plants and warehouses. Heavy industries would include such activities as steel mills, auto fabrication plants and heavy machinery manufacturers.

For the most part, those sites proposed in the Industrial Land Use Plan and presented on the Future Land Use Plan map are extensions of existing industrial sites. To assure the best possible use of the industrial acreage and to protect existing industrial plants as well as adjacent land use development from nuisance conditions, it is recommended that the Township strongly enforce appropriate industrial performance standards. These standards, applicable to the regulation of fire and explosion hazards, radioactivity and electrical disturbances, noise, vibration, glare, smoke, and other forms of air pollution, are incorporated in the Zoning Ordinance for the Township.

h. Proposed Public Land Use

The Land Use Plan designates those areas intended for public purposes, including schools, recreational and other governmental facilities in relation to the character and intensity of development to be served.


MAP 12
FUTURE LAND USE
LEGEND
RESIDENTIAL
LOW DENSITY (1 dwelling unit per acre)
LOW-MEDIUM DENSITY (4 dwelling units per acre)
MEDIUM DENSITY (8 dwelling units per acre)
COMMERCIAL
GENERAL RETAIL & HEAVY
SPECIAL COMMERCIAL
INDUSTRIAL
LIGHT INDUSTRY
HEAVY INDUSTRY
PUBLIC
PUBLIC BUILDINGS & SITES
RECREATION & CONSERVATION
EDUCATIONAL
TOWNSHIP OF LAWRENCE
CLEARFIELD COUNTY, PENNSYLVANIA

# XIII. COMMUNITY FACILITIES PLAN

Adequately planned community facilities are as important to the welfare of a community as balanced and harmonious land development and a coordinated street system. In the previous evaluation of the adequacy of public buildings, recreational facilities, schools and utilities, certain problems and needs were noted. It is the purpose of the Community Facilities Plan to develop long-range plans for the possible expansion and improvement of these essential public facilities as is necessary and feasible within financial constraints.

## A. PUBLIC BUILDINGS PLAN

Both municipalities are housed in relatively new facilities. Clearfield Borough has administrative offices, police and a fire company located in the municipal building, constructed in 1978. Lawrence Township's municipal building was constructed in 1967 and houses administrative offices and road maintenance.

Both facilities are in good condition and adequate for present and projected uses. No major expansions or repairs are planned for the foreseeable future.

## B. POLICE DEPARTMENT PLAN

With the relocation of the Lawrence Township Police Department into a renovated trailer on the Clearfield By-pass, the police departments of both municipalities are well-housed. Access to areas in the Township from the By-pass is greatly improved.

Most of the equipment utilized by the police departments is in sound condition. Both departments practice a system of scheduled replacement for equipment, particularly police cars. Future plans for all the police services, including the Pennsylvania State Police, include only the purchase of new equipment according to the schedule.

## C. FIRE DEPARTMENTS

Fire protection is adequate in the planning region and no major expansions are planned. Several pieces of equipment are becoming outdated, however, and will require replacement in the near future. These capital purchases should be coordinated between each company to ensure adequately spaced and timed acquisitions.

## D. LIBRARY

The Joseph and Elizabeth Shaw Public Library is located in a small, outdated building which, although structurally sound, requires some maintenance and additional space. Presently, the library is considering an expansion or possible relocation within five years.

In view of the excellent location of the existing facility, the expansion option seems desirable. Any relocation must take into consideration the accessibility of the facility to area residents. In any case, the library is an excellent facility and very desirable to area residents.

## E. CLEARFIELD-LAWRENCE AIRPORT

The Clearfield-Lawrence Airport is a vital community facility for the area, but has been seriously underdeveloped in the past. Local firms which require air service have been forced to utilize other regional air terminals, such as in DuBois. Other firms have contemplated leaving the area because of a lack of adequate air service facilities. Airport services have become one of the major requirements of firms seeking to locate plants. The lack of such a facility seriously jeopardizes future economic growth in the Clearfield-Lawrence area.

Among the deficiencies of the facility are: unplowed runways, which prohibit most winter usage; an unpaved and eroded access road; the lack of a fixed base operator; inadequate fuel supplies; and lack of aviatic repair personnel. Moreover, the airport runway should be lengthened to permit access to larger aircraft.

The Clearfield-Lawrence Airport must take several initial steps to gain access to Federal and State Airport Improvement Funds. One such requirement is the development of a new Airport Systems Plan. Both the Federal and State government are currently directing heightened efforts to develop a sound airport system serving community centers. It is vital that the Clearfield-Lawrence Airport Authority receive support from the municipalities and county in their efforts to alleviate the noted deficiencies and make positive strides toward developing an adequate airport facility for the area.

## F. CLEARFIELD HOSPITAL

The Clearfield Hospital currently has no major plans for expansion to its facility. Recently, however, the hospital board approved plans for replacing parts of the hospital roof and a storage and maintenance building, as well as the purchase of new tomography equipment for the radiology department.

The hospital just completed a long range plan which suggested expansion of home health service, increased ambulatory care or outpatient services at the hospital and increased primary health care to outreach areas.

Another recommendation involved the implementation of an aggressive physician recruitment program. The hospital intends to recruit one or two specialists in obstetrics and gynecology and one or two pediatricians. Later, it will concentrate on recruiting other physician specialists.

## G. SCHOOLS

The condition and capacity of schools in the area is generally adequate. In fact, with the declining enrollments experienced during these past "baby-boom" years, some school buildings have been slated for abandonment.

The Bigler Elementary School will be remodeled soon. It was last renovated in 1962 and present capacity is about 200-240 students. Once completed, the Bigler School will have a capacity of 400 students, allowing the closing of Woodland Elementary School.

Centre Elementary School, which was built in 1962, is in the process of being renovated, with the addition of five or six classrooms. When completed, Hyde Elementary School will be closed and students will attend Centre Elementary.

No other major projects are planned at this time. Several of the school sites lack the area to expand or develop recreational facilities for the students, but no feasible alternatives are available at this time.

## H. PARKS AND RECREATION

Park and Recreation programs and facilities represent a valuable community resource. Recent activity in this area has been limited to maintenance of existing facilities, with reductions in some programs. The spending plan for 1984-85, for example, eliminates playground supervision and curtails other summer programs. A primary motivation for these actions appears to be reduced support from the municipal governments. Lawrence Township has drastically reduced its allocation for recreation from $6,500 in 1983 to $2,000 for 1984, due to decreases in the Township revenue sharing and liquid fuels funds.

At a minimum, an effort should be made to maintain existing facilities and provide for expanded programs. While an increase in user fees for recreational facilities is one option, such an action may further erode public support for existing programs and facilities without adequately providing a sound revenue base. Clearfield Borough and Lawrence Township should reach a basic agreement on the level of support afforded recreation programs in the area in order to insure an equitable distribution of source money and a stable budget.

## I. PUBLIC UTILITIES PLAN

Sanitary sewage collection and treatment and a water supply system are the only public utility operations under municipal control. The provision of gas, electricity, and telephone service are all provided by different privately owned utility companies regulated by the Public Utilities Commission. There appears to be no problem connected with the extension of the privately owned public utilities. Each company, as a matter of policy, will extend their lines as needed. A discussion of the municipally owned utilities follows.

1. Sewage Collection and Treatment System

The Clearfield-Lawrence Municipal Authority operates the sewage treatment plant. The plant is adequate to handle existing quantities of sewage wastes, but is hampered by influxes of storm drainage. Efforts to eliminate this infiltration have been moderately successful.

The plant is designed to serve a population of about 16,000 persons, with a flow capacity of 6.9 million gallons per day (MGD). Presently, the system serves approximately 9,500 people, with average daily flows of 2.8 MGD. The system therefore appears to have excess capacity to allow for future extensions to new development.

Since the population of the study area was 16,143 in 1980, only about 60% of the population is being served by the public system. The projected population of the area by the year 2010 is 17,936 residents. With the application of a sound land use policy, which encourages more concentrated development adjacent to existing urbanized areas, it is estimated that 80% of the new growth could utilize the public system. Moreover, as lines are extended, existing residences will be afforded public sewage service. Overall, then, it is anticipated that by the year 2010, approximately 12,000 persons will be served by the Authority. This service level should still be within the operating limits of the system.

Lawrence Township owns and maintains its own sewage lines. Although this system has worked adequately in the past, some consideration should be given to fully integrating the operations of the sewage treatment plant with the provision of sewage service to residents. No clear mapping and accounting of the total system is presently available. Although this situation has not resulted in severe problems to date, long-term planning considerations for the extension, enlargement, and maintenance of the sewage system could perhaps be better accommodated through a single, joint operation.

2. Water Supply System

The Municipal Authority water system is a well-maintained and operated system. An annual capital improvements and maintenance program is in operation to ensure that the system maintains its high standards of service in relation to future supply capabilities.

The major problem within the water system involves the Moose Creek Reservoir, which has been determined unsafe. Although efforts to renovate the facility have been made, the lack of available supplemental funding has prevented any action. In the existing climate of governmental retrenchment from such projects, localities are being forced to rely more on their own local sources for such capital improvements. Clearfield Borough and Lawrence Township may have to agree on a method of financing this needed project.

# XIV. HOUSING PLAN

## A. SUMMARY ASSESSMENT

### 1. Introduction

The housing study component indicated some basic conditions and needs evident in the area. In summary, the housing situation in the Clearfield-Lawrence Township area is very similar to many of the older communities throughout the region which are experiencing urban stagnation coupled with suburban sprawl. The population of the Borough has steadily declined since 1950, while Lawrence Township has grown 40.5% since 1970.

Lawrence Township also contains a slightly higher percentage of the younger, child-producing families than the Borough. About 67% of the Township residents are under 45 years old, compared to 60% in the Borough. This trend may be expected to continue during the next decade. In 1980, 22.8% of the Borough residents were aged 60 and older, compared to 16.7% of Township residents.

The housing stock in the Borough is generally aged, with low median values, and slightly substandard conditions. In the Township, housing values are slightly higher overall, with more units valued below $20,000 and more over $50,000. In other words, Lawrence Township exhibits both extremes of housing value more completely than the Borough. This factor results from the large amount of new construction taking place in the Township to accommodate its substantial population gains. The number of housing units increased 72.5% since 1970 in the Township (compared to 7.4% in the Borough) and just 34.2% of the occupied units were constructed before 1940 (compared to 64.7% in the Borough).

### 2. Notable Conditions

These factors indicate several conditions which should be addressed in the housing plan.

a. The increasing percentage of elderly residing in the Borough, coupled with a steadily declining population base, reduces the amount of reinvestment in existing housing for renovation and repair. Elderly people are often unable to provide proper maintenance, thus the condition of housing may decline.

b. Older housing requires reinvestment and periodic maintenance in order to remain attractive and affordable.. Many older homes are poorly insulated and exhibit severe heat loss in the winter. These older homes, then, may be more expensive to maintain than newer houses.

c. Substantial residential growth imposes additional costs upon the community, developer, and/or buyer if not accommodated by appropriate growth management policies. Sprawling residential development along existing roadways stretches public service provision (e.g. sewer, water, fire, & police) and aggravates transportation problems (e.g. ingress and egress onto existing thoroughfares). New development should be encouraged around existing development where density and design can be more adequately controlled. This type of development can also be more economical, both for the buyer and the tax paying public.

## B. AREA HOUSING PLAN

### 1. Clearfield Borough

The Neighborhood Assessment contained in the housing study identified several areas in Clearfield Borough requiring extensive renovation and repair. Among these sites, most notable are fringe areas in the Central Business District, Orr's Run on the west side, and the Leonard Grade School area. Other evidence of deterioration is relatively scattered in the Borough.

The Borough has undertaken extensive efforts to address housing problems. They have unsuccessfully applied for DCA Small Communities Grants the past two years to conduct a housing rehabilitation program in the Fourth Ward.

Moreover, the Borough administers a UDAG funded rehabilitation program which offers subsidized, low-interest loans to low and moderate income families. Currently, about $85,000 is available under this program for renovation of existing homes. It is noteworthy that these funds continue to be underutilized. The Borough is considering the restructuring of this program to better accommodate the needs of residents. Apparently, the need for such assistance is lacking; or the low-interest feature does not offer a proper incentive for income-eligible families to participate.

Statistics from our studies indicate that about 33% of the families in Clearfield Borough may be classified as low and moderate income, depending on household size. This factor would seem to warrant such an income-eligible program. Since few families take advantage of the program, the incentives for participation may not be adequate. Perhaps a combination grant/loan program and/or a further reduction in interest rates (currently 9%) would improve program performance.

Another option under consideration would target funds toward new construction. The intent of such a program would be to provide quality housing to eligible families at an affordable price, opening the housing market for other families that can afford to purchase an older home. The 1980 vacancy rate in Clearfield Borough for owner-occupied housing was relatively low, about 2.3%, indicating a moderate need for additional homeowner housing. Such a program could attract new residents to the Borough, or at least retain families migrating to Lawrence Township.

The Housing Plan for Clearfield includes two basic components: (a) renovation of existing vacant and deteriorated units; and (b) new construction.

a. Renovation

Renovation efforts should be concentrated in those identified neighborhoods presently experiencing a lack of reinvestment into housing conditions. A restructuring of the existing housing rehabilitation program could encourage more participation, especially if coupled with an extensive code enforcement program.

b. Construction

In addition to traditional single and small apartment housing, the Central Business District contains a substantial amount of potential for conversion of vacant space to apartments. Much of the upper floors downtown are underutilized and in need of repair or renovation.

Several areas in the Borough could still be utilized for new residential development. A program which encourages new construction could improve the tax base and alleviate trends toward outmigration.

2. Lawrence Township

The Neighborhood Assessment noted two areas in the Township exhibiting significant housing distress: Hillsdale and the Kerr Addition. Other evidence of deterioration is generally scattered in the Township.

As previously noted, the substantial growth of Lawrence Township during the preceding decade has resulted in a generally modern housing stock. Problems of deterioration, therefore, may be overridden by concerns involved in rapid residential growth in the outlying areas.

New residential development can create severe problems for the municipality if not adequately planned and controlled. A sprawling development pattern can tax local resources for the provision of community services. As development extends radially along existing roadways, police and fire service must also be extended. As this development becomes more pervasive, problems of overloaded on-lot septic systems and contaminated water sources may require the extension of public facilities. Developments adjacent to primary collectors often impede traffic flow and create safety problems due to individual drive-ways accessing main thoroughfares.

Unrestricted residential development can also impose costs on the homeowner. Without public sewer and water service, lot sizes must be larger and individual on-lot systems installed. Private roadways must be maintained or brought up to Township standards and turned over to public control.

The Housing Plan for Lawrence Township consists of two basic elements: (a) the planned extension of public sewer and water service to areas adjacent to urbanized section of the Township; and (b) the implementation and enforcement of logical and consistent land use regulations.

a. Planned Community Facilities

The planned extension of community facilities will encourage new construction in areas adjacent to existing development. This approach will permit higher densities and lower development costs. It will also reduce the long-range impact of population growth on municipal expenditures for the provision of community services.

b. Land Use Regulations

Logical and consistent land use regulations can be an effective tool for promoting sound, healthy residential development. Such regulations as zoning and subdivision ordinances can reduce conflicting land uses, provide for adequate road, storm sewers, and other design elements, and improve community attractiveness and value. These regulations can also effectively limit municipal costs associated with new developments.

# XV. TRANSPORTATION PLAN

Traffic problems in most communities, regardless of size, can be attributed generally to the fact that improvement of major thoroughfares has not kept pace with the phenomenal rise in the number and use of automobiles. Additionally, in many communities the major thoroughfares are required to provide land access and on-street parking space, which contributes to problems of congestion and delay. Since traffic congestion is detrimental to the stability and economic well-being of any area, it is apparent that decisive measures are called for at both the local and regional level to meet present day transportation requirements and prepare for future needs.

An adequate and workable traffic circulation system is one that provides for the three basic elements of swift, convenient and safe movement of all types of vehicles in and through the community. Planning such a traffic system to meet all of these goals is a difficult and complex undertaking under the best of circumstances, because of the numerous and varied components of modern-day traffic. A basic understanding of some of the more important components which affect traffic and circulation is essential to the development of a circulation plan, and these include such features as: the origin and destination of vehicles; the volume of traffic; trip-types, such as journey-to-work and shopping trips; intercommunity and intraregional through traffic, principal traffic generators and on-street parking practices. The relationship of existing land uses to the street and highway system is also an equally important component in the overall traffic pattern.

Ideally, a complete separation of the various types of traffic according to trip destination, vehicle type and trip purpose would result in the most efficient and effective circulation system conceivable. This, however, is seldom a practical or feasible solution, particularly where local street and highway improvements must of necessity be related to an existing roadway system and land use pattern. In addition to these considerations, the cost and financial ability of a community to undertake such improvements and the operation of a circulation system must also be weighed against the advantage to be gained and the responsibility of other municipalities and agencies in solving mutual traffic problems. In the planning area, a reasonable approach toward the adaptation and improvement of existing facilities, cooperation in the development of new roadways, and, wherever possible, the separation of incompatible and conflicting traffic uses should provide the necessary and required program to improve traffic circulation.

One of the advantages of the regional approach to community planning is that a more comprehensive and workable traffic plan can be devised as opposed to limiting traffic and circulation planning primarily within a small corporate jurisdiction. Traffic flows can be more thoroughly analyzed as to their effects upon land use and in relation to their "desire lines" or origin-destination routines. Controls can also be more easily identified and implemented on a larger scale both in terms of visual and mechanical control and signalization devices, as well as land use and street design regulations. The Highway and Transportation Plan that follows will, then, be oriented towards a regional approach with consideration of more localized effects included where applicable.

Early in the course of carrying out the various inventory studies, several conditions were noted which contribute to the planning area's traffic problems. There were as follows:

-- Traffic movements to and from the major traffic generators in and around the planning area produce heavy traffic volumes, particularly during peak use periods. In Clearfield Borough, the principal traffic generator is the central business district, and it is here that volumes generally exceed roadway capacities which results in congestion and delay.

-- There is a definite conflict between "local" traffic and "through" traffic having neither origin nor destination within the planning area itself. The latter is estimated to range between 20 and 40 percent of total traffic volume along sements of the arterial street system. The lower figure represents an estimate for an average business day. Through traffic on a summer weekend could possibly exceed the 40 percent figure.

-- The existing street pattern in the Borough is an extension of an original gridiron street layout and, paradoxically, although there is an abundance of actual area in streets, the system is not well defined and congestion and conflicts occur. One of the disadvantages of a conventional grid system is that an inordinate number of four-way intersections with unrestricted turning movements evolves. Such intersections produce serious congestion unless directional restrictions are applied.

-- Natural features somewhat limit Borough and Township street system design and function. The Susquehanna River creates a barrier that must be bridged, an expensive process in itself. Bridge crossing facilities characteristically tend to create traffic bottlenecks since each bridge is in essence the neck of a funnel composed of a number of feeder streets.

-- A number of at-grade railroad crossings act to create delays throughout the day, especially along portions of the major street system. This is a condition which the two municipalities cannot directly control and corrective measures are not readily available at present.

-- The dispersed settlement character of the Township has created a road system that does not lend itself well to easy management on a local basis. There are just too many Township-maintained roads that compete for scarce repair and maintenance funds.

-- Almost all of the existing streets in the planning area were constructed in a technological time period where the modes, methods and quantities of transport were quite different than today. Thus, formerly adequate or even overadequate streets

are now obsolete. There is absolutely no reason to believe that these trends will not continue or that the rate of street obsolescence will not magnify itself greatly.

It is recognized that part of the Borough's Traffic problem has been partially overcome with the construction of the U. S. 322 Bypass around the Borough.

As noted earlier, a number of internal traffic improvements will be required to provide an efficient traffic circulation system. These improvements will include street widenings and modifications, curb parking alterations, traffic flow directional alterations, and pavement and curb reconstructions. Basic to the success of the program is adherence to an approved plan and implementation as local financial resources and any other outside assistance becomes available. In several instances, such as with respect to alterations in traffic flow and curb parking, major expenditures of money are not anticipated.

The Highway and Transportation Plan which follows has been designed to achieve the following objectives:

-- Greater separation of traffic based on trip destination and purpose, time-distance considerations, and highway functional capabilities.

-- Elimination of points of major traffic congestion and traffic hazards by means of various physical improvements and a more effective use of traffic controls and routing on the existing street network.

-- Improvement of the major street system to make various points in the Borough and Township more accessible and to adequately serve new areas of development.

-- Integration of existing and proposed local traffic improvements with regional transportation facilities, both existing and proposed.

## A. FUTURE STREET CLASSIFICATION

In the Existing Transportation Section, each street in the Borough and Township was classified according to its current primary function. The system was divided into four functional classifications for the Borough: major arterial streets, primary collector streets, secondary collector streets, and balance of the street network (local streets). The Township system was also divided into four functional classifications: expressway, major arterial highway, primary collector road, and balance of highway network (local roads). The two classifications are basically similar except for the expressway category and the omission of secondary collectors. The latter was omitted because traffic volume differentials were not great enough to warrant separation of collectors on a primary-secondary basis. In addition, general design standards relating specifically to pavement and right-of-way widths for each classification were noted.

The Highway and Transportation Plan retains this street and roadway classification system and proposes that streets and roads be physically improved to meet their respective minimum design standards. In those instances in the Borough where physical improvement, such as street widening, is impossible due to development limitations, it is recommended that traffic controls be imposed, including one-way streets and parking restrictions. While the classification system remains the same, it will be noted that the plan proposes that certain streets and roads be reclassified. In effect, through various future improvements to the system, some streets and roads will assume a different function and thereby changing their classification.

1. Expressways

Function. An expressway is devoted entirely to the expedious movement of large volumes of through traffic between regional areas, and performs little or no direct land service function.

Standards. The expressway is characterized by some degree of access control in the form of access-free rights-of-way except of interchanges, median strips and grade separations at cross-roads. A minimum right-of-way of 220 feet and a minimum pavement width of 88 feet is recommended. The latter would accommodate four 12-foot traffic lanes, two 10-foot parking-service lanes and a 20-foot median strip. Additional right-of-way is desirable to facilitate roadway expansion, so as to provide for greater right-of-way land development control and medial separations.

Streets. Traffic routes classified as expressways in the planning area are as follows:

Clearfield Borough: There are no expressways within Clearfield Borough.

Lawrence Township: Interstate Route 80 is presently the only expressway within the Township. The Route 322 Bypass provides a second expressway of sorts, although in actuality it could be considered as only a limited access roadway section.

2. Major Arterials

Function. Major arterials serve principal movements of local and through traffic. They interconnect the principal traffic generators within an area and serve mainly to move traffic. Major arterials may also perform a secondary land service function in the form of providing access to abutting properties, curb parking and on-street loading. Since the secondary functions should be subordinate to the primary function, namely moving traffic, they may be restricted or prohibited altogether in the interest of increasing traffic carrying capacity and traffic safety.

Standards. The recommended minimum right-of-way and pavement width for a major arterial is 220 and 74 feet, respectively. This pavement width provides for four 12-foot traffic lanes, two 8-foot parking-service lanes, and a 10-foot median strip.

Streets. Major arterials in the planning area are as follows:

Clearfield Borough:

| Existing | Proposed Additions-Deletions |
|---|---|
| Second Street | Delete Turnpike Avenue |
| Bridge Street - Bigler Avenue | Add Race Street - Bigler Street Bypass |
| River Street | |
| West Front - Race Street | |
| Turnpike Avenue | |
| Gulich Avenue - Coal Hill Road | |
| East Market Street - Clark Street | |
| Park Avenue | |

Lawrence Township:

| Existing | Proposed Additions-Deletions |
|---|---|
| U. S. Route 322 | Add L.R. 17099 Relocated |
| State Route 879 | Delete L. R. 17099 Existing |
| State Route 153 | |
| L. R. 17120 | |
| L. R. 17038 Spur | |
| L. R. 17040 | |
| L. R. 17051 | |
| L. R. 17038 | |
| L. R. 17098-99 | |
| L. R. 17089-40 | |
| State Route 869 | |
| L. R. 17037 | |

3. Primary Collectors

Function. A primary collector performs very much like a major arterial; however, the length of vehicle trips is generally shorter and the traffic is more local in its origin and destination. Primary collectors are part of a radial street system, as well as a link to major traffic generators. Land access and on-street parking and loading should be subordinate functions and should be restricted in the interest of improving traffic carrying capacity and traffic safety.

Standards. The recommended minimum right-of-way and pavement widths is 80 feet and 40 feet, respectively. The latter provides for two 12-foot traffic lanes and 8-foot parking service lanes. It must be emphasized that these are minimum standards. Parking-service lanes should be 10 feet wide wherever feasible.

Streets. The following trafficways are classified as primary collectors:

Clearfield Borough:

| Existing | Proposed Additions-Deletions |
|---|---|
| Third Street | Add Turnpike Avenue |
| Front Street | Add E. Pine Street |
| East Locust Street | Add E. Walnut Street |
| East Cherry Street | |
| Cemetery Road - Woodland Road | |
| East Eighth Street | |
| Williams Street - West Front Street | |
| Nichols Street | |
| Martin Street | |

Lawrence Township:

| Existing | Proposed Additions-Deletions |
|---|---|
| T-610 | None |
| T-599 | |
| T-606 | |
| T-519 | |
| L. R. 17085 Mill Road | |

Lawrence Township: (Cont.)

| Existing | Proposed Additions-Deletions |
|---|---|
| L. R. 17084 | |
| L. R. 17080 | |
| T-508 | |
| T-591 | |
| T-579-590 | |
| T-598 | |
| T-457 | |
| T-602 - Bridge Road to State Road 879 | |

4. Secondary Collectors

Function. The secondary collector serves internal traffic movement in an urban area. Traffic volumes are variable and may often be high, such as in a high density residential business or industrial area. They ordinarily do not handle long through-trips and are not, of necessity, continuous over any great distance. The secondary collector is intended to supply abutting property with the same degree of land service as a local street, while at the same time serving local traffic movement.

Standards. A minimum right-of-way width of 80 feet and a minimum pavement width of 40 feet is recommended. This will provide two 12-foot traffic lanes and two 8-foot parking-service landes. Again, parking-service lanes 10 feet in width are strongly recommended.

Streets. Trafficways classed as secondary collectors are differentiated only for Clearfield Borough since, as previously mentioned, the various criteria when applied to the Township did not present significant differences on which to justify such a separate category.

Clearfield Borough:

| Existing | Proposed Additions-Deletions |
|---|---|
| Daisey Street | Add W. Cherry Street (section) |
| East Pine Street | Add W. Locust Street (section) |
| East Walnut Street | Delete E. Pine Street |
| Fourth Street | Delete E. Walnut Street |
| Spruce Street | |
| Chester Street | |
| Weaver Street | |

Clearfield Borough: (Cont.)

| Existing | Proposed Additions-Deletions |
|---|---|
| Southwest Second Street | |
| Merrill Street | |
| Park Street | |
| Clearfield Street | |
| West Fourth Street | |
| West Fifth Street | |
| West Market Street | |

5. Local Streets and Roads

Function. The principal function of a local street is to provide access, both vehicular and pedestrian, to properties abutting the roadway. Traffic volumes should be light so as not to impair the land access function. Through traffic, buses and heavy trucks should be excluded on local streets, except where the street serves commercial or industrial districts.

Standards. A minimum right-of-way width of 50 feet is recommended. A minimum pavement width of 32 feet is suggested; however, this may vary depending upon traffic volumes, the nature of abutting land uses, the extent of curb parking and topographic conditions. A pavement width of 32 feet includes provision for two 9-foot traffic lanes and two 7-foot parking-service lanes. As indicated, these are minimum standards. Two 10-foot traffic lanes and two 10-foot parking-service lanes are strongly recommended as construction standards.

Streets. All streets and roads in the Borough and the Township not previously identified are included in this category.

B. PROPOSED STREET AND ROAD IMPROVEMENTS

Various street and roadway improvements are needed to improve traffic circulation in the Borough and Township, both now and in the future, as part of a long-range program. While a number of the proposed improvements only involve road and street widening, others call for street extensions and new street and road construction. These proposed improvements are shown on the Highway and Transportation Plan Map.

1. New Construction

Brewery Hill Bridge Connection. The provision of a bridge crossing connecting Race Street with Bigler Street would, with further improvements to these two approach roads, act as a northern bypass

for through traffic. Improvements have already been completed on Race Street as part of PA 153, and this connection would be of a logical and sensible follow-through to reduce congestion within the Borough's business district. It is strongly recommended that this project be considered and ultimately undertaken.

U. S. 322 South and East. The remaining sections of Route 322 within the Township should be improved by means of widening and/or relocation, preferably the latter. Such improvements would be necessary to provide better separation of through traffic from local traffic as well as being the only realistic means whereby the heavy levels of traffic anticipated to accrue from I-80 can be managed. In so recommending, however, consideration must be given to the impact relocation would have upon existing commercial concerns whose primary or sole function is to serve the traveling public. The owners of such establishments have devoted much of their lives and resources to their businesses and should not be unduly penalized by such highway improvements. The problem to be solved in their case is primarily one of providing adequate access and identification from the bypass to their establishments. This can be at least partially solved by providing highway signs along the bypass notifying travelers that food and fuel are available in the area. It may also prove beneficial that businessmen cooperate to obtain land for service centers along or near proposed interchanges.

Clearview Airport Access Road. In following up the previous recommendation that this airport become the primary air-access facility for the planning area, it is proposed that an access road be constructed to service that facility. The access road, as currently proposed, would extend eastward from Mt. Joy Road. No specific road alignment is here presented since a number of service and cost considerations could dictate the choice of a final alignment.

L. R. 17099 Relocation (Hyde City). It is proposed that existing L. R. 17099 be relocated along an alignment generally paralleling the Chessie System right-of-way to the west. This relocation would improve access to the Clearfield Borough area as well as help to alleviate some of the hazards now associated with the Hyde Bridge crossing. The construction of this relocation project should be contemporary with improvements to L. R. 17040 in the Township and Gulich Avenue in the Borough in order to be completely effective.

2. Hazardous Intersections

The following intersections exhibit substantial safety and circulation hazards, and remedial action as described should be undertaken.

Clearfield Borough:

Intersection of West Market Street, Turnpike Avenue, Gulich Avenue, Williams and Weaver Streets

This intersection is perhaps the most congested and hazardous intersection in the Borough for a number of reasons, not all under Borough control. The following remedial action should be taken to relieve this situation:

-- installation of a traffic signal

-- one-way designations on West Second and West Market Streets

-- widening of all intersecting two-way approach streets

Intersection of Bridge, River, West Front and Nichols Streets

-- reduction of entering traffic volumes by means of the Brewery Hill bridge crossing and Race Street-Bigler Avenue bypass re-routing,

-- elimination of left-hand turn from River Street onto Bridge Street

Intersection of East Eighth Street and Bigler Avenue

-- installation of a traffic signal

-- widening of Bigler Avenue and East Eighth Street approach

Intersection of East Eighth Street and Woodland Road

-- widening of Woodland Road approach and consequent reconstruction of sharp curve on Woodland Road to provide less grade differential and better sight distance

Intersection of Clark and High Streets

-- complete redesign of intersection geometrics

Lawrence Township:

Intersection of Mt. Joy Road and PA 879

-- installation of a traffic signal

-- general redesign of intersection

Intersection of Mill Road and Turnpike Avenue

-- installation of a traffic signal

-- improvement of sight distance characteristics

Intersection of PA 879 and River Road

-- installation of a traffic signal

-- general redesign of intersection

Intersection of Coal Hill and Hyde City Roads

-- general redesign to provide a near perpendicular intersection

-- provision of turning lanes

Intersection of U. S. 322 South and L. R. 17040

-- installation of a traffic signal

Curve along L. R. 17037 near Glen Richey

-- widening and realignment of existing roadbed

It should be noted that these recommendations are based on previous studies and rather circumstantial information. It is therefore advisable that periodic reevaluations of traffic patterns analyze specific problems within the municipalities in order to more efficiently and adequately assess traffic improvement needs and priorities. As such, the foregoing analysis is merely preliminary.

3. Traffic Signalization

The Borough is currently in the process of updating and interconnecting existing traffic signals at key intersections. The following intersections have been targeted for detailed study and eventual installation of timed and phased signal interconnections:

a. Bridge Street and Second Street

b. Bridge Street and Bigler Avenue

c. Bridge Street, Nichols Street and W. Front Street

d. Front Street and Market Street

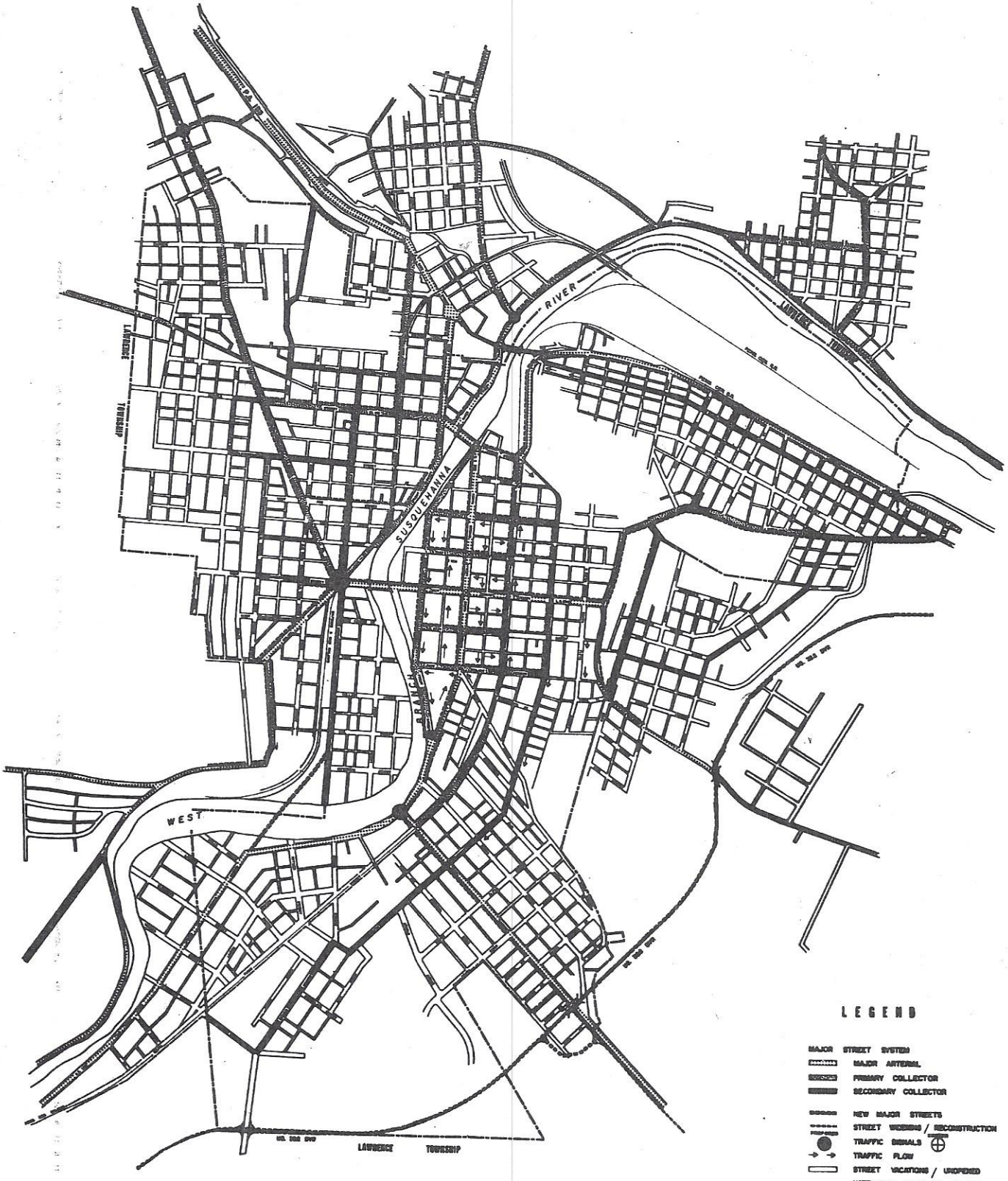
e. Second Street and Cherry Street

f. Second Street and Market Street

g. Second Street and Locust Street

h. Third Street and Market Street

# TRANSPORTATION PLAN

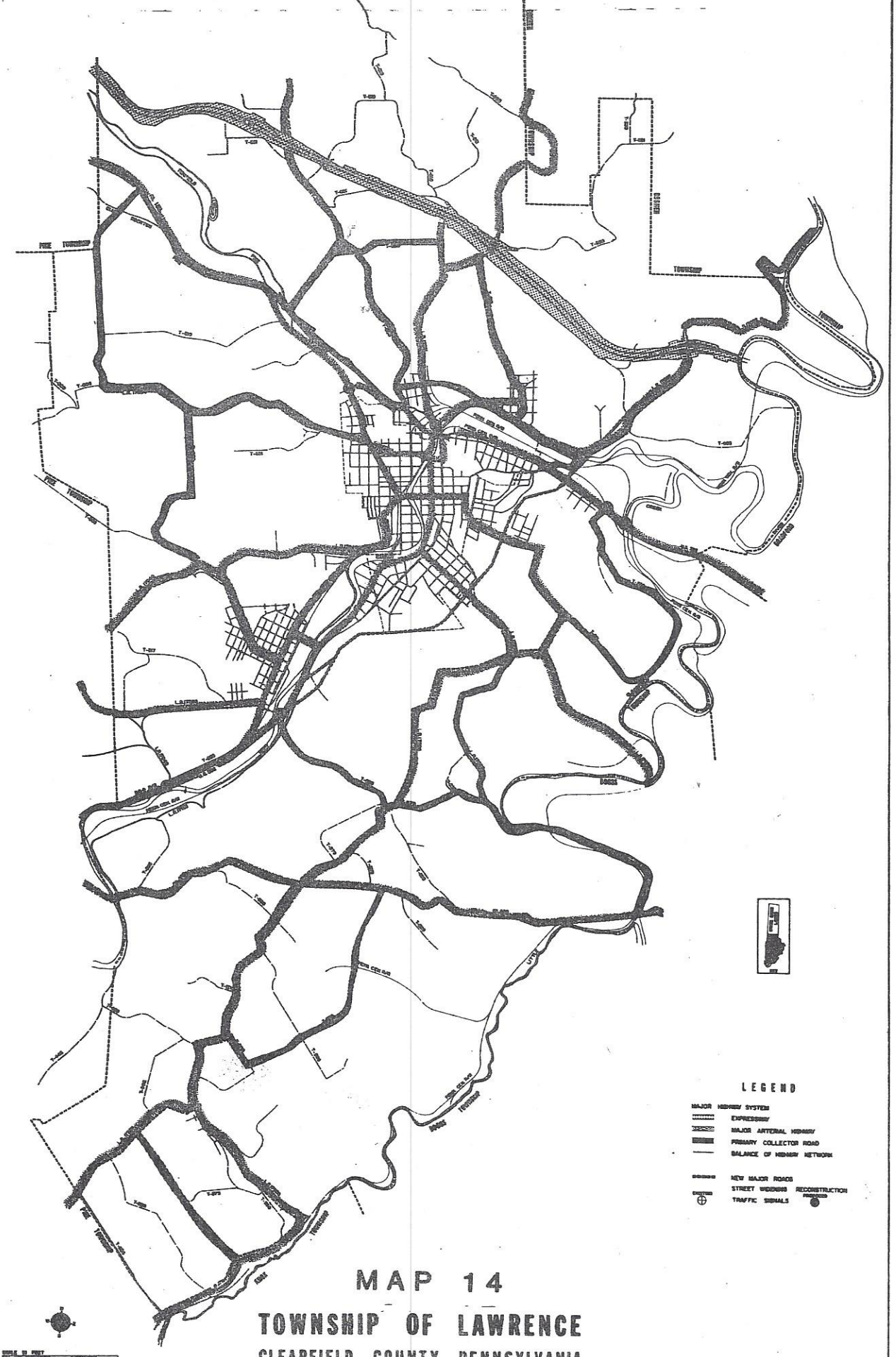



## MAP 13

## BOROUGH OF CLEARFIELD

### CLEARFIELD COUNTY, PENNSYLVANIA

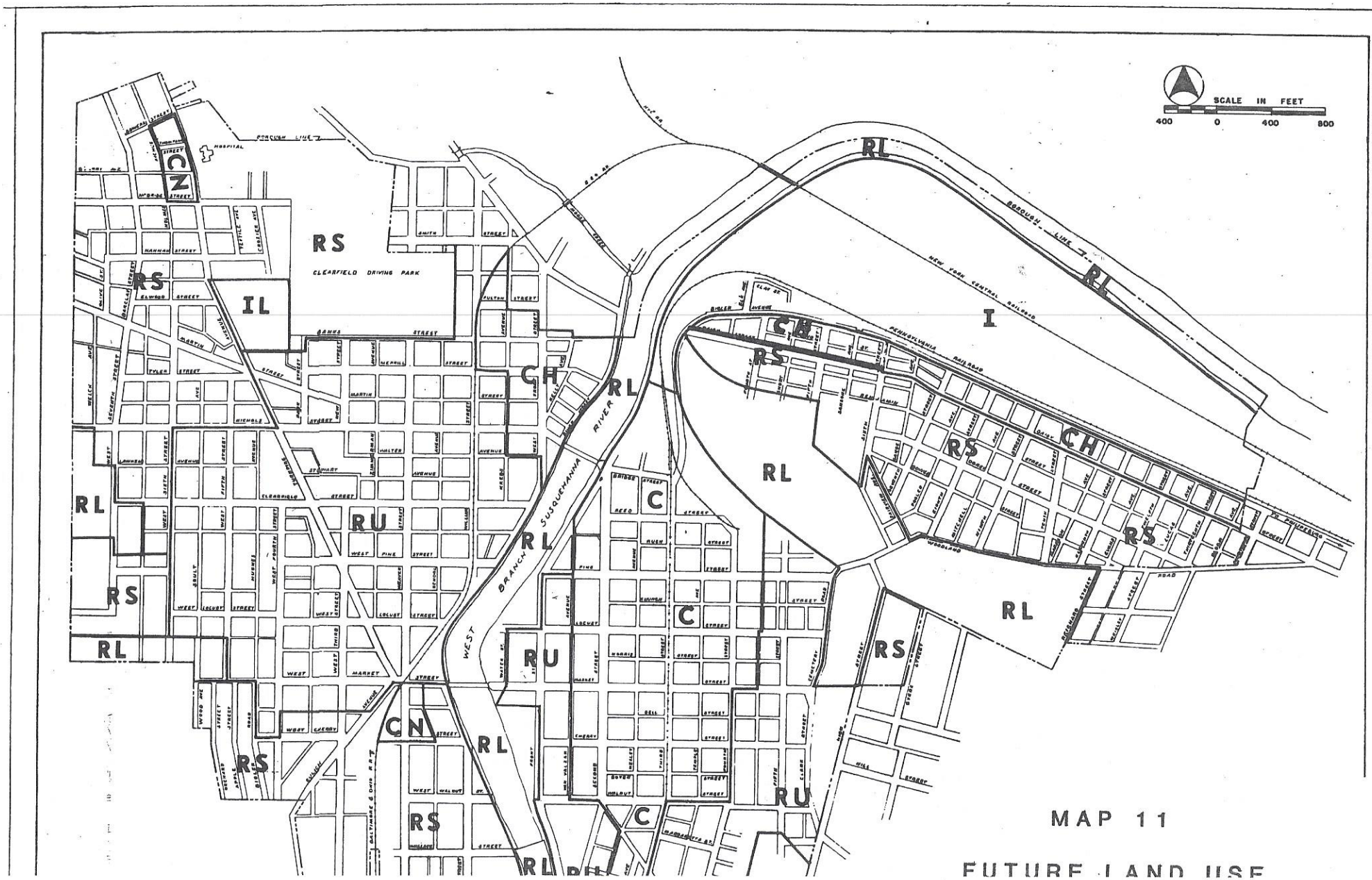
# TRANSPORTATION PLAN




## MAP 14

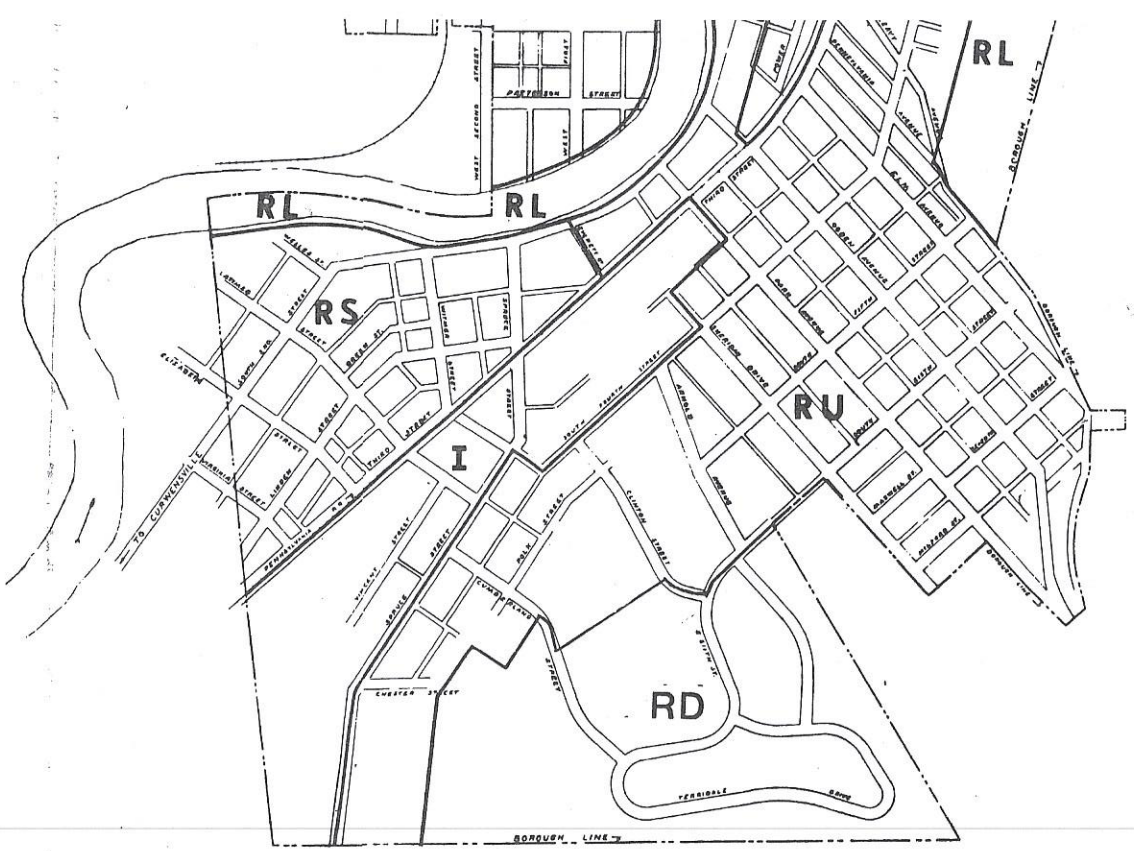
## TOWNSHIP OF LAWRENCE

CLEARFIELD COUNTY, PENNSYLVANIA




MAP 11

FUTURE LAND USE




R U RESIDENTIAL URBAN

R S RESIDENTIAL SUBURBAN

R L RESIDENTIAL LIMITED

C COMMERCIAL

R D RESIDENTIAL DEVELOPMENT

C H COMMERCIAL HIGHWAY

C N COMMERCIAL NEIGHBORHOOD

I INDUSTRIAL

I L INDUSTRIAL LIMITED

BOROUGH OF CLEARFIELD • • • CLEARFIELD COUNTY • • • PENNSYLVANIA