

MUNICIPALITY OF MONROEVILLE

COMPREHENSIVE PLAN 2005

A Strategic Action Plan for the Future

MAYOR AND COUNCIL

2004

James J. Lomeo, Mayor
Abe Comunale, Ward 1 Council
Dave Kucherer, Ward 2 Council
Rick Buxter, Ward 3 Council
John Danzilli, Ward 4 Council
Mark Dale, Ward 5 Council
Carol McDevitt, Ward 6 Council
Harold Katofsky, Ward 7 Council

2006

James J. Lomeo, Mayor
Frank Franci, Ward 1 Council
Dave Kucherer, Ward 2 Council
Debbie Harwick, Ward 3 Council
John Danzilli, Ward 4 Council
Marshall Boone, Ward 5 Council
Carol McDevitt, Ward 6 Council
Clarence Ramsey, Ward 7 Council

Marshall W. Bond, Municipal Manager

PLANNING COMMISSION

Debbie Hartwick
Sidney Singer
Frank Bole
Bernhard Erb
Jack Murray
Bob Kerr

STAFF

Shelly Kaltenbaugh, Director of Community Development
Matt Radinovic, HRG, Traffic Consultant
Michelle Mixelle, Consultant
Jamie Storey, GIS Coordinator

March 2005

ACKNOWLEDGEMENTS
CITIZENS ADVISORY GROUP

Denny Norris
Raymond Demitras
Gordon Arthur Conn
Ronald Hartwick
Norman and Elena Edelstein
Harold Katofsky
Carl Strom

PAST COUNCIL AND PLANNING COMMISSION MEMBERS
AND OTHER FRIENDS AND ASSOCIATES WHO ASSISTED ALONG THE WAY!

John Balicki	Ken Gossett	Susan Pearlstein
Pat Barley	Clair Hartle, Jr.	Stan Pittman
Karen Barton	Jamie Hewitt	George Polnar
P.J. Borandi	Joe Hibala	Dori Pronio
Dara Brown	Paul Hugus	Clarence Ramsey
Jim Brown	Evan Karelitz	Ed Ross
John Caper	Kathy Kennedy	Thomas Schuerger
Mark Ciufo	Andy Kociban	Robert Schwartz
Marilyn Chandler	Richard Lopiccolo	Joanne Sedlak
Dr. Louis Chandler	Sean Logan	Joe Sedlak
Dr. Cleveland Steward	Jim Lopresti	Amanda Settelmaier
Rica Cleary	Joan Lynch	Jack Speelman
Doug Cole	Michael Lynch	Joe Storey, Jr
Crossroads Graveyard Association	Leo Makosky	Steve Stuart
Thomas Curran	Diane Maschok	Tim Swisher
George Dale, Jr.	Ralph Matarazzo	James Taylor
Dom D'Andrea	Chuck Mohan	William Walden
Ed Diel	Monroeville Historical Society	Thomas Walter, Sr.
Richard Drozynski	Tina Mular	Irv Weiner
Steve Duncan	Dan Nowak	Susan Werksman
Greg Erosenko	Michelle Oliver	Robert Williams
Walt Forrest	Barbara Payne	Aleck Wozniak
Patrick Fulkerson	Dave Palermo	Robert Wratcher
Vince Giovannitti	Ray Pascarella	F. Thomas Zeglin

**MUNICIPALITY OF MONROEVILLE
COMPREHENSIVE PLAN 2005
TABLE OF CONTENTS**

EXECUTIVE SUMMARY		i
INTRODUCTION		v
Exhibit 1	The Comprehensive Plan Process	vii
Table 1	The Strategic Planning Process	viii
Map 1	Location Map	ix
SECTION I	THE VISION	1
Table 2	Strengths and Weaknesses	2
Figure 1	Vision for the Future	7
Table 3	Key Community Goals	8
SECTION II	MANAGING GROWTH	9
GROWTH MANAGEMENT OBJECTIVES		9
Table 4	Land Use Enhancements	19
Table 5	Land Use Enhancement Structures	29
Map 2	Future Land Use Map	36
SECTION III	STRATEGIES FOR ACTION	37
Table 6	Strategic Action Plans for Implementation	38
SECTION IV	BACKGROUND STUDIES	48
LOCATIONAL AND REGIONAL RELATIONSHIPS		48
COMPATIBILITY STATEMENTS		49
Map 3A	Regional Location	49
Map 3B	Surrounding Municipalities	51
ENVIRONMENTAL AND PHYSICAL ELEMENTS		56
Table 7	Primary Development Constraints	59
Table 8	Secondary Development Constraints	59
Map 4	Development Constraints	60
LAND USE		61
Map 5	Existing Land Use	62
Map 6	Transportation Network	63
Map 7	Developable Land Areas	64
Map 8	Built Up/Dedicated Areas	65
TRANSPORTATION NETWORK		69
SOCIO ECONOMIC FACTORS		70
Figure 2	Population Growth, 1940 -2000	70
Figure 3	Population Comparison	71
Map 9	Population Density, 2000	72
Map 10	Housing Unit Density	72
Table 9	Population Counts, 1940-2000	73
Table 10	Components of Population Change	73
Figure 4	Place of Residence, 1995	73
Figure 5	Age-Sex Distribution, 1990	74
Figure 6	Age-Sex Distribution, 2000	74
Figure 7	Age Group Comparison Change, 1970-2000	75
Figure 8	Median Age	75
Table 11	Household Changes, 1990-2000	76

**MUNICIPALITY OF MONROEVILLE
COMPREHENSIVE PLAN 2005**

TABLE OF CONTENTS

Table 12	Household Size Comparison, 1990-2000	77
Figure 9	Household Composition, 2000	77
Figure 10,	Household Composition, 1990	77
Figure 11	Projections, 2000-2030	79
Table 13	Housing Change, 1940-2000	80
Figure 12	Housing Growth, 1950-2000	80
Figure 13	Housing-Population Comparison, 1940-2000	80
Figure 14	Residential Permits, 2000-2004	81
Table 14	Business Tax Comparison, 2003	83
Table 15	Economic Statistics Comparison	84
Table 16	Economic Statistics Comparison, 1997	85
Table 17	Building Permit Valuation, Non-Residential	86
Figure 15	Property Assessment Valuation, 1993-2003	87
Table 18	Employment Characteristics Comparison, 1970-2000	88
Table 19	Employment by major Industry Groups Comparison	88
COMMUNITY SERVICES		89
Figure 16	Monroeville Organizational Chart	90
Table 20	Five Year Revenue History	91
Table 21	Five Year Expenditure History	92
Table 22	Monroeville Fire Departments	94
Map 11	Monroeville Park System	100
Table 23	GSD Property Inventory	110
Figure 17	Gateway Enrollment, School Years 1958-2004	111
Table 24	Gateway Enrollment History	112
Table 25	Doctors by Specialty	113
Table 26	Dentists by Specialty	114
SECTION V	TRANSPORTATION PLAN UPDATE	116
STUDY AREA IDENTIFICATION		116
DATA COLLECTION		116
Table 27	Primary Study Routes Intersections	117
EXISTING CONDITIONS		118
Map 12	Study Intersections	119
Table 28	Primary Corridor Study Intersections	120
Table 29	Roadway Functional Classifications and Jurisdictions	121
Map 13	Roadway Jurisdiction	122
Map 14	Traffic Count Location	123
Map 15	Roadway Functional Classification	124
Table 30	Background Traffic Growth Rates	125
Table 31	Signalized Intersections, LOS Criteria	126
Table 32	Unsignalized Intersections, LOS Criteria	126
Table 33	Failing Signalized Intersections	127
Table 34	Failing Unsignalized Intersections	128
Table 35	Crash Data, 2001 – 2003	129
Table 36	Future Failing Signalized Intersections	132
Table 37	Future Failing Unsignalized Intersections	133

**MUNICIPALITY OF MONROEVILLE
COMPREHENSIVE PLAN 2005**

TABLE OF CONTENTS

SECTION VI	INTERSECTION STUDIES,	134
	CORRIDOR STUDIES AND RECOMMENDED IMPROVEMENTS	
CORRIDOR STUDIES AND RECOMMENDATIONS		134
Map 16	Recommendation – Mosside/48 at Route 22	137
Map 17	Recommendation – Mosside/48 at Route 130	138
Map 18	Recommendation – Northern Pike; Pitcairn Rd. to Mosside/48	141
Map 19	Recommendation – Northern Pike/Route 22/Route 286 (A)	142
Map 20	Recommendation - Northern Pike/Route 22/Route 286 (B)	143
Map 21	Recommendation - Northern Pike/Route 22/Route 286 (C)	144
TRANSPORTATION ISSUES AND RECOMMENDATIONS		146
Map 22	Recommendation – Old Wm. Penn; Duff to Center Road	147
Map 23	Recommendation – Old Wm. Penn; Center to Beatty Road	148
Map 24	Recommendation – Old Wm. Penn at Haymaker Road	149
Map 25	Recommendation – Logans Ferry at Center and Beatty Rds.	150
Map 26	Recommendation – Northern Pike Bridge over Route 22	151
Figure 18	Traffic Calming Alternatives	153
Exhibit 2	Understanding Intersection Studies	154
Exhibit 3	Understanding Intersection Studies	155
INTERSECTION STUDIES		
1.	Old Wm. Penn at Thompson Run Road	156
2.	Old Wm. Penn at Evergreen Drive	158
3.	Old Wm. Penn at Duff Road	160
4.	Old Wm. Penn at Garden City Drive	162
5.	Old Wm. Penn at Center Road	164
6.	Old Wm. Penn at Center Road and St. Martin Drive	166
7.	Center Road at Beatty Road and Evergreen Drive	168
8.	Old Wm. Penn at Mosside, Haymaker and Old Haymaker Rd.	170
9.	Haymaker Road at Beatty Road	172
10.	Center Road at Logans Ferry Road and Haymaker Road	174
11.	Beatty Road and Cooper Road at CCAC Driveway	176
12.	Old Frankstown Road at Logans Ferry Road	178
13.	Old Frankstown Road at Cooper Road	180
14.	Old Frankstown at Hochberg Road and Lindsey Road	182
15.	Business Route 22 at Mall Blvd. and Holiday Center	184
16.	Business Route 22 at Northern Pike (West)	186
17.	Business Route 22 at Duff Road	188
18.	Business Route 22 at Center Road and Stroschein Road	190
19.	Center Road at Garden City Drive	192
20.	Center Road at My Way	194
21.	Business Route 22 at McMasters Drive and Cochran Drive	196
22.	Business Route 22 at Mosside Blvd./ Route 48	198
23.	Business Route 22 at Turnpike Off-Ramp	200
24.	Route 22 at Old Wm. Penn Highway	202
25.	Old Wm. Penn at Beatty Road and Ames Plaza	204
26.	Route 22 at Northern Pike (East)	206
27.	Route 22 at Route 286 and Alpine Village	208
28.	Route 286 at Old Frankstown Road	210
29.	Route 22 at Old William Penn and Miracle Drive	212

**MUNICIPALITY OF MONROEVILLE
COMPREHENSIVE PLAN 2005**

TABLE OF CONTENTS

30.	Northern Pike at West Patty Lane	214
31.	Northern Pike at Westinghouse Drive	216
32.	Mosside Blvd. /Route 48 at Northern Pike	218
33.	Monroeville Blvd. /Northern Pike at Pitcairn Road	220
34.	Monroeville Blvd. at Ivanhoe Drive	222
35.	Monroeville Blvd. at Stroschein Road	224
36.	Monroeville Blvd. at Municipal Drive and Northern Pike	226
37.	Monroeville Blvd. at Wyngate Drive	228
38.	Wyngate Drive at Tech One and Anderson Lane	230
39.	Wyngate Drive at Stroschein Road	232
40.	Monroeville Blvd. at Jamison Lane and Oxford Drive	234
41.	Monroeville Blvd. at James St., Rosecrest Dr. and Brinton St.	236
42.	James Street at James North	238
43.	James Street at Speelman Lane	240
44.	James Street at Stepp and Pleasantview Drives	242
45.	Monroeville Rd. at Speelman Lane and Monroeville-Wilmerding Rd.	244
46.	Monroeville-Wilmerding Road at Johnston Road	246
47.	Monroeville-Wilmerding Road at Thomas Street	248
48.	Pitcairn Road at Stroschein Road	250
49.	Tilbrook Road at Pitcairn Road	252
50.	Tilbrook Road at Cambridge Square Drive	254
51.	Route 48 at Broadway Blvd./Route 130	256
52.	Route 48 at Hillside Avenue	258
53.	Route 48 at Cambridge Square Drive	260
54.	Route 48 at MacBeth Drive	262
55.	Route 48 at Haymaker Road and Gateway Campus Blvd.	264
56.	Haymaker Road at McGinley Road	266
57.	Haymaker Road at Saunders Station Road	268
58.	Haymaker Road at Ramsey Road	270
59.	Haymaker Road at Leslie Drive and Rush Valley Road	272
60.	Route 130 at Forbes, Haymaker Roads and Shopping Center Dr.	274
61.	Saunders Station Road at Abers Creek Road	276
62.	.Abers Creek Road at Cavitt Road	278
63.	Cavitt Road at Alpine Village Drive	280
SECTION VII	POTENTIAL FUNDING AND	282
	TRANSPORTATION ACTION PROGRAM	
FUNDING SOURCES		282
Table 38	Transportation Action Program	287
CONCLUSION AND COMMENTS		295
APPENDIX		

**MUNICIPALITY OF MONROEVILLE
COMPREHENSIVE PLAN 2005**

TABLE OF CONTENTS

LIST OF EXHIBITS

Exhibit 1	The Comprehensive Plan Process	vii
Exhibit 2	Understanding Intersection Studies	154
Exhibit 3	Understanding Intersection Studies	155

LIST OF FIGURES

Figure 1	Vision for the Future	7
Figure 2	Population Growth, 1940 -2000	70
Figure 3	Population Comparison	71
Figure 4	Place of Residence, 1995	73
Figure 5	Age-Sex Distribution, 1990	74
Figure 6	Age-Sex Distribution, 2000	74
Figure 7	Age Group Comparison Change, 1970-2000	75
Figure 8	Median Age	75
Figure 9	Household Composition, 2000	77
Figure 10	Household Composition, 1990	77
Figure 11	Projections, 2000-2030	79
Figure 12	Housing Growth, 1950-2000	80
Figure 13	Housing-Population Comparison, 1940-2000	80
Figure 14	Residential Permits, 2000-2004	81
Figure 15	Property Assessment Valuation, 1993-2003	87
Figure 16	Monroeville Organizational Chart	90
Figure 17	Gateway Enrollment, School Years 1958-2004	111
Figure 18	Traffic Calming Alternatives	153

LIST OF MAPS

Map 1	Location Map	ix
Map 2	Future Land Use Map	36
Map 3A	Regional Location	49
Map 3B	Surrounding Municipalities	51
Map 4	Development Constraints	60
Map 5	Existing Land Use	62
Map 6	Transportation Network	63
Map 7	Developable Land Areas	64
Map 8	Built Up/Dedicated Areas	65
Map 9	Population Density, 2000	72
Map 10	Housing Unit Density	72
Map 11	Monroeville Park System	100
Map 12	Study Intersections	119
Map 13	Roadway Jurisdiction	122
Map 14	Traffic Count Location	123
Map 15	Roadway Functional Classification	124
Map 16	Recommendation – Mosside/48 at Route 22	137
Map 17	Recommendation – Mosside/48 at Route 130	138
Map 18	Recommendation – Northern Pike; Pitcairn Rd. to Mosside/48	141
Map 19	Recommendation – Northern Pike/Route 22/Route 286 (A)	142
Map 20	Recommendation - Northern Pike/Route 22/Route 286 (B)	143

**MUNICIPALITY OF MONROEVILLE
COMPREHENSIVE PLAN 2005**

TABLE OF CONTENTS

Map 21	Recommendation - Northern Pike/Route 22/Route 286 (C)	144
Map 22	Recommendation – Old Wm. Penn; Duff to Center Road	147
Map 23	Recommendation – Old Wm. Penn; Center to Beatty Road	148
Map 24	Recommendation – Old Wm. Penn at Haymaker Road	149
Map 25	Recommendation – Logans Ferry at Center and Beatty Rds.	150
Map 26	Recommendation – Northern Pike Bridge over Route 22	151

LIST OF TABLES

Table 1	The Strategic Planning Process	viii
Table 2	Strengths and Weaknesses	2
Table 3	Key Community Goals	8
Table 4	Land Use Enhancements	19
Table 5	Land Use Enhancement Structures	29
Table 6	Strategic Action Plans for Implementation	38
Table 7	Primary Development Constraints	59
Table 8	Secondary Development Constraints	59
Table 9	Population Counts, 1940-2000	73
Table 10	Components of Population Change	73
Table 11	Household Changes, 1990-2000	76
Table 12	Household Size Comparison, 1990-2000	77
Table 13	Housing Change, 1940-2000	80
Table 14	Business Tax Comparison, 2003	83
Table 15	Economic Statistics Comparison	84
Table 16	Economic Statistics Comparison, 1997	85
Table 17	Building Permit Valuation, Non-Residential	86
Table 18	Employment Characteristics Comparison, 1970-2000	88
Table 19	Employment by Major Industry Groups Comparison	88
Table 20	Five Year Revenue History	91
Table 21	Five Year Expenditure History	92
Table 22	Monroeville Fire Departments	94
Table 23	GSD Property Inventory	110
Table 24	Gateway Enrollment History	112
Table 25	Doctors by Specialty	113
Table 26	Dentists by Specialty	114
Table 27	Primary Study Routes Intersections	117
Table 28	Primary Corridor Study Intersections	120
Table 29	Roadway Functional Classifications and Jurisdictions	121
Table 30	Background Traffic Growth Rates	125
Table 31	Signalized Intersections, LOS Criteria	126
Table 32	Unsignalized Intersections, LOS Criteria	126
Table 33	Failing Signalized Intersections	125
Table 34	Failing Unsignalized Intersections	128
Table 35	Crash Data, 2001 – 2003	129
Table 36	Future Failing Signalized Intersections	132
Table 37	Future Failing Unsignalized Intersections	133
Table 38	Transportation Action Program	287

**MUNICIPALITY OF MONROEVILLE
COMPREHENSIVE PLAN 2005
A STRATEGIC APPROACH
EXECUTIVE SUMMARY**

The Municipality of Monroeville has long understood the need for planning and recognized it as a means for promoting orderly growth and dealing with change. As early as 1957, a Comprehensive Plan was initiated. This effort was broken into three phases, and included a Background Study, Long Range Guiding Plans and Criteria, and Effectuation Measures. In July 1962, Council adopted this plan. The objective of the Comprehensive Plan called for the delineation of three broad planning districts, specifically, industrial, commercial and residential. The core of the community was the residential



The Miracle Mile Shopping Center in 1955, envisioned as the core of the commercial district with roadways looping around this development.

neighborhood, identified as the most common element of the urban area. It was envisioned that each neighborhood should have a center that contained an elementary school, recreational and park facilities, a shopping center for convenience goods and services and other support facilities such as churches and fire stations. Twelve neighborhoods were identified in the Comprehensive Plan, with each area tied together by highway and transportation corridors. Steep slopes and green space areas were designed to separate the planning districts from major roadways.

The commercial planning district was to be concentrated into a centralized business district, located between Route 22/William Penn Highway and the then Northern Pike, which would later be expanded and renamed Monroeville Boulevard. This newly constructed road area would be designed as a loop, with the Miracle Mile Shopping Center at the core, and carry the traffic in a clockwise direction around this central business district. The Comprehensive Plan warned of the consequences of uncontrolled commercial development while extolling the need to designate appropriate land for well designed shopping centers. Industrial planning districts were situated within close proximity of the major transportation routes and on the periphery of the Municipality.

Since this first Comprehensive Plan, much has occurred that has changed the character of the community. It includes such events as the completion of the Parkway East Extension in late 1962, with a terminus in Monroeville that allowed travel to the Greater Pittsburgh Airport without a traffic signal, and the construction of the Monroeville Mall in 1967.

Another Comprehensive Plan was authorized in 1980 and adopted by Monroeville Council in 1984.

Monroeville Council recognized the need to update the Comprehensive Plan in 1996. This task was assigned to the Planning Commission. Many debates ensued regarding the exact format of this document. The general consensus of those Planning Commission members involved, however, was that the next generation of the Comprehensive Plan should be a working document. They wanted to try something different. The Comprehensive Plan should not be a stagnant report that once completed would never be looked at again. It should evolve with a changing Municipality and be so designed that it could be updated yearly. Out of this annual review, the Municipality should be able to measure itself to determine if the Comprehensive Plan and the accompanying land development ordinances are meeting the demands of the community. Most importantly, the Comprehensive Plan should be more than a technical report. It should have a vision, a shared image, developed by the community that will guide the Municipality of Monroeville's growth over the next ten years.

Consultants were selected, Herbert, Rowland and Grubic (HRG) and Frederic R. Harris (FRH). A Citizens Advisory Committee, comprised of representatives from each ward, elected officials, community organizations and other interest groups, was chosen to assist the Municipal Planner, Consultants and the Planning Commission in the development of the new Comprehensive Plan. A number of public meetings were held at which the community at large was invited to identify the Municipality's strengths and weaknesses. Through this identification process, the participants were able to more clearly recognize Monroeville's assets, liabilities and challenges for the future. Workshops were held for the next year, as the Planning Commission and the Citizens Advisory Committee worked to develop a Comprehensive Plan that reflected the vision but would also effectively manage growth.

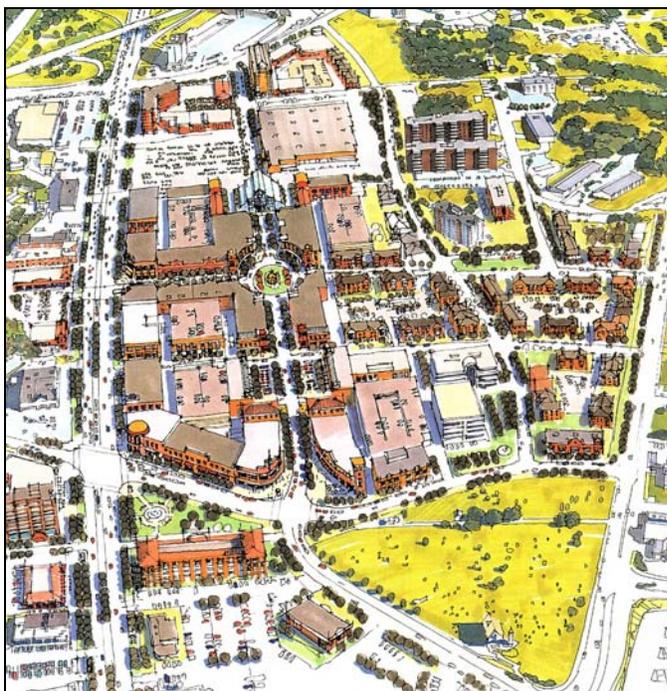
What transpired is a document that is unlike those traditional planning documents of decades past, a strategic plan that is not only action oriented but also realistic in its approach, long range in scope and conceived by residents for their community. There are eight sections within the Comprehensive Plan, with an emphasis in land use and transportation issues.

Major highlights of the Comprehensive Plan 2005 are as follows:

- ❖ Strengths and weaknesses identified in Section I, providing an objective view of the Municipality's assets and liabilities and what challenges lie ahead for the future.
- ❖ A Vision Statement described in Section I portrays the type of place the community aspires to be ten years from the adoption of this plan.

- ❖ Growth Management Objectives appear in Section II directs future growth, reuse and development through the achievement of objectives
- ❖ In Section III, a full colored map, the Future Land Use Scenario translates the community's vision and goals into a graphic plan.
- ❖ Land Use Enhancements provides specific design objectives for ten land use categories and four land use structures as depicted in the Future Land Use Scenario.
- ❖ Strategies for Action are presented in Section IV, and have been organized into five areas, including Land Use, Housing and Neighborhood Quality, Community Facilities and Services, Transportation, Economic Development, Route 22 Business Corridor, and Environment. This Table provides a framework for the implementation of community goals and objectives through the identification of specific actions, and most importantly, a record of action to monitor the Municipality's progress in achieving its goals and objectives.
- ❖ Recommendation in Section VI, the appointment of a volunteer Traffic Review Board that would explore issues of safety, traffic congestion, roadway improvements and speeds on our streets and highways.
- ❖ Study of sixty-three Intersections is contained in Section VI, revealing 1997 annual daily traffic, turning movements counts, levels of service, improvements since 1989, color photographs, GIS map and recommending short, medium and long range improvements.
- ❖ Identification of potential funding sources and the establishment of a Transportation Action Program for roadway improvements.

In retrospect, although much has seemed to change from the 1962 Comprehensive Plan, and most certainly a forty-year-old document should be obsolete; sometimes what is old becomes new again! Envisioned in that original document was the Miracle Mile Shopping Center at the core of the business district. And with the Streetscape Initiatives, and Design Charrettes held by Urban Design Associates in the Spring of 2003, that concept of a town center is still an option. A future plan is being developed for the Route 22 Business District, and specifically for the areas between Strochein/Center Roads east to Mosside Boulevard; one in which a town center builds up over the next twenty years. The Streetscape Initiative visualizes a future of phasing in new grids of streets and development blocks, and where the existing super block evolves away from the current strip center orientation and more towards street front retail in a well-designed environment. This form of development provides new amenities such as public gathering places, town squares and plazas, a mix of entertainment and cultural attractions, residential opportunities and office space in a downtown setting.



A future view of the Monroeville Town Center, at Business Route 22, the Year 2020, as conceived in the Design Charrettes, recasting itself into a new Downtown.

Crucial to this Town Center becoming a reality in the future, the adoption of the 2005 Comprehensive Plan and the realization of the Strategies for Action, such as the revision of the Zoning Ordinance and Map, and the Subdivision and Land Development Ordinance incorporation of an Overlay Zone for the Route 22 Business District, and the creation of Design Guidelines that will provide Monroeville with its own identity and sense of place.

What are the next steps? Technically, the Pennsylvania Municipalities Planning Code directs the procedural requirements for adopting the Comprehensive Plan. At a minimum, the Planning

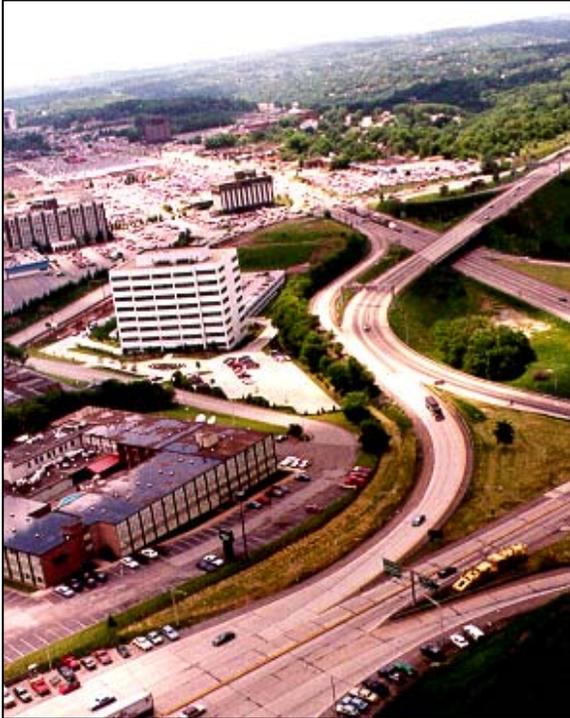
Commission must hold at least one public meeting scheduled pursuant to public notice prior to forwarding the proposed plan to the Municipal Council. Upon a recommendation from the Planning Commission, Municipal Council must hold at least one public hearing after having given public notice of the hearing. The Comprehensive Plan can then be adopted by resolution, provided that a majority of members of the Municipal Council vote in the affirmative. The Comprehensive Plan may be approved in its entirety, element by element or piecemeal as each section is completed.

While the proposed plan is under review by the Municipality, review comments of the county, contiguous municipalities, and school district, must be considered, as well as the public meeting comments and the recommendations of the Planning Commission. If any action is taken that substantially revises the proposed Comprehensive Plan, the governing body must hold another public hearing following the public notice procedure set forth.

And finally, as you read the next 300 pages, think about Monroeville and what you would like to see in the future. See you at the hearings.

THE 2005 COMPREHENSIVE PLAN – A STRATEGY FOR ACTION

INTRODUCTION



The Intersections of the Pennsylvania Turnpike, Route 22/William Penn Highway and Route 48/Mossdale Boulevard, the third heaviest volume, signalized intersection in the state of Pennsylvania.

The Municipality of Monroeville is located along the eastern edge of Allegheny County at the Westmoreland County border, approximately 15 miles east of the City of Pittsburgh, Pennsylvania. Monroeville, with a population base of 29,349¹, is a retail and economic center for the eastern portion of Allegheny County and the surrounding areas. It is accessible by interstate, highway, and air transportation.²

Historically, development in the Municipality

¹ Census 2000, Table DP-1, US Census Bureau

² Interstate 376; US Route 22; Pennsylvania Turnpike (I-76); and Pittsburgh International Airport provide easy access to the Municipality.

occurred in a linear and radial pattern, following the numerous ridges and valleys, with the most intense commercial activity concentrated along the corridors of William Penn Highway, Golden Mile Highway and the northern portions of Mossdale Boulevard. Extending outward from these urban center areas, are various neighborhoods, each with its own unique character and sense of place³.

In the last ten years, Monroeville has experienced a slight increase in population and continues to have a stable economic base. This has had an effect on municipal facilities, transportation corridors, commercial and office space use, and has contributed to the overall well being of the community.

Issues now facing the Municipality are the result of rapid growth and suburbanization. While past administrations have focused on managing new development and its impact, current and future municipal administrations must begin to balance development in the remaining undeveloped areas, shielding abutting residential neighborhoods from the effects of commercialization while protecting and saving environmentally sensitive and open space areas. Additionally, the Municipality of Monroeville must be a strong advocate in the Streetscape Program, the revitalization of the Route 22 Business Corridor.

The impact of past development has been perceived as the following: traffic congestion; the lessening of existing residential areas to advance the redevelopment of the Route 22 Business and Monroeville Boulevard; vacant and deteriorating commercial sites/structures;

³The Municipality of Monroeville has many distinct neighborhoods ranging from the traditional higher density neighborhoods developments with mixed-use areas to low-density rural areas.

MONROEVILLE



Glenwood, located off of Old William Penn Highway, a residential development that combines single-family and multi-family living with homes and townhouses.

and the limited effectiveness of existing regulatory controls to address the land use issues now facing the community⁴. Recognizing that these issues have a significant impact on the quality of life of the Municipality and its neighborhoods, Monroeville Council, on June 22, 1995, commissioned the development of this Comprehensive Plan⁵. The Municipal Council chose to develop this plan for future land use and municipal decision making using a "Strategic Planning Process" based on citizen involvement⁶.

Exhibit 1 provides an overview of the Strategic Planning Process, outlining the components that comprise this plan. Table 1 describes the main principles of planning, the role of Council and the Planning Commission, and how to use the plan after adoption.

The result of that planning process is the

⁴A complete listing of issues (as identified by the community) is contained in Appendix II.

⁵The Municipality's last Comprehensive Plan was completed in 1984 and updated in 1987.

⁶The Municipality of Monroeville established an Advisory Committee to participate in the development of this plan. The "Team" included members from the Planning Commission and citizen volunteers.

"Municipality of Monroeville's Comprehensive Plan." This document contains seven main sections:

Section I, "The Vision". Summarizes the key issues and opportunities facing the community and presents community identified goals, and a vision statement;

Section II, "Managing Growth". Outlines growth management objectives, and presents a land use and reuse scenario for the future;

Section III, "Strategies for Action". Sets forth the policies, strategies and timing for implementing Monroeville's Vision for the Future;

Section IV, "Background Studies." Presents background information related to land use, housing, environmental conditions, government administration, socioeconomic conditions, and the public input processes;

Section V, "Transportation Plan Update". Provides an overview and updates the 1990 Comprehensive Transportation Plan;

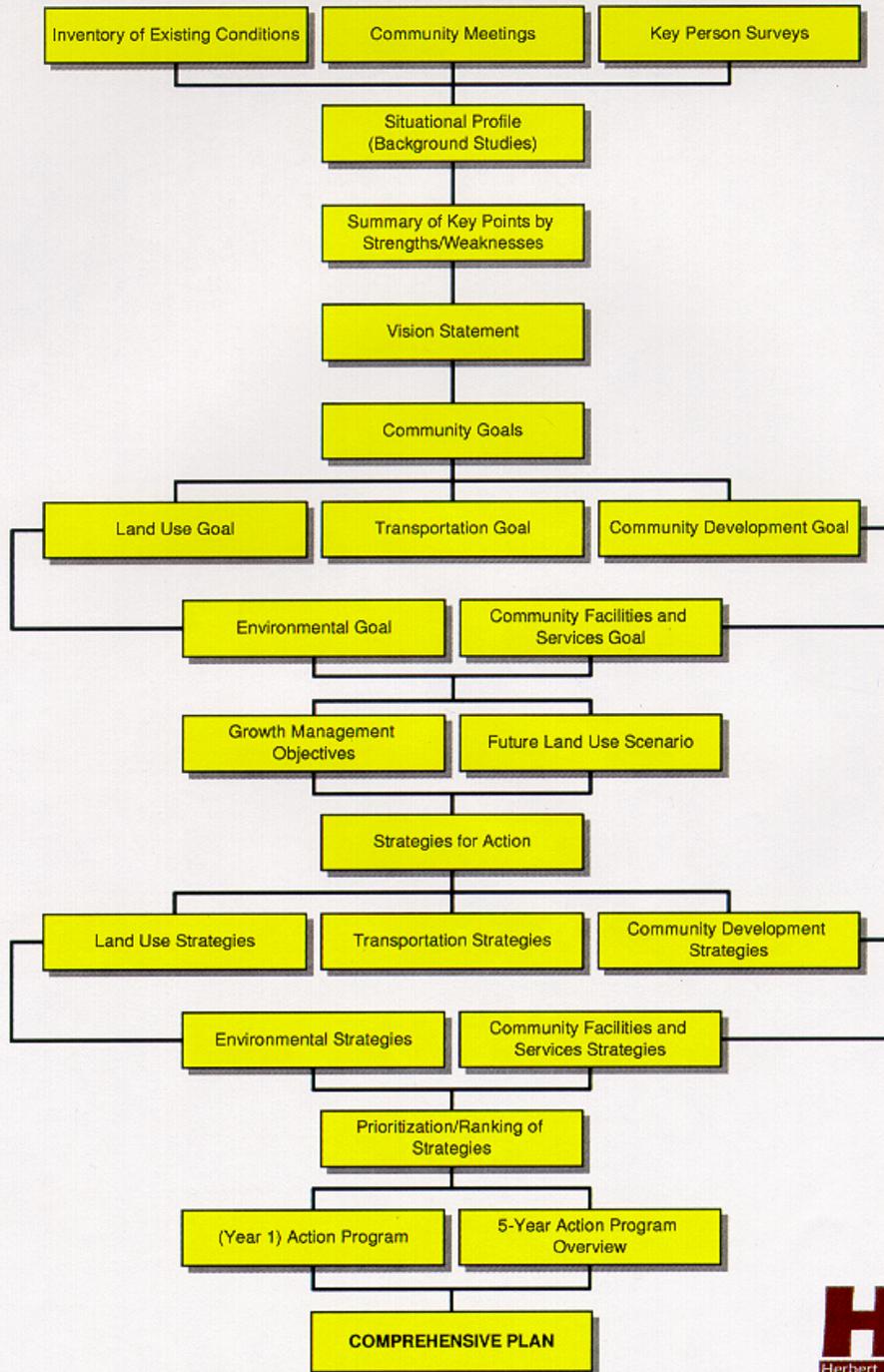
Section VI, "Intersection Studies, Corridor Studies and Recommended Improvements". Analyzes sixty-three intersections and six primary corridors, providing short, medium and long range recommendations for improvements; and

Section VII, "Potential Funding and Transportation Action Program". Identifies potential sources for transportation improvements and establishes a priority timetable for action.

Section VIII, "Conclusion." Provides an wrap up of the document, highlighting the results of the public hearing, presenting the comments from the contiguous municipalities, school districts and Allegheny County, and advance those recommendations made by each of the contributors identified.

MONROEVILLE

MUNICIPALITY OF MONROEVILLE Comprehensive Plan Process



MONROEVILLE

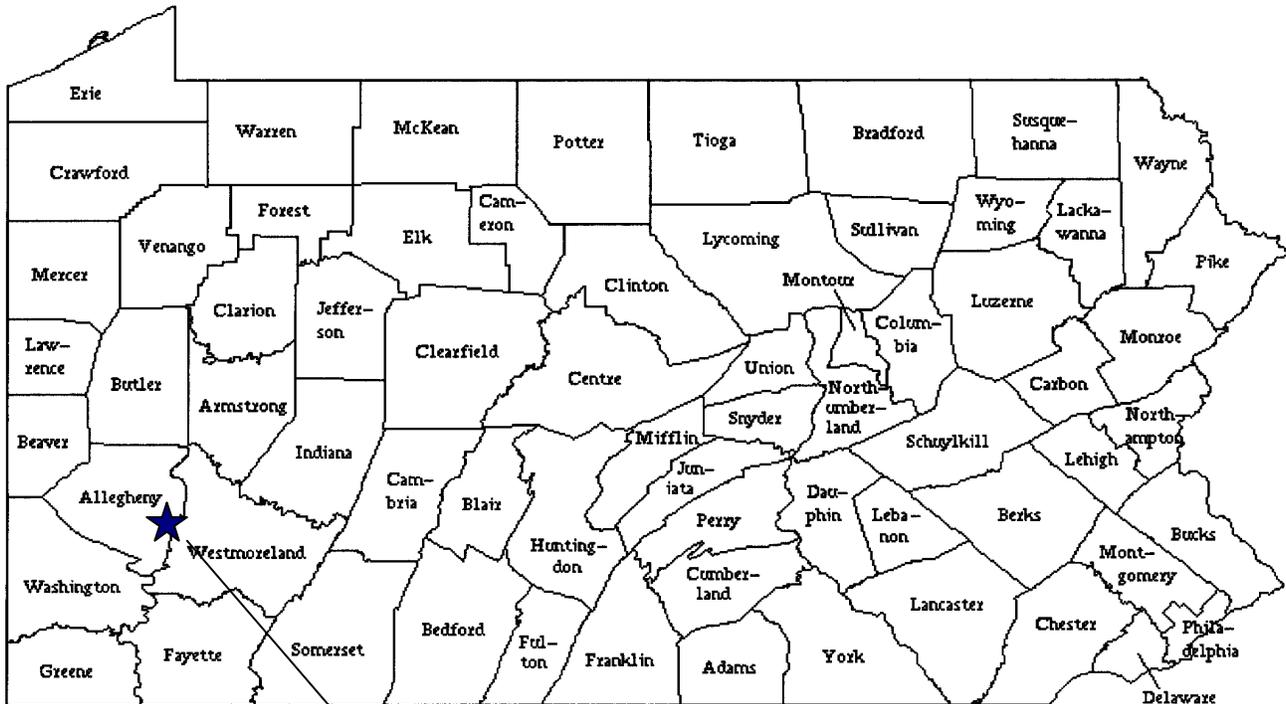
Table 1

THE STRATEGIC PLANNING PROCESS	
<i>What is Planning?</i>	Planning is an organized way of finding out what a community's needs and opportunities are, as well as aiming for efficient and effective change. Planning is a guide to decision-making. As a guide, planning requires coordinated action among the Council, Planning Commission, Recreation Board, outside agencies & organizations, citizen volunteers and all administrative levels of Municipal government, so that community interests may be served. To be truly effective, the technical aspects of plan preparation must be integrated into the process, and must be understood by those who will use the plan.
<i>What are the boundaries of the Planning Area?</i>	The boundaries of the planning area are the boundaries of the Municipality, and are shown on the Location Map, Map 1.
<i>What is a Comprehensive Plan?</i>	The Comprehensive Plan is a document designed to assist in the planning of the Municipality's future growth and development policies. It contains sections or studies performed on various elements of the community, establishes community development goals and objectives and projects future land uses, as outlined the Pennsylvania Municipalities Planning Code. Upon public hearings, it is officially adopted by the Municipality's governing body, and implemented primarily by zoning and by subdivision and land development ordinances.
<i>How does the concept of Strategic Planning improve upon the Comprehensive Planning Process?</i>	Strategic Planning provides added direction to the traditional Comprehensive Planning Process: by more clearly defining WHAT the future direction of the community is through the creation of a <i>Vision</i> ; identifying HOW the community will reach its Vision through the <i>Action Program</i> ; and determining WHAT is the <i>Action Program</i> , designating specific projects with the identification of responsibility, ranking as a community priority, and the estimate of cost and potential funding source; and finally, measuring WHERE by <i>Yearly Evaluation</i> , the status of the action strategies.
<i>How should the Plan be used and when should it be updated?</i>	Good planning is a continuous cycle, constantly evolving over time to reflect any changes or anticipated changes occurring in a community. This Plan should serve as a basis for decision-making made over the next 10 years. However, Section III - "Strategies for Action" should be analyzed and updated each year to reflect all implementation and current needs.

MONROEVILLE

MUNICIPALITY OF MONROEVILLE
LOCATION MAP

Commonwealth of Pennsylvania



Municipality of Monroeville
Total Size: 19.5 square miles
12,505 acres

Source: Pennsylvania State Data Center,
Municipality of Monroeville, 2005.

MONROEVILLE

