



UPPER ST. CLAIR COMPREHENSIVE PLAN

Draft for Public Display - May 23, 2025



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ACKNOWLEDGMENTS

This plan was put together with the assistance of the project Steering Committee (the Township Planning Commission), Township staff members, and the Township's elected and appointed officials. This plan reflects a significant contribution of time, expertise, advice, and feedback from several individuals along with input and feedback from a variety of residents and other stakeholders that have a vested interest in the Upper St. Clair community. This plan would not have been possible without the valuable participation of the following individuals.

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This plan was prepared with assistance from HRG.

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CONTENTS

EXECUTIVE SUMMARY	7
The 2025 Comprehensive Land Use Plan	7
Key Themes of the 2025 Plan	7
INTRODUCTION	8
Project Overview	8
History	8
Planning in Pennsylvania	8
Public Input and Engagement	11
ENHANCING MUNICIPAL ADMINISTRATIVE SERVICES	14
Overview	14
Communication	15
Community Pride and Resilience	17
Financial Sustainability	17
McLaughlin Run Corridor Public Facilities	19
Action Items	21
PROMOTING PARKS & RECREATION OPPORTUNITIES AND AMENITIES	22
Overview	22
Public Engagement Related to Recreation	24
The Future of Upper St. Clair's Parks and Recreational Facilities	25
Action Items	27
ENCOURAGING TRANSPORTATION INFRASTRUCTURE & CONNECTIVITY IMPROVEMENTS	28
Overview	28
Township Roadways and Transportation Safety	28
Multi-Modal Connectivity	31
Montour Trail Connection	38

GUIDING LAND USE & ENVIRONMENTAL BEST PRACTICES 44

Overview 44

Land Use and Zoning 45

Guiding Development 47

Addressing Environmental Concerns 48

McMurray Road Corridor Connectivity & stormwater management 58

Action Items 61

IMPLEMENTATION 63

Overview 63

Prioritization 63

Funding 63

Implementation 64

APPENDICES 70

A. Trends Report and Past Plans Review

B. Community Survey and Public Outreach Event Notes

C. 2024 Community & Recreation Center Facility Assessment

EXECUTIVE SUMMARY

Founded in 1788, the Township of Upper St. Clair has a rich history intertwined with key moments in American history, including the Revolutionary War, the Whiskey Insurrection, and the Civil War. Originally a farming community, Upper St. Clair began to experience significant growth and development in the 1950s and 1960s. Today, it is a thriving, family-oriented community known for its exceptional recreational amenities, safe neighborhoods, and high quality of life.

The 2025 Comprehensive Land Use Plan

The 2025 Comprehensive Land Use Plan serves as a visionary blueprint for the future of Upper St. Clair, guiding responsible growth while preserving the community's high quality of life. As a primarily residential township, Upper St. Clair continues to uphold its reputation for exceptional governance, strategic planning, and outstanding municipal services.

With a dedicated leadership team—including Township staff, elected officials, and appointed board and commission members—Upper St. Clair benefits from thoughtful planning and prudent decision-making. The award-winning Upper St. Clair School District further enhances the Township's appeal, making it one of the most desirable places to live, learn, work, and play.

Key Themes of the 2025 Plan

This plan builds upon the Township's strong foundation and focuses on sustainable growth and enhanced municipal services through the following key themes:

- **Enhancing Municipal Administrative Services—** Strengthening governance, improving communication, fostering civic engagement and

community pride, and ensuring continued high-quality service delivery for residents, property owners, and businesses.

- **Promoting Parks and Recreation Opportunities—** Expanding, maintaining, and improving parks, trails, and recreational facilities to encourage community well-being and engagement.
- **Improving Transportation Infrastructure and Connectivity—** Enhancing roadways, bicycle amenities, and pedestrian pathways to support safe and efficient mobility, while fostering better local and regional connectivity.
- **Guiding Land Use and Environmental Best Practices—** Implementing responsible zoning policies consistent with the Future Land Use Plan, promoting redevelopment and infill development, addressing stormwater and flooding concerns, and encouraging sustainable best practices in development.

Through this 2025 Comprehensive Plan, Upper St. Clair reaffirms its commitment to strategic, forward-thinking policies that will ensure the Township remains a thriving, vibrant community for generations to come. Township staff and elected officials will use this 2025 Plan to guide policies and decision making over the next decade, just as it has used its previous comprehensive plans in the past.

Finally, countless thanks to the many people that contributed to this report – Upper St. Clair employees, volunteers, and members of the community.

INTRODUCTION

Project Overview

The 2025 Comprehensive Plan for the Township of Upper St. Clair outlines the vision for the Township for the next 10+ years and was developed over the course of about eighteen months. During the planning process, members of the Planning Commission, Township Staff, and the Township Board of Commissioners, as well as the public, were given opportunities to provide input on the vision for the future of the Township and to help create attainable goals to achieve the vision.

The 2025 Upper St. Clair Comprehensive Plan provides an overview of existing trends and issues in the Township and develops a guide for policy and decision making to achieve the goals they have set for the future. This Plan covers a variety of important topics, such as:

- What additional improvements are needed in the Township's parks and community facilities?
- What do residents want for the future of Upper St. Clair?
- Where can additional connections and linkages be made?
- What roadway improvements and enhancements are needed?

These are all questions that the Comprehensive Plan intends to address.

The 2025 Plan outlines goals and strategies with an emphasis on the key themes that were identified during the planning process. The key theme areas were developed based on feedback received from public input through the online survey and outreach events as well as meetings and discussions with the project Planning Commission members and Township staff and officials.

Key theme areas of the Upper St. Clair 2025 Comprehensive Plan are as follows:

1. **Enhancing Municipal and Administrative Services**
2. **Promoting Parks and Recreation Opportunities and Amenities**
3. **Encouraging Transportation Infrastructure and Connectivity Improvements**
4. **Guiding Land Use and Environmental Best Practices**

The chapters that follow in this Plan provide background and context for each of the four key theme areas that emerged from the public and stakeholder engagement process, including various goals, objectives, and strategies.

History

Upper St. Clair is named after General Arthur St. Clair, who served in the French and Indian War and the American Revolution. The Township's first paved road, Washington Road, was completed in 1898. Brookside Farms became its first residential development in 1913, and the most rapid period of growth occurred during the 1950s and 1960s. In 1976, Upper St. Clair became a Home Rule community. One of its most recognizable historic landmarks is the 1830 Log House, formerly owned by the Gilfillan family.

Planning in Pennsylvania

A comprehensive plan is a guide for future policy and decision making. Municipalities in Pennsylvania are required by the Pennsylvania Municipalities Planning

Code (MPC) to adopt a comprehensive plan and review and update their plan every 10 years. A comprehensive plan is an opportunity for the community to set goals and an overall vision to become a better version of itself for its residents and stakeholders. Comprehensive Plans provide a vision for what a community wants to look like in the future and the actionable steps it must take to make that vision a reality.

This Comprehensive Plan serves as a policy guide for Upper St. Clair, where the policy goals and recommendations that are included in the Plan are to be implemented over a certain period of time through a variety of action items, and by teaming up with various partner organizations and stakeholders. Upper St. Clair chose to create this Plan in the Implementable Comprehensive Plan model, which focuses on building consensus on key opportunities through public input and engagement and to identify realistic and achievable goals, projects, and initiatives to address the key issues identified in the Plan. These key issues were confirmed throughout the public engagement and outreach process and through regular meetings with the Planning Commission.

As a policy guide and an overall vision for the Township as it plans for the next decade, the 2025 Comprehensive Plan is intended to provide guidance to municipal staff and elected and appointed officials in the decision-making process. The plan serves as a tool and guide for what matters most to the residents and stakeholders of the Township, and what they would like the future of their community to look like, while providing steps to help maintain the high quality of life, create better connections among neighborhoods, businesses, and recreational facilities, preserve and enhance greenspace and open space.

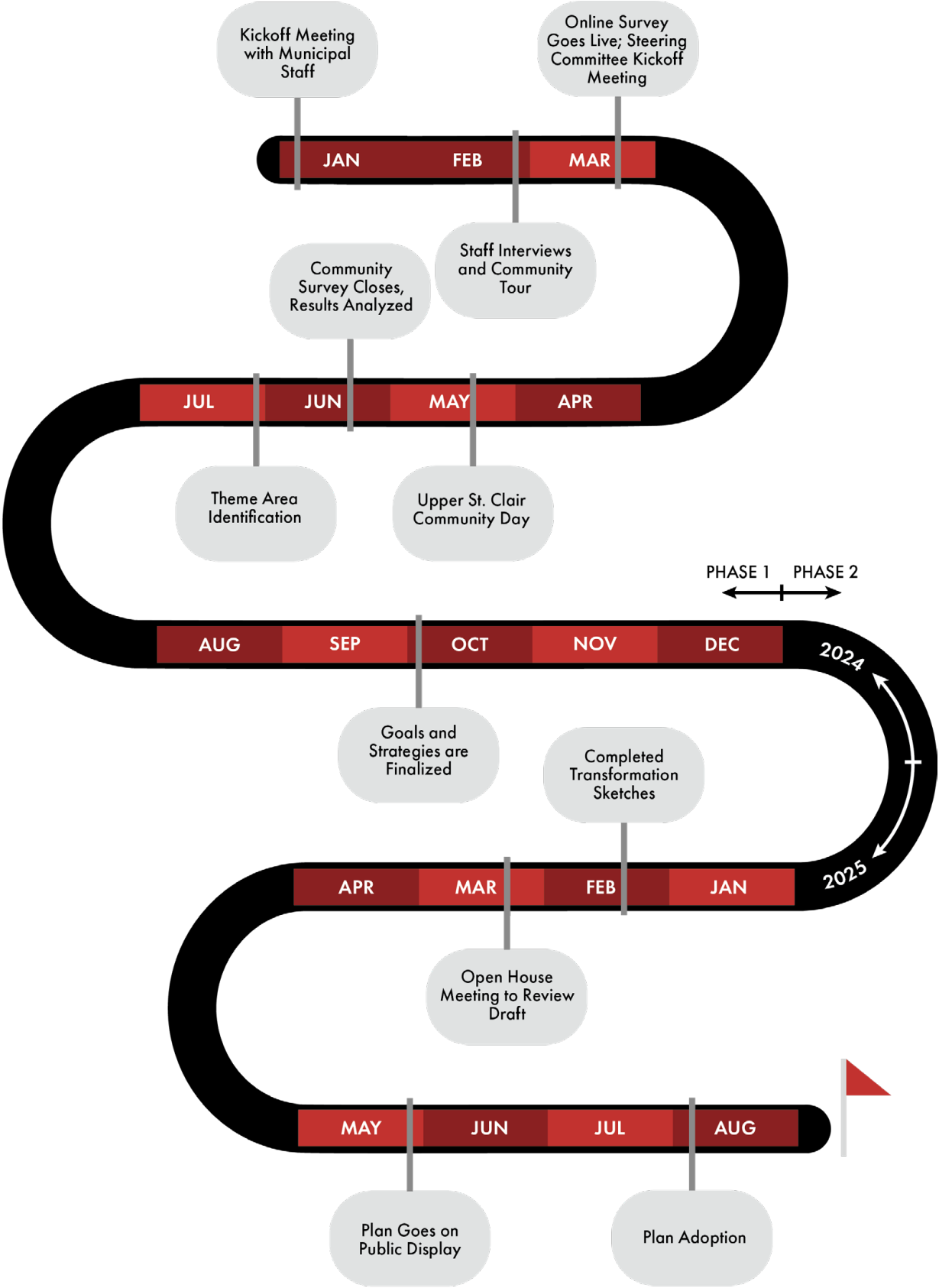


Families enjoying the various activities at the Upper St. Clair Community Day in 2024

The Process

The planning process for this Comprehensive Plan update started in January of 2024, when Herbert, Rowland & Grubic, Inc. (HRG), the planning consultant, began the initial Trends Report and Past Plans Review, as well as developing information for the Township's website. The Planning Commission kick-off meeting was held in March 2024 to discuss the project and its goals with the Board of Commissioners, Staff, and the appointed project Steering Committee. From there, the Township and HRG worked through the proposed schedule and tasks that took approximately 18 months to ultimately develop the Plan and its key themes, goals, priorities, and objectives. The following page shows the overall planning process.

THE PLANNING PROCESS





Township residents of all ages sharing their dreams for the community at the 2024 Community Day

As part of the planning process, the Township relied heavily on input from the Comprehensive Plan Steering Committee. For this project, the Township’s Planning Commission served as the Project Steering Committee for the Comprehensive Plan. Regular meetings were held with the Committee throughout the planning process and specific topics and issues were discussed at each meeting. All of these meetings were advertised and open to the public.

Members of the Planning Commission, along with Township staff and officials, played an integral part in the development of the Plan and helped to create initial recommendations and provided feedback and input along the way. In addition to the Planning Commission, HRG also conducted Key Stakeholder Focus Group meetings of Township officials and staff as well as identified stakeholders in the area, participated in a driving tour of the community, hosted an online community survey, and attended community engagement events, which are discussed in more detail throughout this Plan and results can be found in Appendix B.

Public Input and Engagement

The first phase of the implementable comprehensive planning process focused on visioning, community

outreach, needs assessment, and public engagement to determine the most important needs and issues to be addressed in the Plan.

As part of the first phase of the comprehensive planning process, extensive outreach was conducted with the public and key stakeholders. Residents and stakeholders were engaged in the process in many ways, including attendance at community pop up events, an online survey, frequent Planning Commission meetings that were advertised and open to the public, and updates via the Township website. The following list provides a summary of the public outreach efforts that were included in the planning process. Please note additional details on the results of the various public input and engagement methods are provided in the plan’s appendices, specifically in Appendix B.

Upper St. Clair Community Day

Plan consultants from HRG participated in Upper St. Clair’s Community day event on May 18th, 2024, to gather input on the Plan’s direction and to hear from residents and stakeholders on what they thought were the most pressing needs and issues for the Plan to address.

General conversations with the public took place at the event and feedback was gathered through the following activities:

1. **The Dream Box**, where residents were asked to write their visions for Upper St. Clair on an index card and place them in the box. It was emphasized that their responses could cover anything from parks & recreation to utilities, housing, businesses, and more.
2. **The Community Survey**, where residents had the opportunity to fill out the survey via either hard copy printouts or electronically via kindles provided by HRG, the plan consultants. All residents who had filled out the survey were entered into an HRG swag raffle to encourage participation.

3. **Youth Coloring Pages** were also available for children while parents/caregivers were filling out the survey. The coloring pages also included a link to the survey and were educational in nature to explain what planning is.

Online Community Survey

An online community survey was made available via Survey Monkey for residents, business owners, and other stakeholders to complete. The survey was available from April 1st, 2024, through June 6th, 2024. While most respondents completed the survey online, paper copies were available across multiple Township facilities to ensure all residents could share their thoughts. A total of 1,196 responses were received. The results of the online survey helped to identify and confirm some of the key issues and needs in the Township. For example, the results of the survey confirmed that connectivity and increases in recreational facilities are important issues moving forward. The full results of the community survey can be found in Appendix B.

Key Stakeholder Focus Groups

Several key stakeholders were invited to participate in focus group discussions to gauge their opinions, thoughts, and comments on key issues, including strengths, opportunities, challenges, and general topics to address in the community. The list of stakeholders to be interviewed was determined by Township staff and officials and was representative of the Township as a whole, including business owners, property owners, developers, residents, and volunteers that serve on area boards, commissions, or other local organizations, including the Upper St. Clair School District School Board. The summary from this event can be found in Appendix B of this Plan.



Meeting attendance at the Open House to review the Plan Draft

Public Input Meetings

On Wednesday, March 26th, a public open house was held at the Community and Recreation Center to present the working draft of the Plan and to offer the public an opportunity to provide feedback before the plan officially went on public display. Over 30 residents attended the open house. After providing an overview of what a comprehensive is, discussing the overall planning process for the Plan, and presenting the key theme areas for Upper St. Clair's 2025 Comprehensive Plan, meeting participants were asked to move around to the various engagement exercises that were set up for public feedback. The engagement exercises offered at the public open house included all of the transformative sketches on information boards, the non-motorized connectivity map on a board, and the goals, objectives, and strategies separated by theme area for the public to vote on the most important goal or strategy within each

theme area. Lastly, a general comment box was also provided for residents and stakeholders to provide any comment, edits, and suggestions. Overall, the feedback received at the open house was very positive.

The full results from these meetings can be found in Appendix B.

Planning Commission Meetings

Planning Commission meetings were held primarily for the plan consultants, HRG, to solicit thoughts, ideas, and feedback from an appointed group of Township residents and staff. All Planning Commission meetings were publicly advertised, and any Township resident could attend and participate in the process. The meeting minutes from each meeting were also published on the Township's website for public review and comment.

Township Website Updates

The Township's website has been updated regularly with new information and updates concerning the Comprehensive Plan and the various results and activities conducted throughout the planning process. In addition, Township staff also utilized email distribution lists to provide updates and announcements.

Public Display, Review, and Adoption Process

The draft of the Township of Upper St. Clair Comprehensive Plan officially went on public display for the required PA MPC 45-day review period on May 23, 2025. The Township Planning Commission will review the draft plan at upcoming meetings to be held on May 15 and June 19, 2025. In addition, the Board of Commissioners will hold the official public hearing on July 7, 2025 with adoption slated for August 4, 2025.

The Planning Division of the Allegheny County Department of Economic Development along with all neighboring municipalities and the Upper St. Clair School District received a copy of the Plan for their review and comment.

In addition, a comment form was available online for residents and stakeholders to provide general comments and feedback on the draft of the Plan.

ENHANCING MUNICIPAL ADMINISTRATIVE SERVICES

Overview

Residents, Township staff and officials, and other stakeholders that are part of the Upper St. Clair community want to continue to see it thrive and prosper. Upper St. Clair provides a high quality of life to its residents. Township residents demand a high standard of facilities and amenities, and the Township's staff and elected officials strive in their daily work to meet these demands whether it is a new and improved playground, a new sidewalk, a clear and safe road on a snowy day, or a new program being offered at the Library. The Township offers a variety of programming, services, and resources and there is a strong commitment from both staff and elected officials to grow and expand services to continue to meet the evolving needs of residents.

The Township government is organized into several key departments: Community Development, Finance, Library, Police, Public Works, and Recreation and Leisure Services. In addition, emergency services are provided through the Upper St. Clair Volunteer Fire Department, which now has a full-time paid Chief, and the Tri-Community South EMS, which also services the communities of South Park and Bethel Park.

The Upper St. Clair Library has undergone several renovations and upgrades over the past few years and continues to provide residents of not only the Township but also the greater area with a plethora of knowledge, programming, and books. In 2024, the Library hosted 97,507 visitors and had a total of 10,469 registered borrowers. The study rooms within the Library were actively booked for use in 2024, with 3,178 booked

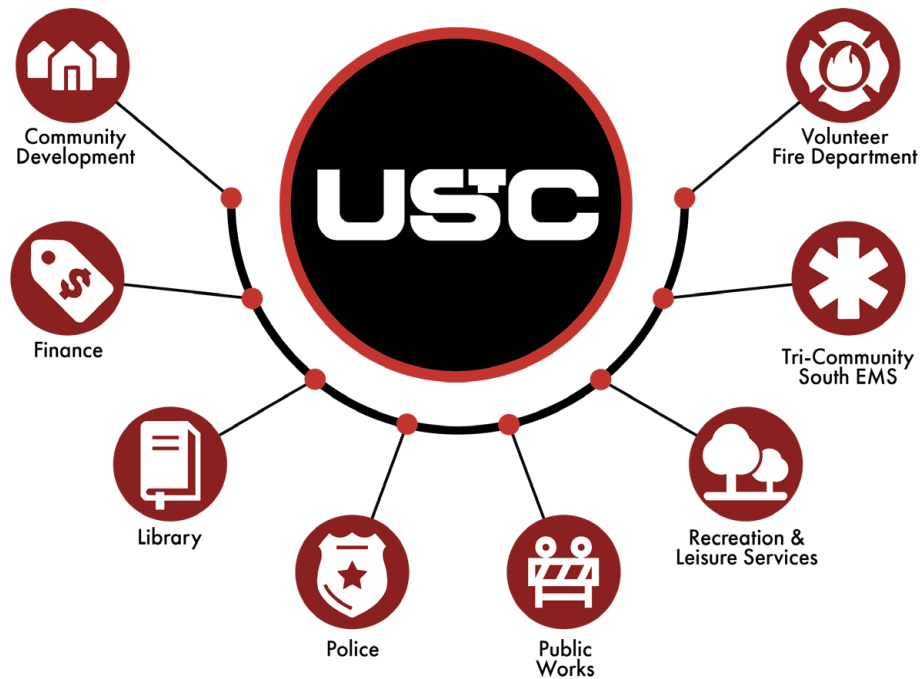
THEME STATEMENT

Residents are active and engaged within the Upper St. Clair community. The Township of Upper St. Clair government is financially sustainable. There are a wide variety of services and programs that are provided to residents. Civic pride and citizen engagement levels are at an all-time high.

rooms for 3,661 hours. In addition, the multipurpose room was booked and used 68 times. Other highlights of programs held in 2024 at the Library include the solar eclipse viewing party, jazz concerts, creative play time, adult bunco and bingo, and the summer reading and activity challenge, to name a few. The Library is a great asset within the Upper St. Clair community and provides many important reoccurring programs throughout the year.

As part of the comprehensive planning process, the project consultants conducted interviews with Township staff, all members of the Board of Commissioners, and other key stakeholders. Some of the common themes identified through these interviews, specifically related to municipal services and Township government, were as follows:

- There is a significant amount of community pride. Residents are proud to live in Upper St. Clair, attend the schools of the Upper St. Clair School District, and participate in community activities. While there are many events held by the Township and other organizations throughout the year, there could be more community events and enhancements made



to existing events to help bring the community together to continue to promote community pride and resilience.

- Upper St. Clair government is strong and stable and has consistent practices and policies. Moving forward in the years ahead, fiscal responsibility and sustainability will be key, particularly as the Township approaches build-out and looks to the role of maintaining and improving existing facilities instead of constructing brand new facilities.
- There is a need for continued communication, including internal communication among staff and elected officials as well as external communication with residents, community groups, and neighboring municipalities.

The following chapter will highlight some of the goals for Upper St. Clair over the next decade to improve communication, foster community pride and resilience, and to continue to achieve financial sustainability.

Communication

Communication is vital to any local government as effective communication helps to build trust with residents

and helps to ensure transparency and promote consistent information sharing. Communication systems are multi-faceted and include methods to address both internal and external communication. Internal communication references the methods used to communicate internally within Township government, among department heads, staff, elected officials, and other Township boards and commissions. In addition, external communication refers to the many ways that the Township communicates with its constituents and stakeholders, including residents, community organizations, the School District, neighboring municipalities, and even County and State government agencies and departments.

Feedback received as part of the planning process during staff and key stakeholder focus group meetings was that intergovernmental cooperation is strong amongst municipal staff. There are regular meetings and check-ins established between the Manager, Department Heads, and Staff. Additionally, many programs that are offered within the Township are cross departmental. For example, Story Walk in the Park includes coordination and collaboration between the Library and the Department of Recreation and Leisure.

One issue identified during focus groups held throughout

USC Needs Your Input

Upper St. Clair is currently in the process of updating its comprehensive plan, adopted in 2015, and the Township would appreciate your feedback. A comprehensive plan is a strategic and visionary document that outlines goals and policies related to land use, transportation, housing, economic development, parks and recreation and more. It serves as a guiding framework for decision-making and ensures that future development and redevelopment aligns with community values and needs.

As part of this process, the Township has launched a public survey to gather input from residents and stakeholders. The survey will be open until Friday, June 7, 2024. Scan the QR code to respond to the survey, which should take no more than eight to 10 minutes to complete.

Additionally, members of the community will have another opportunity to provide feedback on the comprehensive plan at Community Day on May 18. The comprehensive plan consultants will have a table and activity for residents to participate in and provide input.

**Your input is vital in
shaping the future of
Upper St. Clair!**

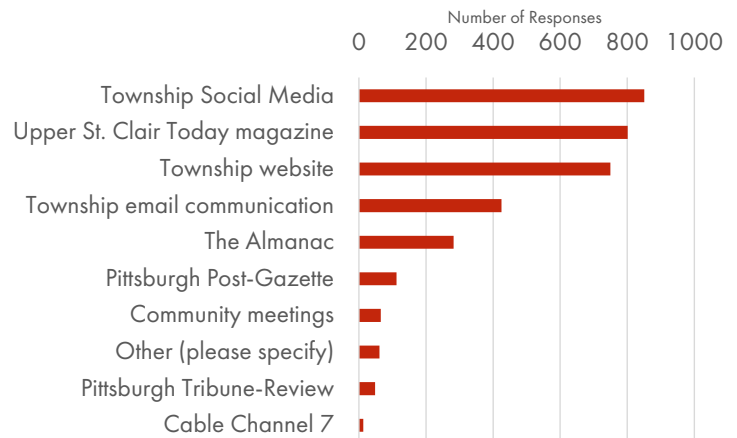


An ad for the online survey, Summer 2024 Edition.

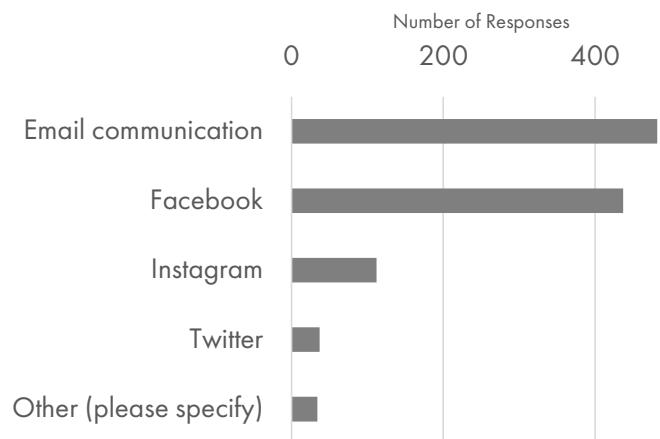
the comprehensive planning process was to continue effective communication—both with residents and between school and non-school communication systems. Additionally, participants highlighted the opportunity to strengthen collaboration and communication with surrounding municipalities in the years ahead.

Results from the online community survey conducted during the planning process indicate that many Township residents receive their news on events, happenings, and other announcements through the Township's social media networks, Upper St. Clair Today Magazine, the Township website, and the Township's email communications. Other responses to how survey respondents receive Township news and information included word of mouth, the School District, the Community and Recreation Center, and community foundation emails. The graph on the following page highlights the responses received on preferred methods

From what sources do you receive news about the Township?



What method of social media do you believe is the most effective?



of information sharing in the online survey. When asked what method of social media is the most effective, survey respondents noted that email communications and Facebook were the two most effective methods.

While the Township's current communication methods effectively reach many residents and stakeholders, the Township strives to continuously improve communication levels and methods. Although social media, the website, and the Magazine provide adequate information for many, additional methods may be needed to engage all stakeholders, particularly youth and elderly populations.

Better communication is an opportunity that was mentioned in the key stakeholder focus groups as well as within the results of the online community survey. The Township has hired a full-time Communications Coordinator to enhance and centralize Township messaging. Moving forward, updating the Township's internal and external communication plans can help to improve existing communication systems and develop some new and alternative methods to help spread the word on all the amazing programs, services, and events offered to residents.

Community Pride and Resilience

Upper St. Clair residents take great pride in their community, largely due to the high quality of life the Township provides. Residents are also proud to be part of the Upper St. Clair School District, which consistently ranks in the top of the statewide school district rankings.

It is no surprise that area residents and stakeholders get excited about the schools, parks, the library, trails, recreation facilities, and community events. Additionally, residents enjoy the community feel and atmosphere of Upper St. Clair. They appreciate the annual Community Day and value the cleanliness and diligent maintenance in Upper St. Clair.

One of the goals of the Township moving forward is to continue to grow and bolster community pride and resilience. This can be achieved through hosting more events and community gatherings, which was mentioned in the key stakeholder focus groups conducted as part of the planning process. Some events do not have to be sponsored solely by the Township. Neighborhood groups and homeowner's associations can also host block parties and food trucks. Many such events started during the pandemic as a safe way to gather the community and have been maintained today.

Another program mentioned as part of the stakeholder focus groups was the Citizen's Police Academy and the



Upper St. Clair's Community Day crowds

Citizen's Fire Academy. These are great programs that many residents may not be aware of and offers a glimpse into what the police officers and fire fighters do on a daily basis and an opportunity for residents to interact in a positive and fun environment with first responders and public safety officials. Another key takeaway from the focus groups was the importance of the Township continuing to have a good relationship with the School District and other local community organizations.

Maintaining the high quality of life in the community and continuing to offer activities to foster the sense of place are two critical aspects of fostering community pride and resilience in Upper St. Clair in the years ahead. In addition, continuing to offer the plethora of programs, services, and events, and expanding upon some of these, will be key for the Township as strategies to promote community pride.

Financial Sustainability

Sound financial management strategies are critically important for local governments as they ensure the ability to consistently deliver essential public services by managing revenue effectively, maintaining fiscal sustainability, attracting investments, and building public trust through responsible budgeting and planning. These factors ultimately contribute to an overall healthy community and to economic development opportunities.

The Township of Upper St. Clair already has sound financial planning and management strategies in place. The Township has an AA+ bond rating, which indicates a minimal risk of default and a strong ability to repay debt. Only 8% of municipalities in the Commonwealth have that high of a rating. In addition, the Township is in a solid financial position and has adequate cash reserves and revenues on hand.

The Township already participates in many planning processes when the budget is developed annually and through ongoing improvement planning efforts. For example, the Township has a capital improvement planning process that is both efficient and effective. This plan is used year after year and is updated to guide Township investments and improvement projects and priorities. In addition, Upper St. Clair staff and elected officials stay on top of infrastructure maintenance and do not typically struggle with aging infrastructure issues often. The capital planning team is also able to avoid being reactionary and is fiscally responsible. Furthermore, buildings and facilities owned by the Township are well maintained and managed.

The Township should expand upon its regular capital improvement planning to incorporate service provision, program development and other operations into its planning efforts. These discussions should occur between key staff members and the elected officials. The planning horizon should be 3-5 years for this, unless there is an urgent need that has been identified for a shortened window of time, for a particular matter. Based on the decisions made during that strategic planning session, an implementation plan and schedule should be developed and incorporated into the Township's annual budget.

As part of this operational strategy, leadership should look at staffing needs associated with the provision of the planned services to determine if changes in staffing levels should be incorporated into the planned services to ensure continued quality provision of services to

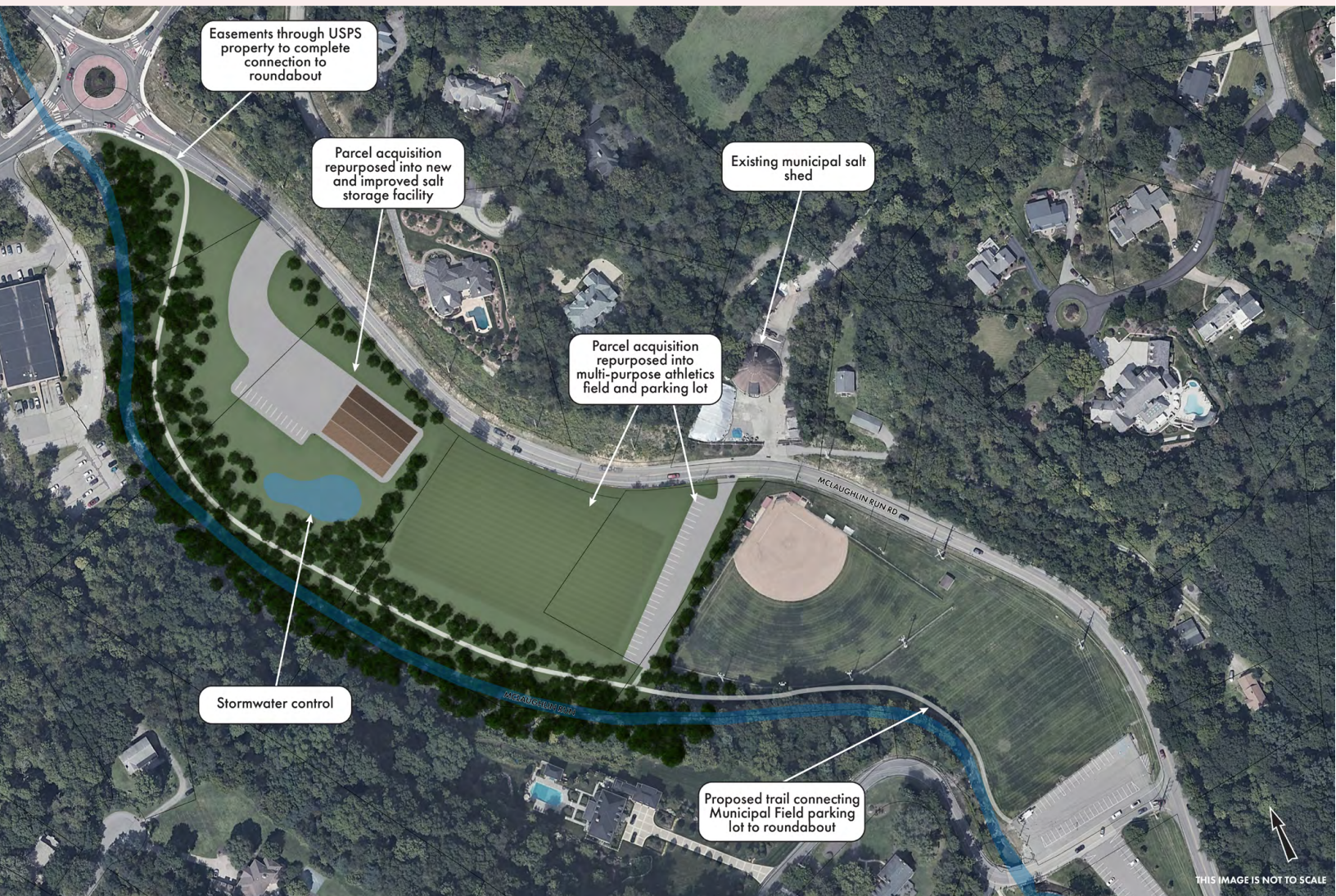
the community. Staff and elected officials should plan for continuity of leadership in the key roles within the organization in order to provide services in an efficient and sustainable manner that the community has come to expect. Budgets should incorporate transition plans and also costs associated with recruitment of candidates to fill anticipated vacancies.

Regarding financial sustainability, the Township will continue to approach a time where revenue will flatten due to lack of new development and limited opportunity for redevelopment. New revenue sources will need to be considered in order to continue to maintain levels of services. This may include additional fees for services, services provided through intergovernmental agreements, or the use of Artificial Intelligence (AI) to provide services previously provided by employees.

In addition to using its own funds to complete projects and deliver services, the Township of Upper St. Clair has also achieved success in finding grants and other funding sources for many parks and recreation related projects. Upper St. Clair has embarked on many larger-scale projects recently, including the Morton Fields Complex renovations and the municipal building renovations, and did not have to raise taxes to help pay for these projects. These projects are funded through a combination of various sources, including grants, income tax revenues, bonds, and cash reserves.

Moving forward, the need for maintenance and upkeep will continue to grow as existing facilities are improved and as new facilities are built. Residents of Upper St. Clair set a high standard for maintenance of community facilities. Internally, there should be a shift to allocating funds toward ongoing maintenance and not just new construction. In the years ahead, it will be critical for Township government to continue its already sound practices of capital improvement planning, budget management and planning, and funding improvement projects through various sources.

MCLAUGHLIN RUN CORRIDOR PUBLIC FACILITIES



McLaughlin Run Road plays a fundamental role in connecting key community amenities in the Township, such as schools, municipal facilities, and parks and recreation facilities. From the State Route 19 interchange to the roundabout at Lesnett and McMillan Roads, the Township owns nearly all of the properties along the western side of McLaughlin Run Road. To fully achieve its corridor connectivity goals, the Township may need to acquire or negotiate easements for the corner property owned and managed by the USPS.

Future plans for these parcels could include the development of a multi-use field with adjacent parking, the construction of a new salt storage facility to replace the existing facility on the eastern side of McLaughlin Run Road, and a trail following McLaughlin Run behind the properties to complete the existing pedestrian network leading to the roundabout. Given the high traffic levels and speeds along this corridor, routing pedestrian and bicycle access away from the

roadway would provide a safer connection. Choosing a streamside trail rather than sidewalk also adds recreation value to the adjacent municipal ballfield.

Similar to the road segment just south of Route 19, this section faces flood risk concerns. Therefore, development in flood-prone areas should prioritize permeable surfaces and effective stormwater management. Recreational land uses typically offer better permeability for stormwater runoff, making the development of these parcels into recreational facilities a more suitable option than redeveloping them into housing or commercial properties.

As part of the improvements to the McLaughlin Run public facilities, it will be important to ensure the proposed off-road route and all crossings are clearly marked. The Township will also need to determine during the design phase whether any security considerations or lighting are needed.

The project area is in the Regulatory Floodway Zone AE and must ensure that any improvements including demolition do not result in an increase in base flood elevation (BFE).

Project Name	McLaughlin Run Corridor Public Facilities
Scope	Finalize property acquisition, salt storage facility construction, installation of multi-purpose field, parking, and trails
Owner/Partners	Upper St. Clair, Area Property Owners
Timeline	2-5 years
Estimated Cost	\$\$-\$\$\$
Funding Opportunities	PennDOT, CFA, and DCED Multi-Modal Transportation Funds, PennDOT and SPC Transportation Set Aside Programs, US DOT Safe Streets and Roads for All, DCED Keystone Communities Program, DCED GTRP
Key Dependencies/ Potential Roadblocks	PennDOT Coordination, Support from area property owners

Action Items

Upper St. Clair is a community that benefits from a high quality of life, sound fiscal management practices and procedures, a strong sense of community pride, and a genuine appreciation from residents for the many services, parks, amenities, facilities, and programs offered. Enhancing Municipal Administrative Services is a key theme area for the 2025 Upper St. Clair Comprehensive Plan as the Township aims to continue and expand upon the many services and programs provided to continue to provide residents with a high

quality of life. In the years ahead, several goals have been discussed throughout this Chapter that will help to advance the theme of continuing much of what has already been established. The Township is already doing so much when it comes to planning, policy making, decision making, and budgeting and it is essential these efforts continue in the future. The following goals, objectives, and strategies have been developed to address the Enhancing Municipal Administrative Services theme area.

Goal	Objective	Strategy
Continue high-quality communications both internally and externally.	Update the Township's internal communication plan increase communication with members of the various municipal departments, boards, and commissions.	Strategy as indicated by the objective.
	Update the Township's external communication and public outreach plan to increase communication with members of the community and partner organizations.	Confirm consistency with the Township's local emergency operations plan.
Foster community pride and resilience.	Maintain the existing high quality of life and remain an aesthetically rich and vibrant Township.	Strategy as indicated by the objective.
	Promote a sense of place, a sense of community, and an overall positive culture.	Encourage more community and neighborhood events, block parties, and other gatherings that help to bring the community together.
		Designate facilities in existing parks that can provide space for additional neighborhood or community events.
Strive for ongoing financial and operational sustainability in municipal government services.	Continue to update the capital improvement plan every year.	Strategy as indicated by the objective.
	Continue to put forth a fiscally conservative annual budget.	Strategy as indicated by the objective.
	Develop an operational and organizational strategic plan that sets goals for the next 3-5 years but also examines succession of municipal employees.	Strategy as indicated by the objective.
	Continue to seek grants to help fund projects and initiatives in the Township.	Strategy as indicated by the objective.

PROMOTING PARKS & RECREATION OPPORTUNITIES AND AMENITIES

Overview

Recreational facilities are an important part of any healthy community. Upper St. Clair is dedicated to serving its residents with high-quality recreation facilities and programs, and both have developed at a steady pace to meet high expectations and needs of residents. Upper St. Clair owns and manages over 700 acres of parkland including 14 parks, 16 tennis courts, a three-hole golf course, 5 baseball fields, 9 basketball courts, 5 soccer fields, 13 non-dedicated pickleball courts, over 10 miles of trails, and various other recreational areas. The types of parks within Upper St. Clair can be categorized as either regional or more neighborhood based parks. Some of the neighborhood parks have available parking adjacent to them while others do not have parking but are within walking distance of residential areas. The complete list of Township Parks includes the following:

1. Baker Park
2. Boyce Mayview Park
3. Brookside Park
4. Byrnewick Park
5. Clair Park
6. Gilfillan Park
7. Hays Park
8. Johnston Park
9. Municipal Park
10. Ravine Park
11. Trotwood Park
12. Tustin Park
13. Veterans Park
14. Wiltshire Park

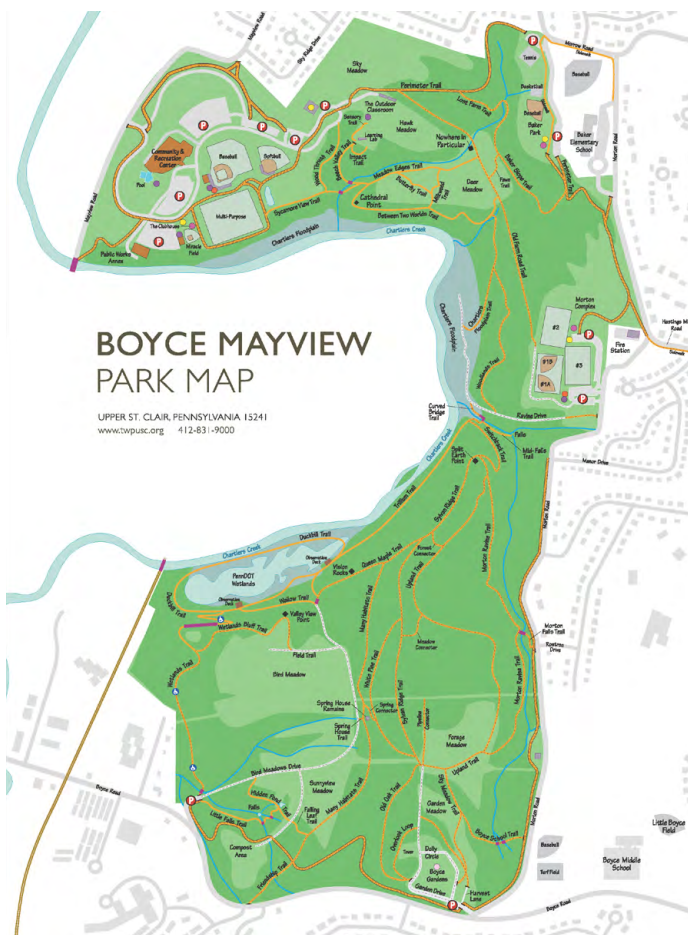
THEME STATEMENT

The Township of Upper St. Clair offers parks, trails, and recreational facilities that serve all neighborhoods and areas of the community as well as people of all ages and abilities. The Township's park system provides adequate and equal access for residents and visitors of all abilities to use and enjoy its various recreation amenities and programs.

Boyce Mayview Park

As the Township's largest regional park, Boyce Mayview Park is home to 475 acres of trails, sports fields, playgrounds, pavilions, and the Community & Recreation Center, and more. The Park is the unification of two previous agricultural properties acquired by the Township—Mayview Farm and Boyce Park. On the west side of the park lies Chartiers Creek and its extensive wetlands that are constructed and owned by PennDOT. The land surrounding the Creek is home to diverse wildlife and flora. At the southern entrance off of Boyce Road, there is Boyce Gardens, a popular community-based garden area that allows gardeners to rent a plot of land to grow seasonal summer fruits and vegetables. The Township's Public Works Department is responsible for the leasing of garden plots at Boyce Gardens.

The Community & Recreation Center (C&RC) is a 90,000 sq. ft. indoor community center featuring fitness, aquatics, and recreation and community activities open to all residents within the Township and the greater Pittsburgh metropolitan area. The C&RC is well-known



The map of Boyce Mayview Park

in the region as a prime destination for recreational activities and offers many indoor recreation options, including an indoor pool, that is used for all four seasons.

While Boyce Mayview Park is home to a large number of recreational facilities and amenities, a significant portion of the parkland has remained mostly undeveloped due to covenants that were established as part of the property acquisition in the 1990s. Maintenance of the natural character of this park will be an important factor when considering future park improvements that may be needed.

Gilfillan Park

At 59 acres, Gilfillan Park is the second largest park in the Township. Located in the northeast portion of the community, the land was purchased from the Gilfillan Family in 1976 to be used as a park. As of today, the

Park features a 1.25-mile nature trail which winds through woodlands of native trees, some of which are estimated to be over 400 years old. The Park remains primarily dedicated for passive recreation activities including hiking and cross-country skiing.

The Park is also home to Gilfillan Farm, where Horses with Hope houses their operations. Horses with Hope is a program focusing on individuals with diverse needs to learn independence and resilience through animal-assisted interactions.

Municipal Park

Upper St. Clair's Municipal Building sits on a 29-acre parcel of land that also includes extensive recreational amenities including sports fields, courts, playgrounds, shelters, batting cages, and the McLaughlin Activity Center. This Park is often a hub of activity given its proximity to the Municipal building and administrative operations of the Township and the Upper St. Clair Library.

Other Township Parks

Aside from the largest three parks, Upper St. Clair has 11 other neighborhood-scale parks that serve the community at a more local level. While most of these parks are smaller, they ensure that residents are within walking or biking distance to a public green space. Regardless of their size, the Township has invested in improvements of these parks as well.

Morton Park is currently undergoing a complete redesign to better suit residents' needs, including improved ADA access, improved lighting, and synthetic turf fields that will extend playable seasons. In addition, there are plans to improve pedestrian access and safety to Wiltshire Park with rectangular rapid flashing beacons (RRFBs) across McMurray Road where Rutherford Drive forks. Access improvements are also being considered at Tustin Park, specifically to improve visibility at the sharp turn on Lesnett Road.



Hays Park playground facilities

Additional Local Recreation Amenities

Upper St. Clair is home to one privately-owned golf course, the 265-acre 18-hole St. Clair Country Club. In addition, the 9-hole Frosty Valley Golf Links is a publicly accessible course available to all individuals. While these facilities are not maintained by the Township, they offer recreational opportunities aside from those at the diverse parks system where residents can engage in active recreational activities such as golf, aquatics, and dining.

Township residents are well-situated for utilizing other regional recreation assets in surrounding communities. For example, Wingfield Pines— an Allegheny Land Trust property that was formerly a site plagued by Abandoned Mine Drainage (AMD)— now hosts a passive treatment system with the trails, boardwalk, and more. In addition, neighboring South Fayette Township has substantially invested in their parks and recreation assets and there may be future opportunities to connect adjacent parks to one another, such as Fairview Park to Boyce Mayview Park.

Programming

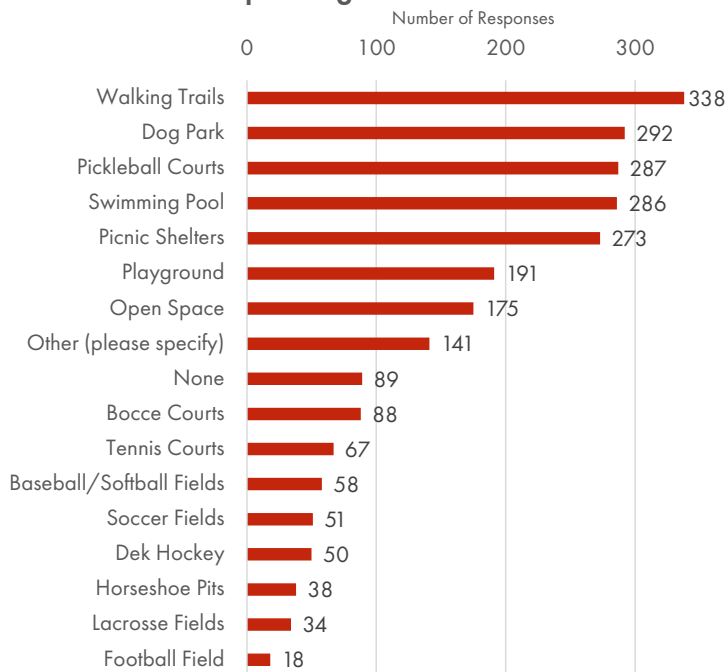
Upper St. Clair has an extensive assortment of recreation and leisure programming for individuals of all ages, abilities, and interests. A full list of the programming offered at the Township can be viewed on the Upper St. Clair website, but a highlight of some of the available programming includes the following:

- Summer Camps
- Youth Sports
- Fitness Classes
- Adult Sports
- Aquatics
- Adult Programming
- Youth Enrichment
- Preschool

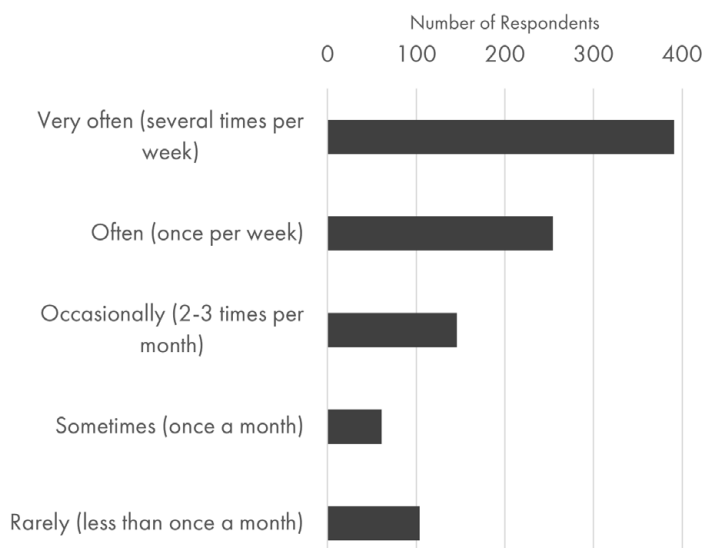
Public Engagement Related to Recreation

Over the course of the public input process, residents and community stakeholders have consistently indicated a need for improvements and additions to existing recreational facilities across the Township. From the results of the community survey released, respondents

What additional recreational facilities do you think are necessary within the Township's Neighborhood Parks?



How often do you or others in your household use a Township park or recreational field?



rated parks and trails third highest (4.13 out of 5) for issues that the Township should address moving forward. In addition, 40.9% of the 1,196 respondents indicated that they use a Township park or recreational field several times per week. Only 17.3% of respondents use the parks and fields less than once a month.

Of those that use parks facilities, Boyce Mayview Park and the Community & Recreation Center are the most visited parks at 291 and 274 responses, respectively. While 82.8% of respondents felt that Upper St. Clair is investing adequately in its parks and recreation assets, residents and other park users would like to see the addition of more park features such as walking trails, pickleball facilities, park restrooms, dog parks, more swimming pools, and picnic shelters.

The Future of Upper St. Clair's Parks and Recreational Facilities

Upper St. Clair has spent decades developing an extensive parks network that residents greatly value today. As the Township nears full development, funding previously allocated for expanding or creating new parks should be redirected toward maintaining, improving, and enhancing existing facilities.

A well-maintained parks and recreation system requires a dedicated team of municipal staff and public works professionals to oversee ongoing maintenance and upgrades. To better manage the Township's many amenities, a prioritized list of park projects and improvements should be developed. Prioritization should be based on factors such as cost, equipment lifespan, compliance with safety regulations, community needs, and implementation timelines.

Additionally, the Township should seek external funding sources to help offset maintenance and restoration costs. The prioritized project list should also include potential

funding and grant opportunities, ensuring the Township can effectively track and secure available resources for each initiative.

Community & Recreation Center (C&RC)

The Community & Recreation Center (C&RC) is a popular indoor public community center that not only serves a large number of Township residents, but also numerous residents from other municipalities in the region. After opening in 2009, the C&RC has seen continual growth in membership rates and is now operating close to capacity on memberships and programs. To account for local and regional population trends and desires, the C&RC will need to adapt to future conditions. In order to assess the current state of the recreation center and understand the future needs of its users, the Township, in partnership with Ballard*King & Associates, released the Community & Recreation Center Post COVID Facility Assessment in June of 2024 with assistance from—as an update to the 2018 Study—with key findings and recommendations for future center improvements.

The report included a site visit to the Community & Recreation Center and interviews with Township and recreation staff as well as an online survey of the community. Some of the major findings and recommendations from the report included the following:

- Complete a study to determine possible improvements and/or expansions to the center.
- Develop additional policies to deal with behavior management issues by center users.
- Create and maintain a five-year capital improvement plan for the facility.
- Grow programming for all age groups and track program performance.
- Develop and promote opportunities that non-member residents have to utilize the center and its programs.
- Complete a parks and recreation system wide master plan.



The indoor pool facilities at the Community & Recreation Center

- Develop a basic marketing plan for the facility and its programs.

The full findings and recommendations from this Report can be found in Appendix C of this Plan, but the key findings from this Report are consistent with the Township's Comprehensive Plan goals for the future of parks and recreation.

Accessibility

The Americans with Disabilities Act (ADA) requires playgrounds and facilities constructed or altered after March 15, 2012 to comply with ADA design standards. Accessible parks and playgrounds create a sense of inclusivity for communities and schools, allowing all residents to partake in recreational activities. Inclusive playgrounds allow children of all abilities and developmental stages to play in the same space. Playgrounds are required to have available, unobstructed routes to play equipment, at least one type of ground-level play component, existing or new ramps to have handrails on both sides, and to use specific safety surfacing that meets ADA criteria. As Upper St. Clair continues to maintain and improve recreational

facilities, it will be critical to serve the needs of residents of all ages with accessible equipment. Therefore, new projects and initiatives should factor in the evolving needs of the Township’s population.

Action Items

Upper St. Clair already offers high quality recreational facilities and amenities within the community and region. Continuing to maintain and upgrade these assets will help to ensure that all Township residents have access to high-quality facilities for years to come. As the Township reaches build-out status, a shift from constructing brand new facilities to maintaining and improving existing

facilities will become the precedent. Through the maintenance and modernization of parks amenities and trails, the Township must maintain momentum and community interest over the course of the next several years. Efforts should continue to ensure that all existing facilities are accessible as well.

Recommended actions have been discussed throughout this chapter. The following goals, objectives, and strategies have been developed to guide the ongoing investment in Upper St. Clair’s parks and recreation amenities and facilities so that all residents can continue to have access to them to meet their needs.

Goal	Objective	Strategy
Update, enhance, and maintain the Township’s existing parks as needed, including playground equipment, restrooms, picnic pavilions, fields, etc.	Develop a prioritized list of projects and improvements needed at the Township’s parks.	Strategy as indicated by the objective.
	Conduct improvement projects as needed based on the prioritized list.	Pursue funding and grants to complete upgrades and renovations at Township parks.
	Complete a Parks Master Plan for the Township Parks system.	Strategy as indicated by the objective.
Improve, enhance, and modernize the Recreation Center.	Conduct improvements and renovations consistent with the 2024 Community & Recreation Center Post COVID Facility Assessment.	Strategy as indicated by the objective.
Maintain the Township’s existing recreational facilities so that they continue to serve as quality recreational assets to the community.	Conduct routine maintenance consistent with Park Master Plans, Capital Improvement Plans, and as needs arise.	Strategy as indicated by the objective.

ENCOURAGING TRANSPORTATION INFRASTRUCTURE & CONNECTIVITY IMPROVEMENTS

Overview

Upper St. Clair offers a well-developed transportation network that supports the community with convenient access to major roadways, public transit options, and some walkable areas. During the planning process, public input indicated resident interest in addressing existing traffic and roadway safety issues as well as creating additional sidewalks and improving walkability. Therefore, transportation goals for the area focus on two areas— roadway maintenance and safety, and multi-modal connectivity.

Township Roadways and Transportation Safety

The Township's roadway network is made up of an interconnected system of state and local roadways. Interstate 79, located to the west of the Township, and State Route 19/Washington Road, which runs north-south through the Township, both provide direct connections to the greater Pittsburgh Metropolitan Area. Painters Run Road at the northern end of the Township and McLaughlin Run Road at the center both serve as major east-west collectors, connecting local roadways. At the southern end of the Township, Boyce Road serves as an important collector, connecting neighborhoods with Route 19.

The Township has been dedicated to roadway improvement projects over the years, especially through its robust annual resurfacing program. In addition, the Township has partnered with PennDOT on a variety of

THEME STATEMENT

The Township of Upper St. Clair is a place that is accessible to all modes of transportation, including driving, walking, biking, and rolling. Both local and regional connectivity systems are in place that provide new linkages to the various recreational, cultural, and community amenities and facilities throughout the Township. The Township's roads and key intersections have been improved to alleviate traffic and to improve safety. Connectivity and traffic flows within the Township and the surrounding region have been improved.

projects over the years, including the roundabout at the intersection of McLaughlin Run, Lesnett, and McMillan Roads, which provides enhanced safety and mobility at this critical junction. Other recent major improvements include:

- The installation of a traffic signal and left turn lane at the intersection of Boyce Road and Boyce Plaza Road.
- The installation of a right turn lane on Fort Couch Road near the Siena development.
- In partnership with PennDOT, improvements have been made to several intersections with Route 19/Washington Road. These include Boyce Road and Old Washington Road in 2020, and Brookside



The intersection of Robb Hollow Road and Painters Run Road

Boulevard, Village Drive, Siena Drive, and Fort Couch Road in 2022. The 2022 improvements included the installation of new adaptive traffic signalization designed to improve traffic flow in the area. ADA compliant curb ramps were also installed.

- Improvements were made to the McMurray and Bethel Church Road intersection, including the installation of a new traffic signal and pedestrian improvements.
- Ongoing collaboration with neighboring Bridgeville Borough on improvements at the intersection of Mayview Road, Lesnett Road, Bank Street, and Chartiers Street – a key gateway between the two communities where a roundabout has been proposed.

While the Township has already made significant investments in roadway projects, as part of an active network and growing community, additional improvements are necessary. The following improvements have been identified based on public input, an overall assessment of the roadway network,

and considerations for potential future development and growth. Specific improvements should continue to consider the interconnectedness of the network, and the potential need for corridor studies, especially along prominent roadways like Painters Run, Boyce, and McMurray Roads.

Robb Hollow Road and Painters Run Road

Painters Run Road is a highly traveled corridor, serving as an important east-west connection. Robb Hollow Road is also a higher volume roadway, connecting north-south traffic, making this a critical intersection in Upper St. Clair. The intersection does not currently have any type of control, but the addition of intersection controls would improve traffic flow, especially from Robb Hollow Road. Now that the former Cinco restaurant has been demolished, additional space is available to consider alternative intersection designs, like a roundabout or continuous T intersection, which would help to manage traffic, but maintain continuous flow at this busy intersection. Additional traffic studies will be needed to determine the best solution. Ideally, a study would be



The intersection of McMurray Road and Bethel Church Road

performed to consider the Painters Run Road Corridor as a whole. The current alignment of the McMillan Road and Painters Run Road intersection includes a severe angle. Altering this alignment would be difficult, but beneficial to traffic flow in the area. Modifications to the McMillan intersection could affect traffic flow throughout the entire Corridor. A comprehensive approach should be taken when evaluating potential improvements for the area, particularly in light of possible commercial infill development at the western end of Painters Run.

Boyce Road and Old Washington Road

With additional trips along Old Washington Road, this intersection should be studied for potential improvements to capacity. Again, this should be treated as part of a larger network, considering potential improvements to the intersection of Route 19/Washington Road and Boyce Road at the same time, given the proximity of the two intersections. This corridor could potentially be expanded west to consider improvements to the intersection near Boyce Middle School and Fairgreen Drive, as this intersection experiences high peak hour volumes and several crashes have occurred there over the last five years.

McMurray Road with Bethel Church Road

McMurray Road and Bethel Church Road represent two more key connectors for Upper St. Clair that experience high traffic volumes. This intersection should be improved to increase traffic flow. The relationship with Drake Road should also be considered given the proximity. The intersection of Drake Road and Bethel Church Road should be studied for the addition of intersection control, especially considering the proposed pedestrian connections for the area, discussed later in this section.

Intersections Along and Adjacent to Route 19/ Washington Road, Specifically Fort Couch Road

While investments have already improved intersections in this area, as a high-volume arterial roadway for the region, increasing traffic volumes will always demand additional safety improvements. Intersections in this area should be considered for potential additional improvements, taking into consideration queuing times and distances, and including considerations for upgrades to non-motorized connectivity. One of the best ways to improve congestion in an area is to increase modal choice with improved non-motorized and transit options.

As roadway improvements are made, consideration should be given to the incorporation of the Complete Streets approach. Complete Streets is an approach to the planning and design of roadways that incorporates safe access for all users by considering the needs of pedestrians, bicyclists, and transit users, in addition to drivers. Consideration for all of these roadway users may come in the form of dedicated infrastructure for each mode, or a determination that low volume, low speed roadways inherently provide safe access for all. The drafting and adoption of a Complete Streets Policy by the Township can help to outline contextually specific guidelines for the Township to follow. Adopting this policy also shows a commitment to access for all modes, which can assist with funding applications in the future.

Finally, in addition to large roadway improvement projects, consideration must always be given to maintenance of the overall network. Completion of annual road paving projects and any needed improvements will help to maintain existing roadways and improve user experience. Annual maintenance and asset management are critical to the maintenance of the overall transportation network, especially along high-volume corridors.

Multi-Modal Connectivity

Input received during the public participation process indicated that residents would like increased non-motorized connectivity in Upper St. Clair. Thereby, non-motorized transportation benefits the overall network by offering alternatives to personal vehicles, reducing traffic congestion. Adding travel lanes may appear to be a solution, but it ultimately fuels increased demand, drawing more drivers and intensifying congestion. Enhancing non-motorized facilities, even for short trips, can more effectively ease traffic on the Township's busy roads. If installed properly, with respect to the Americans with Disabilities Act (ADA) requirements, residents of all ages and abilities gain increased mobility. By mobilizing all sectors of the population, residents are more able to participate in society, actively contributing to regional culture and the economy, and maintaining the high quality of life that Upper St. Clair is known for.

The Township currently provides opportunities for walking and biking, especially in and around Boyce Mayview Park. The Perimeter Trail provides a multi-use, off-street facility that connects many residential areas of the community with the park and each other. This trail has employed a unique cantilevered design to address the steep slopes and space limitations seen throughout much of Southwest Pennsylvania, including other areas of the Township that currently lack non-motorized connectivity. The Township has committed to the creation of additional



An example of a RRFB being implemented to create safer pedestrian crossings

walking and biking infrastructure in recent years and continues to invest in these improvements.

In recent years, the Township has invested in additional pedestrian improvements. This includes being awarded a Multimodal Transportation Fund grant for \$175,000 to install rectangular rapid flashing beacons (RRFB) at the intersections of Boyce and Millwood, Ruthfred and McMurray, Fort Couch and Meadowcrest, and Lesnett and Chartwell. RRFB consist of signage with LED flashing lights, that may be triggered by a push button or motion active sensor, and flash when a non-motorized user needs to cross the intersection. They are installed in addition to crosswalk striping and signage and help increase visibility of bicyclist and pedestrians crossing the intersection. The addition of RRFBs has been shown to reduce crashes with pedestrians by 47%, and additional installations should be considered in the future, in coordination with sidewalk installations. Additions have also been made to the sidewalk network, including the six segments addressed in the recent Sidewalk Assessment Report:

- Meadow Crest Drive – Fort Couch Road to Clair Drive



Existing trails within Wiltshire Park

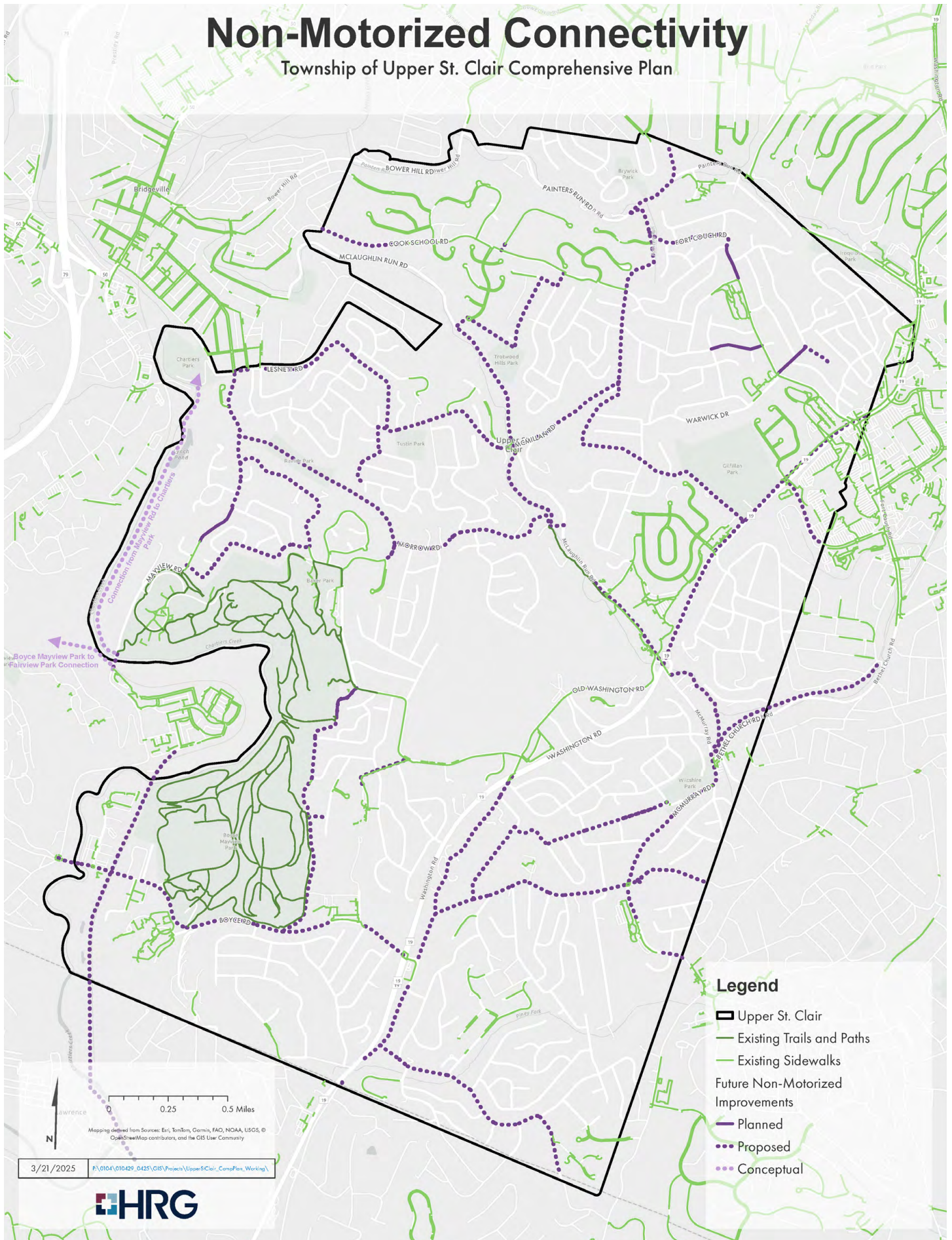
- Seegar Road – Manordale Road to Fort Couch Road
- Fort Couch Road – Harrogate Road to Miranda Road
- Morrow Road – Southampton Drive to Englewood Drive
- Morton Road – Park Entrance to Hastings Mill Road
- Mayview Road – 1481 Mayview Road to Star Ridge Road

While investments have been made to expand the existing non-motorized transportation network, there are additional connections that should be made throughout the Township. The Township's long-term goal should be to develop multi-modal connectivity along all major arterial roadways, despite challenges like limited space and steep slopes. Future multi-modal connections have

been identified in the Non-Motorized Connectivity Map on the following page. This map identifies non-motorized connections that are needed to establish a complete walking and biking network within the Township. Connections are shown as Planned, Proposed, or Conceptual. Planned Connections refer to those that have already been studied and for which funds have been dedicated for implementation. Proposed Connections refer to those that have been discussed or identified as part of this or a previous planning effort, but there is no progress towards implementation. Finally, Conceptual Connections refer to desired connections that will take longer to implement, requiring additional work to identify appropriate alignments and infrastructure types, as well as requiring coordination with adjacent municipalities and private landowners.

Non-Motorized Connectivity

Township of Upper St. Clair Comprehensive Plan





The Boyce Mayview Loop Trail
Source: Hikes and Hops

Off-Street Facilities

When considering non-motorized infrastructure, the most desirable facilities are generally those that completely remove the user from vehicular traffic. This improves safety and reduces stress for the user. Common off-street facilities that would be appropriate in the Township are sidewalks and trails.

- **Sidewalks:** Sidewalks are the most common form of non-motorized transportation infrastructure. The recommended minimum width of all sidewalks is five (5) feet. Sidewalks in high traffic areas, including commercial areas or adjacent to major roadways may be widened to six (6) feet or greater when possible or deemed appropriate. Ideally, sidewalks should have a minimum buffer of two (2) feet between the paved surface and the roadway edge or pavement or back of curb.
- **Trails:** Off-street trails, sometimes referred to as shared-use paths, are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, rollerbladers, people with baby strollers, skateboarders, etc., for both recreation

and transportation. Trails located away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular because of their separation from vehicular traffic.

Like shared-use paths and trails, sidepaths are off-street facilities separated from the roadway, but sidepaths are located immediately adjacent and parallel to the roadway, while trails may follow their path. Sidepaths provide a high-quality, low stress experience for pedestrians and cyclists of all ages and abilities, especially when traveling along high speed and/or high-volume roadways. An off-street trail network may include a combination of shared-use paths and sidepaths.

Trails, shared-use paths, and sidepaths may be paved or unpaved. Decisions about facility pavement should be made on a case-by-case basis, based on frequency of use, the land through which the trail passes, and maintenance requirements. The choice to pave trails should also take into consideration the character of the surrounding area. Trails through recreational spaces may be best left unpaved, consistent with the surrounding natural landscape.

On-Street Facilities

While off-street facilities might be the most desirable, in many cases they are not plausible. This may be especially true when retrofitting existing neighborhoods. Limitations in a right-of-way (ROW), cost-prohibitive land acquisition, and the general cost of development and maintenance may make it impossible to create separated non-motorized infrastructure. In these cases, lower cost, on-road infrastructures should be considered. Several options exist for on-road bike infrastructure, from bike lanes to bike routes, although space requirements vary. For pedestrians, without the option of off-street facilities, the most common on-road options are the creation of a pedestrian lane or the use of a paved shoulder.

- **Bike Routes:** Designated bike routes consist of a system of bikeways providing connectivity through the community. Bike routes are delineated using appropriate wayfinding signage and informational route signs. Pavement markings may or may not be used, depending on the rest of the regional bicycle network. Bike routes may be made of a system of different types of bike infrastructure in order to create an complete network, but may be as simple as clear signage along desirable roadways.
- **Shared Lane:** Shared lanes consist of a roadway lane that is open to both cyclists and vehicles, without assigning distinct space for each. Roadway markings in the form of “sharrows” (shared lane markings) and appropriate wayfinding signage may be used to provide guidance for drivers and cyclists. Much like bike lanes, these are a low-cost option to create improved awareness of cyclists, improving safety. However, the pavement markings do require some additional maintenance over time.

Shared lanes should be used on roadways with reduced speed limits (30 mph or less) as the likelihood of injury or fatality in an accident increases at 35 mph.



Examples of a Sharrow (Shared Bike and Vehicle Lane) (top) and a Bike Lane (bottom)

Source: What is a Bikeway - MDOT

- **Bike Lanes:** Bike lanes are a portion of a roadway or shoulder which has been designated by striping, signing, and pavement markings for the one-way use of bicyclists. Bike lanes may be protected, with the inclusion of a striped buffer or physical buffer, in the form of planting, a solid structure, or a flexible divider, like bollards.

Because bike lanes create some additional separation from vehicular traffic, they may be used on streets with greater speed limits. If installing a bike lane on a street with a speed limit greater than 35 mph, a separated or buffered bike lane should be considered. Bike lanes should be between four (4)

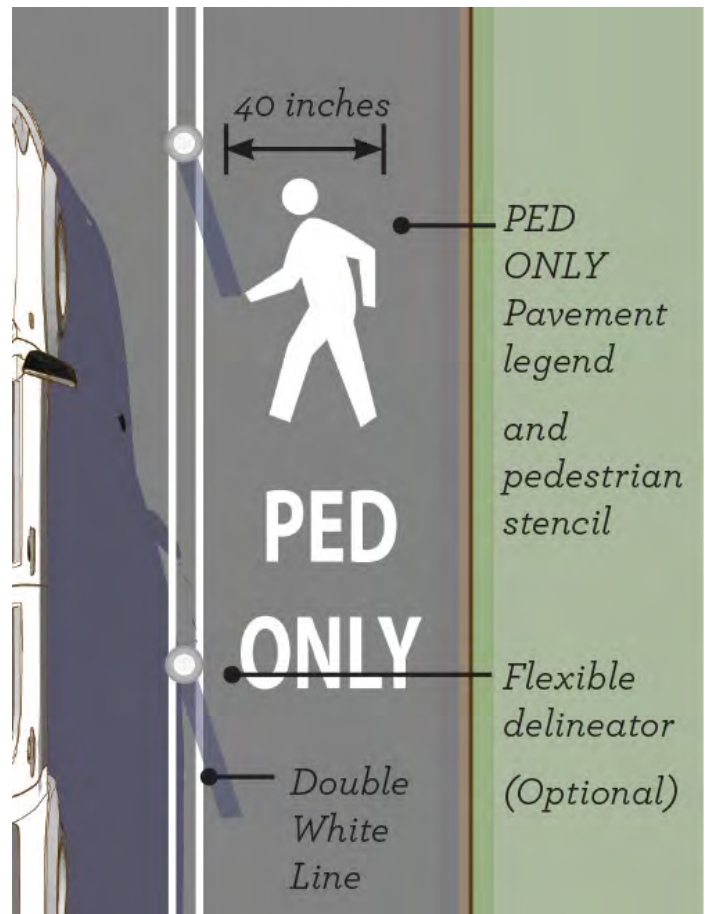
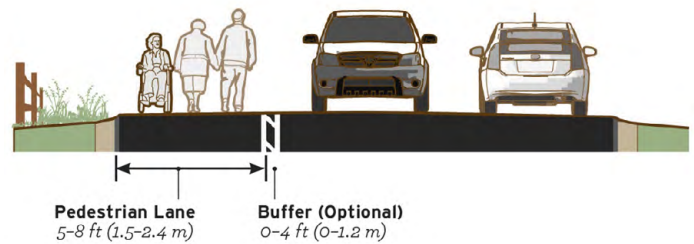
and six (6) feet wide, not including any additional buffering, so sufficient pavement width must be available, or there must be room to add additional paving.

- **Pedestrian Lanes:** As defined by the Federal Highway Administration's (FHWA) Small Town and Rural Multimodal Networks Guide from December of 2016, a pedestrian lane is a designated space on the roadway for exclusive use by pedestrians. Pedestrian lanes are appropriate for roadways with low to moderate speeds (less than 35 mph) and may be present on one or both sides of the roadway. While pedestrian lanes can help to connect important destinations in a community, they are not intended to be permanent infrastructure. They should be used as temporary or interim facilities, connecting short gaps between other higher quality facilities or until a high-quality connection can be identified.

Pedestrian lanes should be designed to support side-by-side walking, with additional width to provide adequate separation from the vehicle travel lanes, therefore pedestrian lanes are ideally eight (8) feet wide, but a minimum of five (5) feet. These facilities must meet all standard accessibility guidelines, including:

1. A maximum cross slope of two percent (2%),
2. A grade that shall not exceed the general grade of the adjacent roadway, and
3. A surface that is firm, stable, and slip resistant.

Lane markings should separate the pedestrian lane from the adjacent vehicle travel lane with some form of longitudinal marking. A double white line may be used for extra emphasis and to discourage vehicle encroachment. A marked buffer may be added for additional comfort. Any signage should comply with guidance from FHWA and the Manual of Unified Traffic Control Devices (MUTCD) given the specific roadway and alignment.



Section and Plan View of Pedestrian Lane Designs
Source: Pedestrian Lane - Rural Design Guide

Challenges of pedestrian lanes include detectability by people with vision disabilities, undesired uses by bicyclists, accessible cross-slope requirements, and the need for appropriate maintenance strategies, such as sweeping and snow removal.

When implementing new infrastructure, priority should be given to enhancing walking and biking connectivity between neighborhoods. Busy roadways often create barriers that separate communities, making it difficult for pedestrians and cyclists to navigate safely. Major



Challenging intersections for vehicles, pedestrians, and bicyclists like Painters Run Road serve as major barriers to complete connectivity in the Township

connectors such as McLaughlin Run Road, Boyce Road, Fort Couch Road, and Painters Run Road can be particularly intimidating. Even where sidewalks exist, the lack of adequate separation from traffic can make walking along these roads stressful, especially for young children. Crossing these busy streets can also be challenging, limiting access to key destinations.

To improve accessibility, existing infrastructure may require updates to better support non-motorized users. For example, even sidewalks like those on Fort Couch Road may need modifications to encourage safer and more comfortable use. Potential enhancements include improved crossings such as the Rectangular Rapid Flashing Beacons (RRFBs) currently being installed or additional buffering to separate pedestrians and cyclists from high-traffic areas. These considerations should guide the design of future facilities, ensuring that the provided space is not only functional but inviting. Connections are also desired between neighborhoods and community amenities. This includes connections to parks, schools, and nearby commercial areas like the resources along Route 19/Washington Road. One significant connection that should be explored is

the connection between Mayview Road and Boyce Mayview Park. Given the busy nature of this road and the limited space adjacent to the roadway, consideration may need to be given to a trail connection that does not follow the roadway alignment. This is also proposed in order to provide a connection along McMurray Road, from McLaughlin Run Road to Bethel Church Road. This alignment can be seen in the following transformative sketches.

Finally, regional non-motorized connectivity should be considered through additions to the trail system. The feasibility of connecting Boyce Mayview Park and Fairview Park in neighboring South Fayette Township should be explored. The Township should also work with neighboring Bridgeville Borough on potential connections to Chartiers Park that could connect through the Nature Center and ultimately to the Montour Trail, further linking South Fayette, Bridgeville, and Upper St. Clair. Additionally, a connection to the Montour Trail from the trails in Upper St. Clair to the trailhead in Peters Township off of Valley Brook Road should be explored. The initial steps to explore a connection to the Montour Trail have been included in this Plan.

MONTOUR TRAIL CONNECTION



The Montour Trail is a multi-use, non-motorized recreational pathway around the Pittsburgh region and is the country's longest suburban rail-trail. The main line of the trail is 47 miles, but the branch routes increase the length of the trail to over 60 miles. The Montour Trail connects to other rails-to-trails in western Pennsylvania including the Great Allegheny Passage (GAP), a larger trail system that stretches over 300 miles from Pittsburgh to Washington, DC.

The Trail currently travels through the northern portion of Peter's Township in Washington County, no further than a half mile from the southern border of Upper St. Clair. Thus, Upper St. Clair has a unique opportunity to take advantage of this existing recreational asset and create a future pedestrian and bicycle connection for community residents. An existing Penn Central Railroad line runs through the Frosty Valley Golf Links and, at the southern end of the course, the current Montour Trail is only about half a mile away. Just a mile to the north, the rail line connects other significant

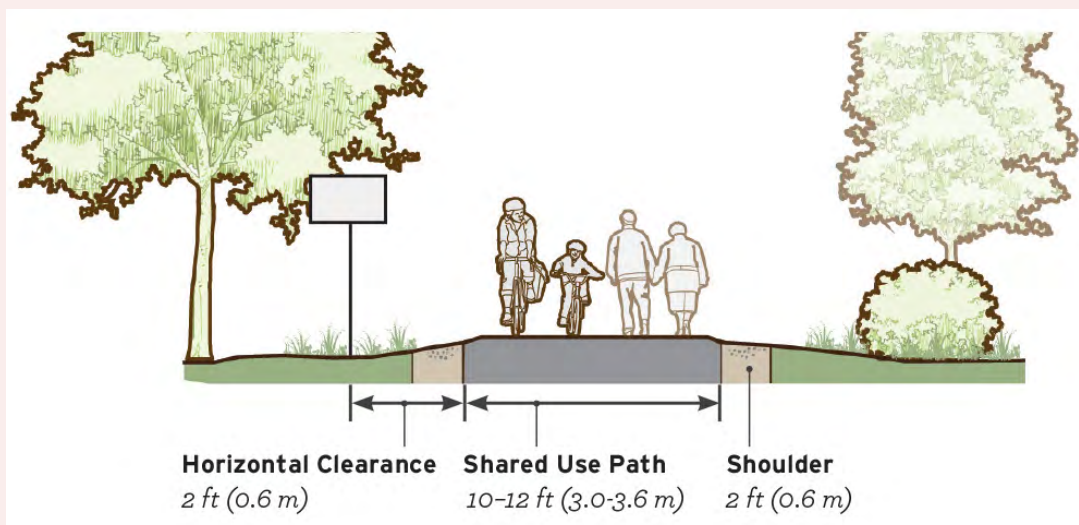


locations including South Fayette Township's Fayette Park and Hastings neighborhood as well as a connection to Boyce Mayview Park just beyond those.

Frosty Valley Golf Links has several existing golf cart pathways (represented in orange on the image) that parallel the rail line through the property as well as established railroad crossings, which could be widened to a 14' path to accommodate a shared used route for pedestrians and bicyclists seeking to reach the Montour Trail.

Peachtree City, Georgia could serve as a model for successful shared use paths that accommodate golf carts, along with regulations and informational literature for governing these types of paths.

At the southern end of the golf course, a path following Chartiers Creek until Georgetown Road would complete the connection to the existing trail infrastructure near T.A.R. Self Storage. Only about three quarters of a mile beyond the



Standard cross section of a shared-use path, note the proposed path here would be 14 ft wide to accommodate for golf carts (source: Federal Highway Administration)

WHO CAN DRIVE?

- Those 16 or older, with or without driver's license (unless license has been suspended or revoked).
- 15-years-olds with a valid learners permit (unless suspended or revoked) in their possession. If unaccompanied by a parent, grandparent, or person 18 or older, they may drive accompanied by one other person at least 15 years old, or may be accompanied by up to 3 immediate family members.
- 15-years-olds with NO learner's permit must be accompanied in the front seat by a parent, grandparent, legal guardian, or a person age 18 or older with a valid driver's license.
- Those 12, 13 & 14 years old must be accompanied in front seat by a parent, grandparent, or guardian.
- No one under 12 years old may drive a cart.

ALLOWED ON THE PATHS?

YES!

- Pedestrians
- Non-motorized vehicles
- Roller skates, roller blades & skateboards (daylight only).
- Registered golf carts
- Registered LSMVs in mode restricting vehicle speed to 20 mph or less.
- Emergency & authorized maintenance vehicles.
- Bicycles (traditional / electric)
- Wheelchairs
- Electric play vehicle (electric scooter, electric skateboard, electric unicycle).
- Registered electric personal assistive mobility devices (EPAMDs, like Segways).

NO!

- Motorized play vehicles (any motorized vehicle that is not listed above).
- Automobiles or trucks (except authorized maintenance and emergency vehicles).
- Motorcycles, motorized street/trail bikes, minibikes, or mopeds
- Horses
- Go-carts
- Unregistered golf carts, LSMVs, or EPAMDs
- Gasoline powered scooters
- Any vehicle designed or modified by anyone to exceed 20 mph (except as permitted above).

RULES FOR ALL PATH USERS

- No racing of any form, except for special events approved by the city.
- No blocking public access, except for special events approved by the city.
- No loitering on bridges or in underpasses.
- Normal rules of the road apply to the paths. When approaching oncoming path users, each user shall move to his right side of the path, passing on the left side of the path.
- Pedestrians should be given right of way by all other path users.
- Trash must be put in designated receptacles or held for disposal later. Fines double for littering on the paths.
- Helmets REQUIRED for ALL OPERATORS of electric play vehicles, regardless of age.
- An audible warning is required from all path users when approaching pedestrians from behind.

Peachtree City, Georgia provides users with a system map and rules guide so that all users know how to share the paths

potential trail junction is an existing official trailhead parking area. The Township will need to coordinate signage and parking with the Montour Trail Council.

There are also opportunities to connect a future rail trail to the north to Boyce Mayview Park. This trail would likely parallel the existing rail line until just after crossing Chartiers Creek where it would diverge and either follow Mayview Road or route through existing sidewalks in the Hastings neighborhood. This connection could be a unique opportunity to not only connect more Upper St. Clair amenities to one another, but to improve regional connectivity to recreational assets with the Township's neighbors such as South Fayette Township and Peters Township. The total length of shared use path and new trail that may be constructed is about 2.3 miles.



Project Name	Montour Trail Connection
Scope	Trail widening, land acquisition, bridge structural assessment, designated trailhead with parking and signage
Owner/Partners	Upper St. Clair, South Fayette Township, PennDOT, Area Property Owners, Montour Trail Council
Timeline	5-10 years
Estimated Cost	\$\$-\$\$\$
Funding Opportunities	PennDOT, CFA, and DCED Multi-Modal Transportation Funds, PennDOT and SPC Transportation Set Aside Programs, DCED GTRP, DCNR C2P2, Montour Trail Council Endowment through the Pittsburgh Foundation
Key Dependencies/ Potential Roadblocks	PennDOT Coordination, Right-of-Way Acquisition or Easements, Support from area property owners



Sidewalk gaps in residential areas like at the intersection of Cook School Road and Mc-Millan Road pose as barriers to complete Township connectivity

Action Items

The Township already provides a strong transportation network, but consideration for additional growth and evolving demand should be considered. As outlined in this section, upgrades to existing roadways will be needed to ensure mobility and safety. Roadway improvements should also consider multi-modal access, which may be facilitated through the adoption of a Complete Streets Policy. This will aid in additional non-motorized improvements, meeting the needs of existing residents and helping to maintain the high-quality of life provided in Upper St. Clair. Finally, the maintenance and management of existing facilities and any future facilities should be considered to ensure the

sustainability of high-quality resources. The following goals, objectives, and strategies have been developed to address the Encouraging Transportation Infrastructure and Connectivity Improvements theme area.

As these proposed connections are implemented, they may be comprised of different facility types, from sidewalks to bike routes. The most appropriate facility type will be determined based on additional studies and available funding at the time of implementation. The following table outlines goals, objectives, and strategies for addressing transportation infrastructure and connectivity improvements in the Township.

Goal	Objective	Strategy
Enhance and improve traffic and safety within the Township.	Improve traffic flows and safety along major corridors and at key intersections throughout the Township.	Explore the feasibility of improvements at the intersection of Robb Hollow Road and Painters Run Road.
		Explore the feasibility of improvements at the intersection of Boyce Road and Old Washington Road.
		Explore the feasibility of improvements at the intersection of Bethel Church Road and McMurray Road.
		Explore the feasibility of improvements at the intersection of Fort Couch Road and Rt. 19 and along Rt. 19 and adjacent intersections.
Maintain and enhance Township-owned roadways to promote increased safety and improve traffic flow.	Complete annual road paving projects.	Strategy as indicated by the objective.
	Complete miscellaneous roadway improvement projects as needed.	Strategy as indicated by the objective.
Enhance and improve multi-modal connectivity throughout the Township.	Improve walking and biking connections from neighborhoods to neighborhoods.	Improve walking and biking connections from neighborhoods to neighborhoods.
	Connect neighborhoods and amenities through existing trails by providing trail spurs or trail expansions or through the construction of new sidewalks.	Explore the feasibility of creating sidewalks along Mayview Road to create better connections to Boyce Mayview Park.
Enhance and improve multi-modal connectivity to regional places and destinations that are beyond the boundaries of Upper St. Clair.	Explore the feasibility of connecting Boyce Mayview Park to Fairview Park.	Strategy as indicated by the objective.
	Explore the feasibility of connecting to the Montour Trail from the trails in Upper St. Clair to the trailhead in Peters Township off of Valley Brook Road.	Strategy as indicated by the objective.

GUIDING LAND USE & ENVIRONMENTAL BEST PRACTICES

Overview

The Township of Upper St. Clair is a suburban community that offers diverse opportunities for living, commerce, education, recreation, and other amenities. Upper St. Clair is a well-established and vibrant municipality that is approaching build out. As this build out approaches, the Township will be faced with opportunities and challenges associated with redevelopment and infill development. In addition, as part of ongoing development and improvement efforts, the Township must consider stormwater management and address ongoing flooding concerns.

Upper St. Clair is made up of a mix of land uses and is home to the St. Clair Country Club, the Port Authority's South Hill Rail Center, part of the South Hills Village Mall, the Township's own Community and Recreation Center, numerous parks and civic spaces, trails, several residential areas and neighborhoods, and various types of commercial establishments and businesses along busy roadways including Washington Road/State Route 19, Painters Run Road, Fort Couch Road, McLaughlin Run Road, and Boyce Road.

The Township is currently broken down into several different zoning districts, including six residential zoning districts that vary by density and lot sizes, three commercial zoning districts, two special business districts, three industrial districts, one public rapid transit district, and five overlay zoning districts. Additional discussion on existing land uses and zoning districts can be found in the Trends Report in Appendix A. Roughly about 95% of the Township is residential, and most of the land within Upper St. Clair is already developed. Redevelopment in Upper St. Clair presents challenges such as flooding

THEME STATEMENT

Redevelopment, reuse, and infill development have occurred in Upper St. Clair in a sustainable pattern that is consistent with the future land use plan and the overall character of the community. The look and appearance of the commercial corridors in the Township have been improved. The impacts of stormwater and environmental issues throughout Upper St. Clair have been minimized due to increased enforcement, regulatory measures taken, and the completion of improvement projects to address flooding, conserve natural woodlands, and incorporate best management practices in both stormwater and environmental management.

and the area's varied slopes. Input from Township staff and the project Steering Committee suggests a strong preference for maintaining the Township's current character. As a result, major changes to zoning or land use are not anticipated. However, several key sites have been identified as potential redevelopment opportunities. These include a long-time family farm, greenspace along the McLaughlin Run Road corridor, approximately 50 remaining acres in the Deerfield development, greenspace near St. Louise de Marillac Catholic Church, and property near the intersection of State Route 19 and Boyce Road. These locations should be carefully considered in future planning efforts.

This chapter explores land use and zoning, future land use, how to guide development and redevelopment,

and how to address environmental concerns including flooding and stormwater management.

Land Use and Zoning

Land use and zoning represent an interconnected system of actions and regulations that establish the built environment characteristics of a community. At its core, zoning describes what is allowed on a parcel of land. Use-based zoning, the type of zoning currently used in Upper St. Clair, is based on the premise of separating different land uses, like residential, commercial, industrial, agriculture, etc., in order to avoid potential negative interactions, commonly called nuisances. Zoning ordinances like this provide regulations for the type of uses allowed on a parcel, dimensional standards for what may be constructed, and special standards for development. Existing land use describes the use or uses that currently exist on a parcel, whether permitted by the current zoning or not. Finally, future land use represents the proposed, planned, or anticipated future uses for parcels in the community. Future land use may or may not be consistent with the existing zoning ordinance and can represent precedent for future regulatory decisions. The Township of Upper St. Clair's existing land use and zoning are summarized in the Trends Report, which can be found in Appendix A.

Through this planning process, a future land use map was developed, which establishes the Township's future land use plan, as required by the PA MPC. The Future Land Use Map is not a zoning map or an official map but establishes Upper St. Clair's vision for future planning. The Future Land Use Map is largely consistent with existing land use patterns and the current zoning ordinance but also reflects desired use of land in order to accomplish the goals outlined by this plan.

When considering future land use, it is important to consider the limitations and values of the region. The Future Land Use Map highlights areas for commercial,



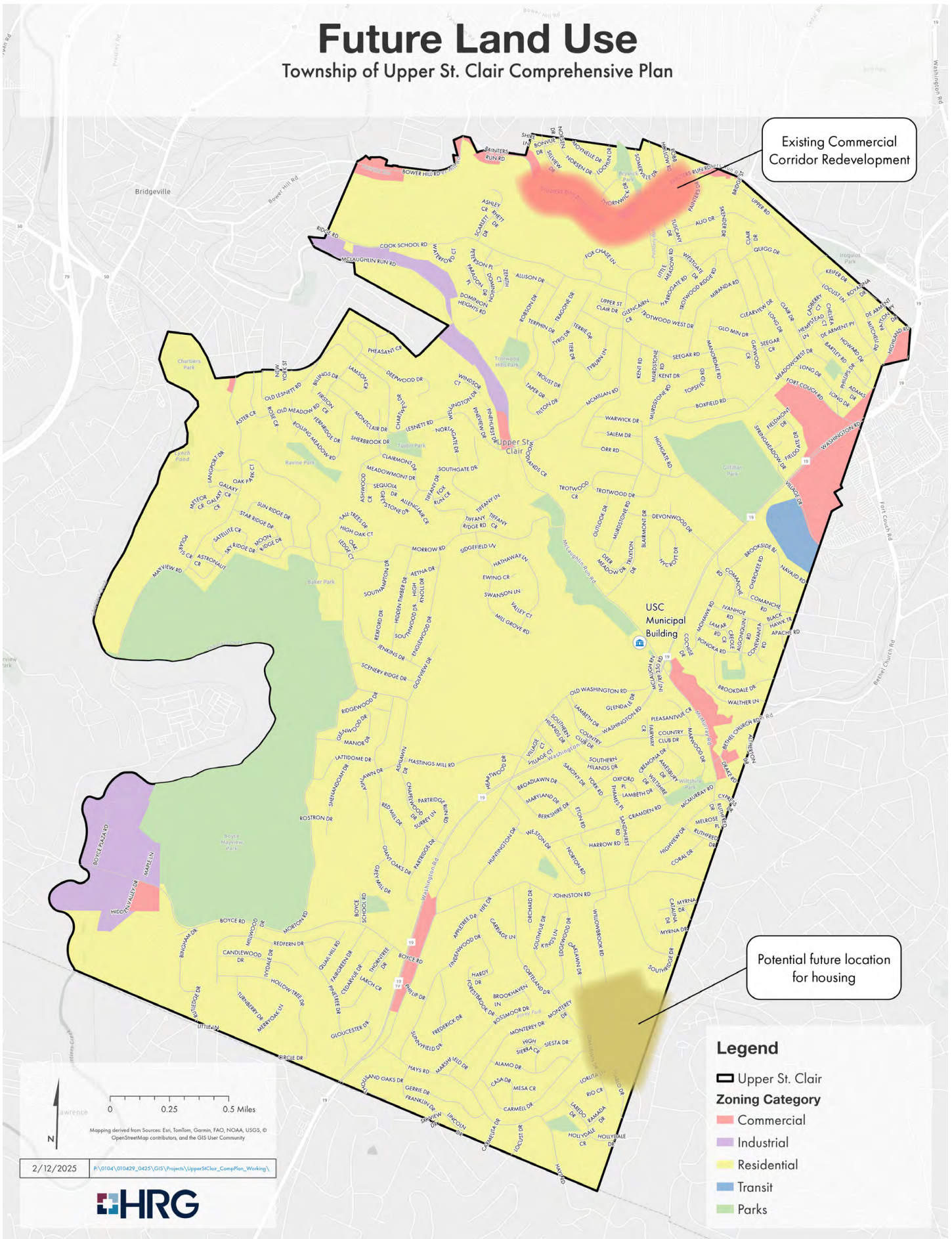
Existing townhomes in Upper St. Clair

industrial, and residential uses. In addition, parklands and the South Hills Rail Center are also noted on the map. Within the Future Land Use Map, much of the Township is residential. Future residential uses in the Township may include other housing types in addition to traditional single-family detached homes, including patio style homes to cater to the Township's current and future 55 year and older population as well as other uses like garden style apartments, condominiums, and townhomes. Potential redevelopment of the existing Painters Run Road corridor is also shown on the Future Land Use Map. This corridor is already home to many businesses and could be revitalized and enhanced as a main gateway into the Township from neighboring Scott Township and Bridgeville Borough. The Painters Run Road corridor currently has a mix of residential, commercial, and some industrial uses and can serve as a key gateway into the Upper St. Clair community with appropriate redevelopment and placemaking efforts.

Moving forward, the key for Township staff and officials will be to ensure that any development, redevelopment, and other improvements are in line with the Future Land Use Map. As part of the process to ensure that any development, redevelopment, or other improvements are consistent with the Future Land Use Map and this Comprehensive Plan, the Township can also review

Future Land Use

Township of Upper St. Clair Comprehensive Plan





The Bedner Farms development, the site of new and future single family homes in Upper St. Clair

its ordinances, including its Zoning Ordinance and Subdivision and Land Development Ordinance, to identify any potential amendments or changes.

Guiding Development

Since the Township is approaching build out, much of the development that occurs in Upper St. Clair will involve infill development, redevelopment, or revitalization. Enabling controlled and appropriate development should be a main goal to help ensure the ongoing economic success of the Township. In addition, the creation of any new retail and commercial opportunities through infill or redevelopment will improve the quality of life for existing residents and attract new people to the Township. Additionally, diversifying housing types will allow the Township's aging population to age in place, retaining the existing population and opening up the housing market to new buyers. By establishing a plan for future growth, this can all be accomplished without sacrificing preservation or increasing environmental issues.

Currently, housing options in the Township consist primarily of single-family homes. While the high number of traditional single-family homes helps to promote the high quality of life and atmosphere within the community, the allowance of additional housing types by right would open up new dwelling unit options for younger professionals and senior citizens. Currently, older residents looking to downsize or young buyers looking for less expensive or lower maintenance options are unable to find a home that meets their needs in Upper St. Clair. As such, the Township may explore potential zoning ordinance and/or map changes to allow for additional housing types, where appropriate, including townhomes or garden-style apartments. Allowing some medium- to higher-density residential uses by right would create smaller dwelling units and these could be allowed only in certain zoning districts where they make the most sense.

The results of the online community survey indicate that residents expressed specific interest in having more neighborhood delis and cafes, upscale restaurants, mid-sized specialty stores, and grocery or convenience stores. These are great potential reuses of buildings along some of the Township's busier corridors like McLaughlin Run or Painters Run Roads. Township staff and officials should work with area real estate brokers, property management companies, the South Hills Regional Chamber of Commerce, and other organizations to recruit and retain businesses in the Township.

To enable the development of more medium- to higher-density housing types and also reuse of existing commercial buildings, zoning changes may be required to allow for additional residential and commercial uses to be permitted in areas where redevelopment and new development are possible. In addition to allowing additional land uses, design standards should be created to help regulate the denser development to ensure its consistency with the Township's existing character. Residents should be engaged during any ordinance update process to gain public input about what might be most appropriate and desirable.

Long term, the Township of Upper St. Clair must work with residents and property owners to determine a balance between new development, infill/redevelopment, and preservation. The implementation of the Future Land Use Map serves as a first step in determining this balance and targeting new development where it makes the most sense and has the least impact on the overall Upper St. Clair community.

Addressing Environmental Concerns

To continue to provide a high quality of life for residents and to create the best future for Upper St. Clair, attention must be given to the inherent relationship between development and the environment. In addition to making places more enjoyable, beautiful, and healthy to live



Some of the natural landscape found in Upper St. Clair

in, the natural environment has the ability to provide ecosystem services, like water filtration and retention, which can help mitigate the need for municipal services, like stormwater management, and perpetuate a healthy natural environment. Human actions in the form of development and improper property maintenance may impede nature's ability to do these jobs. It is the role of the Township to help promote best management practices for environmental maintenance and stormwater management. Township staff and officials have already been taking action to address these issues, but additional steps may help to improve the remaining issues.

Through the online community survey, residents of the Township expressed that stormwater management and flooding improvements should be an important issue for government officials and staff to address.

By promoting the preservation of natural resources, stormwater and environmental issues may be mitigated throughout the Township. Additional regulatory measures and the proper enforcement of ordinances will help to address parcel or site-specific issues. Additional improvement projects to address flooding, promote preservation, conserve natural woodlands, and the incorporation of best management practices in



Trillium Trail following Chartiers Creek in Boyce Mayview Park, image courtesy of David Miller

stormwater and environmental management will help to promote the natural environment and enhance the intrinsic value it provides.

To identify appropriate best management practices, it is important to first understand the characteristics of the physical environment in Upper St. Clair. Slope, soil types, and hydrology are all important characteristics that play a role in how the environment functions and how development should interact with it.

Slope

Slope plays a critical role in an area's suitability for development. Steep grade changes may render a parcel undevelopable due to instability and/or the prohibitive expense associated with making a parcel safe for development. The slopes are classified based on standard considerations for development suitability. Following the Township's Zoning Ordinance, areas where in a 100 foot horizontal distance the slope exceeds 40% are considered to have steep slopes and development in these areas must follow additional standards. Typical development standards usually allow unrestricted development on slopes of fifteen (15) percent or less. Land with steeper slopes will also have lower water infiltration rates and greater potential for runoff.

The addition of impervious surfaces on these areas can create significant stormwater management issues. Slopes may be further compromised by the clearing of trees and other vegetation which help to stabilize the land. Based on a slope analysis of Upper St. Clair, which can be seen in the Slopes map, slopes in the area are generally within the developable range.

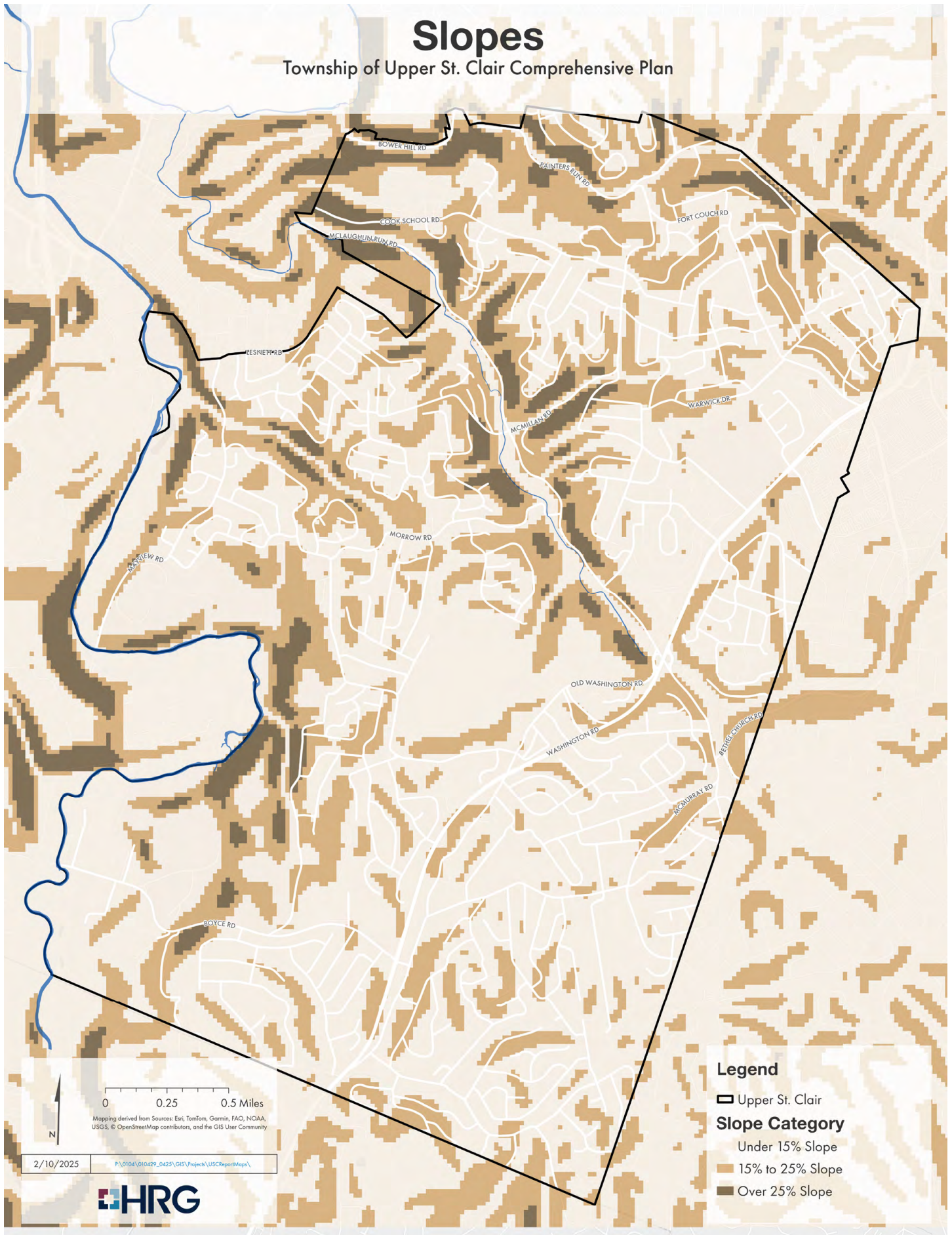
Slopes in the Township range from 0% to over 50%. The steepest areas are scattered throughout the Township but are generally present in some of the northern, central, and western areas of Upper St. Clair, especially near Chartiers Creek and two of its tributaries, McLaughlin Run and Painters Run. The have adopted ordinances to regulate and limit the development of steep slopes.

Soils & Drainage

The type of soils present in an area play a critical role in natural services the land is capable of, as well as its suitability for development. Soil type also plays a role in an area's natural ability to retain or drain water. Soils in the Upper St. Clair area range anywhere from urban lands to moderately-well drained to slow drained to very slowly drained, which can be seen in the Soil Infiltration map. Soil infiltration is the process by which water enters the soil from the surface. Areas with poorly drained soils

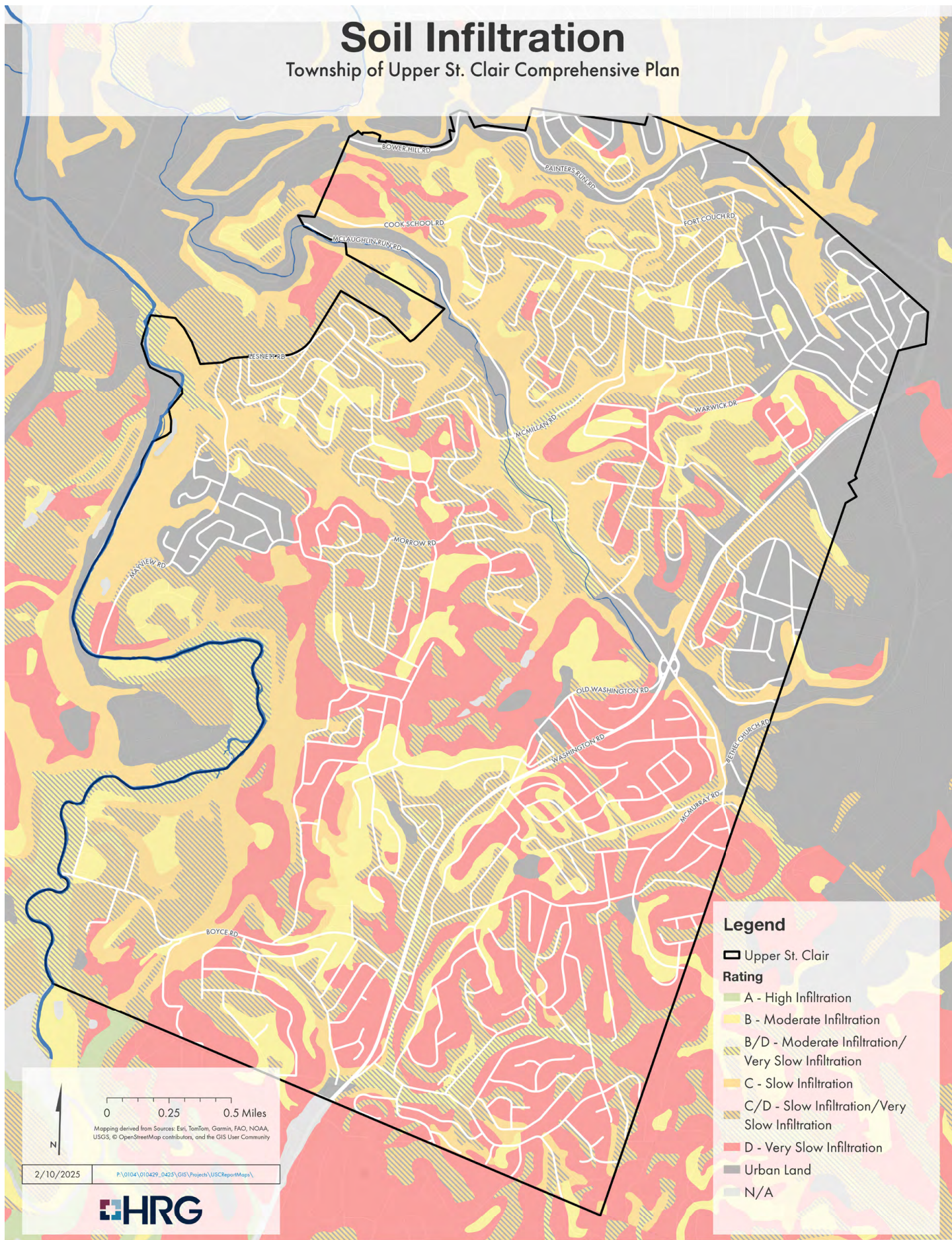
Slopes

Township of Upper St. Clair Comprehensive Plan



Soil Infiltration

Township of Upper St. Clair Comprehensive Plan





Allegheny Land Trust's 12 acres that extends the greenway along Chartiers Creek in Upper St. Clair.
Image courtesy of Beck Brindle at Patch

should be prioritized for future preservation as they are not compatible with development and developing on these soils may lead to flooding.

Water

Watersheds play a critical role in natural water management. A watershed is an area of land that drains all of the streams and precipitation to a common outlet. In a watershed without development, most precipitation will infiltrate the ground or be used by vegetation. The majority of the water that soaks into the ground will successfully make its way into bodies of water and through the watershed, being naturally filtered and cleaned as it moves through the layers of soil and sediment. Conversely, in a watershed with significant development, increased impervious surfaces will prevent the water from infiltrating the ground, causing the water to run directly off and into nearby bodies of water, without treatment, creating significant issues for fresh water and the ecosystems they house. Balancing preservation and

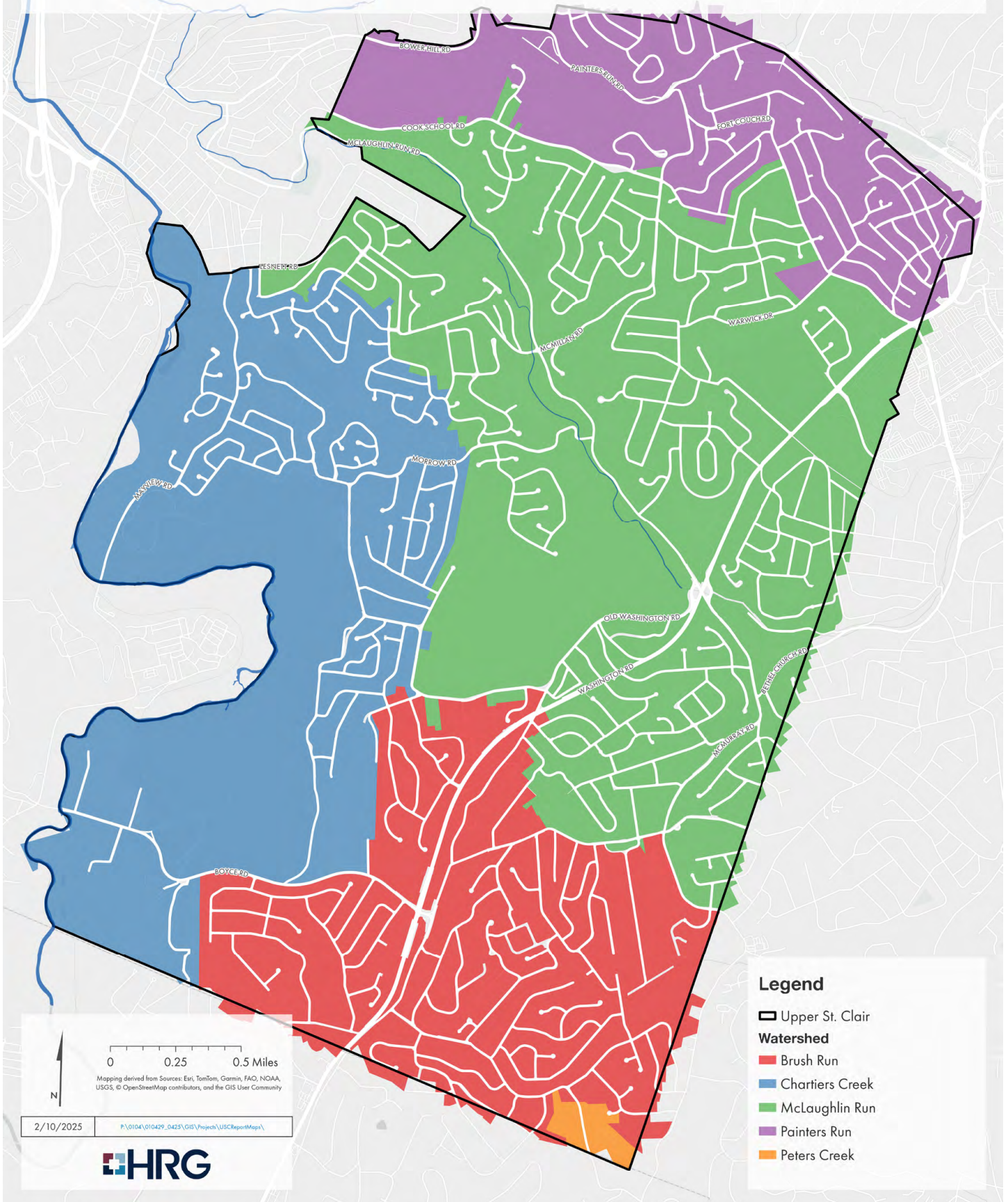
development will mitigate potential runoff and flooding issues caused by increased development and associated impervious surfaces.

Within Upper St. Clair, there are five watersheds and many small streams, which can be seen in the Watersheds map. Upper St. Clair's watersheds include Brush Run, Chartiers Creek, McLaughlin Run, Painters Run, and Peters Creek. The most significant body of water in the Township is Chartiers Creek, which runs along much of the western municipal boundary. Additional land surrounding the Township's wetlands, waterbodies, and streams should be considered for future conservation due to the critical ecosystem services provided.

In addition to the watersheds in the Township, there are some wetlands present in Upper St. Clair. Many are former farm ponds or other human-made ponds, created as part of stormwater management. Many of the wetlands are located around Chartiers Creek. Loss of wetlands should be considered and addressed as they

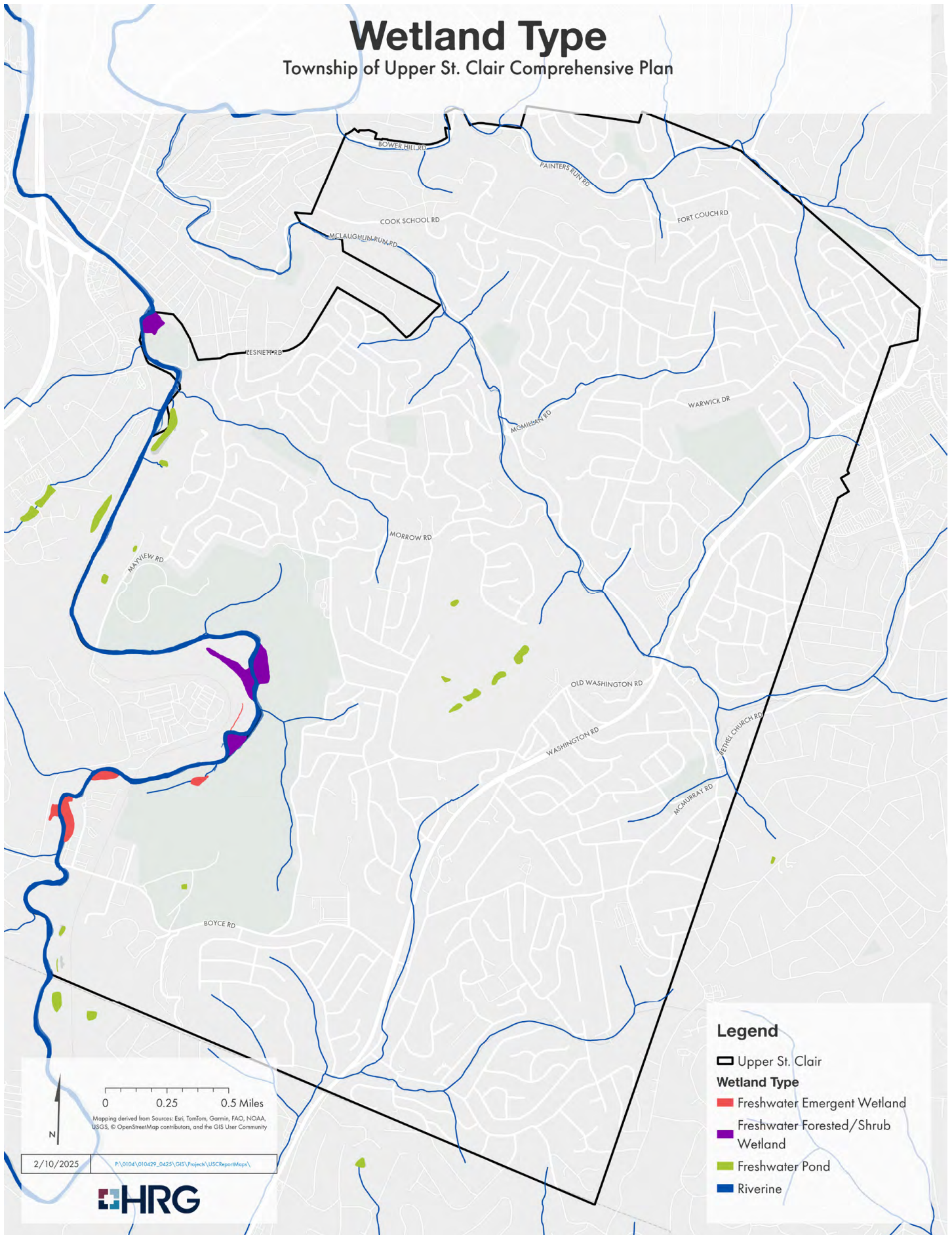
Watersheds

Township of Upper St. Clair Comprehensive Plan



Wetland Type

Township of Upper St. Clair Comprehensive Plan





2018 McLaughlin Run flooding event, image courtesy of Trisha Thurston of The Almanac

provide wildlife habitats and contribute to water filtration and natural stormwater management.

Flooding and Stormwater Management

Stormwater management refers to the collection, conveyance, storage, treatment, and disposal of stormwater runoff. This runoff includes water from rain or melting snow that does not soak into the ground, and therefore “runs off” the land. As the water moves over the land, it picks up additional materials, including pollutants that pose a risk to local bodies of water. The goal of stormwater management is to collect this water and properly manage it so that environmental impacts are minimized. It is important for municipal stormwater management practices to sufficiently address runoff, but it is also important for development and property maintenance to help reduce runoff, therefore enabling management practices to be more successful.

The Township has a permitted Municipal Separate Storm Sewer Systems (MS4), which operates under the National Pollutant Discharge Elimination System

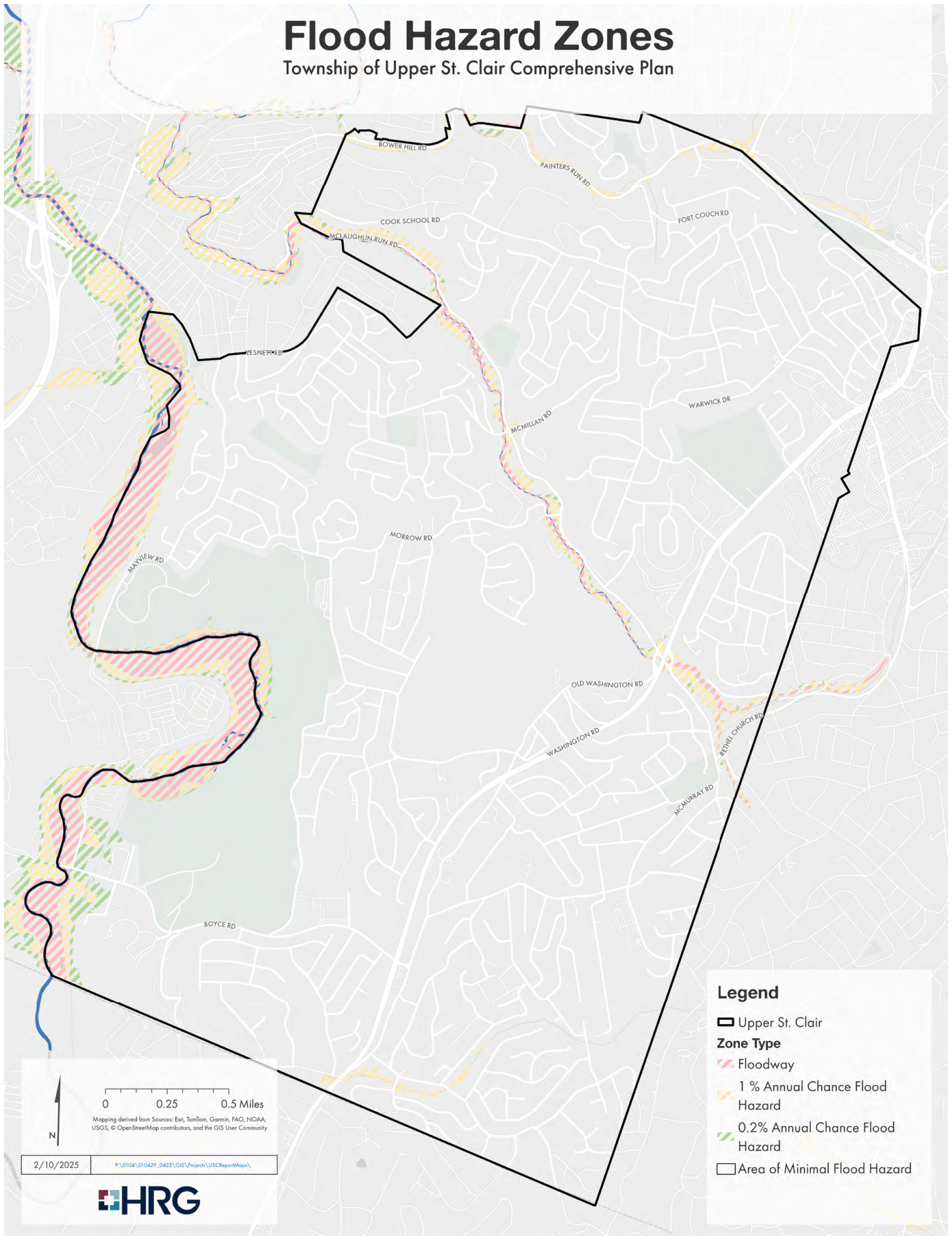
(NPDES) MS4 permit. This requires Upper St. Clair to develop a Pollution Reduction Plan (PRP) with specific projects to be implemented. The Township should continue to work on implementing these projects by seeking appropriate funding sources and considering best management practices.

Because stormwater runoff does not limit itself to municipal boundaries, appropriate management often best occurs at the regional and watershed level. Therefore, the Township should coordinate with regional stormwater and flooding management efforts. The participation in regional organizations, including but not limited to the Allegheny County Conservation District, will help to have a greater impact on regional goals for stormwater and flooding management.

Upper St. Clair should continue to identify and map flood prone and other problem areas using geographic analysis, as well as incorporating public comment on flood prone and problem areas. For the areas that have been identified, appropriate professional assistance and regional collaboration can be used to pinpoint

Flood Hazard Zones

Township of Upper St. Clair Comprehensive Plan





McLaughlin Run

potential improvements, keeping best practices and environmental management in mind. Best management practices for stormwater management should also be considered and incorporated into park improvement projects and other land development approvals throughout both municipalities. The township engineer should be engaged to ensure that best management practices are incorporated in the design of municipal park improvement projects and any other site plan review.

Several flood prone areas were identified by key stakeholders and Township staff and officials throughout the planning process. These locations include where McLaughlin Run Road and McMurray Road meet and along other sections of the McLaughlin Run Road corridor. While much focus has been given to the McMurray

and McLaughlin Run Road area, the Township should continue to seek ways to reduce runoff and improve water retention along the lower McLaughlin Run Road corridor as well.

Upper St. Clair currently participates in FEMA's Community Rating System (CRS). The CRS is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed the minimum requirements of the National Flood Insurance Program (NFIP). Over 1,500 communities participate nationwide. There are only 38 municipalities in Pennsylvania in the CRS program. Upper St. Clair is currently rated as a "7," which gives residents a 15% discount on flood insurance. The Township's continued participation in the CRS program is important for residents.

MCMURRAY ROAD CORRIDOR CONNECTIVITY & STORMWATER MANAGEMENT



McMurray Road serves an important function for community members who visit local businesses, recreate, and commute to and from school or work. At its most northern extent, McMurray Road becomes McLaughlin Run Road, where numerous community facilities are housed. Within the 1.1 miles just north of State Route 19, McLaughlin Run Road connects the following vital amenities:

- Upper St. Clair Municipal Building and Library and the Municipal Park
- The Upper St. Clair High School Campus
- McLaughlin Run Activity Center
- Community Three-Hole Golf Course and Tennis Courts
- Department of Public Works Building
- Marmion Field
- Upper St. Clair's Salt Storage Facility

On the southern end of this corridor is Wiltshire Park and a vast number of homes. However, for about ½ mile between the community amenities and residential areas, sidewalks become sparse, inconsistent, and dangerously close to the road around the local business corridor. Safely connecting these two activity areas is essential to meet Upper St. Clair's goal for improved connectivity for all modalities.

In order to create this essential connection between activity centers, considerations were made for the development of a trail following McLaughlin Run along the back of the properties on McMurray Road. The proposed trail would connect the existing pedestrian infrastructure that currently ends at the Route 19 North on-ramp to the existing sidewalk at Bethel Church Road and south. Future traffic studies should be completed to assess the feasibility of installing a crossing at Drake Road alongside appropriate signage and Rectangular Rapid Flashing Beacons (RRFBs) to draw attention to pedestrians trying to cross Bethel Church Road.

The business corridor along McMurray Road lies within a flood zone and was severely impacted by flooding in 2018, which damaged the commercial property next to the Route 19 on-ramp. Concerns about future flooding in this area



Flood hazard zones along McLaughlin Run, more information about flood zones can be viewed in the land use section of this report



Existing path following McLaughlin Run Road at the old PRT Bus Stop

have made redevelopment of the corridor more challenging. As a result, a low-impact solution like a trail would be more suitable for flood-prone areas. Upper St. Clair may want to consider entering the remainder of the flood-affected property into the Municipal Separate Stormwater System (MS4) program by installing stormwater mitigation best management practices (BMP) in addition to impervious surface removal.

A pedestrian bridge may be needed across McLaughlin Run, where the creek forks, to avoid a steep area behind Brookside Office Park.

As part of connectivity improvements, it will be important to ensure that the proposed off-road route and all crossings are clearly marked. In addition, it will also be vital to consult with municipal public safety officials during the design phase to determine whether any security considerations or lighting are needed.

The project area is in the Regulatory Floodway Zone AE and as a result must ensure that any improvements including demolition do not result in an increase in base flood elevation (BFE).

The proposed pedestrian trail could also provide a connection to a proposed rail trail through the neighboring community of Bethel Park. The property just behind the Sunoco at Bethel Church Road and McMurray Road, historically, was a station for the interurban trolley line until 1953. From then until 1999, the station services bus route 26 Shannon-Drake and then 47D Drake Shuttle. The route ceased operation in 1999 and the property has remained unutilized as of today. In 2021, Pittsburgh Regional Transit (PRT) and the Municipality of Bethel Park proposed a rail trail line beginning at this historic bus depot and following the remaining rail line through Bethel Park.

Project Name	McMurray Road Corridor Connectivity
Scope	Property or right-of-way acquisition and/or easements; Trails, crosswalks, pedestrian bridge
Owner/Partners	Upper St. Clair, PennDOT, Area Property Owners, the Municipality of Bethel Park, Pittsburgh Regional Transit (PRT), DEP
Timeline	5-10 years
Estimated Cost	\$\$-\$\$\$
Funding Opportunities	PennDOT, DEP, CFA, and DCED Multi-Modal Transportation Funds, PennDOT and SPC Transportation Set Aside Programs, US DOT Safe Streets and Roads for All
Key Dependencies/ Potential Roadblocks	PennDOT Coordination, Right-of-Way Acquisition or Easements, Support from area property owners and businesses



EPA informational graphic for education on stormwater flow

Action Items

The Township of Upper St. Clair has diverse land uses including residential, commercial, industrial, and parks and open space. Given that the Township is mostly built out, ensuring that adequate and appropriate rules and regulations are in place to promote and foster infill development, replacement, and revitalization projects will be key for the future of Upper St. Clair. In addition, while the Township is not obligated to address every flooding problem that occurs in the Township, staff and officials can work to promote and educate residents on best management practices and other stormwater and flooding mitigation techniques. The Township can do its part in these stormwater management efforts by incorporating best management practices into municipal property and park improvement projects. The Township

must ensure that a mix of housing types are provided to meet the needs of its residents and should plan for all these housing types. In addition, the Township has a responsibility to address the most common flood prone areas in the Township and incorporate best management practices into municipal property and park improvement projects. The following goals, objectives, and strategies have been developed to address the theme area to Guide Land Use and Address Environmental Concerns.

Goal	Objective	Strategy
Ensure that future redevelopment, reuse, and infill development in Upper St. Clair is consistent with the Future Land Use Map.	Identify any potential ordinance or map changes.	Review and revise Township ordinances and maps as needed (zoning, subdivision and land development, stormwater management, etc.) to ensure that they are consistent with the future vision.
Promote redevelopment and infill development opportunities where appropriate.	Explore the feasibility of improvements along the McLaughlin Run Road Commercial corridor, including pedestrian improvements and streetscape improvements.	Strategy as indicated by the objective.
	Explore the feasibility of creating additional public facilities and greenways along the McLaughlin Run Corridor at selected potential redevelopment sites.	Strategy as indicated by the objective.
Continue to support appropriate housing for the needs of residents.	Ensure the housing stock meets the needs of all residents.	Conduct an ordinance review to ensure the Township is planning for all housing types.
Coordinate with regional stormwater and flood management efforts.	Participate in regional advocacy groups and other organizations that seek to improve stormwater, flooding, and other environmental concerns in the area.	Attend meetings.
Incorporate stormwater management best practices into park improvement projects and land development approvals.	As park improvement projects occur, incorporate best management practices within the design and construction of the improvements and renovated facilities.	Work with the Township engineer to ensure that best management practices are incorporated in the design of park improvement projects.
Address flood-prone areas in the Township.	Update the Township-wide map that identifies all problem areas for flooding and stormwater concerns.	Identify potential improvements and remedies to aid and improve the issues at problem areas shown on the map.
		Continue to adhere to the Township's approved MS4 Pollutant Reduction Plan (PRP) for the Lower Chartiers Creek.
	Explore the feasibility of taking over certain flood-prone properties within the Township and the potential reuse of these properties for increased stormwater quality controls and best management practices as part of the Township's MS4 program to benefit the community as a whole.	Strategy as indicated by the objective.
	Continue to participate in the CRS program and pursue a higher rating.	Strategy as indicated by the objective.

IMPLEMENTATION

Overview

Throughout this Comprehensive Plan, many goals and objectives related to future land use, zoning, administrative services, connectivity, parks, recreation, enjoyable public spaces, and infrastructure improvements have been established for the Township of Upper St. Clair to strive to achieve over the next ten years. Moving forward, it is important to focus on the prioritization and implementation of these goals and objectives so that the Township and its many partner organizations can work together to make them a reality.

Implementation of the various goals and strategies included in this Plan will require time and patience of not only staff and officials from Upper St. Clair but also of area stakeholders and partner organizations. Furthermore, implementation of the Plan will require coordination of resources, the development of funding and financing strategies for specific projects, and the organization of multiple stakeholders, including representatives from both County and State agencies as well as private property owners and developers.

The goals and strategies for Upper St. Clair that are included in this Plan will take many years to implement. Furthermore, some goals and strategies will be easier and quicker to achieve than others. Successful projects and initiatives that result from this Plan will involve public private partnerships between the Township and its many partner stakeholder organizations in the area. Public-private partnerships are among the most effective collaborations, often leading to meaningful outcomes. Public-private partnerships have become increasingly important and more common over the last two decades throughout Pennsylvania. Many times, the reason that projects like the ones included in this Plan get

implemented is due to the mix of funding sources and the partners involved that work together to make it happen.

The Township of Upper St. Clair has a successful track record for implementing the vision and goals of its comprehensive planning efforts. The Township should continue these sound practices and track the progress of implementing the 2025 Comprehensive Plan as well.

Prioritization

Project Steering Committee members ranked the various draft priorities and goals. The Steering Committee members were asked to complete rankings in an excel spreadsheet and indicate their preferences in terms of project urgency and importance. The results of the Steering Committee prioritization exercise have factored into the various goals and objectives included within the Implementation Table included in this Chapter.

Prioritization of goals and the actual reality of implementing each goal, no matter how important or urgent it may be, along with the specific role that the Township and its partners can contribute in terms of implementation, have been factored into the process of development of the Implementation Table.

Funding

There are many ways that the identified projects and improvements mentioned throughout this Plan can be funded. For example, there are many public funding sources like grants and low-interest loans available through State agencies like the PA Department of Community and Economic Development (DCED), the Department of Conservation and Natural Resources (DCNR), The Department of Transportation (PennDOT),

Organization, Entity, or Funding Source	Acronym
American Rescue Plan Act	ARPA
Allegheny County Conservation District	ACCD
Allegheny County Department of Economic Development	ACED
Allegheny County Sanitary Authority	ALCOSAN
Allegheny Regional Asset District	RAD
Commonwealth Finance Authority	CFA
PA Department of Community and Economic Development	DCED
PA Department of Conservation and Natural Resources	DCNR
PA Department of Environmental Protection	DEP
PA Department of Transportation	PennDOT
US Department of Transportation	USDOT
Southwestern Pennsylvania Commission	SPC
Southwest Regional Chamber of Commerce	SRCC

and the Commonwealth Finance Authority (CFA). In addition, there are regional financing solutions and funds available through Allegheny County and SPC. Federal grants are also a possible funding source for certain projects, including funding programs available through ARPA and US DOT. Any ARPA funds available to the Township will need to be expended and used by end of 2026. Locally, western Pennsylvania also has a strong grouping of private foundations and nonprofit organizations that offer various grant programs. Donations from private individuals and companies, as well as potential sponsorships from area businesses, are also possible solutions to fund some of the projects and improvements in this Plan.

Implementation

Implementation of the recommendations in this Comprehensive Plan will require the cooperation and collaboration of Township staff and the Board of Commissioners with many public and private sector entities, including the Allegheny County Sanitary Authority, the Southwest Regional Chamber of Commerce, the Allegheny County Department of Economic Development, County Commissioners, developers, property owners, the business community, and other utility and service providers, to name a few.

In terms of implementing the recommendations that are outlined throughout this Plan, the Township will utilize a phasing plan with phases categorized as follows:

- Immediate (1-2 years)
- Short-term (2-5 years)
- Long-term (6-10 years)
- Ongoing

The above table provides a list of acronyms used in the Implementation Table. Where Municipal Governance is listed in the Table, that includes Township staff, the Board of Commissioners, Planning Commission members, and other members of the Township's various committees or boards.

Also, the funding levels corresponding to the opinion of probable cost provided in the table are included below.

- \$: \$0-\$250,000
- \$\$: \$250,001-\$1,000,000
- \$\$\$: \$1,000,001-\$2,000,000
- \$\$\$\$: \$2,000,001 or more

The following Implementation Matrix highlights the various goals and objectives detailed throughout this Plan and identifies potential partners, costs, funding sources, and time frames for each goal or strategy.

ENHANCING MUNICIPAL ADMINISTRATIVE SERVICES

Goal No.	Goal Description	Obj No.	Objective Description	Potential Partners	Opinion of Probable Cost	Timeframe for Implementation	Potential Funding Strategy
1	Continue high-quality communications both internally and externally.	1.1	Update the Township's internal communication plan increase communication with members of the various municipal departments, boards, and commissions.	Municipal Governance	\$	Short-term (2-5 years)	Staff Time, Meeting Time
		1.2	Update the Township's external communication and public outreach plan to increase communication with members of the community and partner organizations.	Municipal Governance	\$	Short-term (2-5 years)	Staff Time, Meeting Time
2	Foster community pride and resilience.	2.1	Maintain the existing high quality of life and remain an aesthetically rich and vibrant Township.	Municipal Governance	\$	Ongoing	Staff Time, Meeting Time
		2.2	Promote a sense of place, a sense of community, and an overall positive culture.	Municipal Governance	Minimal Cost	Ongoing	Staff Time, Meeting Time
3	Strive for ongoing financial and operational sustainability in municipal government services.	3.1	Continue to update the capital improvement plan every year.	Municipal Governance	\$	Ongoing	Staff Time, Meeting Time
		3.2	Continue to put forth a fiscally conservative annual budget.	Municipal Governance	\$	Ongoing	Staff Time, Meeting Time
		3.3	Develop an operational and organizational strategic plan that sets goals for the next 3-5 years but also examines succession of municipal employees.	Municipal Governance	\$	Short-term (2-5 years)	Staff Time, Meeting Time
		3.4	Continue to seek grants to help fund projects and initiatives in the Township.	Municipal Governance, Third Party Consultant	\$	Ongoing	Staff Time, Meeting Time

PROMOTING PARKS & RECREATION OPPORTUNITIES AND AMENITIES

Goal No.	Goal Description	Obj No.	Objective Description	Potential Partners	Opinion of Probable Cost	Timeframe for Implementation	Potential Funding Strategy
1	Update, enhance, and maintain the Township's existing parks as needed, including playground equipment, restrooms, picnic pavilions, fields, etc.	1.1	Develop a prioritized list of projects and improvements needed at the Township's parks.	Municipal Governance, Third Party Consultant, DCED, DCNR	\$	Ongoing	Staff Time, Meeting Time
		1.2	Conduct improvement projects as needed based on the prioritized list.	Municipal Governance, Third Party Consultant, DCED, DCNR	\$-\$\$\$\$	Ongoing	DCED Greenways, Trails, and Recreation Program (GTRP), County CDBG, DCNR Keystone Recreation, Park, and Conservation Fund, Private Foundations
		1.3	Complete a Parks Master Plan for the Township Parks system.	Municipal Governance, Third Party Consultant, DCED, DCNR	\$	Immediate (1-2 years)	DCED Greenways, Trails, and Recreation Program (GTRP), County CDBG, DCNR Keystone Recreation, Park
2	Improve, enhance, and modernize the Recreation Center.	2.1	Conduct improvements and renovations consistent with the 2024 Community & Recreation Center Post COVID Facility Assessment.	Municipal Governance, Third Party Consultant, DCED, DCNR	\$-\$\$\$	Ongoing	ARPA Community Facilities (until end of 2026), DCED Greenways, Trails, and Recreation Program (GTRP), County CDBG, County GEDTF, DCNR Keystone Recreation, Park, and Conservation Fund, Private Foundations
3	Maintain the Township's existing recreational facilities so that they continue to serve as quality recreational assets to the community.	3.1	Conduct routine maintenance consistent with Park Master Plans, Capital Improvement Plans, and as needs arise.	Municipal Governance, Third Party Consultant, DCED, DCNR	\$-\$\$	Ongoing	DCED Greenways, Trails, and Recreation Program (GTRP), County CDBG, DCNR Keystone Recreation, Park, and Conservation Fund, Private Foundations

ENCOURAGING TRANSPORTATION INFRASTRUCTURE & CONNECTIVITY IMPROVEMENTS

Goal No.	Goal Description	Obj No.	Objective Description	Potential Partners	Opinion of Probable Cost	Timeframe for Implementation	Potential Funding Strategy
1	Enhance and improve traffic and safety within the Township.	1.1	Improve traffic flows and safety along major corridors and at key intersections throughout the Township.	Municipal Governance, Allegheny County, PennDOT, SPC, Property Owners	\$-\$\$\$\$	Ongoing	Multimodal funds from CFA, DCED, or PennDOT
2	Maintain and enhance Township-owned roadways to promote increased safety and improve traffic flow.	2.1	Complete the Annual Street Resurfacing Program	Municipal Governance, Allegheny County, PennDOT, SPC	\$-\$\$\$\$	Ongoing	Multimodal funds from CFA, DCED, or PennDOT
		2.2	Complete miscellaneous roadway improvement projects as needed.	Municipal Governance, Allegheny County, PennDOT, SPC	\$-\$\$\$	Ongoing	Multimodal funds from CFA, DCED, or PennDOT
3	Enhance and improve multi-modal connectivity throughout the Township.	3.1	Improve walking and biking connections from neighborhoods to neighborhoods.	Municipal Governance, DCED, DCNR, HOAs	\$-\$\$\$	Long-term (6-10 years)	Multimodal funds from CFA, DCED, or PennDOT
		3.2	Connect neighborhoods and amenities through existing trails by providing trail spurs or trail expansions or through the construction of new sidewalks.	Municipal Governance, DCED, DCNR	\$-\$\$\$	Long-term (6-10 years)	Multimodal funds from CFA, DCED, or PennDOT
4	Enhance and improve multi-modal connectivity to regional places and destinations that are beyond the boundaries of Upper St. Clair.	4.1	Explore the feasibility of connecting Boyce Mayview Park to Fairview Park.	Municipal Governance, DCED, DCNR, South Fayette Township, SPC	\$-\$\$\$	Long-term (6-10 years)	Staff time, Meeting time
		4.2	Explore the feasibility of connecting to the Montour Trail from the trails in Upper St. Clair to the trailhead in Peters Township off of Valley Brook Road.	Municipal Governance, DCED, DCNR, Peters Township, Property Owners, SPC	\$-\$\$\$	Short-term (2-5 years)	Staff time, Meeting time

GUIDING LAND USE & ENVIRONMENTAL BEST PRACTICES

Goal No.	Goal Description	Obj No.	Objective Description	Potential Partners	Opinion of Probable Cost	Timeframe for Implementation	Potential Funding Strategy
1	Ensure that future redevelopment, reuse, and infill development in Upper St. Clair is consistent with the Future Land Use Map.	1.1	Identify any potential ordinance or map changes.	Municipal Governance, Property Owners, Developers, Third Party Consultant, SRCC	\$	Ongoing	Staff time, Meeting time; PA DCED MAP Grant for zoning ordinance updates
2	Promote redevelopment and infill development opportunities where appropriate.	2.1	Identify target areas for housing growth and development in the Township.	Municipal Governance, Property Owners, Developers, ACED	Minimal Cost	Short-term (2-5 years)	Staff time, Meeting time; PA DCED MAP Grant for zoning ordinance updates
		2.2	Consider the development of additional housing types to diversify the housing stock so that housing in the Township is accessible to varying income levels.	Municipal Governance, Property Owners, Developers, ACED	Minimal Cost	Long-term (6-10 years)	Staff time, Meeting time; PA DCED MAP Grant for zoning ordinance updates
3	Continue to support and promote housing that is suitable for the needs of residents.	3.1	Ensure the housing mix allows aging residents to remain within the community.	Municipal Governance, Property Owners, Developers, ACED	Minimal Cost	Ongoing	Staff time, Meeting time
4	Coordinate with regional stormwater and flood management efforts.	4.1	Participate in regional advocacy groups and other organizations that seek to improve stormwater, flooding, and other environmental concerns in the area.	Municipal Governance, ACCD, DEP	Minimal Cost	Ongoing	Staff time, Meeting time, Landowner Incentive Programs (Pennsylvania Association of Conservation Districts)
5	Incorporate stormwater management best practices into park improvement projects and land development approvals.	5.1	As park improvement projects occur, incorporate best management practices within the design and construction of the improvements and renovated facilities.	Municipal Governance, ACCD, DEP	\$-\$-\$	Ongoing	ARPA Infrastructure Funds (until end of 2026)
6	Address flood-prone areas in the Township.	6.1	Update the Township-wide map that identifies all problem areas for flooding and stormwater concerns.	Municipal Governance, ACCD, DEP	\$	Short-term (2-5 years)	Staff time, Meeting time, Private Foundations, Western PA Conservancy, DCNR Community and Watershed Forestry Grants
		6.2	Explore the feasibility of taking over certain flood-prone properties within the Township and the potential reuse of these properties for increased stormwater quality controls and best management practices as part of the Township's MS4 program to benefit the community as a whole.	Municipal Governance, Property Owners	\$-\$-\$-\$	Short-term (2-5 years)	Staff time, Meeting time
		6.3	Continue to participate in the CRS program and pursue a higher rating.	Municipal Governance	Minimal Cost	Ongoing	Staff time, Meeting time



Fall branding and foliage in Upper St. Clair

Next Steps

Moving forward, the Implementation Matrix provides a framework for Upper St. Clair staff and officials to work on projects to improve the community as a whole as well as more specific target areas for maintenance, redevelopment, and other improvements. Township staff and officials, along with partner organizations and area stakeholders, will need to champion key projects identified in the Plan to see them through to fruition.

For all of the identified projects, more detailed funding plans will need to be prepared. In addition, grant applications will need to be completed and submitted. In some cases, depending on the project, an engineer

or a third-party consultant may be needed to provide support, including more detailed construction drawings for roadway improvements, more detailed park improvement plans, assistance with rewriting ordinances, etc. As the Township moves forward into implementation, staff and officials will need to further prioritize the most important needs and projects and look for additional resources, both in regard to money and time, to achieve the many goals outlined in this Plan. The Township can place advertisements for requests for qualifications and proposals to assist with the various projects as needed.