

#### PRESENTED TO



National Transit Building 206 Seneca Street, 4th Floor P.O. Box 128 Oil City, Pa. 16301 Phone (814) 677-3152 FAX (814) 677-5206 www.oilregion.org

#### PRESENTED BY



3755 East State Street Hermitage, Pennsylvania 16148 Phone (724) 983-1860 FAX (724) 983-1804 www.hrg-inc.com

#### ACKNOWLEDGEMENTS

Oil Region Alliance of Business, Industry & Tourism 206 Seneca Street, 4<sup>th</sup> Floor Phone: (814) 677-3152 P.O. Box 128 Fax: (814) 677-5206 Oil City, Pa. 16301 www.oilregion.org

#### Executive Committee of the Alliance Board: (2005)

Jonathan D. Crawford, Chair James Hawkins, Vice Chair Debra Sobina, Secretary Neil McElwee, Treasurer Lynda Cochran, Assistant Secretary-Treasurer Dennis Beggs Susan Smith

#### Board Members: (2005)

Janet Aaron J. Michael Allyn Kathy Bailey Jodi Baker Holly Best Fred Buckholtz Leah Carter John Cramer Janet Gatesman Betsy Kellner Mike Klapec
Robert Murray
Christopher Reber
Edward Sharp
Rhonda Steigerwald

Peter Winkler Lynn Zillmer Barbara Zolli

#### Route 8 & 62 Corridor Committee:

Marilyn Black, VP of Heritage Development, Oil Region Alliance of Business, Industry & Tourism

Jack Crawford, Chair, Oil Region Alliance Board of Directors

Gary Dovey, Planner, Oil Region Alliance of Business, Industry & Tourism

Janet Gatesman, Assistant Manager, City of Oil City

Tracy Jamieson, Director of Franklin Department of Community Development, City of Franklin

Cindie Linnon, VP Economic/Community Development, Oil Region Alliance of Business, Industry & Tourism

Deb Lutz, Project Manager, Oil Region Alliance of Business, Industry & Tourism

Tom Rockovich, City Manager, City of Oil City

Karen Sharp, Secretary, Borough of Rouseville Laura Kelly-Pifer, Secretary, Cornplanter Township

Bill Valdesalice, Manager, Sugarcreek Borough

#### Funding:

This evaluation and inventory of the Route 8 & 62 Corridor was financed in part by a grant from the Pennsylvania Department of Community and Economic Development and a grant from the Appalachian Regional Commission via the Northwest Regional Planning & Development Commission. Additional funding was furnished by the Oil Region Alliance of Business, Industry & Tourism.

#### Project Consultants:

Hickory Engineering, Landmark Design Associates A Herbert, Rowland & Grubic, Inc. Company 3755 East State Street Phone: (724) 983-1860 33 Terminal Way, Suite 317 Phone: (412) 391-7640 FAX: (724) 983-1804 FAX: (412) 471-8163 Hermitage, Pittsburgh, PA 15219-1208 Pennsylvania 16148 www.hrg-inc.com www.LDAArchitects.com Lisa Holm Schrader, R.L.A. Project Manager Ellis L. Schmidlapp Project Director Joseph P. Pacchioni, P.E. Project Engineer Aenne Barchowsky Project Architect Kevin Maxfield GIS Coordinator

### OIL REGION ALLIANCE

# ROUTES 8 & 62 CORRIDOR EVALUATION – 2005 TABLE OF CONTENTS

I. INTRODUCTION
II. PURPOSE OF THIS EVALUATION2
III. DATABASE OF CORRIDOR PROPERTIES4
A. DATA BASE IDENTIFICATION FACTORS4
B. USE OF THE MUNICIPAL DATA BASE
C. ARCHITECTURAL INVENTORY9
IV. ROUTE 8 & 62 CORRIDOR BACKGROUND INFORMATION 10
A. PRIOR STUDIES
B. PROPERTY CLASSIFICATION TOTALS12
C. EXISTING FEATURES Well, it is located 240 yards away across the railroad 13
V. RECOMMENDATIONS
A. TOURISM DEVELOPMENT20
B. RECREATION DEVELOPMENT23
C. BROWNFIELDS & ECONOMIC DEVELOPMENT26
D. DESIGN & DEVELOPMENT STANDARDS
VI. FUNDING OPPORTUNITIES29
VII. APPENDIX
APPENDIX A - OVERALL MAP & MUNICIPAL CORRIDOR MAPS  This includes the Municipal Corridor Maps for each community in this Evaluation as well as the Site Maps with property Addresses or Tax Identification Numbers.
OVERALL CORRIDOR MAP
MUNICIPAL MAP KEY
1. CITY OF FRANKLIN
2. BOROUGH OF SUGARCREEK
3. CITY OF OIL CITY
4. CORNPLANTER TOWNSHIP
5. BOROUGH OF ROUSEVILLE
APPENDIX B - RECREATION & TOURISM MAP
APPENDIX C - MUNICIPAL CD & INSTRUCTION SHEET

#### I. INTRODUCTION

The Oil Region encompasses a broad geographic area within Northwest

Pennsylvania. The notable center of this region of Venango County is a corridor of activity
located along the Allegheny River between Franklin and Oil City with branches reaching out
along Oil Creek, French Creek and other tributaries.

While the Allegheny River was once the primary means of access for such residents as the Native Americans and frontiersmen, other modes of transportation have carved their mark on this region. Railroads laid paths along the edges of the river valley lending passenger access and freight hauling of resources into and, to a great extent, out of the area. Timber and oil are the most bountiful resources exploited for their extreme value beyond Northwest Pennsylvania. These resources helped to develop small communities along streets that eventually became the highways between the ever developing and shifting populations and industries. Routes 8 and Route 62 are the highways that became the Main Street of the Corridor as well as the primary focus of this study.

The central theme of this corridor is two fold – resources and transportation. Early inhabitants, Indians and early pioneers, saw the river as a necessity whether it was for survival or protection. They built their homes and forts at the edges of the Allegheny River and its tributaries. Eventually small towns developed. Soon the natural resources of timber and oil became the most notable exports of the region; reaching effects of the Oil Region have been and are still felt throughout the world. Exporting these resources lead to expansion of transportation including Routes 8 and 62 as well as the railroad lines framing the Allegheny River.

This part of the Routes 8 and 62 Corridor extends through the City of Franklin to Sugarcreek, along the Allegheny River to Oil City and north through Cornplanter to Rouseville. The Oil Region is looking for the next opportunity to present a new main street to the world while making the most of the assets and resources that remain. These assets include the traditional main streets in Rouseville and Sugarcreek Borough, historic main streets of Franklin and Oil City, the developing recreational trail systems and the Allegheny River, its tributaries and surrounding environment. These assets cannot be exported and must be enjoyed while in the Oil Region.

#### II. PURPOSE OF THIS EVALUATION

The Oil Region Alliance of Business, Industry and Tourism (ORA) retained the services of Hickory Engineering, A Herbert, Rowland & Grubic, Inc. Company (Hickory) and Landmark Design Associates (LDA) to complete the evaluation of the Routes 8 and 62 Corridor. This evaluation seeks to highlight the attributes of the Routes 8 and 62 Corridor, the economic and historic Main Street for central Venango County.

The main focus of the Routes 8 and 62 Corridor Evaluation is community sustainability through revitalization and use/reuse of the buildings along the Corridor. In order to identify all of the properties that face the corridor route, a database of these properties was developed. Hickory's responsibilities included assembling the database and analysis of general locations for recreation and tourism development along the riverfront.

LDA's responsibilities included an evaluation of 13 buildings representative of the corridor buildings. The building review is intended to provide recommendations for revitalization and use/reuse of the buildings and to determine potential access and adaptability for reuse of whole structures. The building review provides a basis for future marketing of the buildings and the area.

The corridor route is described as follows and is shown on the Overall Corridor Map of the area with additional Municipal Corridor Maps designated by municipal area. These can be found in Section A. of the Appendix.

<u>City of Franklin</u> – Beginning at the intersection of 15th Street and Liberty Street and extending south to Washington Crossing (Routes 8 & 62) then continuing along Routes 8 & 62 to the boundary with the Borough of Sugarcreek.

<u>Borough of Sugarcreek</u> - Beginning at the boundary with the City of Franklin and extending easterly along Routes 8 & 62 ending at the boundary with the City of Oil City.

<u>City of Oil City</u> - The route within the City of Oil City begins at the boundary with the Borough of Sugarcreek. The route continues to the intersection of Petroleum Street Bridge. At this intersection Routes 8 & 62 diverge.

Route 62: The Route 62 portion of the corridor crosses the Petroleum Street Bridge continuing along Route 62 (East First Street) to the intersection with Pine Street and then west along Route 62 back to Petroleum Street. This ends the Route 62 portion of the evaluation.

Route 8: The Route 8 portion of the corridor begins at the intersection of Route 428/Petroleum Street Bridge and continues northeast along Route 8 and takes multiple routes through the north side of Oil City. The route crosses the Center Street Bridge and includes the properties facing Seneca and Elm Streets. The routes converge at the intersection of Seneca Street and Route 8 continuing to the boundary with the Township of Cornplanter.

<u>Township of Cornplanter</u> – Beginning at the boundary with the City of Oil City the route follows Route 8 north to the boundary with the Borough of Rouseville. The approximate boundary of this route begins south of Quaker Drive and ends just north of McClintock Road.

<u>Borough of Rouseville</u> – Beginning at the boundary with the Township of Cornplanter and ending at the intersection of Route 8 and Route 227.

#### III. DATA BASE OF CORRIDOR PROPERTIES

The initial concept as identified by the Oil Region Alliance was to evaluate approximately 300 building properties along the corridor route. As the project progressed we found that the total number of properties along the corridor numbered just over 500. This was due to many buildings being on multiple properties or vacant properties that were not initially counted. The need to evaluate the additional properties extended the completion period for the evaluation.

#### A. DATA BASE IDENTIFICATION FACTORS

Each property along the Corridor is identified by specific characteristics on a Property Data Sheet that can be found on the Municipal CD which is Appendix C of this evaluation. The following lists the identification parameters used in this database as well as a description of that data. This information was assembled from several sources as well as on-site identification and update of the information presented. The identification parameters are based upon the county tax and planning designations.

ADDRESS - COMBINED SITUS: property location address.

ADDRESS - SITUS 2: further identifies some property locations.

TAX IDENTIFICATION NUMBER: county tax identification number unique to each property.

CONTROL NUMBER: unique identification number for use with this database.

TIEBACK: may identify parent property when parcel has been subdivided

OLD MAP NUMBER: former county map location

PROPERTY TYPE: identifies the use of the property as residential, commercial, industrial, vacant. This is based upon zoning of the property as well as current use.

DISTRICT NUMBER: code number for each municipality.

- 7 Township of Cornplanter
- 10 City of Franklin
- 16 City of Oil City
- 25 Borough of Rouseville
- 28 Borough of Sugarcreek

#### LAND DESCRIPTIONS:

TERRAIN: level, rolling or steep.

EXCEPTIONAL VIEWS: Yes/No generally river or other recreational views from a high point or other significant location.

WATER FRONT: Yes/No is the property abutting a creek or river.

TREE COVERAGE: Open - no trees

Some tree cover

Mostly wooded

AGRICULTURAL USE STATUS: Yes/No if the property is used for agriculture

AGRICULTURAL SECURITY: Yes/No is the property a protected agricultural site.

DEEDED ACRES: property size according to deed descriptions.

NEIGHBORHOOD: code identification for municipal purposes. Generally CDBG or other funding districts.

ROAD: name of road that abuts property.

SCHOOL DISTRICT: municipal school district.

SEWER: none, public, unknown, septic

WATER: none, public, unknown

GAS AVAILABLE: Yes/No.

RAILROAD LINE AVAILABLE: Yes/No If railroad service abuts property.

FLOODPLAIN: Yes/No based on the FEMA flood plain maps, 100 year event.

SIDEWALK: Yes/No if sidewalks are located on the property.

BUILDING NAME: if historically identified by the name of the original builder or if identified on the building.

ARCHITECTURAL STYLE: general description based on architectural type.

CIRCA: approximate decade of building construction or historic period of significance.

HISTORIC AND NATIONAL REGISTER: denotes if the building is recognized as historic by the National Register of Historia Places or is in a designated historic district.

STORIES: number of visible floor levels.

ELEVATOR: Yes/No If elevator is available. (If identified by the property owner, not a guarantee of its functional use or ADA compatibility)

CONSTRUCTION TYPE: primary construction identified by property owners where available: masonry, wood, metal or other.

LOADING DOCKS: Yes/No or quantity available.

MARKET ASSESSED: LAND, BUILDING AND TOTAL: Venango County assessment value as of May 2005.

OWNER INFORMATION is provided for reference only. This information has been gathered during 2005 and is not updated to reflect recent property sales or subdivisions of land. Current property owner information can be found at the Venango County Courthouse by using the Tax ID Number provided in the database.

#### ACCESSIBLE:

Symbol:	Definitions:
Y	The facility appears to meet current accessibility
	requirements.
	The facility appears to be handicap accessible, with the
Ym	exception of technical deficiencies such as hardware,
r m	thresholds, a vertical discontinuity greater than 1/4", double
	doors without a 36" leaf, etc.
	The facility does not meet current accessibility requirements,
Nm	but the reasons for non-compliance appear to be fairly
Nm	minimal, and it appears that it would be feasible to make the
	facility accessible.
N	The facility does not meet current accessibility requirements
	and it would require some extensive improvements to make it
	compliant.

Disclaimer: Hickory Engineering, a Herbert, Rowland & Grubic, Inc. Company, has reviewed the entrances to various facilities listed in this database for compliance with current accessibility standards. The accessibility ratings that are listed are based on a cursory inspection of (only) outside and visible details of each facility and are not based on a rigorous investigation of the accessibility elements and whether they comply with current regulations. Numerous other factors necessary to

determine whether a facility meets all accessibility guidelines and standards have not been fully investigated. Therefore the ratings presented by Hickory Engineering are not a definitive assessment of each structure's compliance with accessibility requirements. It is quite possible that a facility that has been listed as meeting accessibility guidelines does not meet them in their entirety, and a facility that has been marked as not meeting current accessibility requirements may have additional entrances that are accessible but were overlooked or not investigated, etc. The accessibility of interior routes and elements of these facilities was not investigated as it was not within the scope of the project.

PHOTO LINK: Click on this link to see a photograph of the building exterior.

To print this photo, please change the page setup to landscape. Photos were taken between February 2005 and September 2005.

#### B. USE OF THE MUNICIPAL DATA BASE

## HOW TO USE THE 'ROUTES 8 & 62 CORRIDOR EVALUATION 2005' ON CD

The procedure for use of the information presented on this CD is as follows:

- (1) On most computers the CD will open automatically when inserted. If this does not occur, go to the computer desktop and click to open "My Computer". Locate the CD labeled "8&62Eval2005" and click to open the CD directory.
- (2) Listed on the directory will be the file "Routes 8& 62 Corridor Evaluation 2005 with Appendix". Click to open this file in Adobe Acrobat Reader.
- (3) When viewing the CD version of "Routes 8& 62 Corridor Evaluation 2005 with Appendix" it may be easier to navigate through the document by clicking on the 'bookmarks' tab at the far left side of the viewing window. This lists each section of the document for easier location of specific information. Clicking on these will take you to the specified section.
- (4) Another option is to return to the Table of Contents of this document. Clicking on these sections in the viewing window will also take you to the specified section.
- (5) Appendix A lists all of the maps available with this evaluation. Note that all maps will open a separate window of Adobe Acrobat Reader.
  - a. Click on the Overall Corridor Index Map shows the complete corridor study area including a Municipal Map letter key. (Prints on 11 x 17 page size)
  - b. Locate the Municipal Map in Appendix A which shows a smaller area of the municipality. On these maps there is an index to the Municipal Site Maps, which will show the area in more detail. (II x 17 page)
  - c. Locate the designated Municipal Site Map in Appendix A which shows a specific area of the municipality. (Prints on 8 ½ x 11 page size) On these Municipal Site Maps you will find the Address or Tax Identification Number for each property.
  - d. Once the tax identification number or address is found, PLEASE WRITE THIS NUMBER DOWN. This is the identification needed to locate the property within the data base. Links to the data base information for each municipality are available in Appendix C at the end of the CD version of the "Routes 8&62 Corridor Evaluation 2005".
- (6) Click on the selected municipal link within the viewing window for Appendix C. This will open in Internet Explorer 5.0 or higher, although an internet connection is not required for this application.
- (7) Scroll through Property Data Reports to find the correct tax identification number or property address. The Property Data Reports can be printed individually.
- (8) The Property Data Reports include a link under the tax identification number to a recent photo of buildings on the property. Vacant properties do not have photos. To print the entire photo, please change the page setup to landscape orientation.

<sup>\*</sup> Please see appendix C for further instructions if this program does not work as described.

#### C. ARCHITECTURAL INVENTORY

Through the direction of Oil Region Alliance, 13 buildings were selected for both exterior and interior review. The objective of the review was to identify historic preservation and adaptive reuse opportunities for the buildings. LDA architects completed the review and provided recommendations for each of the selected buildings. The buildings by municipality are shown in Table 1 Architectural Inventory Properties.

LDA's review is focused on several representative examples of historic structures within the Corridor municipalities and their recommendations are provided for each structure in Oil Region Alliance reports to Oil Region Alliance. They are mentioned here for reference.

OIL REGION ALLIANCE ROUTES 8 & 62 CORRIDOR EVALUATION 2005 TABLE No. 1 - ARCHITECTURAL INVENTORY PROPERTIES			
TIDEET	1275 to 1279 Liberty Street (Orpheum Theater)		
	1266-1272 Liberty Street (Center Block)		
0. (7. 11.	1234 Liberty Street (West Park Building)		
City of Franklin	1247 Liberty Street (Former "Fashion Building")		
	1140 Liberty Street (Galena-Dockery Building)		
	317, 319, 321 13th Street (John L. Mitchell Building) as part of 1281, 1284 Liberty Street (C.W. & A.A. Plummer Building)		
Borough of Sugarcreek	767 Allegheny Blvd. (BI-LO Building)		
	220-226 Seneca Street (International Order of Odd Fellows Building)		
City of Oil City	1 East First Street (Latonia Theater)		
	2-30 West Front Street (C.F. Cramer Block)		
Township of	483 State Route 8 & Waitz Road (B.M.I. Building)		
Cornplanter	403 State Route o & Waitz Road (D.W.I. Dullullig)		
Borough of	60 Main Street & Mechanic Street (Pennzoil Lab)		
Rouseville 96 Main Street (Anderson Building)			

## IV. ROUTE 8 & 62 CORRIDOR BACKGROUND INFORMATION

Historically the natural resources of the region have been the motivating economic factor that spurred the growth of the towns and supported the economy of the area. Manufacturing has been the traditional and easily identifiable industry for the Oil Region. However this economy has had some difficulty during recent decades. The impact of losing major industries is much broader than only the initial jobs lost. Jobs lost means revenue lost in terms of real estate while service industries feel the loss of business and must lay off their workers. Jobs lost means families leaving or young people going elsewhere to find jobs. When this happens manpower to maintain the existing businesses becomes more difficult to maintain. This economic spiral is complicated to detect as it is happening; however it is much easier to see in hindsight. Like the Oil Region, these affects are occurring as we speak across many areas of the country.

Part of the economic spiral appears as vacant or underutilized buildings or abandoned and deteriorating properties. As jobs shift out of an area, so do the people who lived and worked in our traditional downtown areas. Even the suburban stores along the Corridor are feeling pressure to survive. Deterioration is a major concern for building owners.

What was left behind by the boom eras of the timber and oil industries may once again become a focus for the emerging economic segments of tourism and recreation. These industries can benefit from each other and support new economic development of otherwise overlooked assets.

The assets and resources that cannot be removed from the region include the small town atmosphere, the historic buildings, the Allegheny River, French Creek, Oil Creek and their surrounding areas as well as the recreational trails that already attract large numbers of visitors to spend the day. These waterways attract fishermen and hunters that seek its wildlife. The trail systems attract biking and hiking enthusiasts. The charm of the historic structures, the yearning to enjoy perceived 'easier times' and nostalgia of the small towns welcome visitors to spend more time in the Oil Region and create a gateway to the Allegheny National Forest further north.

The good news is that the Oil Region has more to offer than the traditional manufactured commodity or natural resource which normally leaves a region to reach its full

economic benefit to society. Once these resources, historically oil and timber, are removed from the local economy they create an eventual void needing to be filled. The support industries who thrived off of these resources struggle to hang on once they fail to be needed. The timber and oil industries still provide a segment of the local economy, although it is no longer present to the magnitude it once was.

There are several primary features available for visitors to the Oil Region:

- Native American and colonial history including the former fort sites that once occupied key locations along the Allegheny River,
- History of the Oil Boom, its inventions and innovations as well as the prominent architecture financed by the Boom,
- Traditional recreation of canoeing, fishing and hunting,
- Active recreation on the biking and hiking trails, and
- The developing potential of the Ecotourism market.

#### A. PRIOR STUDIES

Many studies have been completed for a variety of Oil Region, Oil Heritage, Venango County Planning and other organizations. One of the highest priorities should be to assemble all the studies in one place, call in the stakeholders, and pool available funds to create an initiative based fund for the area. The Oil Region Alliance of Business Industry & Tourism has taken a large step toward coordination of these efforts.

Some of the more recent and ongoing studies in which the Corridor area is included:

- Oil Heritage Region Management Action Plan Update 2004
- Venango County Comprehensive Planning Study 2004
- Franklin Downtown Blueprint 2004
- Oil City Downtown Economic Development Strategy 2005
- Master Plan Update for the Oil Creek State Park
- Master Plan Update for Two Mile Run County Park

Π

#### B. PROPERTY CLASSIFICATION TOTALS

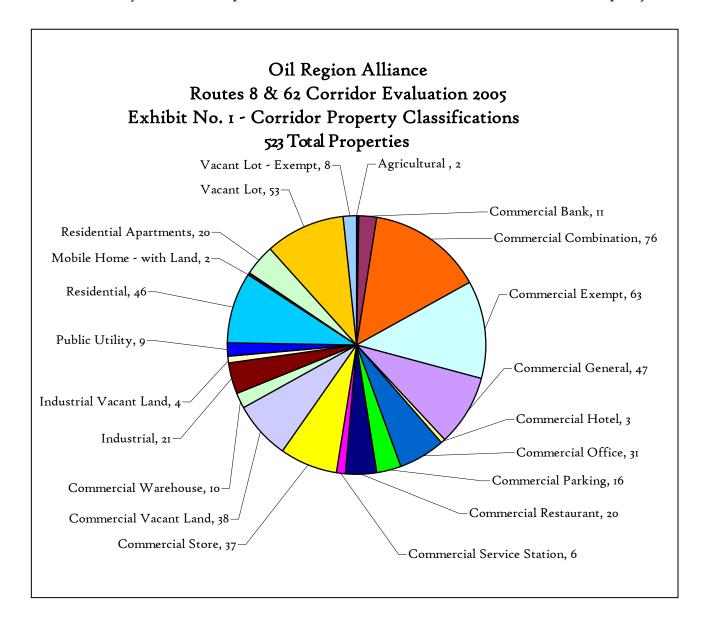
The data collection identified the number of properties and buildings by municipality, type, usage and county identification characteristics utilizing forty three identification parameters. The properties are classified by commercial (14 sub classifications), industrial (two sub classifications), public (one classification), residential (one for single family unit, apartments are in the commercial classification) and vacant land (four sub classifications). These classification categories have been designated within the Venango County tax records and in as much as is possible are utilized here for consistency with those records.

The totals for each of the primary classifications and by municipality are presented in Table No. 2 Property Classification Totals by Municipality and the totals by sub-classifications are shown in Exhibit No's. 1 - 6.

OIL REGION ALLIANCE						
	ROUTES 8 & 62 CORRIDOR EVALUATION 2005					
TABLE No	TABLE No. 2 - PROPERTY CLASSIFICATION TOTALS BY MUNICIPALITY					
Classification	City of	Borough of	-	Township of	_	Totals
Classification	Franklin	Sugarcreek	Oil City	Cornplanter	Rouseville	1 Otals
Exhibit #	2,	3	4	5	6	I
	77	76	189	19		368
Commercial	(2 vacant)	(21 vacant)	(11 vacant)	(3 vacant)	7	(37 vacant)
			9	7		25
Industrial	O	7	(3 vacant)	(1 vacant)	2,	(4 vacant)
Public Utility	O	4	4	I	O	9
Residential	18	31	6	I	2	58
Vacant Land	4	<b>2</b> I	31	3	2	61
Agricultural	0	2	0	0	0	2
Total	00	7.47	220	27	**2	522
Properties	99	141	239	31	13	523

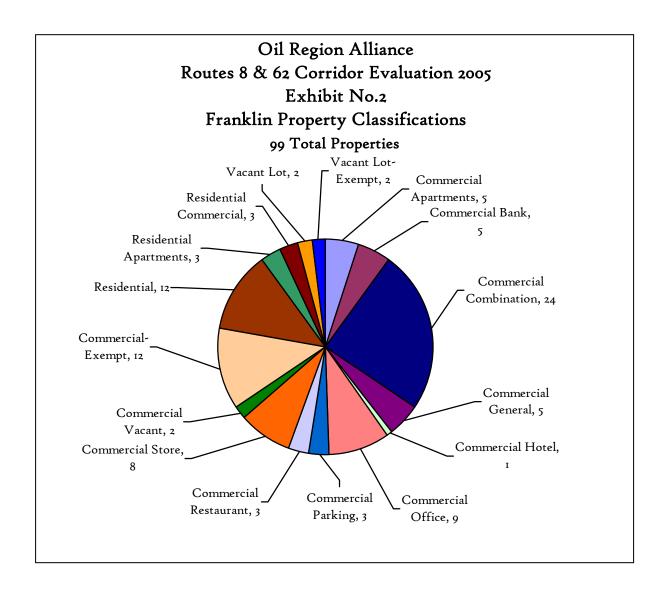
#### C. EXISTING FEATURES

The following exhibits list some of the land use features of the properties along the Corridor. They are shown as part of the whole Corridor as well as within each municipality.



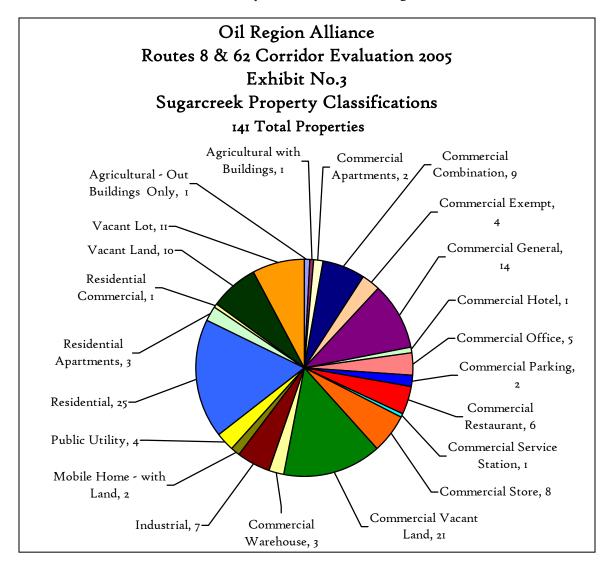
#### 1. FRANKLIN

- Historic buildings, homes and offices with some underutilized upper stories
- City and County parks located adjacent to the County Courthouse
- Moderate trail access, minimal access to the River



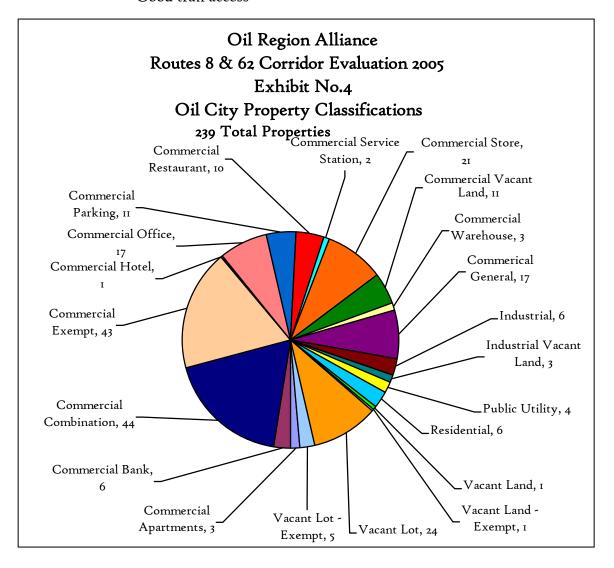
#### 2. SUGARCREEK BOROUGH

- Large vacant tracts of land and underutilized buildings
- Several car dealerships
- Industry and an active railroad line located adjacent to the River
- No trails or parks directly adjacent to the Corridor
- One hotel and many restaurants including sit-down and drive-thru



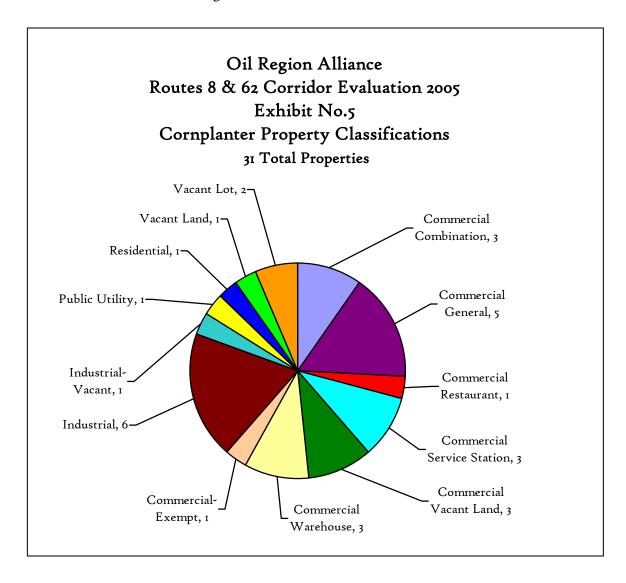
#### 3. OIL CITY

- Historic buildings and offices with underutilized upper stories
- City park located along the Allegheny River with canoe access
- Good trail access



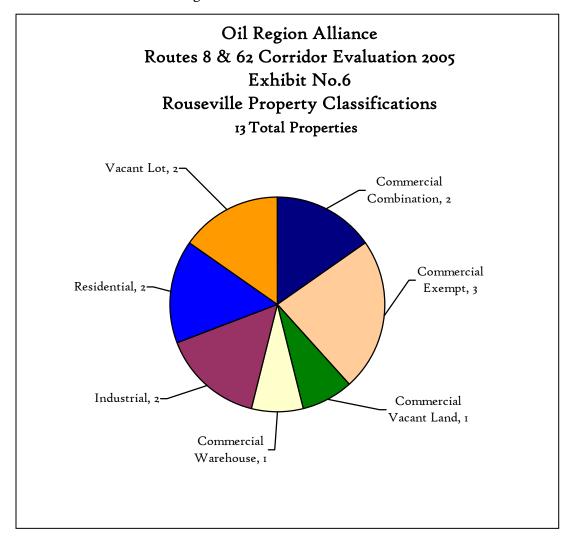
#### 4. CORNPLANTER TOWNSHIP

- Limited access to Oil Creek
- No existing trail access



#### 5. ROUSEVILLE

- Large brownfields reuse opportunities
- Underutilized industrial support buildings
- Limited access to Oil Creek
- No existing trail access



#### V. RECOMMENDATIONS

The Oil Region Alliance partners should work toward developing a regional theme that includes packages of opportunities. Rather than looking only at selling one property to a single buyer or solving one immediate concern, a themed marketing package for specific sections of the corridor would be developed and promoted as complete packages to be marketed to potential investors and ultimately to travelers to the area.

What was left behind by the boom times of the timber and oil industries can once again become a focus for the emerging economy of tourism and recreation. The appeal of the historic structures, the yearning for the nostalgia of the small town atmosphere and the extensive trail system attract and charm visitors and residents alike.

An excellent option is to give visitors more reasons and more options to stay and be fully engaged and entertained while visiting the Oil Region, even on a weekend when fishing or leaf peeping is out of season. Key areas or hubs of activity, as shown on the Recreation & Tourism Map (Appendix B), could be geared for development and marketing to attract hotels or resorts and outdoor recreation retail anchors as well as supporting local entrepreneurs in these fields of interest. All local and national commercial retail, restaurants and lodging can be tied into the atmosphere of the Corridor, the trails and the Allegheny River in order to be promoted as a major attraction. These hubs would also benefit from enhanced corridor recreation and the existing historic tours.

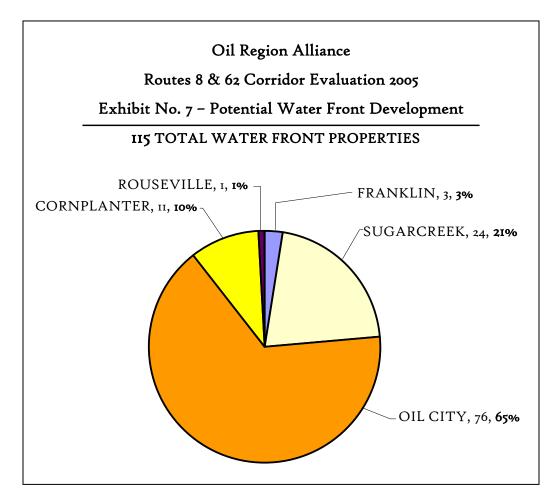
In creating these hubs of activity, the Oil Region could entice travelers to come to hike or shop or fish then stop to eat then stay for dinner or a whole weekend of activities. And return again in the future!

Prominently located hubs would include a collection of activities; other areas along the corridor would include necessary hotels, restaurants and retailers to support the recreation and tourism hubs. (See Appendix A - Recreation & Tourism Map)

- Visitor Center with restroom facilities
- Enhanced and coordinated museums or historic displays
- Interpretive centers for environment and ecotourism venues
- Interpretive centers for history of the region
- Trails maps showing several alternate connecting routes

#### A. TOURISM DEVELOPMENT

Tourism emphasizes the aspects to the region that can only be enjoyed while staying within the region. Within the Oil Region, some of these assets include the architecture, waterways and views among other cultural resources. These must be highlighted to promote tourism. There are 115 properties along the Routes 8 & 62 Corridor that could accentuate the waterfront assets. Several other properties along or adjacent to the Corridor offer exceptional views of the cities, towns and valleys. These could offer new perspectives of the Oil Region by highlighting the locations of historic forts, settlements, oil wells and refineries among other points of interest.



A technique to promote tourism along the Corridor is to highlight the history and recreation available within the Oil Region by creating highly visible hubs that will attract attention of the thru-tourists (hunters/fishermen currently driving thru to other destinations). These hubs also need to attract others in those families or groups,

including the non-hunters/non-fishermen and provide alternatives for them to enjoy the region in other ways. Several themes can be developed toward reaching the tourism objectives such as:

- Preserve historic structures through cooperative adaptations to provide safe convenient access to upper stories
- Promote downtown venues and shops on location map kiosks
- Improve signage for parking at the rear of main street buildings
- Improve signage on the rear of buildings and provide more access to shops from these parking areas
- Offer artist space within the large upper stories of buildings with exhibit and gallery space available on the first floor
- Refurbish upper stories to provide unique apartments or condominiums

#### 1. CITY OF OIL CITY

- Oil heritage history and visitors center
- Oil Heritage Region early history as well as more recent era
- Trails map and links to Oil Creek State Park
- Hunting / Fishing venue
- Museum of natural gas industry and transportation museum
- Lodging and convention venue
- Bicycle trail facilities and links to Justus, Allegheny Valley and Oil
   Creek Area
- Park and exhibition space
- Coordination with city park facilities
- River views
- Native American heritage

#### 2. CITY OF FRANKLIN

- Native American heritage
- Colonial history including forts, early commerce and trade
- Trails map
- Ecotourism
- French Creek and Allegheny River environmental center

- Wild and scenic river interpretive center
- Promote Middle Allegheny River Water Trail canoe access
- Bicycle trail facilities and links to Justus, Allegheny Valley and Two-Mile Run
- Trail utilizing the abandoned rail bridge
- River views

#### 3. ALLEGHENY RIVER VIEWSHED

- Create unique destination sites utilizing existing brownfields located along the Corridor and the Allegheny River
- Invite and encourage outdoor recreation and sportsmen outfitters
- Invite and encourage a water park with indoor and outdoor facilities
   (for example the Great Bear Lodge in Ohio)
- Hotel & Restaurant developments with views to and from the River and trail system

These regional hubs could incorporate both private and public interests while highlighting the assets of the area. The following ideas could provide unique and exciting new opportunities.

- Increase regional Recreational Tour Routes and Providers (for example the Duck Boat Tours in Pittsburgh)
- Include the option to view the architecture along the existing selfguided tours in Franklin and Oil City
- Provide an on-call shuttle service for bicyclists/canoeists going to/from either Hub thru a partnership between the Hotels and Restaurants and Outfitter

Ecotourism is a relatively new idea for areas like the Route 8 & 62 Corridor. It represents a different approach to tourism by adding the environmental appeal of a region. Interest in Ecotourism is gaining interest and has its own international organization for promotion of the venues and environmental issues. In the Oil Region, French Creek is known as the most biologically diverse stream in Pennsylvania and presents some unique environmental study opportunities. Sections of the Allegheny River near the Corridor are listed with the National Wild and

Scenic Rivers System with the goal of preserving the natural character of the river and the surrounding environment for generations to study and enjoy.

The International Ecotourism Society defines ecotourism as "responsible travel to natural areas that conserves the environment and improves the well-being of local people". This means that those who implement and participate in ecotourism activities should follow the following principles:

- Minimize impact
- Build environmental and cultural awareness and respect
- Provide positive experiences for both visitors and hosts
- Provide direct financial benefits for conservation
- Provide financial benefits and empowerment for local people

#### B. RECREATION DEVELOPMENT

The Routes 8 & 62 Corridor is a major link for many recreation enthusiasts. Many sportsmen travel through the Oil Region on the way to other northern destinations for hunting and fishing seasons. Many bikers make the trip to the Allegheny Valley and Justus Trail systems which are an excellent asset for the region. Currently, there is no thorough and complete account of the total number of weekend or seasonal travelers in this area. Enhancing and promoting the assets of the Oil Region as well as adding a few more will provide travelers and residents added reason to visit or stay in the area. The following objectives can be starting points to enhance the recreational potential of the area.

- Increase River and Creek access where appropriate and practical
- Provide views and links to Oil Creek and French Creek where appropriate and accessible
- Fully connect the trail links to the existing Justus and Allegheny
   Valley Trails system.
- Add "Share The Road" signage and street and sidewalk improvements to highlight trails to bring users into the City of Franklin
- Link Trails to bicycle friendly tourism hubs in Oil City and Franklin
- Link existing City Parks and Two Mile Run County Park with designated trails

- Extend trail system from Oil City to Oil Creek State Park and Drake
   Well either by an off road system through parks and other
   linear corridors or along a 'Share the Road' system
- Develop river and creek canoe, kayak and whitewater rafting venues
- Provide safe river access and swimming areas

Oil City is investigating potential whitewater opportunities along the Allegheny River and Oil Creek. Rouseville and Cornplanter also present an excellent opportunity for this and other types of waterfront redevelopment along Oil Creek. These communities represent some of the brownfield areas left over from the oil industry. Much of the area was cleared once the oil companies left. The waterway is in need of attention in the way of habitat and riparian buffer replacement. Parks and trails along Oil Creek would greatly enhance the ability to provide habitat restoration as well as historic and environmental interpretive centers which would tie in to the oil heritage of the immediate area and other recreation opportunities developing in the area.

Several potential recreation hubs could be developed around a theme developed for the entire area. Linking all assets is crucial to the success of any individual effort to further develop recreation and present the Oil Region as an overall tourist attraction.

#### 1. ALLEGHENY RIVER AND FRENCH CREEK OVERLOOK

- French Creek and Allegheny River views
- Views of Franklin and Sugarcreek
- Environmentally-friendly and accessible viewing platform

#### 2. ALLEGHENY RIVER ACCESS AREA

- Middle Allegheny River water trail boat access
- Accessible fishing access
- Bicycle trailhead facilities and link to Two-Mile Run County Park via new trail along Two-Mile Run Road
- Recreational outfitter location opportunity
- Enhance river views and access

## 3. SUGARCREEK – ALLEGHENY RIVER VIEWSHED AREA

- Enhance Allegheny River views
- Utilize existing brownfields located between the corridor and the Allegheny River to create unique destination sites
- Invite and encourage regional outdoors/sportsmen's outfitter
- Invite and encourage a large water park (indoor and outdoor facilities)
   such as Great Bear Wilderness Lodge
- Hotel development which provide views to and from the river and trail system
- Restaurants with outdoor seating with views of the river and trail system

## 4. CORNPLANTER LINEAR IMPROVEMENT / BROWNFIELDS REUSE DISTRICT

- · New' oil history exhibits within linear park
- Bicycle trail link to Oil Creek State Park and Drake Well
- Promote 'oldest continuously pumping oil well' at McClintock No. 1

#### 5. ROUSEVILLE BROWNFIELDS REDEVELOPMENT DISTRICT

- Brownfields redevelopment industrial or hotel or high-density residential
- Campus development office park or regional branch college
- A mix of uses for the Oil Creek Valley including hotel development,
   office and educational campus
- Extend the Allegheny Valley Trail system along with a linear park beside Oil Creek to the State Park.

#### C. BROWNFIELDS & ECONOMIC DEVELOPMENT

Brownfields are defined as previously developed land areas, possibly having infrastructure, buildings and some paving. It is important to keep in mind that a brownfields site is not necessarily a contaminated site, but rather a previously developed commercial or industrial property.

"Brownfields are former industrial and commercial sites where redevelopment is complicated by real or perceived contamination. Redeveloping brownfields means transforming environmentally challenged properties into productive properties. Redevelopment creates jobs, allows expansion of businesses and enhances tax bases. However, prospective purchasers, real estate developers, and lenders are often reluctant to acquire brownfields because they might inherit cleanup liability." (Enviro Business & Legal Reports)

Brownfields are defined by the EPA; "With certain legal exclusions and additions, the term 'brownfield site' means real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant."

Big Box developments are currently occurring primarily in undeveloped areas – i.e. greenfields, previously undeveloped, traditionally agricultural areas or forest lands. This happens partly because development costs are cheaper because there is very little demolition or cleanup costs involved and because the approval process for open land is much easier. This creates a burden for infrastructure (sewer, water, road improvements) that is left to the municipalities to extend existing infrastructure or develop the new systems. This can double the burden on the municipalities in years to come as the older existing systems need repair however the brownfields they pass no longer provide financial support to make those improvements.

One answer may be for the municipalities to provide assistance or purchase and prepare market ready brownfields sites where utilities already exist, yet the buildings and the paved areas have been removed in preparation for new development.

To a private developer a brownfield may sound like an expensive venture; however with community assistance this cost can be compared to the infrastructure development and a municipality's maintenance costs over several years rather than apparent cost savings of a Greenfield development.

There are several significant brownfields locations along the Routes 8 & 62 Corridor. Brownfields include several underutilized or vacant buildings formerly utilized as large retail stores in Sugarcreek, as well as the demolished oil refinery sites in Cornplanter and Rouseville. These present a variety of redevelopment opportunities that have not been traditionally considered. Historically, these sites have been individually considered for their intrinsic property features rather than considering the adjacent natural amenities – great views of the forested hillsides as well as the more obvious Allegheny River and Oil Creek. River views and access and waterfront properties have added value to many uses such as hotels, restaurants, resort development and recreation and park uses.

Funding exists on several levels and for a number of potential redevelopment types. State or federal grants and low-interest loans are available for municipalities, municipal authorities, economic development agencies, some private investors or developers. Depending upon the source of the funding, these grants can be used for environmental assessments or remediation if these are needed. Once the land is cleared, redevelopment possibilities can include grant funded perks or new private development with low interest loans.

#### D. DESIGN & DEVELOPMENT STANDARDS

Franklin and Oil City have made extensive streetscape improvements, as well as market assessments. These communities have the existing sidewalks that encourage pedestrian traffic and encourage travelers to stop and encourage shoppers to walk just a bit further to enjoy other shops or restaurants as well.

The communities of Rouseville, Cornplanter and Sugarcreek have an opportunity to enhance their streetscapes, although not in exactly the same manner. These communities currently have more emphasis on the vehicular traffic using highway standards. Even highways can have more user-friendly amenities such as tree lined sidewalks, pedestrian crossing islands and other traffic calming features.

Rouseville, Cornplanter and Sugarcreek could develop guidelines for the development of the waterfront corridor that includes development standards for building location, size, height and style, pedestrian crossings and water access. Road work would be coordinated with PENNDOT using highway standards geared toward traffic calming along the highways, including adding turning lanes and pedestrian islands in the roadways. Streetscape such as trees and sidewalks could be included.

#### Design standards

- Develop and install a single signage theme for the entire Oil Region
- Highway amenities enhance turning lanes, bike/pedestrian trails
   adjacent to the roads or sidewalks and "share the road" trails
   where other options are not available
- Create overlay districts within municipal zoning ordinances outlining additional development standards as listed below.
- New highway access, bike/pedestrian requirements, building setbacks, shared parking allowances
- Stormwater management and landscaping requirements

#### Development standards

- Require public access to waterways be made available where practical
- Require two-faced buildings hotels, restaurants, retail outlets, that face both the highway Corridor and the Allegheny River or Oil Creek
- Set building styles and architectural treatments
- Water access facilities and parking
- Bike/pedestrian requirements for sidewalks or trails
- Revise building setbacks, shared parking requirements, stormwater
   management and landscaping requirements

Creating overlay districts based upon the local municipal zoning and land development ordinances are a good tool for communities to begin creating an organized and welcoming atmosphere. By outlining development standards, redevelopment and infill development have guidelines for the creation of exciting new areas along the corridor.

#### VI. FUNDING OPPORTUNITIES

The Oil Region Alliance and the project partners should develop a "Main Street Marketing Plan" to attract and generate interest in the types and groups of businesses and support establishments that these opportunities would require. It is important to keep in mind that more hotels, more restaurants and more shopping venues do not necessarily mean competition; it can generate more interest in the area and provide support through cooperative efforts. Rather than turning guests away because the inn is full, they simply go on to another and still remain in the Oil Region.

There are several key locations identified by this evaluation as potential tourism hubs, scenic viewsheds and recreation hubs. Some of these would utilize brownfields redevelopment areas as well as some vacant and underutilized properties. With a great theme and promotion effort, the Oil Region could become known as the western gateway leading into the "PA Wilds" as well as being an outdoor recreation destination in its own right.

The following chart lists available funding sources for a variety of programs. This information is as listed in the 2004 Venango County Comprehensive Plan which is an excellent source of additional information. Some additional information has been added regarding current Brownfields funding.

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3			
Name of Funding Program	General Description of Funding Program	Administering Agency	
Appalachian Regional Commission (ARC) programs	Provides grants and loans through regional development councils, including revolving low-interest loan funds for businesses, and funding for projects by economic development agencies	Regional Development Organization	
Community Development Block Grant (CDBG)	Offers grants for a wide variety of activities, provided the applicant proves, by survey or census, that the project will benefit at least 51% low and moderate income persons, or handicapped persons, or eliminate "blighted" conditions in officially-designated areas. For example, funds can be used for water and sewage improvements, storm drainage, handicapped accessibility, housing rehabilitation, parks and recreation, street and sidewalk improvements, code enforcement, community planning and historic rehabilitation. Most large municipalities are entitled to an annual appropriate. In other cases, municipalities apply to their county for a share of the county's annual grant. Additionally, funds are available through a competitive State-wide application program.	U.S. HUD funds, usually overseen by the PA DCED www.dced.state.pa.us www.hud.gov	
CDBG Section 108	Program offers loan guarantees to municipalities to allow financing of large loans for major physical projects. In the case of a CDBG entitlement municipality, it must pledge futures years' CDBG allocations as security for the loan guarantee. If the loan goes into default, that municipality would have its CDBG allocation reduced in future years.	Same as CDBG	
Conservation Corps, PA	Provides funding for work crews for community projects, such as trail improvements.	PA DCNR www.dcnr.state.pa.us	
Communities of Opportunity	Provides grants to municipalities, redevelopment authorities and housing authorities for community revitalization, economic development, and lowincome housing development and rehabilitation.	PA DCED www.dced.state.pa.us	
Community Development Bank, PA	Provides capital and capacity building grants to "Community Development Financial Institutions" (CDFIs). The CDFIs are then allowed to assist with small scale business expansions, new business starts, non-profit facilities and very small businesses.	PA DCED www.dced.state.pa.us	

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3			
Name of Funding Program	General Description of Funding Program	Administering Agency	
Community Facilities Loan Program, Federal	Offers low-interest loans to construct, enlarge or improve essential community facilities for public use in rural areas and towns with population less than 50,000. Also offers guarantees of loans by provide lenders.	U.S. Dept. of Agriculture Rural Housing Service (former Farmers Home Adm.) www.rurdev.usda.gov	
Community Revitalization Program (replaced Housing & Redevelopment Assistance Program)	Very broad grant program. Officially intended to promote community stability, increase tax bases and improve quality of life. Applications may be made by municipalities, authorities, economic development organizations and non-profit corporations. Public/non-profit/profit partnerships are encouraged. Generally can be used for infrastructure, community revitalization, building rehabilitation, demolition of blighted structures, public safety, and crime prevention	PA.DCED AND Governor's Offices www.dced.state.pa.us	
Downtown Pennsylvania Program	Offers full-time management to organize and implement a Business District Authority, which provides financing for additional services in a commercial area. The Commercial Revitalization program funds physical improvement projects that are consistent with an action plan. Projects may include site improvements, facade renovations and adaptive reuse of downtown buildings. See also "Main Street Program" in this table.	PA DCED www.dced.state.pa.us	
EDA Loan Guarantees	Guarantees business loans made through private lenders. Available for up to 80% of project cost. Primarily intended for manufacturers, but commercial business may qualify. An equity contribution is required by business. Must show job creation.	U.S. EDA Philadelphia Office www.eda.gov	
EDA Public Works Grants	Offers grants to distressed municipalities to assist in attracting new industries and encourage business expansion. Projects typically involve water and sewage improvements primarily serving industries, industrial access roads and business incubators. A 50% local match is typically required.	U.S. EDA Philadelphia Office www.eda.gov	

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3			
Name of Funding Program	General Description of Funding Program	Administering Agency	
EDA Economic Adjustment Grants	Provides grants to design and implement strategies to adjust to serious job losses to a local economy, such as natural disasters and defense spending reductions.	U.S. EDA Philadelphia Office www.eda.gov	
EPA Brownfields Program	Grants for a very limited number of pilot demonstration projects for cleanup of contaminated underutilized industrial sites.	U.S. EDA Philadelphia Office <u>www.eda.gov</u>	
Empowerment Zones and Enterprise Communities, Federal	Provides a range of benefits to Federally designated areas that are financially distressed. In Pennsylvania, the only Empowerment Zone is in Philadelphia and the only Enterprise Community designations are in parts of Pittsburgh and Harrisburg.	HUD and PA DCED www.hud.gov	
Enterprise Zone Program, PA	Encourages investment in "enterprise zones" that are distressed areas designated by the State. The main benefits include: low-interest loan pools (mainly for building acquisition, construction, renovation and machinery), local technical assistance in connecting with financing and technical resources, and preferences in certain State grant and loan programs. A priority is placed upon assistance to industrial businesses. Grants are also available for the initial planning of proposed enterprise zones, and for program administration.	PA DCED www.dced.state.pa.us  (This program is completely separate from the Federal Empowerment Zone/Enterprise Community program.)	
Enterprise Zone Tax Credits	Provides State tax credits to businesses located within State-designated Enterprise Zones for new building construction and rehabilitation of existing buildings.	PA DCED www.dced.state.pa.us	
Flood Control - Army Corps and NRCS Watershed Programs	Various types of projects to manage flooding. Typically, the Army Corps is involved in larger watersheds, while NRCS has primary responsibility for smaller watersheds.	U.S. Army Corps of Engineers www.usace.army.mil/ U.S. Natural Resources Conservation Services www.nrcs.usda.gov	
Flood Hazard Mitigation Grant Program	Provides 75% funding to relieve imminent hazards from flooding, such as voluntary buy-outs and demolitions of highly flood prone properties.	FEMA www.fema.gov	

32

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3			
Name of Funding Program	General Description of Funding Program	Administering Agency	
Flood Protection Program, PA.	Offers design and construction to flood protection projects. The project must be deemed economically justifiable under the state capital budget process.	PA DEP Bureau of Waterways Engineering www.dep.state.pa.us	
Historic Preservation Tax Credits	Offers Federal income tax credits for a percentage of the qualified capital costs to rehabilitate certified historic buildings, provided the exterior is restored. The program is generally limited to income-producing properties.	National Park Service www.nps.gov	
Historic Preservation - Certified Local Government Grants	Provides modest-sized matching grants to provide technical assistance to municipalities that have official historic districts and meet other criteria to be "certified"	Federal, administered by PA Historical and Museum Comm.  www.state.pa.us PA_Exec/	
Historic Preservation Survey and Planning Grants	Matching grants for historic surveys, historic preservation planning and National Register nominations. Available to municipalities and non-profit organizations. Cannot be used for construction.	PA Historical and Museum Commission  www.state.pa.us PA_Exec/	
Heritage Parks Program  Venango County is within the PA Oil Heritage Region	Provides grants up to 75% of costs for projects within State-designated "Heritage Parks" to preserve and interpret the significant contribution that certain areas made upon the industrial heritage of the state and nation. Funds may be used for four types of projects: Feasibility studies, a Management Action Plan, Special purpose studies and Implementation projects. Projects are intended to conserve natural, historic and recreation resources relating to industrial heritage to stimulate regional tourism.	PA DCNR www.dcnr.state.pa.us	

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
Housing Programs - mainly including Federal HOME Program (Home Investment Partnerships Program)	Provides grants, low-interest loans and loan guarantees to for-profits and non-profits for the construction or rehabilitation of housing for low and/or moderate income persons. Most cities receive HOME funds that they then allocate among eligible applicants. Funds are also provided to local community-based housing development organizations to develop housing. Funds are also provided through private lenders to assist with down payment and closing costs for low income and disabled persons to purchase a home for their own occupancy. The HOPE Homeownership Program subsidizes home ownership of public housing, multi-family units and single family units. Funding can be used for rehab of owner-occupied and rental housing.  Other Federally funded housing programs include: Emergency Shelter Grants, Supportive Housing for the Elderly (Section 202), Single Room Occupancy Housing Program, Supportive Housing for Persons with Disabilities, and Housing Opportunities for Persons With AIDS. See also HOME Partnerships below.	PA Housing Finance Agency and PA DCED www.dced.state.pa.us
HOME Investment Partnership	Provides grants for low-income persons for new construction, acquisition and rehabilitation. Local governments may apply on behalf of public agencies or for-profit or non-profit developers. PHFA administers Federal HOME funds for financing 5 or more units. Projects usually coordinated with Federal Low Income Housing Tax Credits.	Federal HOME funds, administered by PA DCED and PHFA www.hud.gov
PA. Industrial Development Auth. Financing (PIDA)	Provides low interest loans for construction, renovation and site preparation of buildings for new employers. Primarily funds industrial projects.	PIDA and PA DCED www.dced.state.pa.us

Route	Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency	
Industrial Site Reuse Program, PA. ("Brownfields")	Provides grants of up to 75% and low interest loans for assessment of environmental contamination and remediation work at former industrial sites. Municipality, authority, private developers may apply for Phase I or II assessment grants or low interest loans for environmental assessments and remediation to foster the cleanup of environmental contamination at industrial sites, bringing blighted land into productive reuse. Financing is not available to the company that caused the contamination.	PA DCED in cooperation with PA DEP www.dced.state.pa.us www.dep.state.pa.us	
Infrastructure Development Program, PA. (replaced BID Program)	Provides grants and low interest loans for public and private infrastructure improvements needed for a business to locate or expand at a specific site. Financing is also available for infrastructure to redevelop industrial sites that have been idle more than 6 months, such as acquisition and demolition. Primarily available for industries, research facilities, company headquarters and business park developments. A 2:1 private to public match is typically required. A commitment is required to create jobs as a condition of funding. Generally applicants must be municipalities or economic development organizations.	PA DCED www.dced.state.pa.us	
ISTEA Transportation Enhancements Program (Part of Intermodal Surface Transportation Efficiency Act)	Provides grants of up to 80% for: facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, development of scenic or historic route programs, landscaping and other scenic beautification along highways, historic preservation, restoration of historic transportation facilities (such as canals), preservation of rail corridors (particularly for bicycle/walking routes), control and removal of outdoor advertising, archeological research, and mitigation of water pollution due to highway runoff. All projects must have a direct relationship to transportation.	US DOT funds administered by PENNDOT. www.dot.state.pa.us Typically prioritized through regional or county transportation planning organization	
Inter-municipal Projects Grants	Promotes cooperation between neighboring municipalities so as to foster increased efficiency and effectiveness in the delivery of municipal services at the local level.	PA DCED www.dced.state.pa.us	

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
Job Creation Tax Credits, PA.	Provides State tax credits to businesses that commit to create new jobs in PA within the next 3 years. Must create 25 new jobs or 20% of the existing work force. The jobs must pay over a certain minimum income. The business must explain how its exhibits leadership in technological applications	PA DCED www.dced.state.pa.us
Keystone Historic Preservation Funds	Provides 50% matching grants to fund analysis, acquisition or rehabilitation of historic sites. The site must be on the National Register of Historic Places, or officially determined to be eligible for listing. The site must be accessible to the public after funding. The grants can be made to public agencies or non-profit organization.	PA Historical and Museum Commission www.state.pa.us /PA_Exec
Keystone Rec., Park & Cons. Program - Land Trust Grants	Grants to well-established non-profit land trusts and conservancies to plan for and acquire critical natural areas. Land acquired must be open to the public.	PA DCNR www.dcnr.state.pa.us
Keystone Rec., Park & Cons. Program - Community Grants	Provides 50% matching grants to municipalities to fund: overall planning for park and recreation, master plans for individual parks, acquisition of parkland and nature preserves, countywide natural area inventories, and rehabilitation and improvements to public recreation areas. Grants up to \$20,000, without a local match, are available for material and design costs in small municipalities.	PA DCNR Regional Offices www.dcnr.state.pa.us
Land Recycling Program, PA	The four cornerstones of the land recycling program are uniform cleanup standards based on health and environmental risks, standardized review procedures, releases from liability, and financial assistance.	PA DEP www.dep.state.pa.us
Local Government Capital Projects Loan Program	Provides low interest loans to municipalities with populations of 12,000 or less for the purchase of equipment and the purchase, construction, renovation or rehabilitation of municipal facilities. Priorities are given to projects that are necessary for public health and safety or involve intergovernmental cooperation.	PA DCED www.dced.state.pa.us

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
Low Income Housing Tax Credit, Federal	Offers Federal income tax credits to non-profit and for-profit developers of housing for low-income persons. Non-profits can then sell their credits to investors.	PA Housing Finance Agency www.phfa.org
Main Street Program	In the downtowns of designated "Main Street Communities", provides initial planning grants and administrative grants over a 3 year period to pay a large share of the costs of a professional manager to coordinate downtown revitalization efforts. May receive matching grants for facade restoration and other design improvements. Usually limited to municipalities of 5,000 to 50,000 persons.	PA DCED www.dced.state.pa.us
Machinery and Equipment Loan Fund	Provides low-interest loans to acquire or upgrade machinery and equipment and related engineering and installation for industrial, agricultural, processing and mining businesses. The business must agree to create or preserve jobs as a condition of the financing.	PA DCED www.dced.state.pa.us
Minority Business Development Authority, PA.	Provides low-interest loans for businesses owned and operated by minorities. Can generally be used for industrial, international trade, franchise, retail and commercial uses. Can be used for site acquisition, building construction and renovation, machinery and working capital.	PA Minority Business Development Auth. & PA DCED www.dced.state.pa.us
Municipalities Financial Recovery Act, PA.	Provides technical advice and grants for special purposes (such as studies to improve service efficiency) within municipalities that have been officially designated as financially distressed. After application and designation, the municipality must follow a Financial Recovery Plan.	PA DCED www.dced.state.pa.us

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
Neighborhood Assistance Tax Credit Program	Authorizes State corporate income tax credits to private companies to donate funds for services to low-income persons or impoverished neighborhoods. The services typically include neighborhood revitalization, job training, education, social programs to reduce welfare dependency or crime prevention. Partnerships are required between the business and a neighborhood organization.	PA DCED www.dced.state.pa.us
National Recreational Trails Funding (Symms NRTA)	Provides grants for the acquisition and development of recreation trails (which may include trails for motorized vehicles). A 50% local match is required. Applications may be made by Federal, State or local government agencies or organizations.	Federal, administered by PA DCNR www.dcnr.state.pa.us
Opportunity Grant Program (replaced Sunny Day Fund)	Offers grants to create or preserve very substantial numbers of jobs. May be used for job training, infrastructure, land and building improvements, machinery and equipment, working capital, or environmental assessment and cleanup.	Governor's Action Team www.state.pa.us/Economic Development/actiontm.h tml
PEDFA Financing	Provides low-interest rate financing of business growth. Projects that can be funded with bonds that are exempt from Federal income tax have a lower interest rate than other types of projects. The lower rate financing is limited to activities such as site acquisition, building construction and rehabilitation and new equipment for manufacturing and certain transportation and utility uses. The higher rate is available to a broader range of businesses and a much wider variety of expenditures.	PA Economic Development Financing Authority.  www.newpa.com /programFinder  Applications are made through a local Industrial Development Corp. or Authority
PennCAP	Provides a guarantee of loans to businesses made by participating banks.	DCED. Apply at participating bank.

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
PENNVEST	Offers low interest loans for construction and improvement of drinking water and wastewater systems. Outright grants may be available for highly distressed communities. Mainly intended for public systems, but some private systems may be approved. Water projects are funded through the Drinking Water Revolving Loan Fund. Sewage projects are funded through the Clean Water Revolving Fund. Loans for projects to control existing stormwater problems, such as separating stormwater from sanitary sewage.	PA Infrastructure Investment Authority and PA DEP Bureau of Water Supply Management. Involves both US EPA and State funds www.dep.state.pa.us
PIDA - PA. Industrial Development Authority (PIDA) Programs	Makes available low-interest financing to businesses and industrial development agencies to create or retain business jobs. Can be used for industrial, research, agricultural processing and major office uses. Can be used for site acquisition, building construction or renovation, multi-tenant spec buildings and industrial park development. A lower interest rate is available for advanced technology projects and in enterprise zones and area of high unemployment.	PIDA and PA DCED.  www.dced.state.pa.us Applications are typically made through a local Industrial Development Corp. or Authority
Rails to Trails, PA.	Provides grants for feasibility studies, master site plans, acquisition and improvement of former railroad lines for recreation trails. A 50% local match is required. Open to municipalities, authorities and non-profits.	PA DCNR Field Offices www.dcnr.state.pa.us

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
Rural Economic and Community Development Programs, U.S. Federal programs available in rural areas	Business & Industrial Guaranteed Loan Program - Provides partial guarantees of loans by lenders for working capital, machinery, buildings, land and certain types of debt refinancing. Loans can be made to businesses, municipalities or non-profit organizations.  Intermediary Relending Loans - provides very low-interest loans to non-profit organization to reloan for businesses and community development projects.  Rural Business Enterprise Grants (former Ind. Dev. Grants) - provides grants for acquisition of land and construction of buildings and utilities to facilitate development of small businesses.  Home Ownership Loans - aid low- and moderate-income rural residents or buy, build or repair their dwelling.  Rural Rental Housing Loans - assist individuals or organizations to building or rehab rental units for low-income and moderate-income residents in rural areas.  Home Improvement and Repair Loans and Grants - assist very low-income rural homeowners to remove health and safety hazards in their homes or to improve handicap accessibility.  Rural Housing Site Loans - assist in purchasing sites for housing development by private, public or non-profit organizations.  Housing Preservation Grants - assist non-profits and public agencies with grant funds to assist low-income owner-occupants and owners of low-income apartments with repairing home in rural areas.	US Dept of Agriculture Rural Development Administration (former Farmers Home Admin). www.rurdev.usda.gov
Recycling Market Development Loan Fund	Provides low-interest loans to businesses to purchase recycling source-separating equipment.	PA DEP www.dep.state.pa.us

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
Recycling Grants (under Act 101 of 1988)	Grants for up to 90% of municipal costs to develop and implement recycling programs, such as the purchase of recycling bins and composting equipment. Grants are also available to counties for a recycling coordinator, waste management plans and pollution prevention education.	Bureau of Land Recycling and Waste Management. www.dep.state.pa.us
Rivers Conservation Program, PA.	Offers 50% grants to conserve and enhance river resources. Typically, funding is first provided for a conservation plan for a waterway. Then after the plan is approved, grants are possible to carry out the plan. Available to municipalities, authorities and non-profits.	PA DCNR www.dcnr.state.pa.us
Rural Utilities Service Financing	Offers low-interest loans for drinking water and sewage projects for rural areas and small towns. The "Water and Water Disposal Loan Program" provides loans for water supply, wastewater disposal, solid waste disposal and stormwater management systems for rural areas and towns with a population less than 10,000 persons. Available to municipalities, authorities and non-profit organizations to provide technical assistance to rural communities or for a circuit rider to serve several rural water systems. Also offers emergency grants to communities that have experienced a significant decline in quantity or quality of drinking water.	US Dept of Agriculture Rural Utilities Services www.usda.gov
Shared Municipal Services	Provides modest-sized 50/50 matching grants to promote cooperation among municipalities, in order to increase the efficiency of public services. Two or more municipalities may apply, or a council of governments.	PA DCED www.dced.state.pa.us

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
Small Business First	Provides low-interest loans for projects by businesses that generally have less than 100 employees. Generally, the funding can be used for site acquisition, building construction, machinery, working capital, environmental compliance, defense-cutback impacts, recycling, technology, export and computer activities. This is also one of the few sources of funding that can be used for restaurants, hotels and motels. The recipient must agree to create or preserve jobs.	PA DCED An application can be made through an "Area Loan Organization." www.dced.state.pa.us
Small Business Incubator Program	Provides loans and grants for facilities in which a number of new businesses operate under one roof with affordable rents, sharing services and equipment and having equal access to a wide range of professional, technical and financial programs.	PA DCED www.dced.state.pa.us
SBA Financing	Offers low-interest financing for smaller businesses, including: - microloans and microenterprise grants - Section 7(a) Guaranteed Business Loans - Section 504 Loans to allow certified development organizations to make long-term loans for real estate and other fixed assets	US Small Business Administration www.sbaonline.sba.gov
Sewage Facility Planning Grants	Grants to pay up to 50% of the costs to prepare a new sewage facility plan or update an existing plan, under State Act 537 of 1966.	PA DCED www.dced.state.pa.us
Small Communities Planning Assistance Program (SCPAP)	Provides grants up to 100% of the costs to eligible municipalities to prepare comprehensive plans, development regulations and special strategies for development. Generally, 51% of the municipality's residents must be low or moderate income, according to the census or a survey. Limited to municipalities less than 10,000 population.	Federal CDBG administered by PA DCED www.dced.state.pa.us
Small Water System Regionalization Grants	Provides grants for feasibility studies concerning the merger of small drinking water systems.	PA DEP Bureau of Water Supply www.dep.state.pa.us

Routes 8 & 62 Corridor Evaluation 2005 FUNDING - TABLE No. 3		
Name of Funding Program	General Description of Funding Program	Administering Agency
Solid Waste Facility Programs	Programs provide grants for municipalities to review proposed solid waste facilities within their borders. Programs also provide funding for municipal inspectors of facilities and for host fees from operators.	PA DEP Bureau Land Recycling and Waste Man. www.dep.state.pa.us
State Planning Assistance Grant Program	Assists local governments and counties to prepare comprehensive plans, downtown plans, special community development studies and development regulations. Typically provides 50% of the eligible costs.	PA DCED www.dced.state.pa.us
Stormwater Management Grants (Under State Act 167 of 1978)	Grants for cooperative efforts at the watershed level among municipalities for stormwater planning and ordinances. Grants are typically made to counties, but may be made to municipalities.	PA DEP Bureau of Watershed Conservation www.dep.state.pa.us
Stream Improvements Program	Provides design and construction assistance to eliminate imminent threats to flooding and stream bank erosion.	DEP Bureau of Waterways Engineering www.dep.state.pa.us
Tire Pile Cleanup Grant	Grants to municipalities to provide reimbursement for costs of cleaning up large piles of used tires.	PA DEP Bureau Land Recycling & Waste Man. www.dep.state.pa.us
Urban Forestry Grants	Provides grants for tree planting projects. Is also a Federal "America the Beautiful" grant program for tree planting.	PA DCNR www.dcnr.state.pa.us
Water Supply Plan & Well- head Protection Grants	Provides grants to counties to plan for water supplies at the county level and to implement programs to protect the wellheads of public wells.	PA DEP Bureau of Water Supply www.dep.state.pa.us

# VII. APPENDIX APPENDIX A - MUNICIPAL CORRIDOR MAPS This section includes the Overall Corridor Map, the Corridor Map Key which shows the locations for the Municipal Corridor Maps of each community in the evaluation. These are followed by the Site Maps with property addresses or tax identification numbers. APPENDIX B - RECREATION & TOURISM MAP APPENDIX C - MUNICIPAL CD & INSTRUCTION SHEET

# APPENDIX A OVERALL CORRIDOR MAP MUNICIPAL CORRIDOR MAP KEY

The following section includes the <u>Municipal Corridor Maps</u> for each community in this evaluation followed by the <u>Municipal Site Maps</u> with property addresses or tax identification numbers.

#### 1. CITY OF FRANKLIN

MUNICIPAL CORRIDOR MAPS - FRANKLIN-A FRANKLIN-B/ SUGARCREEK-A FRANKLIN SITE MAPS 1 2 3 4 5 6 7 8

#### 2. BOROUGH OF SUGARCREEK

MUNICIPAL CORRIDOR MAPS - FRANKLIN-B/ SUGARCREEK-A

SUGARCREEK-B

SUGARCREEK-C

SUGARCREEK-D

SUGARCREEK-E

SUGARCREEK-F

SUGARCREEK SITE MAPS 1 2 3 4 5 6 7 8 9 10 11 12

#### 3. CITY OF OIL CITY

MUNICIPAL CORRIDOR MAPS - OIL CITY-A

OIL CITY-B

OIL CITY-C

OIL CITY-D

OIL CITY-E

OIL CITY-F

OIL CITY SITE MAPS SOUTH 1 2 3 4 NORTH 1 2 3 4 5 6 7 8 9 10 11 12 13 14

#### 4. CORNPLANTER TOWNSHIP

MUNICIPAL CORRIDOR MAPS - CORNPLANTER-A
CORNPLANTER -B

CORNPLANTER SITE MAPS 1 2 3 4 5 6 7 8 9 10

#### 5. BOROUGH OF ROUSEVILLE

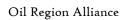
MUNICIPAL CORRIDOR MAP - ROUSEVILLE-A
ROUSEVILLE SITE MAPS 1 2 3 4

Oil Region Alliance

Routes 8 & 62 Corridor Evaluation 2005

# APPENDIX B





### **APPENDIX C**

## MUNICIPAL CD

&

### INSTRUCTION SHEET

DATABASE LINKS
(OPEN IN INTERNET EXPLORER 5.0 OR HIGHER)

CITY OF FRANKLIN

BOROUGH OF SUGARCREEK

CITY OF OIL CITY

CORNPLANTER TOWNSHIP

BOROUGH OF ROUSEVILLE