

Oil City Comprehensive Waterways Plan

a comprehensive plan for Oil City and its unique waterfront areas

City of Oil City

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Introduction

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Message from the Study Committee

We, the Study Committee for the Oil City Comprehensive Waterways Plan, would like to present the following message regarding the development and utilization of the Comprehensive Waterways Plan:

The Allegheny River and Oil Creek are Oil City; intertwined with our very development, our history, our future and the daily lives of our people, past and present.

Early French and English explorers found their way here on the Allegheny River and Oil Creek, as did the first settlers that arrived at the birth of the 19th century.

Oil Creek and the Allegheny River were the transportation corridors for the region's earliest industries, first timber and iron and then petroleum, which fueled development of the city, gave Oil City its name and forever changed the world.

Manufacturing soon followed, much of it located along our waterways. And of course our commercial districts found it natural to develop hugging the banks of the river and creek.

But like most waterfront communities, as we developed we largely turned our backs to our waterways. In some locations, notably the industrial areas, the waterways were both figuratively and literally on the "other side of the tracks." In the downtown Oil Creek and the Allegheny River were often on the backside of businesses and other development.

Yet the Allegheny River and Oil Creek always provided a source of recreation and beauty – think of an early summer evening view

upriver during a Justus Park concert -- for area residents and visitors alike and always served to define the community.

The intent of this comprehensive waterways study was to find ways to utilize our waterways in the 21st century for the benefit of our community economically and socially and to enhance the recreational and development opportunities of our waterways.

Sincerely,
The Oil City
Comprehensive Waterways Plan
Study Committee

Waterfront Development Principles

1. *Improve access to Allegheny River and Oil Creek by . . .*

- ⚓ Establishing the waterfronts as a gateway to the city.
- ⚓ Identifying areas where public access to the River and Creek for motorized and non-motorized vessels can be enhanced or created.
- ⚓ Identifying areas where shoreline recreational access to the River and Creek can be enhanced or created.

2. *Beautify, enhance, preserve, and educate about the waterfront areas by . . .*

- ⚓ Identifying waterfront areas that would respond to natural vegetation improvements, pruning, or planting enhancements.
- ⚓ Involving educational institutions in the plan process and development of recommendations.
- ⚓ Encouraging students and others to become waterfront stewards in their community.
- ⚓ Preserving and interpreting significant cultural and natural resources within the waterfront areas.

3. *Enhance existing and create new waterway-related recreational opportunities by . . .*

- ⚓ Identifying compatible uses among various recreational user groups in the community.
- ⚓ Encouraging recreation-related development opportunities within the waterfront areas.

4. *Increase the economic viability of waterfront properties by . . .*

- ⚓ Identifying key areas along the waterfront for potential new development and redevelopment opportunities.
- ⚓ Providing innovative conceptual designs for multi-use development and recreational opportunities.

Vision

To advance the local community economically and socially, while enhancing recreational and development opportunities on the waterfronts of the Allegheny River and Oil Creek located within the Oil City limits.

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Background

Oil City Comprehensive Waterways Plan



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Geographic Setting



Oil City proximity to Metropolitan Areas

Oil City is located in the northwestern portion of Pennsylvania in Venango County. It is approximately 80 miles from Pittsburgh, 50 miles from Erie, and about 135 miles from Cleveland. The area enjoys easy access to two major interstates- 20 miles south of Oil City lays the east-west corridor of I-80, which connects Chicago to New York, while 30 miles to the west is the north-south connector I-79 from Erie to Pittsburgh.

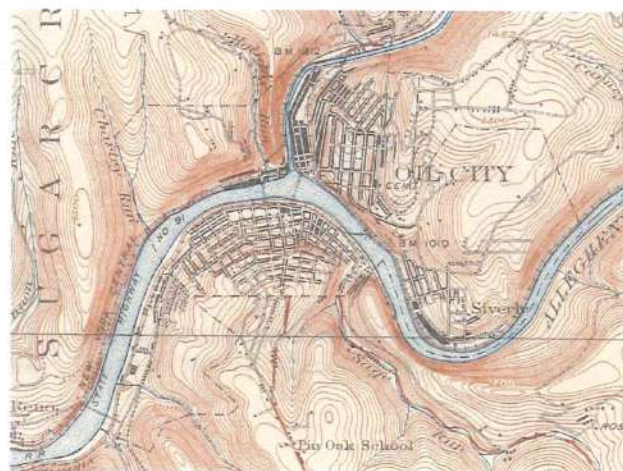
Government Structure

The City of Oil City follows the Optional Third Class City Charter Law. As a third-class city, Oil City residents elect a mayor to serve as commission chair and four other council members. The Mayor represents the city at ceremonial affairs but is considered equal to the city council members in all other respects. He or she votes on council actions but has no right of veto. The City Manager is the chief executive of the city, overseeing all departments and functions.

Optional Third Class City Charter Law was adopted in 1957. The Charter Law afforded a procedure whereby third class cities, and municipalities becoming cities, could adopt one of two optional forms of government, strong mayor form or council-manager form. Under the Home Rule and Optional Plans Law of 1972, third class cities received broader discretion to frame and adopt home rule charters establishing a form of their own choosing.
-Department of Economic and Community Development

This study was funded by DCNR Grant BRC-RCI-13.6-560. The City of Oil City issued a Request for Proposals on September 25, 2008. Mackin Engineering Company was selected as the consulting engineers. The Study Committee was appointed in July 2008, by City Council. The study was conducted between January 2009 and March 2011. Public input sessions were held on May 28, 2009; February 18, 2010.

A historic map of Oil City (Map Tech 1924)



A current aerial view of Oil City (Google 2008)



Oil City's long history of economic prosperity is largely due to its strategic location along Oil Creek and the Allegheny River. The earliest inhabitants were Native American peoples, largely the Seneca tribes and a European settlement was noted as early as 1803. The Seneca nation farmed the land well into the nineteenth century, when in 1856 William Hasson and Associates purchased one thousand acres of ground between the north bank of the Allegheny River and the east bank of Oil Creek. The first industries to occur in Oil City were typical of newly settled towns on the Western Pennsylvania frontier: a gristmill, boat landing, iron furnace, and foundry were among the first industries in the 1830s. Timbering was also common in the wooded hills surrounding the junction of the two waterways. In 1862, Oil City was incorporated as a borough by an act of legislature and was chartered as a Third Class City in 1871.

The discovery of oil in August of 1859 by Colonel Edwin Drake upstream along Oil Creek in nearby Titusville and the "boom" that followed it in the late nineteenth and early twentieth century made the city famous. In its heyday, it was known as the "Hub of Oildom". Oil manufacturing provided jobs to thousands, with a large majority of major oil corporations – including Oil Well Supply, Quaker State, and Pennzoil – headquartered in the city and a vast network of industrial and corporate infrastructure associated with it.

The natural environment and the two major waterways that previously gave so much life to the

History

region witnessed heavy abuse during this period. Oil refineries and other industrial enterprises dumped waste and oil byproducts directly into the stream. Oil Creek famously caught fire several times during this period with the worst being the great flood of June 1892, extending from Titusville to Oil City.

Even as the industry migrated west, much of the corporate infrastructure remained. It left behind beautiful landmarks such as Standard Oil's National Transit Building and Annex and the city's network of rail and automobile bridges (Oil City Comprehensive Recreation, Parks, and Open Space Plan, 2001). Historic and cultural tourism related to this remarkable period, as well as the abundant recreational opportunities afforded by the waterways and nearby Oil Creek State Park, drives much of the economy in the region today.

Over the years, Oil City has grown through annexation and development. In 1866, the communities of Laytonia and Imperial City, located in the southeastern portion of Oil City, merged to form Venango City and was chartered as the City of Oil City; in 1871, Oil City annexed Venango City. In the decades following, Oil City continued to annex additional communities, including Siverly Borough in 1910, West End Borough in 1916, and small portions of the surrounding townships, including Cranberry and Cornplanter in the 1950s (Oil City Comprehensive Recreation, Parks, and Open Space Plan, 2001). Today, Oil City encompasses a total of 2,923 acres.

National Transit Building (oilregion.org)

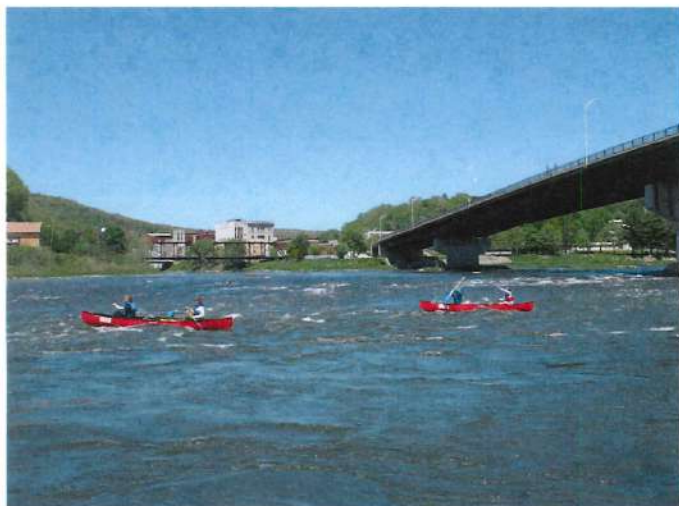


Allegheny River

The Allegheny River is a principal tributary of the Ohio River. It is famous for its confluence with the Monongahela River, forming the Ohio River at the “Point” in Pittsburgh. The river is approximately 325 miles long and drains approximately 11,580 square miles. It flows through both Pennsylvania and New York.

The Allegheny River begins in north-central Pennsylvania in Potter County, about 10 miles south of the New York – Pennsylvania state line. It flows west past Coudersport, Pennsylvania, then turns north into New York, where it continues westward for 30 miles before re-entering Pennsylvania and continuing in a generally southern course through Western Pennsylvania. The river then flows through Warren, Tidioute, and Franklin, as well as Oil City, and forms much of the northwestern boundary of the Allegheny National Forest. South of Franklin the river continues its course through Clarion and Armstrong Counties, flowing through Kittanning, Ford City, Clinton, and Freeport before it continues through Allegheny County and through the northern Pittsburgh suburbs and into the city.

The National Parks and Recreation Act (PL-95-625) authorized study of the Allegheny River in 1978. As the lead agency, the USDA Forest Service,



*Allegheny River (Veterans Bridge)
(Mackin2010)*



*Allegheny River (From Oil City Water Tower)
(Mackin 2010)*

Waterways

(Allegheny National Forest) carried out the study intermittently between 1980 and 1990. The study concluded that 86.6 miles of the Allegheny, in three segments located in Warren, Forest and Venango Counties, were suitable for inclusion in the National System. All three segments received designation with a recreational classification.

Outstanding values along the Allegheny River include three basic features:

- ⚓ Scenic Values: Narrow, sharply winding valley with 17 district focal landscapes and strong spatial enclosure in the lower reaches.
- ⚓ River Islands: Over 100 islands between Kinzua Dam and Oil City with significant ecological, scenic and recreational features. Seven of these islands, totaling 368 acres, comprise the Allegheny Islands Wilderness, the smallest federally-designated Wilderness in the United States.
- ⚓ Cultural Values: Approximately 135 potentially significant historic and prehistoric sites, in addition to four sites already on the National Register.



Oil Creek (Mackin 2011)

Oil Creek

Oil Creek runs for 46.7 miles, with a drainage area of 319 square miles, and is a tributary of the Allegheny River. Oil Creek has its headwaters in Canadohta Lake (whose previous name was Oil Creek Lake) in Bloomfield Township, Crawford County and its branches flow through Erie, Crawford, Venango, and Warren Counties in Pennsylvania and join the Allegheny River in Oil City. For the portion of the stream that traverses Venango County and flows through Oil City, the Pennsylvania Department of Environmental Protection (PA DEP) classifies Oil Creek as a Warm Water Fishery (WWF).

Today, Oil Creek provides excellent opportunities for outdoor recreational activities such as boating, trout, and bass fishing. This is particularly true for the portion of the stream that falls within the bounds of Oil Creek State Park, which in turn is part of the larger Oil Region National Heritage Area. Oil Creek in Venango County now has good water quality conditions, supports a diverse fauna of pollution-sensitive organisms, and there are no fish consumption advisories for Oil Creek.

Land Use Patterns

Land use along both waterways is typical of the development patterns found in many historic industrial cities. That is, there is a mixture of former industrial sites (now vacant land), industrial and commercial structures, recreational, residential, and railroad lines (both inactive and active). Current zoning calls for residential and commercial zoning along the Allegheny River on the south side, as well as residential, industrial, and commercial zoning at the confluence of the two waterways. The majority of land outside the two major business districts (downtown and the south side commercial area) is zoned industrial, although there are areas of residential interspersed. Some other important aspects of land use should be noted.

Downtown / Confluence of Oil Creek and Allegheny River

Perhaps the most important land use to note is that at the confluence of the two waterways. This is the location of the Downtown Historic District, a 25-acre commercial hub for the community now listed on the National Register of Historic Places. While the district does not entirely encompass all of the lands adjacent to the waterways, it is worth noting as it is indicative of the general patterns of land use at the confluence, and any redevelopment projects along the waterways will likely have significant impact on the district. The majority of land use downtown is retail / office on



Confluence (USGS 2010)

the first floor with office or housing uses on upper stories. Upper story apartments are present in the downtown area. There is a high level of vacancy both downtown and in the more industrial buildings along the river and creek fronts.

Other uses include restaurants, a fraternal lodge, a museum, arts center, and several financial institutions (Oil City Downtown Historic District Nomination Form, 1997). It is important to consider that the boundaries of the historic district do not encompass the river due to an urban renewal project in the 1960s, which resulted in the clearance of a number of historic buildings. These were replaced with modern office and retail buildings and a multi-level motel. There is also a large parking garage built to serve the former Quaker State headquarters building. Successful rehabilitation of several buildings downtown were a result of the Oil City Community Development Corporation, who is no longer in existence. The City is seeking designation as a Main Street Community through the Main Street program administered through by the Keystone Communities Program.

North Side / Oil Creek

North of downtown, the land along both sides of Oil Creek is for the most part highly industrial in nature, though the large majority of it is fallow and not in use now. Many of the buildings are three to four stories in height and of masonry construction, and are located next to the rail lines. However, much of

Land Use Patterns

this land is immediately adjacent to the 250-acre North Side Historic District, listed on the National Register of Historic Places. The North Side Historic District is almost entirely residential in nature, and consists of many fine examples of late nineteenth and early twentieth century residential architecture (Oil City North Side Historic District Nomination Form, 1997). Much of this neighborhood served as home to the families employed in the oil industry and religious facilities. While the district does not directly encompass any of the land along the river, it is important to keep the sensitivity of this district in mind when considering redevelopment opportunities.

South Side / Allegheny River

The lands along the south bank of the Allegheny River are more diverse. As with Oil Creek, much of the land is comprised of former industrial sites and open space / woodlands. Significant is the fact that the 222-acre South Side Historic District (also listed on the National Register of Historic Places) does encompass the shores of the Allegheny River. Unlike the North Side, the South Side Historic District is more mixed-use in nature. It encompasses the former communities of Laytonia and West End. The original community of Laytonia extended from the Allegheny River southward to Fourth Street and from present-day Wilson Avenue to present-day Reed Street. West End Borough extended downriver from Mayer Street to Reservoir Street. The land closest to the river

Land Use Patterns

contains an interesting neighborhood commercial district, located primarily along Front and First Streets, that showcases Italianate, Colonial Revival, and many examples of vernacular commercial architecture, as well as an Art Deco-style theater (South Side Historic District Nomination Form, 1997), a Carnegie Library, and many religious facilities.

Demographics

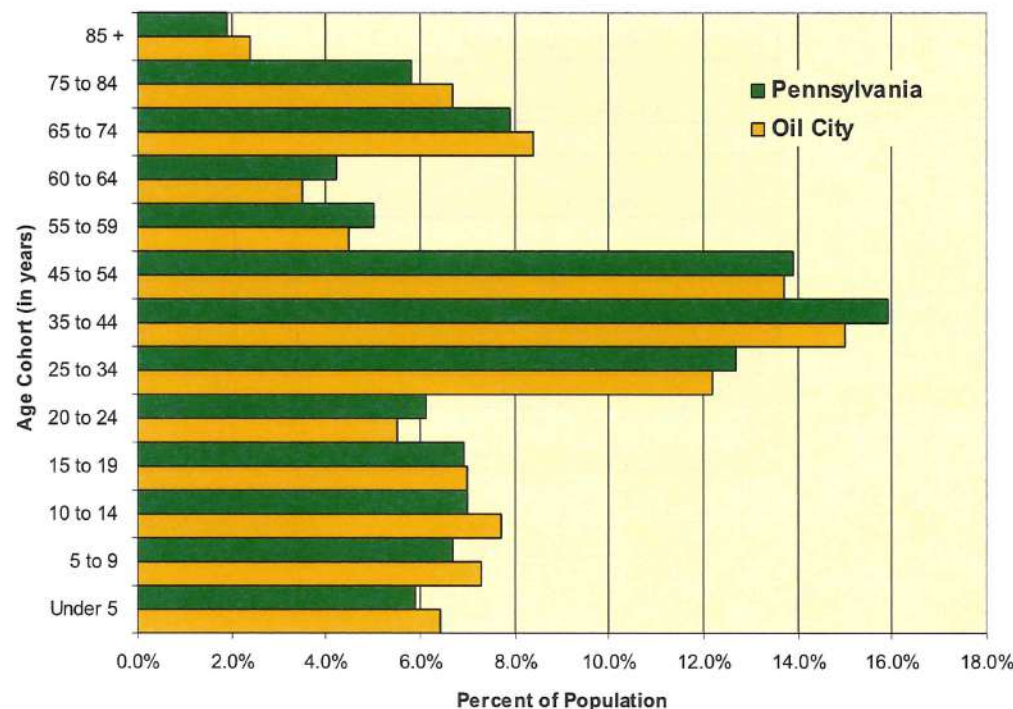
General Population Characteristics

Oil City's population history reflects that of many other western Pennsylvania towns and cities. Accompanying the rapid industrialization of the 19th century was an equally sharp growth in population; with its demise came a steady decline. Oil City's population peaked in the 1920s; the Depression and decline of the local oil industry brought about a significant population loss beginning in the 1930s and continuing to the present day (Oil City Comprehensive Recreation, Parks, and Open Space Plan, 2001).

U.S. Census estimates for 2007 indicate that Oil City's population stands at 11,504. This represents a 3.7 percent loss from the 1990 population of 11,949. The City is 99.4 percent white, with just under 1 percent of the population reporting as African-American and the remaining half of one percent falling into miscellaneous other racial/ethnic categories.

Social Characteristics

The Oil City Age Cohort table illustrates the age breakdown for Oil City based on 2000 Census data, as compared to the Commonwealth of Pennsylvania's age breakdown for 2000. Oil City's age cohort trends fall in line with the general trends statewide. The median age for Oil City is 37.9 years; the median age for Pennsylvania is 38



Oil City Age Cohort (2000)

years. Positive for the city and its potential for growth is the large percentage of the population that falls between the ages of 25 to 54; this accounts for nearly 41 percent of the city's population in total. This age range is particularly desirable because it is generally composed of young married couples and families with children.

What the data also presents is a significant lack of younger generations, as the 20 to 24 year age range comprises only 5 percent of the city's population; those in the high school and college age range make up just below 7 percent. This suggests that there is possibly a boomerang effect happening in the city, with college-age children leaving for educational purposes and returning in later years when they are seeking a place to raise a family. It could also indicate that Oil City is attracting new residents with school-aged children but is permanently losing its younger generations. The second largest age cohorts in Oil City are the retirement age cohorts; together, those aged 65 to 84 comprise 15 percent of the city's total population.

As the age cohort chart suggests, the majority of households in Oil City are family households. In addition, approximately 30 percent of those family households have children less than 18 years of age. Nearly 45 percent of family households are married-couple families; 19 percent of those married couples have children less than 18. As might be expected given the age cohort analysis above, 15 percent of

Demographics

Oil City households report that there is a householder age 65 years or older.

Housing tenure refers to the distinction between housing units that are occupied by their owners and those occupied by renters. Communities often prefer to have high percentages of their housing stock owner-occupied, as the common perception is that owners bring more stability, wealth, and better home maintenance to neighborhoods than do renters. While well over half of Oil City's housing units are owner-occupied, the rate of homeownership is not as high as the statewide average of 71 percent. However, vacancy rates are comparable, as Oil City's percent of vacant housing units is equal to the statewide average, 9 percent, resulting in a high rate of occupancy of 90 percent.

The housing stock in Oil City is older, which presents both positive and negative qualities. Census data indicates that nearly 64 percent of Oil City's housing stock predates 1939, with an additional 20 percent constructed prior to 1959. On the positive side, this means that much of the housing stock is historic. Oil City is renowned for its picturesque Victorian architecture. For those seeking life in an historic community, this represents a large draw. However, it can also present some difficulties as older housing stock can be difficult and expensive to maintain; elderly or financially struggling homeowners may have a hard time with regular home maintenance activities.

Family households (families)	62.6%
With own children under 18 years	30.2%
Married-couple family	44.8%
With own children under 18 years	19.0%
Female householder, no husband present	12.7%
With own children under 18 years	7.8%
Nonfamily households	37.4%
Householder living alone	32.7%
Householder 65 years and over	16.0%

Oil City Family Households (2000)

<i>Home Ownership Rates in Pennsylvania and Oil City</i>			
Geography	Type of units	Number of units	Percent of total
Pennsylvania	Owner-occupied housing units	3,406,337	71.3%
	Renter-occupied housing units	1,370,666	28.7%
Oil City	Owner-occupied housing units	2,977	62.5%
	Renter-occupied housing units	1,785	37.5%

Home Ownership Rates (2000)

Oil City Housing Types, 2000.		
Type of Housing	Number	Percent of Total
1-unit, detached	3,545	67.2%
1-unit, attached	122	2.3%
2 units	682	12.9%
3 or 4 units	366	6.9%
5 to 9 units	224	4.2%
10 to 19 units	54	1.0%
20 or more units	277	5.3%
Mobile home	6	0.1%

Housing Types (2000)

The value of housing in Oil City reflects this, with the median value (in 1999 dollars) of housing standing at \$40,400. Over 60 percent of housing stock in Oil City is worth less than \$50,000, with an additional 30 percent of housing less than \$100,000 in value.

As the Housing Types table demonstrates, the majority of housing in Oil City is comprised of single-family detached units. Although there is a large second-home market immediately adjacent to Oil City, housing within the City itself tends to be stable, year-round homes (Oil City Downtown Economic Development Plan, 2005). Multi-unit housing is also prevalent throughout Oil City, with duplexes (2 units) accounting for nearly 13 percent of housing stock. Larger apartment buildings and multiplexes are less frequent but still have a statistically relevant representation. Particularly interesting is the number of 20 or more unit apartment buildings in the City; this belies the once dense development that occurred during the 19th century, at the height of the “oil boom,” especially downtown.

Economic Characteristics

Educational attainment refers to the highest level of schooling that a person received. Usually higher educational attainment levels mean that a workforce is probably primarily white-collar, working in sectors like education, health, social services, and similar professional enterprises, and may be younger

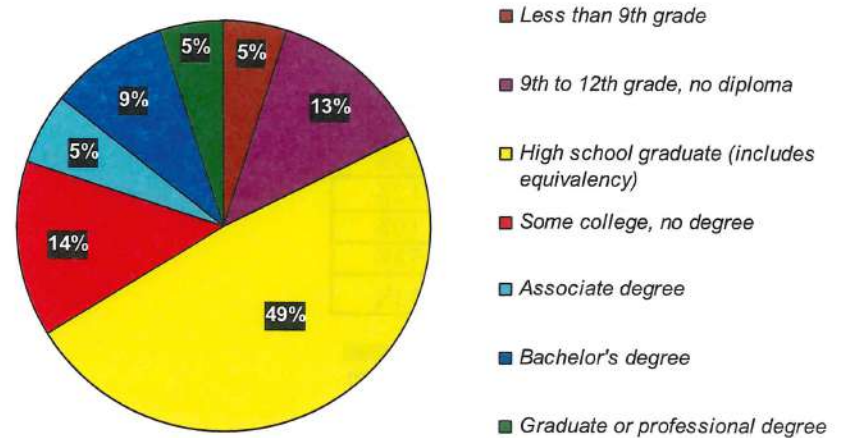
Demographics

in age; lower educational attainment levels indicate that a workforce is more likely blue-collar, working in manufacturing sectors, and may be older, retired, etc. As the Education of Oil City Residents Figure shows, Oil City's educational attainment levels are comparable to Pennsylvania averages; over 49 percent of residents age 16+ have a high school diploma, with an additional 34 percent attaining at least some level of postsecondary education. Statewide, only 38 percent of residents have a high school diploma, although college attainment levels are higher, averaging 43 percent.

Although educational attainment levels suggest that Oil City's economic situation should be comparable to that of the rest of the Commonwealth, comparing median household incomes reveals that Oil City's loss of the oil industry is still causing it to lag behind economically. Median household income in 2000 for Oil City was \$29,060, while Pennsylvania's median income was \$49,184. The poverty status levels reflect this, as well, with 19 percent of individuals in Oil City falling below the poverty line compared to only 11 percent in Pennsylvania as a whole.

However, on a positive note, Oil City's employment data compares favorably to state averages, with approximately 58 percent of the population aged 16 years and over in the labor force compared to Pennsylvania's 62 percent. Employed individuals comprise 53 percent of the

Educational Attainment of Oil City Residents



Education of Oil City Residents (Residents Age 16+)(2000)

Demographics

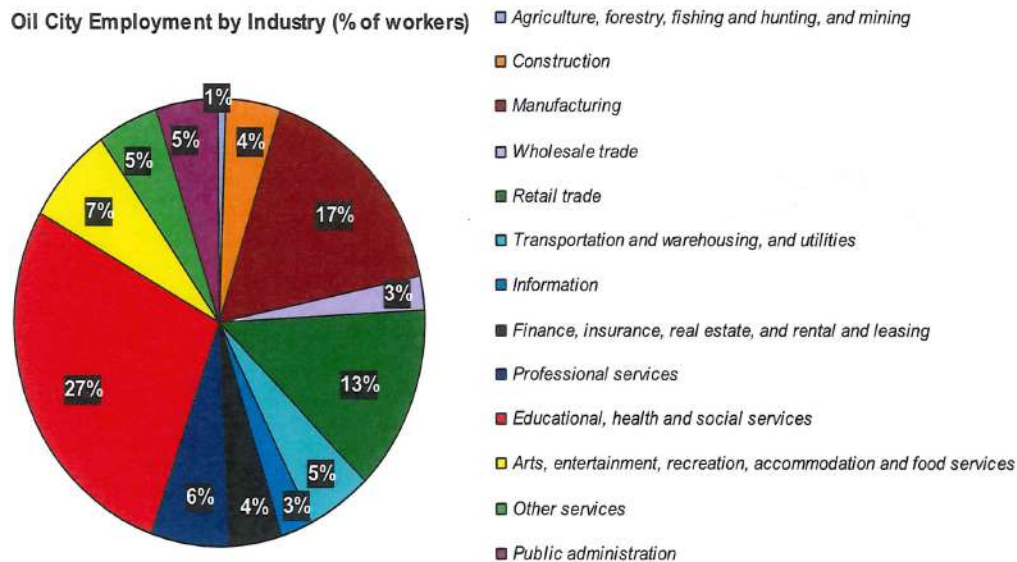
Occupation	Pennsylvania	Oil City
Management, professional, and related occupations	32.6%	25.4%
Service occupations	14.8%	20.2%
Sales and office occupations	27.0%	25.8%
Farming, fishing, and forestry occupations	0.5%	0.3%
Construction, extraction, and maintenance occupations	8.9%	7.0%
Production, transportation, and material moving occupations	16.3%	21.3%

** Figures are percent of employed civilian population 16 years and over*

total population of 16 years and older, which is only slightly lower than Pennsylvania's 58 percent. Unemployment for Venango County is 8.3 percent (data is unavailable at the municipal level) compared to 8.2 percent statewide; while these numbers indicate that Oil City's economy is still struggling, it is not a dire situation. Analyzing occupational data reveals that indeed, Oil City is bouncing back from deindustrialization with vigor. Its citizens are employed in diverse sectors, and spread relatively evenly between professional occupations, service occupations, sales and service occupations, and production occupations, even more so than in Pennsylvania as a whole.

Examining Oil City's employment by industry reveals a similarly even distribution. As the figure depicts, and as is the case across most of Pennsylvania, the majority of individuals work in educational, health, and social services (also nicknamed "eds and meds"), with the next largest industry being professional and administrative services.

Oil City Employment by Industry (% of workers)



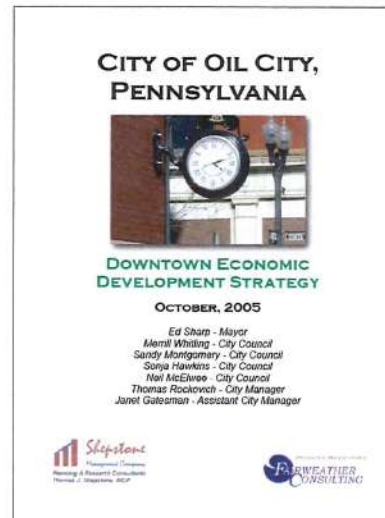
Planning Efforts

The Waterways Planning Study is the latest step in ongoing planning and revitalization efforts in Oil City. The community has bucked the trend of continued decline that plagues so many rural communities in western Pennsylvania, and through the leadership of dedicated residents has embraced planning. These planning efforts have allowed Oil City to identify its existing conditions, its assets and potential threats, and to embrace future developments through infrastructure and quality of life improvements. Many of the conclusions and elements of these efforts have been incorporated into the content of this document. A cursory review of existing and ongoing planning efforts in Oil City reveals an engaged and dedicated community.

Past Planning Efforts

Downtown Economic Development Strategy

This study, completed in October of 2005, examines data on the Oil City Area market, including key demographics for the market areas defined by driving times of 15 minutes, 30 minutes, and 60 minutes from Oil City. This information, along with steering committee feedback, was utilized to study several options for downtown revitalization.



Trail Utilization Study: Analysis of the Trail Systems within the Oil Heritage Region

This report, prepared in 2006, studied the Allegheny River Trail, Justus Trail, Two Mile Run County Park, Sandy Creek Trail, Oil Creek State Park, and the Kennerdell State Forest. It is estimated that approximately 160,792 users frequented the trail system within the Oil Heritage Region throughout the 2006 calendar year, creating an estimated overall economic impact of roughly \$4.31 million.

Oil City Comprehensive Park, Recreation, and Open Space Plan

This plan, adopted by Council in June of 2001, examines the recreation needs of Oil City residents. The study reviewed existing natural and cultural resources of Oil City, including an assessment of the demographic make-up of the City and an analysis of projected socio-economic trends, and analyzed current recreation facilities and programs to determine current deficiencies. This data served as the base to develop recommendations for Oil City's recreation administration and programs.

Route 8 and Route 62 Corridor Evaluation

This 2005 evaluation sought to highlight the attributes of the Routes 8 and 62 Corridor, Venango County's historic "Main Street;" the main focus is community sustainability through revitalization and the use/re-use of buildings along the Corridor. A

Planning Efforts

database of properties was developed and analysis of general locations for recreation and tourism development along the riverfront was performed. The plan evaluated thirteen specific buildings as representative of typical Corridor buildings and their review was intended to provide recommendations for revitalization and use/re-use of the buildings. The City of Franklin, Borough of Sugarcreek, City of Oil City, Township of Cornplanter, and Borough of Rouseville were all part of the study administered by the Oil Region Alliance.

Current Planning Efforts

Northern Venango County Multi-municipal Comprehensive Plan

The Northern Venango County Comprehensive Plan serves the communities of Cornplanter Township, the City of Oil City, and Rouseville Borough. The three communities have undertaken a multi-municipal comprehensive plan to address a number of issues in the region and to plan for their futures together rather than separately. The planning process began in January of 2009. In addition to monthly Steering Committee meetings, public involvement thus far has included a public visioning meeting in March of 2009. The purpose of the meeting was to develop a vision for the future and developing guiding principles for the multi-municipal region. Those who attended had the opportunity to articulate what they think are

the most important issues facing the region, and more importantly, to offer possible solutions. The top three priority issues included:

- ⚓ The condition of area roadways, particularly SR 8 and SR 62
- ⚓ The quality of the water, particularly the preservation of Oil Creek and Allegheny River as recreational and biodiversity assets
- ⚓ Substandard housing in residential neighborhoods

The majority of the plan was completed in June 2010.

Oil Region Alliance

The Oil Region Alliance of Business, Industry, and Tourism is the lead economic development agency and the official tourist promotion agency serving Venango County, as well as the administrator for the Oil Region National Heritage Area. The Alliance was formed in 2005 by the consolidation of the Venango Economic Development Corporation; Oil Heritage Region, Inc.; Oil Heritage Region Tourist Promotion Agency; and Oil City Community Development Corporation. The mission, as stated on the organization's website, is to "increase the prosperity and population of the Oil Region, through the preservation, promotion, development, and support of destinations within the Oil Region." This includes promotion, development, and preservation of historical, education, natural, recreational,

Planning Efforts

residential, commercial, or industrial sites, buildings, artifacts, and values.

Oil City Arts Council / Arts Oil City

The Oil City Arts Council was established in 1993 as an entity of the City of Oil City government. The Council provides cultural programming to the region with the support of both the public and private sectors. The Council hosts numerous festivals and arts-centered events throughout the year. The Council also interacts and cooperates with other arts-related organizations in the area, including Arts Oil City, a City Department established to assist artists in relocating and finding space in Oil City. Recent accomplishments of Arts Oil City include the re-use of the National Transit Building as museum, exhibition, and studio space, zoning law amendments to permit live / work arrangements, relocation incentives, and business support programs.

Main Street Revitalization

The Pennsylvania Department of Community and Economic Development, in partnership with the National Main Street program, funds and assists in administering the Main Street program. It is a community-driven, comprehensive methodology used to revitalize older, traditional business districts. In October 2008, Oil City began the formal process of establishing a Main Street program for their downtown business district.

corridor. The program will utilize the “Four Point Approach” to revitalization. The four points are Organization, Promotion, Economic Development, and Design. Four committees, one for each “point,” have been formed, in addition to a general oversight committee, and have been meeting on a regular basis. The City hopes to achieve formal designation within the next year.

Smart Transportation Study

PennDOT sponsored a Smart Transportation study of US Route 62 through Oil City’s southside business district to recommend infrastructure improvements and land use ordinance modifications. These transportation and land use improvements are based upon PennDOT’s Smart Transportation initiative and meet the goals defined by the City and project steering committee. High (H) and mid-level (M) priorities and other improvements (O) were developed and include the following:

- ⚓ Front Street Corridor (H)
- ⚓ First Street Roundabout (H)
- ⚓ Land Use Initiatives (H)
- ⚓ Downtown Core Streetscape (M)
- ⚓ Second Street Streetscape (M)
- ⚓ Railroad Bridge (M)
- ⚓ Rail Trail (O)
- ⚓ Public Plaza (O)
- ⚓ Traffic Signal Modifications (O)
- ⚓ Second Street Roundabout (O)

Public Involvement Process

Public involvement is an essential part of any planning process. In order to make certain that the plan is an adequate reflection of the community, participation by residents, community leaders, service providers, and the business community is crucial. Opportunities for public input were important steps in the process of identifying crucial opportunity areas and developing recommendations for better utilizing the waterways. Including the public from the onset of the project ensures that the community feels a sense of pride and ownership in the Plan, and assists in ensuring that successful implementation will occur. The public involvement process assists the community in identifying important values and formulating a vision for the waterways. As such, the community utilized the following process to identify the most appropriate strategies for the future preservation and enhancement of Oil City's waterways:

Study Committee

A Study Committee was developed to oversee the project and met on a bi-monthly basis from January of 2009 through December of 2010. The Study Committee was responsible for the overall development of the plan, which included reviewing draft plan sections, providing input, and feedback, assisting with site identification, development scenarios, identification of recommendations / strategies, and prioritizing projects. The ten-member Committee was comprised of representatives from local and regional



Public Involvement Process



Focus Group #2 (Mackin 2010)



Public Meeting #1 (Mackin 2009)

organizations, Oil City residents, public officials, and other interested parties.

Stakeholder Interviews

Study Committee members assisted in identifying key stakeholders in the project, including property owners adjacent to Oil Creek and the Allegheny River, local business owners along the waterways as well as those that operate recreational activities such as boating, fishing, and other recreational activities and services along the waterways. The interviews were conducted via mail-in surveys, phone interviews, and face-to-face meetings. A total of 10 stakeholder interviews / surveys were conducted. A brief summary of each stakeholder interview is in the Appendices of this document.

Focus Groups

Two focus group meetings were held to present the concept areas and recommendations to a diverse group of community leaders, representatives, business owners and residents in order to solicit additional information and commentary from the community. The workshops were also intended to provide a means for individuals to discuss additional innovative concepts that could be incorporated into the plan.

Public Involvement Process

These two group sessions were held on December 17, 2009 and January 14, 2010. Both groups focused on the three Tier I areas and provided information that was incorporated into the recommendations presented in this report.

Open House Public Meetings

The first public meeting was held on May 28, 2009 at the National Transit Building in downtown Oil City. The open-house style meeting consisted of a short presentation outlining the scope of the waterways study, the planning process, and data compiled thus far. The public then had the opportunity to provide information and identify issues and concerns related to the waterways by participating in four “stations” and completing an exit survey. These stations included:

- ⚓ River and Creek Access
- ⚓ Recreational Opportunities
- ⚓ Waterways Beautification
- ⚓ Land Use and Development

The second public meeting was held on February 18, 2010 at the National Transit Building. The meeting consisted of a presentation regarding the eight identified concept areas, highlighting the Tier I Concept Areas: Marina, East Siverly, and Creekside using 3D flythrough modeling. Each area was described in detail, including the existing

Public Meeting #2 (Mackin 2010)



Public Meeting #2 (Mackin 2010)



Public Involvement Process

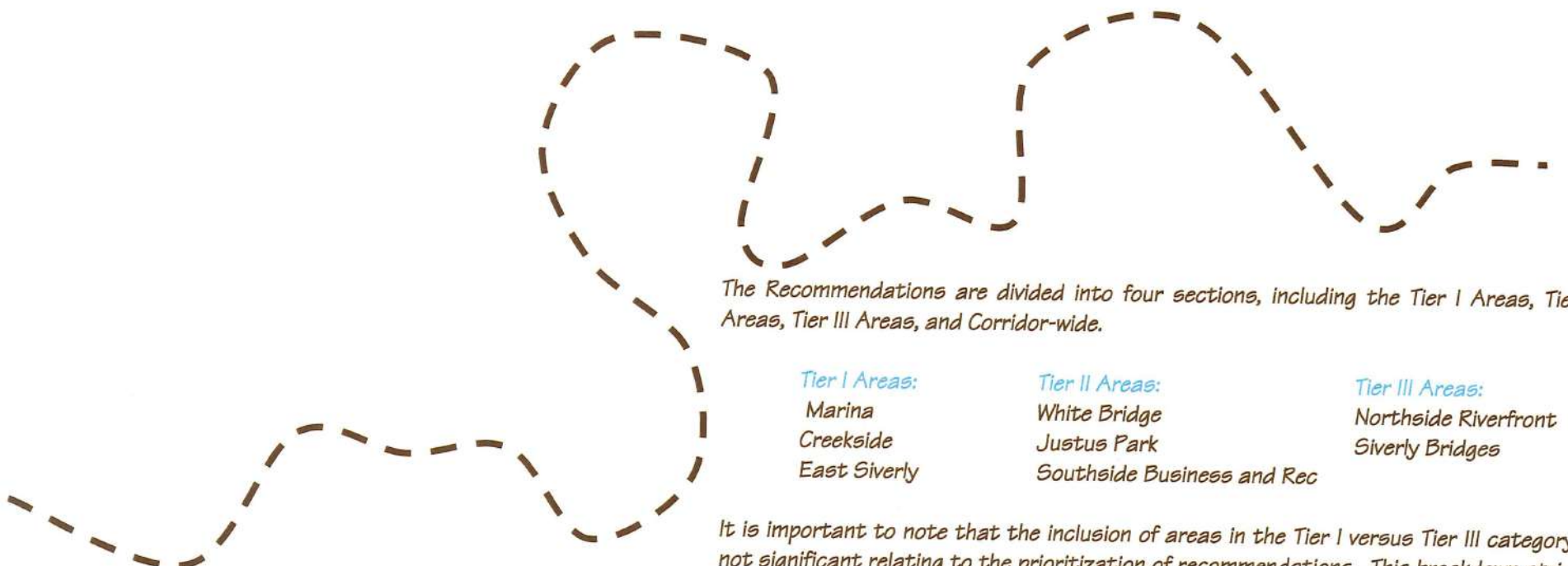
conditions as well as the recommendations for each proposed concept area. The Tier II and Tier III Concept Areas and the corridor-wide recommendations were briefly touched upon during the presentation. A general overview of the project timeline was also delivered.

Attendees were asked to stop at each of the four stations: Tier I Areas (Marina, East Siverly, and Creekside), Tier II Areas (Southside Business and Recreational, White Bridge, and Justus Park), Tier III Areas (Siverly Bridges and Northside Riverfront), and Corridor-Wide. Additional detail was provided using aerial mapping with the draft recommendations included and participants were asked to comment on the proposed recommendations.

Summaries of the public involvement initiatives can be found in the Appendices section of this report.

Recommendations

Oil City Comprehensive Waterways Plan



The Recommendations are divided into four sections, including the Tier I Areas, Tier II Areas, Tier III Areas, and Corridor-wide.

Tier I Areas:

Marina
Creekside
East Siverly

Tier II Areas:

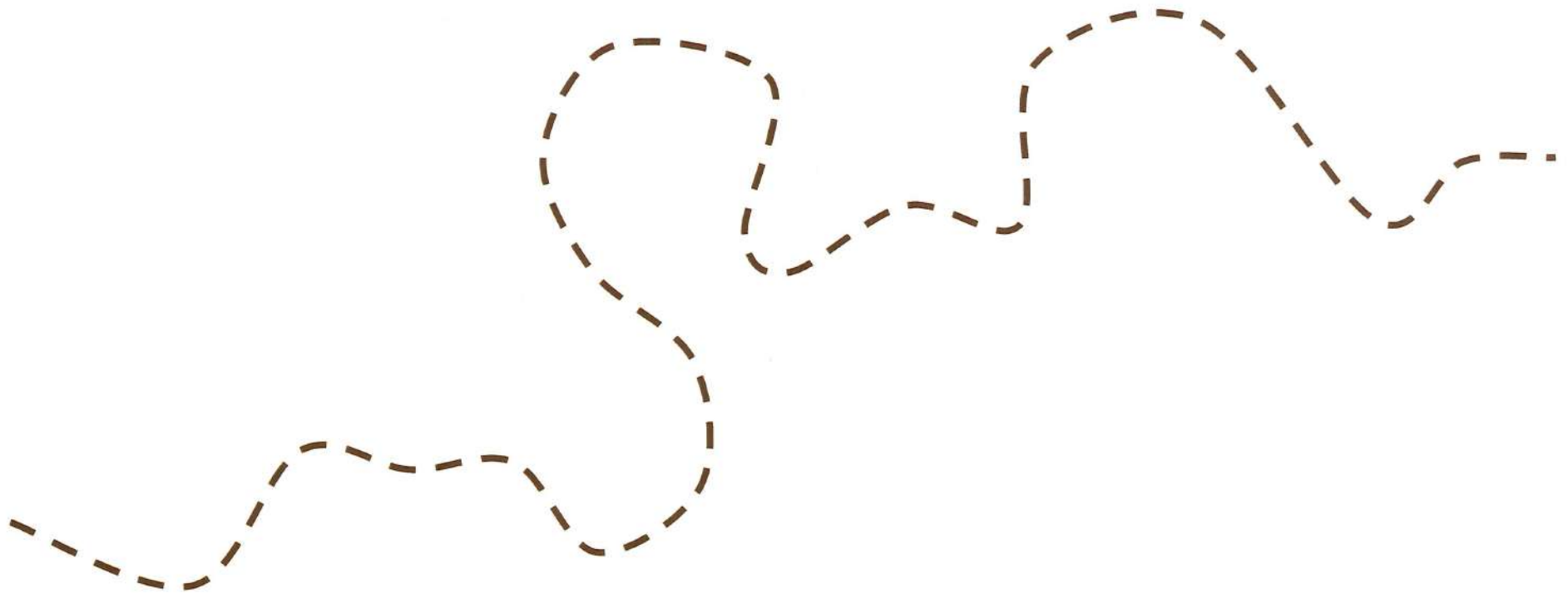
White Bridge
Justus Park
Southside Business and Rec

Tier III Areas:

Northside Riverfront
Siverly Bridges

It is important to note that the inclusion of areas in the Tier I versus Tier III category is not significant relating to the prioritization of recommendations. This breakdown strictly relates to the level of detail each area received. Tier I areas received the highest level of detail relating to design and cost estimates. Tier II areas received moderate detail allowing for general cost estimates and a prioritization of individual recommendations. Tier III areas received the lowest level of detail regarding design and cost estimates, but still contain specific recommendations for each area.

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Tier I Concept Areas

The Marina

Creekside

East Siverly



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Latitude/Longitude

79 degrees 43' 31.258" W
41 degrees 25' 25.704" N

The Marina Area



Existing Conditions

Located along the left downstream bank of the Allegheny River south of the Veterans Bridge, the Marina Area has been identified as one of the Tier I areas within the waterways plan. As each of the concept areas address the waterfront goals for the plan, the Marina Area concept provides improved access to the Allegheny River through an improved boat launch area, areas for active and passive recreation, plantings and other enhancements to improve the aesthetics, short-term lodging for guests, and an area for residents and visitors to recreate with their pets.

The Marina Area is approximately 15 acres in total size and is bounded by the Allegheny River to the west and the Justus Trail to the east. Invasive species, including Japanese knotweed, are prevalent along the river banks.

The Allegheny River flows southwest within the concept area. In this section, the river is classified as a Warm Water Fishery (WWF) under the PA Code 25 Chapter 93 Water Quality Standards, which supports the maintenance and propagation of fish species and additional flora and fauna which are indigenous to a warm water habitat. The PA Fish and Boat Commission (PFBC) does not currently stock the Allegheny River.

The Marina Area

Existing Conditions

Numerous species of special concern may inhabit the area, including those under jurisdiction of the PFBC, the Department of Conservation and Natural Resources (DCNR), and the US Fish and Wildlife Service (USFWS).

Under the current zoning ordinance, this area is zoned I-1 Manufacturing and Industrial. In the I-1 district, despite the existing bike trail and boat ramp facilities, public park areas are not a permitted use; therefore, the recommendations are not compatible with current zoning. The current zoning ordinance should be updated to include public park areas as a permitted use or develop a waterfront district that includes a multi-use district that permits light industrial, commercial, and public park areas.







Marina Area—Current Zoning



Proposed lawn area

Recommendations

Coordination with the study committee; input from the public through public meetings, surveys, and focus groups; and multiple field views led to the development of recommendations for each of the concept areas. The recommendations are categorized by the Waterfront Development Principles identified earlier in this report and each is referenced on the figure (Figure M-1) by a colored, numbered circle. The color refers to the Waterfront Development Principle that the recommendation addresses and the number references the specific recommendation listed in the text.

1. *Improve access to Allegheny River and Oil Creek* 
2. *Beautify, enhance, preserve, and educate about the waterfront areas* 
3. *Enhance existing and create new waterway-related recreational opportunities* 
4. *Increase the economic viability of waterfront properties* 

In addition, the limitations and possible challenges are included with the significant ones listed per section. See Figure M-1 for the conceptual layouts of the recommendations.

The Marina Area

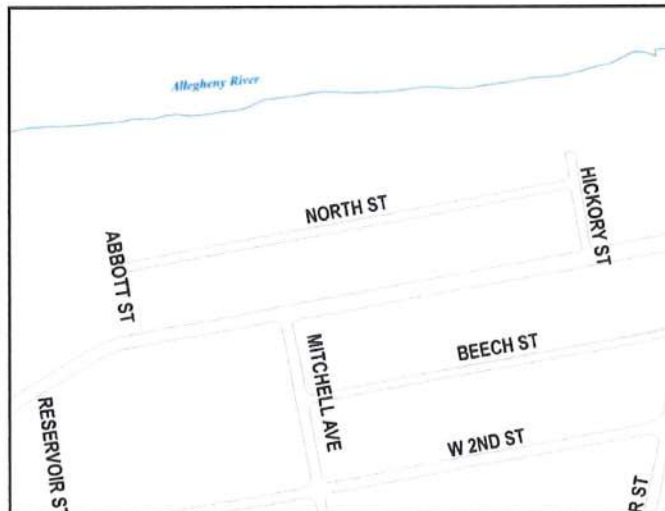
Development Principle #1 Improve access to Allegheny River and Oil Creek

- 1A Create river and trail access routes from adjacent dead-end streets (Abbott Street and Hickory Street). These can be developed as non-motorized access ways to allow for additional entry into the Marina area and access to the Allegheny River.
- 1B Improve public shore fishing access along shoreline. This includes clearing vegetation and grading multiple areas to provide unobstructed flat spots to cast. Where possible, proposed access should meet the 2010 Standards of the Americans with Disabilities Act.

Potential Obstacle

The existing stream banks are relatively steep (or vertical in some areas) adjacent to the picnic area reduces safe and convenient access to the river.

Proposed street extensions



Existing Conditions—Public fishing areas



Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas



Example of wayfinding sign



Proposed gateway to the Justus Trail

- 2A Provide signage, including interpretive, for the enhanced wetland area, the gateway to the Justus Trail adjacent to the south parking lot, both entrances to the Marina, the primitive camp area, and the RV-designated parking area. A coordinated plan for signage should be devised and insure that this area adheres to the plan.
- 2B Implement a select cutting and understory clearing program at the wooded parcels downstream from the marina to improve river views from the trail and adjacent residential properties along North Street and West 1st Street.
- 2C Develop and construct an informational kiosk that will direct river users and pedestrians to the downtown area for eating, shopping, and other daily amenities. This kiosk should also include seasonal events and attractions. In addition, the kiosk should include information regarding the environmental features in the area, including the Allegheny River, the boat launch, the Erie to Pittsburgh Trail which uses this leg, and interpretive wetland area.
- 2D The presence of invasive species, predominantly Japanese knotweed, was identified on both banks of the river in this area. A plan to manage these species should be developed. Discussion with Ty Ryen, DCNR Service Forester, has indicated that DCNR currently uses an Adaptive Management Approach that is tailored for each unique system. DCNR will offer technical assistance to the City or other groups to assist in the management of invasive species.

Japanese knotweed (Source: www.nps.gov)



The Marina Area

Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

- 3A Reduce existing Combined Sewage Outflow discharges .
- 3B Expand or reconfigure existing boat launch ramp. The existing launch has been identified as problematic by the public for a number of reasons. The water current is swift and the water is shallow. In addition, the ramp is not adequately sized to accommodate larger motorized watercraft. The new ramp should meet the 2010 Standards of the Americans with Disabilities Act.
- 3C Install a seasonal public dock that can be utilized as a docking area for boats and a pier for fishing access on the river. This dock should be designed to be removed seasonally to avoid damage and/or loss caused by winter ice flows.
- 3D It was identified that adequate parking facilities do not exist currently at the Marina. Develop multiple parking areas—the proposed dog park area, existing boat launch area, and the proposed pavilion area. Maintain free parking in each of these areas.
- 3E At the northernmost edge of the Marina Area, develop an overnight RV parking area that includes hook-ups for electricity and water. This lot can be designed to accommodate eight recreation vehicles with a maximum size of 1,760 square yards. One way in and one way out traffic pattern should be used.

Potential Obstacle

The existing marina is situated in the floodplain of the Allegheny River. Developments (the placement of fill) within the Allegheny River floodplain or to the river channel and bed would potentially require significant engineering costs and permitting (USACE/PADEP). Permit approvals may be difficult to achieve as a result of the icing, special concern species, navigable river designation, and sections upstream and downstream scenic river designation.

Existing Marina conditions—Boat Launch



Proposed Marina conditions—Boat Launch



Proposed Marina conditions—RV Parking



Potential Obstacle

The existence of the Combined Sewer Outfalls throughout the project area pose a potential health risk to river and creek users.

PNDI results indicate the potential presence of species of special concern. Individual surveys may be necessary.

- 3F Create and maintain a seasonal passive recreation area for picnicking, sunbathing, and other passive activities. Where possible, proposed development should meet the 2010 Standards of the Americans with Disabilities Act.

- 3G Install a pavilion or gazebo southeast of the proposed interpretive wetland area. Pavilions meet the needs of many people, from those just looking for a place to sit and read to those planning family reunions. Electrical outlets and lights should be included in all pavilions. Water with a stainless steel sink and counter top is another desirable feature, especially in larger pavilions. Adding these features creates a greater rental demand and commands a higher rental fee, which renters are willing to pay for the added convenience. If water is not available in the pavilion, it should be available in close proximity to the pavilion. The pavilions may be used for a variety of future programs, such as, day camps or perhaps a staging area for programs in other areas of the park. Gazebos are an attractive facility in any park setting and can provide additional rental facilities for smaller parties. A gazebo located in the park and designed to take advantage of the best view of the river and park will provide an attractive rental facility for many occasions, especially weddings.

- 3H Another amenity that should be located near the pavilions is grills. Consideration should be given to incorporating a combination fireplace/grill into the pavilion.

Existing Marina conditions—Lawn area



Proposed Marina conditions—Lawn area



The Marina Area

31

The playground should be designed as a multi-generational destination playground. This type of playground provides opportunities for all ages to interact and should entice people to come from greater distances to utilize the playground. The multi-generational playground will provide structures for infants, toddlers, and youth. Landscaped areas with proper seating will provide visibility of the playground while creating an area where adults can socialize as they watch their children. To further enhance this style playground and create a unique play area, the multi-generational playground could incorporate the newest trend in playgrounds, naturalized playgrounds. Designing nature areas into the playground helps to reconnect children with nature. They provide an effective strategy to stimulate, motivate, and encourage children's play and to increase the attraction on the playground for the children and their caregivers. Naturalized playgrounds should provide children with opportunities to engage in healthy risk taking and activities that provide developmentally appropriate challenges, but still maintaining safe conditions. Naturalizing adds value to play equipment by enhancing their visual quality as focal points, thereby attracting children outdoors to use the playground. The added comfort and aesthetic enhancement of nature can encourage accompanying adults to become enthusiastic users.

32

Create an interpretive wetland and wildlife viewing area at the original boat launch area that has silted in and has become an attractive wildlife area. Consider viewing platforms from the land side on the upper slope of the wetland area. Develop a boardwalk or rocklined earthen berm along the eastern area of the wetland. Both will allow visitors to view the plants and wildlife without disturbing them. Those visitors returning to the site can watch the site revert back to its natural state over a period of years. The wildlife using the site and the plants growing there can create an interesting interpretive area. Plant native vegetation and accentuate wildlife utilization.

Proposed Marina conditions—Interpretive Wetland Area



Proposed Marina conditions—Dog Park Area



3K

Develop a dog park at the southernmost tip of the Marina Area. A dog park is a specialized area to take dogs to play and socialize with other dogs in an unleashed area. Many people enjoy taking their dog for a walk, especially in a park setting. However, most places that allow dogs require that they be kept on a leash. A dog park can be a very family oriented area since pets are an important part of families and families with pets tend to congregate together. A parking lot should be incorporated at this entrance to the Marina to accommodate dog park users.

3L

Develop a primitive camping area between the dog park and the recreational lawn area. This area can accommodate five primitive camp pads for tents. Primitive or “no trace” camping should be free of charge. No developed facilities are needed and the site must be left with little or no evidence of human visitation. A kayak/canoe ramp and locker should be provided to accommodate river users that would like to stay overnight and need somewhere to store their boats.

Proposed Marina conditions—Primitive Camping Area



Potential Obstacles

Permanent fixtures may be inactive for long periods throughout the winter months and require storage or seasonal repair/replacement.

The proximity of the adjacent neighborhood may preclude “primitive” camping use without fencing and buffer plantings.

The Marina Area

3M

Provide kayak/canoe lockers at the primitive camp area and adjacent to the boat launch area for storage. The lockers can be permanent, shore based, low cost, short to medium term storage facilities for kayaks and canoes and equipment, generally during the day but some for season long rental.

3N

Locate a Community Bike Depot near the restroom facilities at the boat launch. Bike depots include a number of bicycles are made available for shared use by individuals who do not own the bicycles. Public bicycles are a mobility service, mainly useful in urban environment for proximity travels.

Kayak Locker system (Source: Minnow Monthly, 2009)



Bike Depot system (Source: Capital Bikeshare Program, 2011)



Waterfront Development Principle #4 Increase the economic viability of waterfront properties

Potential Obstacle

A review of the City's zoning ordinances has revealed that the majority of the recommendations for The Marina Area will not likely be accommodated under existing zoning.

Incorporate a seasonal concession, which will provide visitors the opportunity to purchase snacks while visiting the many new features proposed for this site. The concessionaire could manage the overall Marina area, including the RV parking, canoe/kayak/bike rentals, etc. With a destination playground, visitors coming from a greater distance and staying for an extended period will welcome such a facility.

4A

Utilize/evaluate green building materials and alternative energy sources (i.e. solar, geothermal, etc.) for facilities.

4B



Restroom facility with "green roof" (Source: Gerber + Boes)

The Marina Area

Tier I Concept Areas

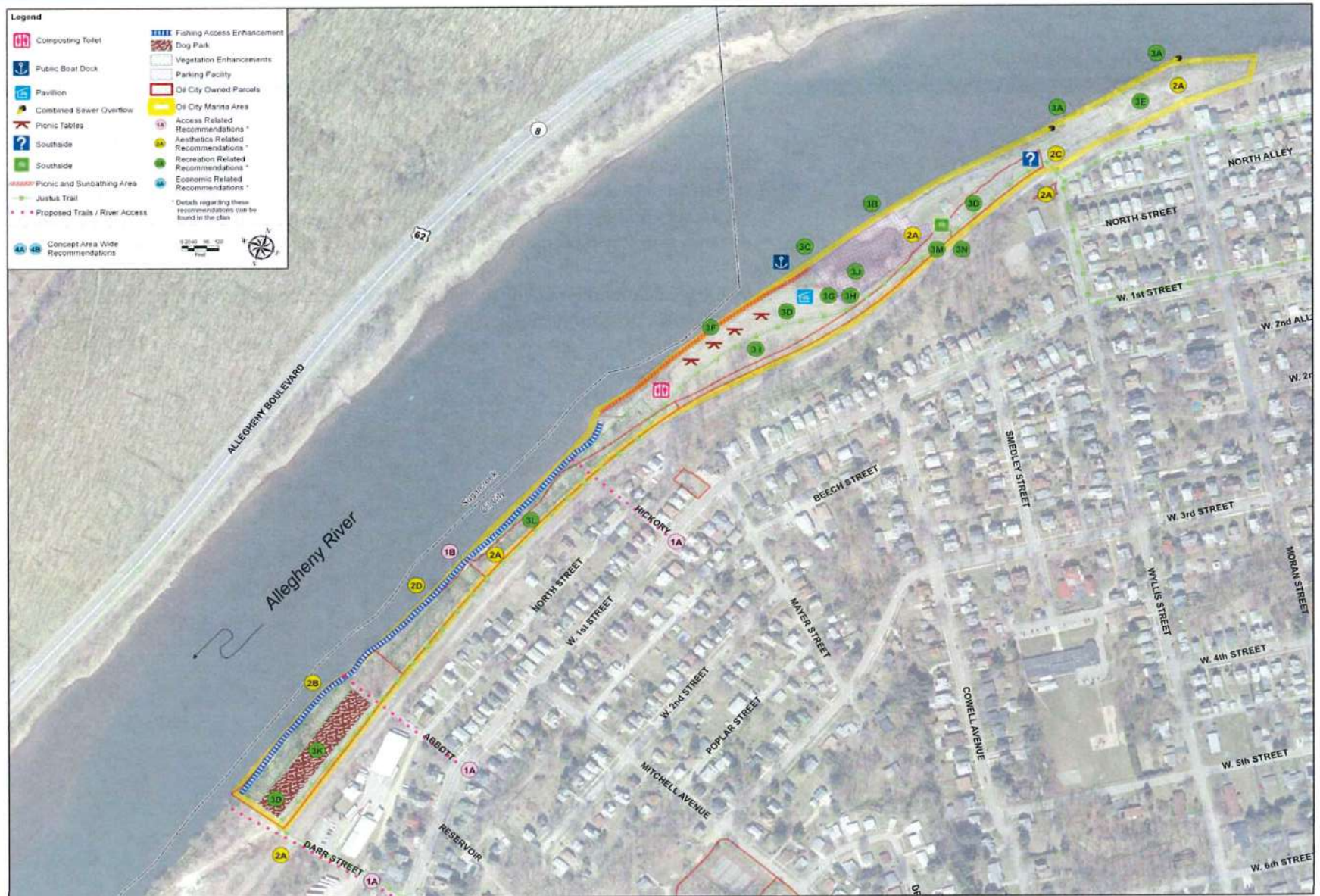
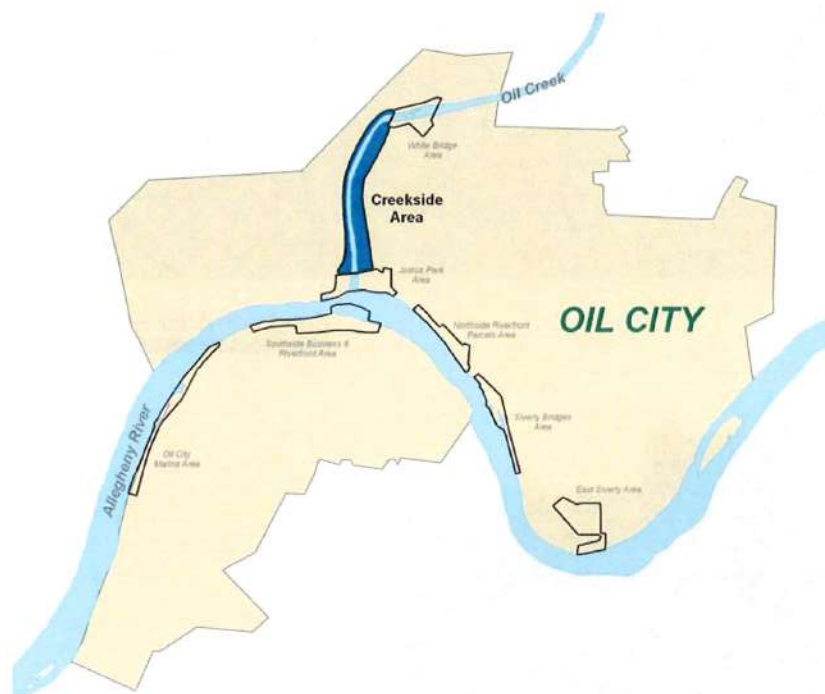


Figure M-1 Marina Area Conceptual Recommendations

Latitude/Longitude

79 degrees 42' 34.473" W
41 degrees 26' 16.039" N

Creekside Area



Existing Conditions

Located near the confluence of Oil Creek and the Allegheny River, the Creekside Area has been identified as one of the Tier I areas within the waterways plan. As each of the concept areas address the waterfront goals for the plan, the Creekside Area concept provides improved access to Oil Creek, the potential for waterfront dining areas, plantings and other enhancements to improve the aesthetics, and provides for a destination point to draw motorists and pedestrians alike.

The Creekside area is approximately 46 acres in total size and is bounded by State Route 8 and Seneca Street to the west and east. Justus Park is located to the south and the State Route 8 Bridge bounds it to the north. Invasive species, including Japanese knotweed and tree-of-heaven, are prevalent along the creek banks and the islands located within the creek.

Oil Creek flows southwest within the concept area. In this section, Oil Creek is classified as a WWF under the PA Code 25 Chapter 93 Water Quality Standards, which supports the maintenance and propagation of fish species and additional flora and fauna which are indigenous to a warm water habitat. The PFBC

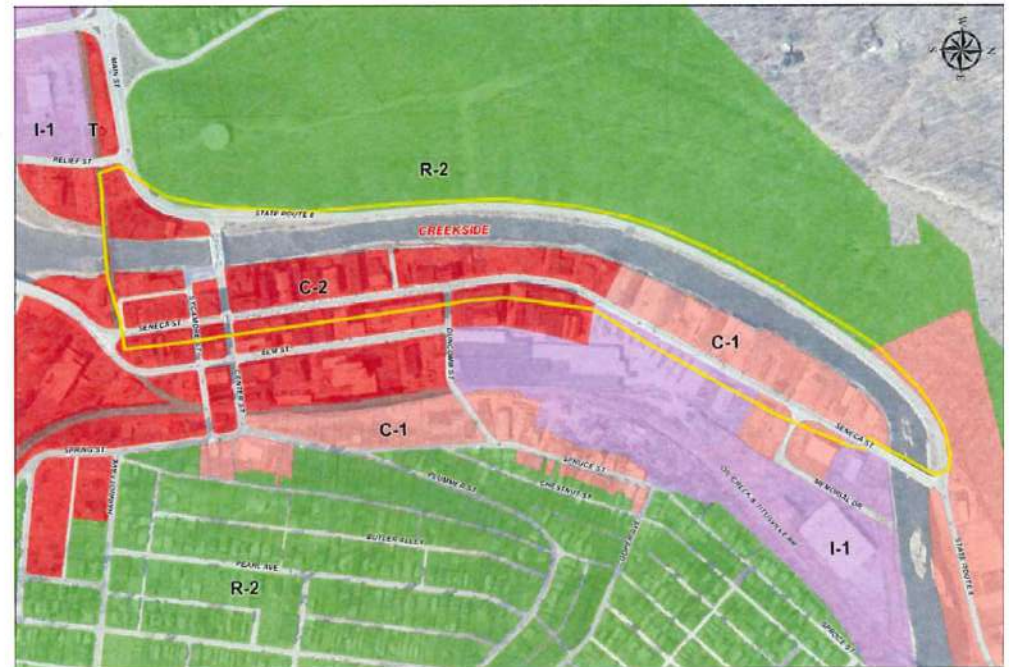
Creekside Area

Existing Conditions

does not currently stock this section of Oil Creek.

Multiple species of special concern may be present in this concept area, including those under the jurisdiction of DCNR, PFBC, and USFWS.

Under the current zoning ordinance, this area is zoned C-1 and C-2 Commercial. In both of the C-1 or C-2 districts, despite the existence of Justus Park and Creekside Park, public park areas are not a permitted use; therefore, the majority of the recommendations are not compatible with current zoning. The current zoning ordinance should be updated to include public park areas as a permitted use or develop a waterfront district that includes a multi-use district that permits residential, light industrial, commercial, and public park areas.







Creekside Area — Current Zoning



Rear of Seneca Street properties

Recommendations

Coordination with the study committee; input from the public through public meetings, surveys, and focus groups; and multiple field views led to the development of recommendations for each of the concept areas. The recommendations are categorized by the Waterfront Development Principles identified earlier in this report and each is referenced on the figure (Figure CS-1) by a colored, numbered circle. The color refers to the Waterfront Development Principle that the recommendation addresses and the number references the specific recommendation listed in the text.

1. *Improve access to Allegheny River and Oil Creek* 
2. *Beautify, enhance, preserve, and educate about the waterfront areas* 
3. *Enhance existing and create new waterway-related recreational opportunities* 
4. *Increase the economic viability of waterfront properties* 

In addition, the limitations and possible challenges are included with the significant ones listed per section. See Figure CS-1 for the conceptual layouts of the recommendations.

Creekside Area

Waterfront Development Principle #1 Improve access to Allegheny River and Oil Creek

- 1A Create a formal "Creekside Boardwalk" pedestrian route connecting to Seneca Street using innovative signage, lighting, or sidewalk symbols to direct people through the area.
- 1B Create additional connections/alleyways from Seneca Street to Oil Creek frontage that replicate the existing "Pipeline Alley" and Creekside Park. The new connections should meet the 2010 Standards of the Americans with Disabilities Act.
- 1C Develop kayak/inner-tube friendly tie off points and access areas (retractable steps) to enhance access and promote commerce from stream users.
- 1D Create creek access point for fishing and other recreational activities at Federal Street; develop creek user parking at existing electric company lot.
- 1E Develop and construct an informational kiosk that will direct creek users and pedestrians to the downtown area for eating, shopping, and other daily amenities. This kiosk should also include seasonal events and attractions. In addition, the kiosk should include information regarding the environmental features in the area, including Oil Creek, any in-stream structures, and other local amenities.

Proposed retractable steps



Proposed "Creekside Boardwalk"



Potential Obstacles

The existing stream banks are relatively steep (or vertical in some areas) and prohibit safe and convenient access to the business area.

Cantilevered boardwalks may require extensive engineering/construction costs/ permitting / coordination to develop and may result in increased liability for the City.

Frequent/regular maintenance of a boardwalk system would be required to ensure safety; may require substantial O&M costs.

Ice development within Oil Creek during the winter months would reduce the use and viability of the boardwalk for extended periods and may damage murals, plantings and aesthetic treatments at creek level.

Waterfront Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas

Potential Obstacle

Significant colonies of Japanese knotweed (*Polygonum cuspidatum*) is present in this concept area. Eradication of this invasive species has proven difficult and often times returns after multiple attempts.

- 2A Install consistent themed lighting along rear of Seneca Street buildings (facing Oil Creek only) to encourage use for extended hours.
- 2B Improve the rear facades of existing buildings and structures through murals, cleanup, painting schemes that will enhance the visual appearance of the "Creekside Boardwalk" area especially from the State Route 8 corridor.
- 2C Provide Creekside Boardwalk signage at Seneca Street and Elm Street to direct people toward the creek. Create connections from Elm Street to Seneca Street to the Creekside Boardwalk.
- 2D Install a consistent fencing scheme along the rear of Seneca Street buildings (facing Oil Creek only) to improve the aesthetic and view from State Route 8.
- 2E Coordinate with PennDOT District 1-0 to discuss potential plantings along State Route 8 to enhance the aesthetics from town (Since the inception of this plan, the retaining wall along State Route 8 was replaced and its aesthetic facing was a result of coordination between the city and PennDOT District 1-0).

Proposed consistent fencing theme



SR8 Retaining Wall (Source: Mackin 2011)



Creekside Area

- 2F Establish an annual or semi-annual stream cleanup to remove accumulated trash and debris from the creek bed; remove abandoned pipeline sections from creek bed.

- 2G The presence of invasive species, predominantly Japanese knotweed and tree-of-heaven, was identified on both banks of the Creek in this area. A plan to manage these species should be developed. Discussion with Ty Ryen, DCNR Service Forester, has indicated that DCNR currently uses an Adaptive Management Approach that is tailored for each unique system. DCNR will offer technical assistance to the City or other groups to assist in the management of invasive species.

- 2H Reduce existing Combined Sewage Outflow discharges to Oil Creek.

- 2I Implement a water/river-themed, city-wide signage program to connect adjacent recreational features to the waterfront area.

- 2J Install outline-style lighting on bridges.



Tree-of-heaven (Source: www.nps.gov)

Waterfront Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

Potential Obstacle

Oil Creek is relatively wide and very shallow in this area which may seasonally affect recreational uses (tubing, boating, canoeing) during periods of low flow.

Permanent fixtures may be inactive for long periods throughout the winter months and require storage or seasonal repair/replacement.

Developments within the Oil Creek floodplain or to the creek channel and bed would potentially require significant engineering costs and permitting (USACE/PADEP). Permit approvals may be difficult to achieve as a result of the icing, special concern species, and the scenic river designation of the Allegheny River upstream and downstream of the confluence.

PNDI results indicate the potential presence of species of special concern. Individual surveys may be necessary.

3A

Install fish enhancement structures within Oil Creek throughout the reach from White Bridge to mouth to encourage and enhance fishing opportunities. Structures consist of deflectors, low flow channel structures, channel blocks, mud sills, boulders, felled shoreline trees, special tire structures, brush structures, rubble reefs, half-log structures, elevated boulder structures and spawning/nursery structures placed in streams, lakes, ponds or reservoirs as developed and approved by the Pennsylvania Fish and Boat Commission. The objective of fish habitat improvement is to provide the missing habitats in a stream section that allow game fish to populate an area. Structures can provide resting areas, shelter and foraging opportunities.

3B

Develop creek-oriented community activities to attract families/users to the "Creekside" area (remote-controlled boat skills/races, model sailboat races, rubber duck races).

Proposed fish enhancement structures



Tier I Concept Areas

Creekside Area

Waterfront Development Principle #4 Increase the economic viability of waterfront properties

- 4A Involve the Main Street Program, the Northside Business Association, and the Arts Commission. Develop a Creekside Business Group, including the Arts and Cultural Commission to provide input for ordinances, facades and signage schemes and for cleanup efforts and project funding sources.
- 4B Create a cantilevered "Creekside Boardwalk" along the backs of various businesses for outdoor dining, walking, viewing art, etc. Establish a "boardwalk route" that would interconnect Seneca Street and Elm Street businesses to the Creekside Boardwalk.
- 4C Adopt ordinances that require new tenants/new property owners to update their facades, fencing, etc. in this area as a condition of the purchase (form based zoning or overlay district).
- 4D Create outdoor café/art gallery/cyber-cafe at southwest corner of Center Street bridge; sunken foundation setting (below street level) offers a unique creek perspective).
- 4E Utilize/evaluate green building materials, solar, geothermal energy, etc. for facilities.

Potential Obstacle

A review of the City's zoning ordinances has revealed that the majority of the recommendations for the Creekside Area will not likely be accommodated under existing zoning.

Tier I Concept Areas

Proposed outdoor cafe

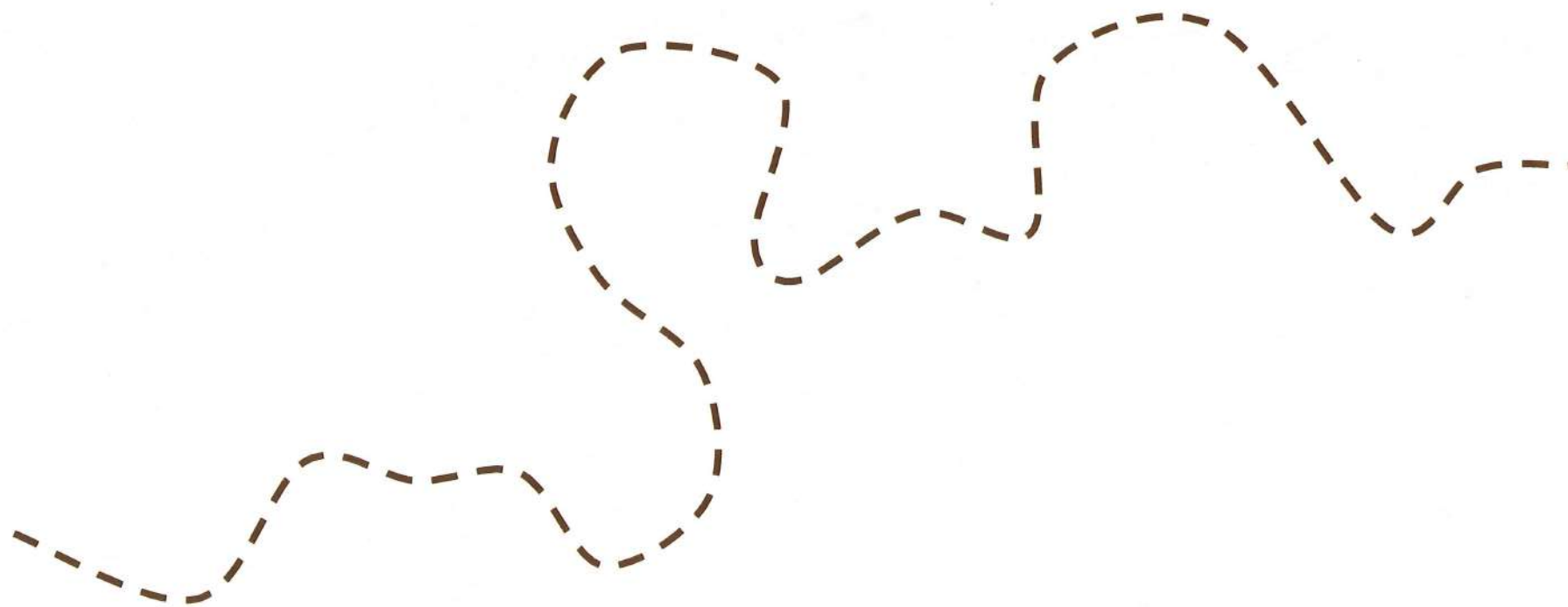


Creekside Area



Figure C-1 Creekside Area Conceptual Recommendations

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East Siverly Area

Latitude/Longitude

79 degrees 42' 19.845" W
41 degrees 24' 59.189" N

East Siverly Area



Existing Conditions

Located along the Allegheny River in the Siverly neighborhood, the East Siverly Area has been identified as one of the Tier I areas within the waterways plan. As each of the concept areas address the waterfront goals for the plan, the East Siverly Area concept provides improved access to the Allegheny River, areas for active recreation, plantings and other enhancements to improve the aesthetics, and provides a market area to increase the economic viability of the area.

The East Siverly Area is approximately 19 acres in total size and is bounded by the Allegheny River to the south and a residential neighborhood to the north. The Oil City Industrial Park is west of the area and a private residential/undeveloped mix exists to the east of the area. Invasive species, including Japanese knotweed, are prevalent along the riverbank.

The Allegheny River flows southwest within the concept area. In this section, the river is classified as a WWF under the PA Code 25 Chapter 93 Water Quality Standards, which supports the maintenance and propagation of fish species and additional flora and fauna which are indigenous to a warm water habitat.

Tier I Concept Areas

East Siverly Area

Existing Conditions

The PFBC does not currently stock this section of the Allegheny River.

Numerous species of special concern may inhabit the area, including those under jurisdiction of the PFBC and USFWS.





Under the current zoning ordinance, the northern area is zoned I-1 Manufacturing and Industrial and R-2 Residential. The southern portion is zoned I-1 and R-1 Residential. In the I-1 districts, public park areas are not a permitted use; therefore, some of the recommendations are not compatible with current zoning. However, R-1 and R-2 allow for public parks and playgrounds, so the zoning accommodates these recommendations. The current zoning ordinance should be updated to include public park areas as a permitted use or develop a waterfront district that includes a multi-use district (residential, light industrial, commercial, and public park areas).



East Siverly Area — Current Zoning

Recommendations

Coordination with the study committee; input from the public through public meetings, surveys, and focus groups; and multiple field views led to the development of recommendations for each of the concept areas. The recommendations are categorized by the Waterfront Development Principles identified earlier in this report and each is referenced on the figure (Figure ES-1) by a colored, numbered circle. The color refers to the Waterfront Development Principle that the recommendation addresses and the number references the specific recommendation listed in the text.

1. *Improve access to Allegheny River and Oil Creek* 
2. *Beautify, enhance, preserve, and educate about the waterfront areas* 
3. *Enhance existing and create new waterway-related recreational opportunities* 
4. *Increase the economic viability of waterfront properties* 

In addition, the limitations and possible challenges are included with the significant ones listed per section. See Figure ES-1 for the conceptual layouts of the recommendations.

East Siverly Area

Waterfront Development Principle #1 Improve access to Allegheny River and Oil Creek

- 1A Re-connect Alcorn Avenue for pedestrian users.
- 1B Relocate the existing gate to the industrial park to the west to allow public access to the land and shore adjacent to Colbert and Alcorn Avenues.
- 1C Widen the existing sidewalk along Colbert Avenue and enhance the aesthetic along the Industrial Park Complex fence through native plantings, lighting, signage, etc.
- 1D Improve access to river for bank fishing at various locations though coordination with private land owners. If possible, the access points should meet the 2010 Standards of the Americans with Disabilities Act.
- 1E Approach landowners to allow public river access at the existing ramp/launch and pavilion at the end of Colbert Avenue to gain access to Alcorn Island for educational purposes and bird watching. Establish a bird sanctuary at Alcorn Island in cooperation with the property owner. Obtain a conservation easement for Alcorn Island in cooperation with the property owner.

Potential Obstacle

Existing property along the river is in private ownership reducing public accessibility for fishing access, canoe/boat launches, etc.

Additional railroad coordination required for river access initiatives.

PNDI results indicate the potential presence of species of special concern. Individual surveys may be necessary.

Proposed Alcorn Avenue steps



Proposed Colbert improvements



Tier I Concept Areas

Waterfront Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas

- 2A Implement a water/river-themed, city-wide signage program to connect adjacent recreational features to the waterfront area.
- 2B Add interpretive panels.
- 2C Add informational kiosk at boat ramp.
- 2D Complete bikeway/trail/directional signage through Oil City (existing signs).
- 2E Utilize/evaluate green building materials, solar, geothermal energy, etc. for facilities.

Proposed boat ramp and parking lot



East Siverly Area

Waterfront Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

- 3A Update the existing playground and park along Pierce Alley; create a parking area at the existing park; create a “skate park” feature at the existing park; enhance the informal BMX bike area at the woodlot at the corner of Siverly Avenue and Regan Drive to encourage use and expand recreational opportunities in the area.
- 3B Create a Community Bike Depot on the public lot at Alcorn and Keith Avenues. (opportunities for young people to maintain and distribute bikes-potential summer jobs program).
- 3C Work with the property owners to complete the connection of the Warren Trail System to Colbert Avenue.
- 3D Develop and market site as part of a kayak/canoe/boaters “loop” for 1-2 hour trips (end at Justus Park or Marina), ½ day trips (end at Franklin), etc.

Potential Obstacles

Private property owner coordination required (connection to Warren Trail, bird observation/sanctuary, launch).

Permanent fixtures may be inactive for long periods throughout the winter months and require storage or seasonal repair/replacement.

A petroleum based spill is evident along the river banks in the vicinity of the industrial park that may require cleanup.

Formalized BMX track



Proposed park, includes parking area



Waterfront Development Principle #4 Increase the economic viability of waterfront properties

Potential Obstacles

Site is situated away from the City center.

A review of the City's zoning ordinances has revealed that the majority of the recommendations for the East Siverly Area will not likely be accommodated under existing zoning.

- 4A Create a community market/ gathering area with associated vending areas, parking facilities, and lighting for seasonal business activities (trade shows, farmers markets, crafts, antique market, flea markets, community days, corporate picnics, school functions/fundraisers, mini-fair, farm show, boat shows, reunions, receptions, etc.).
- 4B Establish a canoe livery/kayak rental/boat repair/bait store business and launch site at Colbert Avenue.
- 4C Provide a seasonal concession area for refreshments, etc. at the multi-purpose market area.

Proposed multi-purpose Market Area



Proposed storefront areas



East Siverly Area

Tier I Concept Areas



Figure ES-1 East Siverly Area Conceptual Recommendations

Tier II Concept Areas

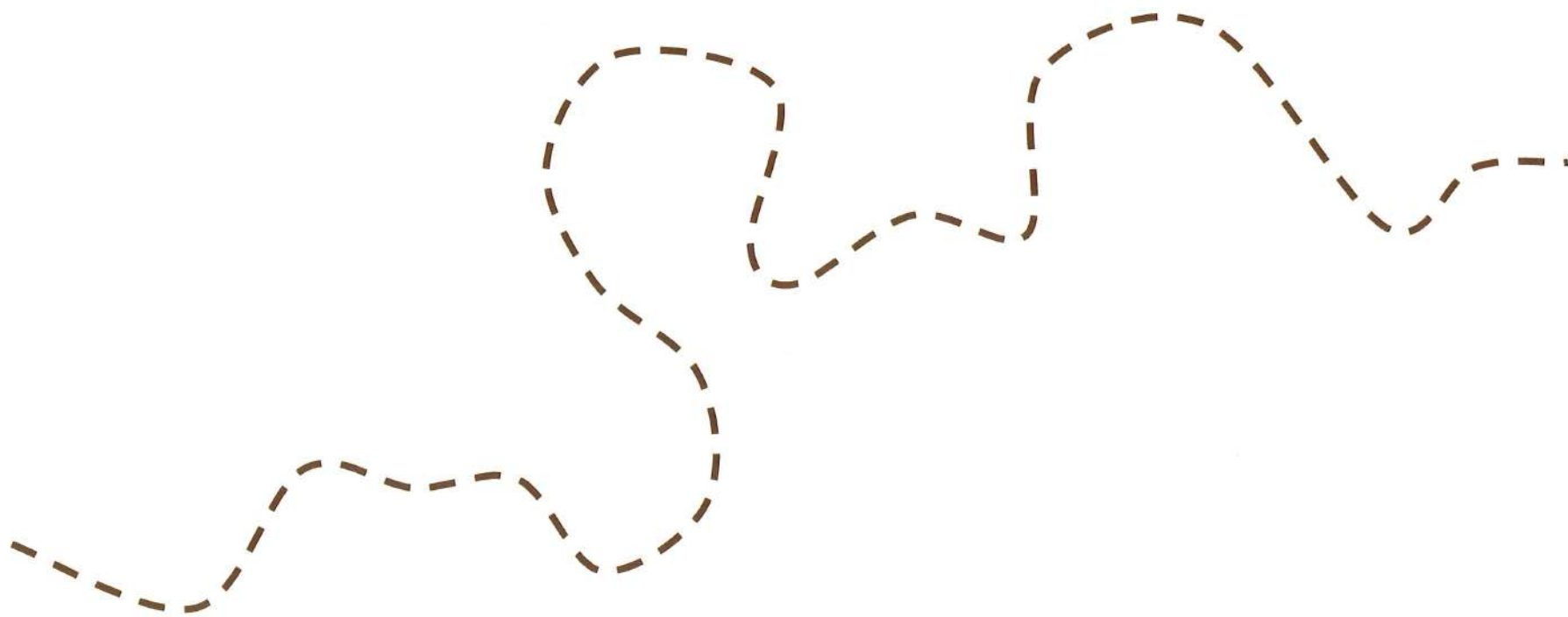
White Bridge

Justus Park

Southside Business and Recreation



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White Bridge Area

Latitude/Longitude

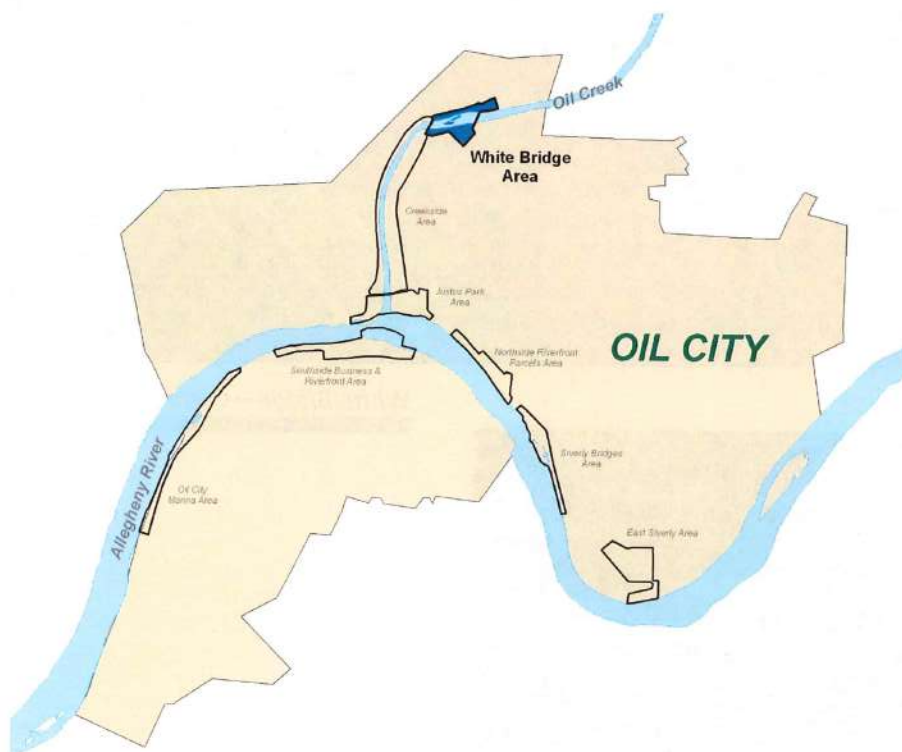
79 degrees 42' 16.138" W
41 degrees 26' 34.496" N

Existing Conditions

Located at the northern most section of Oil Creek within Oil City proper, the White Bridge Area has been identified as one of the Tier II areas within the waterways plan. As each of the concept areas address the waterfront goals for the plan, the White Bridge Area concept provides improved access to Oil Creek, areas for passive recreation, plantings and other enhancements to improve the aesthetics, and provides for a gateway to the City to draw motorists and pedestrians alike.

The White Bridge area is approximately 13 acres in total size and is bounded by State Route 8/ Seneca Street and the railroad bridges to the north and south and State Route 8 and the Oil City flood control structure to the east and west. Invasive species, including Japanese knotweed, tree-of-heaven, and purple loosestrife, are prevalent along the creek banks and the islands located within the creek.

Oil Creek flows southwest within the concept area. In this section, Oil Creek is classified as a WWF under the PA Code 25 Chapter 93 Water Quality Standards (citation), which supports the maintenance and propagation of fish species and additional flora and fauna which are



The White Bridge Area

Existing Conditions

indigenous to a warm water habitat. The PFBC does not currently stock this section of Oil Creek.

The earthen dam on the southern bank of the creek is owned by Oil City and was developed to help control flood stage water elevations within Oil Creek.

One species of special concern may inhabit the area under the jurisdiction of DCNR.

Under the current zoning ordinance, the right downstream bank area is C-1 Commercial and left downstream bank area is zoned I-1 Manufacturing and Industrial. In the C-1 and I-1 districts, public park areas are not a permitted use; therefore, the recommendations are not compatible with current zoning. The current zoning ordinance should be updated to include public park areas as a permitted use or develop a waterfront district that includes a multi-use district (light industrial, commercial, and public park areas).







White Bridge—Current Zoning



SR8 / Seneca Street Bridge (background)

Recommendations

Coordination with the study committee; input from the public through public meetings, surveys, and focus groups; and multiple field views led to the development of recommendations for each of the concept areas. The recommendations are categorized by the Waterfront Development Principles identified earlier in this report and each is referenced on the figure (Figure WB-1) by a colored, numbered circle. The color refers to the Waterfront Development Principle that the recommendation addresses and the number references the specific recommendation listed in the text.

1. *Improve access to Allegheny River and Oil Creek* 
2. *Beautify, enhance, preserve, and educate about the waterfront areas* 
3. *Enhance existing and create new waterway-related recreational opportunities* 
4. *Increase the economic viability of waterfront properties* 

In addition, the limitations and possible challenges are included with the significant ones listed per section. See Figure WB-1 for the conceptual layouts of the recommendations.

The White Bridge Area

Waterfront Development Principle #1 Improve access to Allegheny River and Oil Creek

- 1A Create an launch ramp that allows innertubes, kayaks, and canoes to access Oil Creek. The ramp should be minimal impact—a grass surface ramp is recommended. Locate the ramp on the left downstream bank just west of the railroad bridge.
- 1B Improve existing access from Spruce Street and create a pedestrian/bicycle trail crossing over one of the existing railroad bridges (*This opportunity has been pursued by the Oil Region Alliance and is in the process of being finalized; design and construction of the connecting trail segment to the northeast is pending*).
- 1C Improve fishing access along the creek, especially along the northeast corner and in front of the flood control area. Where possible, the access points should meet the 2010 Standards of the Americans with Disabilities Act.
- 1D Memorial Drive is a two way residential street that currently runs into the OMG parking lot; convert to a cul-de-sac.

Potential Obstacles

Oil Creek is very shallow in this location during periods of low flow which may seasonally affect canoeing/kayaking/tubing opportunities.

Existing railroad is operational and may pose a hazard to pedestrians who would cross the tracks at-grade. Additional railroad coordination required for at-grade crossings and access.

Private property coordination required for access initiatives. Coordination with OMG for daytime access and potential parking may be required.

Waterfront Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas

Potential Obstacle

Significant colonies of Japanese knotweed (*Polygonum cuspidatum*) is present in this concept area. Eradication of this invasive species has proven difficult and often times returns after multiple attempts.

- 2A Implement a water/river-themed, city-wide signage program to connect adjacent recreational features to the waterfront area. This theme should be reflected in the informational kiosks, the structures for the concessional area and community bike depot, and the kayak/canoe storage lockers.
- 2B Coordinate with adjacent property owners and PennDOT to install native tree and shrub plantings along State Route 8 to improve the aesthetics of the concept area and reduce noise from the traffic along State Route 8.
- 2C Enhance creek bank aesthetics through plantings, landscaping, and lighting; plant native shrub species on existing mid-stream gravel bars to enhance wildlife habitat and creek corridor aesthetic.
- 2D The presence of invasive species, predominantly Japanese knotweed, was identified on both banks of the Creek in this area. A plan to manage these species should be developed. Discussion with Ty Ryen, DCNR Service Forester, has indicated that DCNR currently uses an Adaptive Management Approach that is tailored for each unique system. DCNR will offer technical assistance to the City or other groups to assist in the management of invasive species.
- 2E Conduct an annual or semiannual stream clean up effort involving adjacent residential owners, business owners, students, and local groups.
- 2F Create a pervious/porous seasonal parking facility for users of the White Bridge Area. Pervious pavement types reduce storm water runoff from the site.

The White Bridge Area

Waterfront Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

- 3A Install fish habitat enhancement structures within Oil Creek between the Seneca Street and Center Street bridges.
- 3B Create and maintain a seasonal lawn “beach” area for picnicking, sunbathing, and other passive activities.
- 3C Install picnic tables and charcoal grills on the southern bank and the eastern area of the northern bank.
- 3D Improve existing access from Spruce Street and create a pedestrian/bicycle trail crossing over one of the existing railroad bridges (*This opportunity has been pursued by the Oil Region Alliance and is in the process of being finalized, design and construction of the connecting trail segment to the northeast is pending*).
- 3E Provide kayak/canoe lockers on the southern bank of Oil Creek for storage. The lockers can be permanent, shore based, low cost, short to medium term storage facilities for kayaks and canoes and equipment, generally during the day but possibly longer term.
- 3F Locate a Community Bike Depot on the southern bank of Oil Creek. This depot can be one of the anchor spots as it will be located at the City boundary.
- 3G Develop and construct an informational kiosk that will direct creek users and pedestrians to the downtown area for eating, shopping, and other daily amenities. This kiosk should also include seasonal events and attractions. In addition, the kiosk should include information regarding the environmental features in the area, including Oil Creek, the flood control earthen dam, any in-stream structures, etc.

Potential Obstacles

PNDI results indicate the potential presence of species of special concern. Individual surveys may be necessary.

Permanent fixtures may be inactive for long periods throughout the winter months and require storage or seasonal repair/replacement.

Developments within the Oil Creek floodplain or to the creek channel and bed would potentially require significant engineering costs and permitting (USACE/PADEP). Permit approvals may be difficult to achieve as a result of the icing, special concern species, and the scenic river designation of the Allegheny River upstream and downstream of the confluence.

Waterfront Development Principle #4 Increase the economic viability of waterfront properties

Potential Obstacle

A review of the City's zoning ordinances has revealed that the majority of the recommendations for the White Bridge Area will not likely be accommodated under existing zoning.

- 4A The White Bridge Area is a visual gateway to Oil City. Developing the recommendations under the other development principles will enhance this visual gateway and draw people into the City.
- 4B Develop a seasonal concession area located on the southern bank. These areas can be staffed as seasonal positions filled by high school or university students.
- 4C Utilize/evaluate green building materials and alternative energy (i.e. solar, geothermal) for facilities in this area as well as the other areas.

The White Bridge Area

Tier II Concept Areas



Figure WB-1 White Bridge Area Conceptual Recommendations

The Justus Park Area

Latitude/Longitude

79 degrees 42' 16.138" W
41 degrees 26' 34.496" N

Justus Park Area



Existing Conditions

Located at the confluence of Oil Creek and the Allegheny River within Oil City proper, the Justus Park Area has been identified as one of the Tier II areas within the waterways plan. As each of the concept areas address the waterfront goals for the plan, the Justus Park Area concept provides improved access to Oil Creek as well as the Allegheny River, areas for passive recreation, plantings and other enhancements to improve the aesthetics, and provides for a gateway to the City to draw motorists and pedestrians alike.

The Justus Bridge Area is approximately 16 acres in total size and is bounded by the Western New York and Pennsylvania Railroad to the north, the Allegheny River to the south, Colbert Avenue and Spring Street to the east and Relief Street to the west. Invasive species, including Japanese knotweed and purple loosestrife, are prevalent along the creek and river banks.

Oil Creek flows southwest within the concept area and as previously stated, the Allegheny River also provides the southern boundary to the Justus Park Area. In this section, the Allegheny River as well as Oil Creek are classified as a WWF under the PA Code 25 Chapter 93 Water Quality Standards, which

Tier II Concept Areas

The Justus Park Area

Existing Conditions

supports the maintenance and propagation of fish species and additional flora and fauna which are indigenous to a warm water habitat. The PFBC does not currently stock the Allegheny River or Oil Creek in this area.

Numerous species of special concern may inhabit the area, including those under jurisdiction of the PFBC, DCNR, and the US FWS.

Under the current zoning ordinance, a majority of the Justus Park area is C-2 Commercial. A small portion on the western side of the Justus Park area is currently zoned as I-1 Manufacturing and Industrial. The current zoning ordinance should be updated to include public park areas as a permitted use or develop a waterfront district that includes a multi-use district (light industrial, commercial, and public park areas).







Justus Park—Current Zoning



Justus Park—waterfront area

Recommendations

Coordination with the study committee; input from the public through public meetings, surveys, and focus groups; and multiple field views led to the development of recommendations for each of the concept areas. The recommendations are categorized by the Waterfront Development Principles identified earlier in this report and each is referenced on the figure (Figure JP-1) by a colored, numbered circle. The color refers to the Waterfront Development Principle that the recommendation addresses and the number references the specific recommendation listed in the text.

1. *Improve access to Allegheny River and Oil Creek* 
2. *Beautify, enhance, preserve, and educate about the waterfront areas* 
3. *Enhance existing and create new waterway-related recreational opportunities* 
4. *Increase the economic viability of waterfront properties* 

In addition, the limitations and possible challenges are included with the significant ones listed per section. See Figure JP-1 for the conceptual layouts of the recommendations.

The Justus Park Area

Waterfront Development Principle #1 Improve access to Allegheny River and Oil Creek

1A Create an additional launch ramp that allows innertubes, kayaks, and canoes to access the Allegheny River or Oil Creek depending on its location. The ramp should be minimal impact—a grass surface ramp is recommended. Potential locations could be upstream of the amphitheatre as well as near the permit parking lot located at the confluence under the Veterans Memorial Bridge.

1B Improve fish habitat as well as fishing access at the mouth of Oil Creek and Justus Park river bank. The objective of fish habitat improvement is to provide the missing habitats in a stream section that allow game fish to populate an area. Structures can provide resting areas, shelter and foraging opportunities.

Existing ramp



Tier II Concept Areas

Potential Obstacle

Oil Creek is very shallow in this location during periods of low flow which may seasonally affect canoeing/kayaking/tubing opportunities.

Developments within the Allegheny River floodplain or to the river channel and bed would potentially require significant engineering costs and permitting (USACE/PADEP). Permit approvals may be difficult to achieve as a result of the icing, special concern species, and the scenic river designation of the Allegheny River upstream and downstream of the concept area.

Waterfront Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas

Potential Obstacle

Significant colonies of Japanese knotweed (*Polygonum cuspidatum*) is present in this concept area. Eradication of this invasive species has proven difficult and often times returns after multiple attempts.

2A Provide information kiosks at various locations within the Justus Park Area. These kiosks could provide information about eating establishments and mapping needs for visitors.

2B Implement a water/river-themed, city-wide signage program to connect adjacent recreational features to the waterfront area. This theme should be reflected in the informational kiosks, the structures for the concessional area and community bike depot, and the kayak/canoe storage lockers.

2C Enhance river bank aesthetics through plantings, landscaping, and lighting; plant native shrub species on existing mid-stream gravel bars to enhance wildlife habitat and creek corridor aesthetic.

2D The presence of invasive species, predominantly Japanese knotweed, was identified on both banks of the Creek and the River in this area. A plan to manage these species should be developed. Discussion with Ty Ryen, DCNR forester, has indicated that DCNR currently uses an Adaptive Management Approach that is tailored for each unique system. DCNR will offer technical assistance to the City or other groups to assist in the management of invasive species.

2E Conduct an annual or semiannual waterways clean up effort involving adjacent residential owners, business owners, students, and local groups.

2F Remove the broken abandoned water pipeline that currently exists in the Allegheny River at this location. This pipeline has the potential to become a barrier for kayak/canoe users should water levels drop.

2G Install outline-style lighting on bridges.

The Justus Park Area

Waterfront Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

- 3A Work with the Arlington Hotel ownership to create a potential trailhead, river access, access ramp and/or public/private dock east of the amphitheatre.
- 3B Provide kayak/canoe lockers at the rear of the Arlington Hotel for storage. The lockers can be permanent, shore based, low cost, short to medium term storage facilities for kayaks and canoes and equipment, generally during the day but also season long rental.
- 3C Provide or establish a connection to the Erie-to-Pittsburgh trail system via a link to the Siverly Trail and the Allegheny Valley Trail. Create trail connections through the park and Arlington Hotel parking lot to direct people to the park, river and creek.
- 3D Provide connections to the "Bridge Walkers Group".
- 3E Replace the pedestrian walkway on the railroad bridge that crosses Oil Creek near the Confluence. Where possible, proposed access should meet the 2010 Standards of the Americans with Disabilities Act.
- 3F Create a picnic area at the public parking lot along Oil Creek near the VFW by installing picnic tables and charcoal grills as well as connections and signage to the existing trail to encourage use and visitation.

Potential Obstacle

The existence of the Combined Sewer Outfalls throughout the project area pose a potential health risk to river and creek users.

PNDI results indicate the potential presence of species of special concern. Individual surveys may be necessary.

Waterfront Development Principle #4 Increase the economic viability of waterfront properties

- 4A The confluence of Oil Creek and the Allegheny River has the potential to be visual gateway to Oil City.
- 4B Utilize/evaluate green building materials and alternative energy (i.e. solar, geothermal) for facilities.
- 4C Reconfigure or eliminate permit and metered parking at Justus Park and the public lot near the VFW to encourage park and river access use.

The Justus Park Area

Tier II Concept Areas

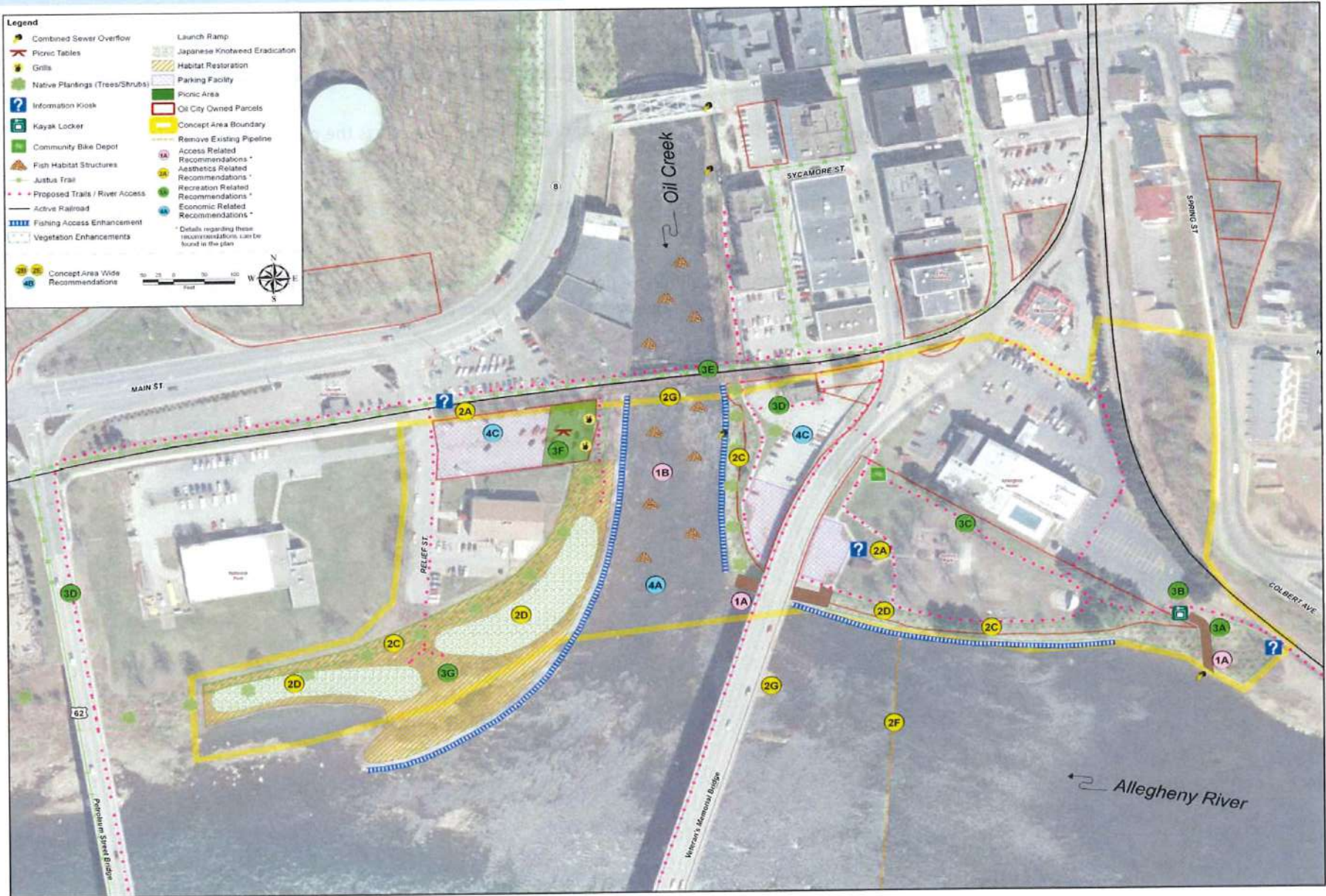


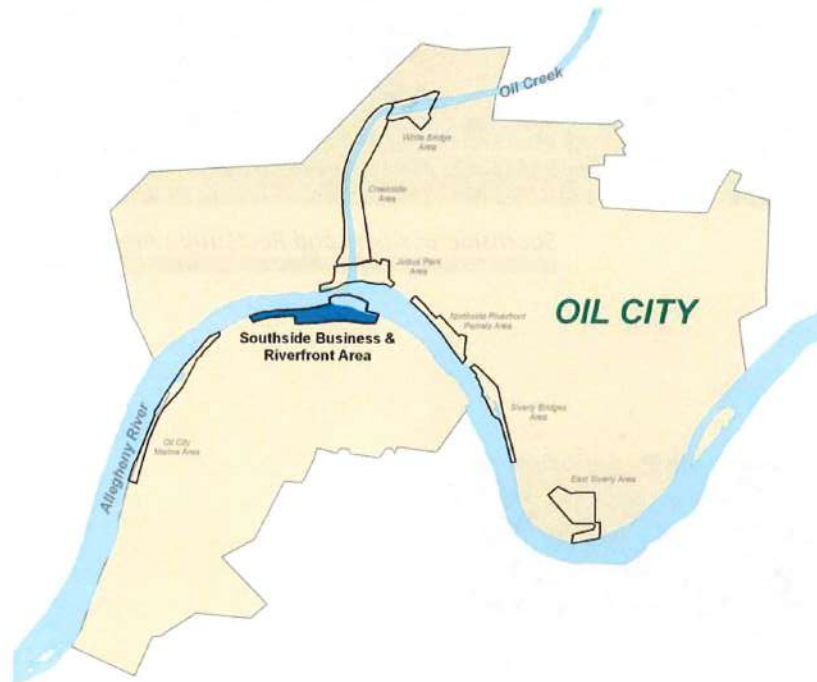
Figure JP-1 Justus Park Area Conceptual Recommendations

Southside Business and Recreation Area

Latitude/Longitude

79 degrees 42' 37.97" W
41 degrees 25' 44.32" N

Southside Business and Recreation Area



Existing Conditions

Located near the center of Oil City proper, the Southside Business and Riverfront area has been identified as one of the Tier II areas within the waterways plan. As each of the concept areas address the waterfront goals for the plan, the Southside Business and Riverfront area concept provides improved access to the Allegheny River, areas for passive recreation, plantings and other enhancements to improve the aesthetics, and provides for a focal point of the City to draw motorists and pedestrians alike.

The Southside Business and Riverfront area is approximately 24.4 acres in total size and is bounded by the Allegheny River to the north and West Front Street and a portion of Orchard Street to the south, the intersection of East Front Street and East First Street to the east and Division Street to the west. Invasive species, including Japanese knotweed and tree-of-heaven, are prevalent along the river banks.

Oil Creek flows into the Allegheny River within the concept area. In this section, the Allegheny River is classified as a WWF under the PA Code 25 Chapter 93 Water Quality Standards, which supports the maintenance and propagation of fish species and additional flora and fauna which are indigenous to a warm water habitat.

Tier II Concept Areas

Southside Business and Recreation Area

Existing Conditions

The PFBC does not currently stock this section of the Allegheny River.

One species of special concern under the jurisdiction of DCNR may inhabit the area.

Under the current zoning ordinance, the portion of the project area from Route 62 west to Division Street is R-2 Residential. From Route 62 east to the intersection of East Front Street to West First Street area is C-1 Commercial and a small portion near this intersection is zoned I-1 Manufacturing and Industrial. In neither the C-1 or I-1 districts, public park areas are not a permitted use; therefore, the recommendations are not compatible with current zoning. The current zoning ordinance should be updated to include public park areas as a permitted use or develop a waterfront district that includes a multi-use district (light industrial, commercial, and public park areas).







Southside Business and Recreation Area —Current Zoning



Existing Southside Business and Recreation Area

Recommendations

Coordination with the study committee; input from the public through public meetings, surveys, and focus groups; and multiple field views led to the development of recommendations for each of the concept areas. The recommendations are categorized by the Waterfront Development Principles identified earlier in this report and each is referenced on the figure (Figure SSBR-1) by a colored, numbered circle. The color refers to the Waterfront Development Principle that the recommendation addresses and the number references the specific recommendation listed in the text.

1. *Improve access to Allegheny River and Oil Creek* 
2. *Beautify, enhance, preserve, and educate about the waterfront areas* 
3. *Enhance existing and create new waterway-related recreational opportunities* 
4. *Increase the economic viability of waterfront properties* 

In addition, the limitations and possible challenges are included with the significant ones listed per section. See Figure SSBR-1 for the conceptual layouts of the recommendations.

Southside Business and Recreation Area

Waterfront Development Principle #1 Improve access to Allegheny River and Oil Creek

- 1A Create multiple river access ramps and facilities to permit pedestrians access to the river and White Water Rafting Area (WWRA) from Front Street. These ramps should be minimal impact—a grass surface ramp is recommended. Where possible, proposed access should meet the 2010 Standards of the Americans with Disabilities Act.
- 1B Create grassed areas along the river banks for WWRA spectators and river users.
- 1C Improve fishing access along the Allegheny River.

Potential Obstacle

Steep slopes exist at the river front area reducing river accessibility.

Railroad coordination required; potential at-grade or aerial crossings would be required to enhance pedestrian access.

Private property coordination required for access initiatives.

Waterfront Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas

Potential Obstacle

Significant colonies of Japanese knotweed (*Polygonum cuspidatum*) is present in this concept area. Eradication of this invasive species has proven difficult and often times returns after multiple attempts.

PNDI results indicate the potential presence of species of special concern. Individual surveys may be necessary.

Developments (removal of the pipeline) within the Oil Creek floodplain or to the creek channel and bed would potentially require significant engineering costs and permitting (USACE/PADEP). Permit approvals may be difficult to achieve as a result of the icing, special concern species, and the scenic river designation of the Allegheny River upstream and downstream of the confluence.

- 2A Remove the submerged pipeline embedded in the riverbed at this location.
 - 2B Control the three Combined Sewage Outfalls the currently discharge into the Allegheny River in this area.
 - 2C Enhance the Front Street aesthetics through signage, mural painting, lighting, plantings, river themed facades, signage, etc.
 - 2D Implement traffic calming measures along Front Street. Measures such as islands in between traffic lanes, bollards, and proper signage to slow drivers.
 - 2E Enhance river bank aesthetics through implementing a tree and understory clearing, pruning and planting program to enhance river views from the properties along East and West Front Street.
- The presence of invasive species, predominantly Japanese knotweed and Tree-of-Heaven, was identified in this area. A plan to manage these species should be developed. Discussion with Ty Ryen, DCNR Service Forester, has indicated that DCNR currently uses an Adaptive Management Approach that is tailored for each unique system. DCNR will offer technical assistance to the City or other groups to assist in the management of invasive species.
- 2G Provide an information kiosk at the existing park area on Front Street.
 - 2H Conduct an annual or semiannual waterways clean up effort involving adjacent residential owners, business owners, students, and local groups.
 - 2I Evaluate the potential of utilize green building materials, solar, geothermal energy etc., for facilities and proposed enhancements.

Southside Business and Recreation Area

Waterfront Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

- 3A Develop a white-water recreation area (WWRA) to enhance kayaking, inner tubing, rafting and canoeing opportunities.
- 3B Develop a seasonal white-water shuttle for a small fee along the existing railroad bed to transport kayaks and equipment as part of the WWRA. This could be considered a “Kayakers Loop”.
- 3C Install picnic tables and charcoal grills on the southern bank and the eastern area of the northern bank.
- 3D Establish connections for existing bicycle and pedestrian trail systems through signage, road painting designations, etc.
- 3E Establish a “Bridge Walkers Loop” and provide informational signage identifying the route.
- 3F Locate a Community Bike Depot at the existing park area along Front Street. This depot can be one of the anchor spots as it will be located at the entrance to the downtown business district.

Potential Obstacle

Threatened and endangered species have been identified in the Allegheny River.

Developments within the Allegheny River floodplain or to the river channel and bed would potentially require significant engineering costs and permitting (USACE/PADEP). Permit approvals may be difficult to achieve as a result of the icing, special concern species, navigable river designation, and sections upstream and downstream scenic river designation.

Southside Business and Recreation Area

Waterfront Development Principle #4 Increase the economic viability of waterfront properties

Potential Obstacle

Existing on street parking may be insufficient to support increased use of area.

A review of the City's zoning ordinances has revealed that the majority of the recommendations for the Southside Business and Recreation Area will not likely be accommodated under existing zoning.

- 4A Develop whitewater related competitions and community events to encourage use of the area and market a Whitewater Recreation Area (WWRA).
- 4B Redevelop the condemned residential parcels along Front Street and provide new public access to the river from these locations; encourage recreation-based business development (retail as well as rental businesses) in the area.
- 4C Consider and develop incentives for riverfront property owners who improve the property appearance.
- 4D Adopt ordinances for universal building facades and residential remodeling/redevelopment requirements in this area (i.e form based zoning/overlay district).
- 4E Develop a waterfront businesses group for this section of the City.

Southside Business and Recreation Area

Tier II Concept Areas

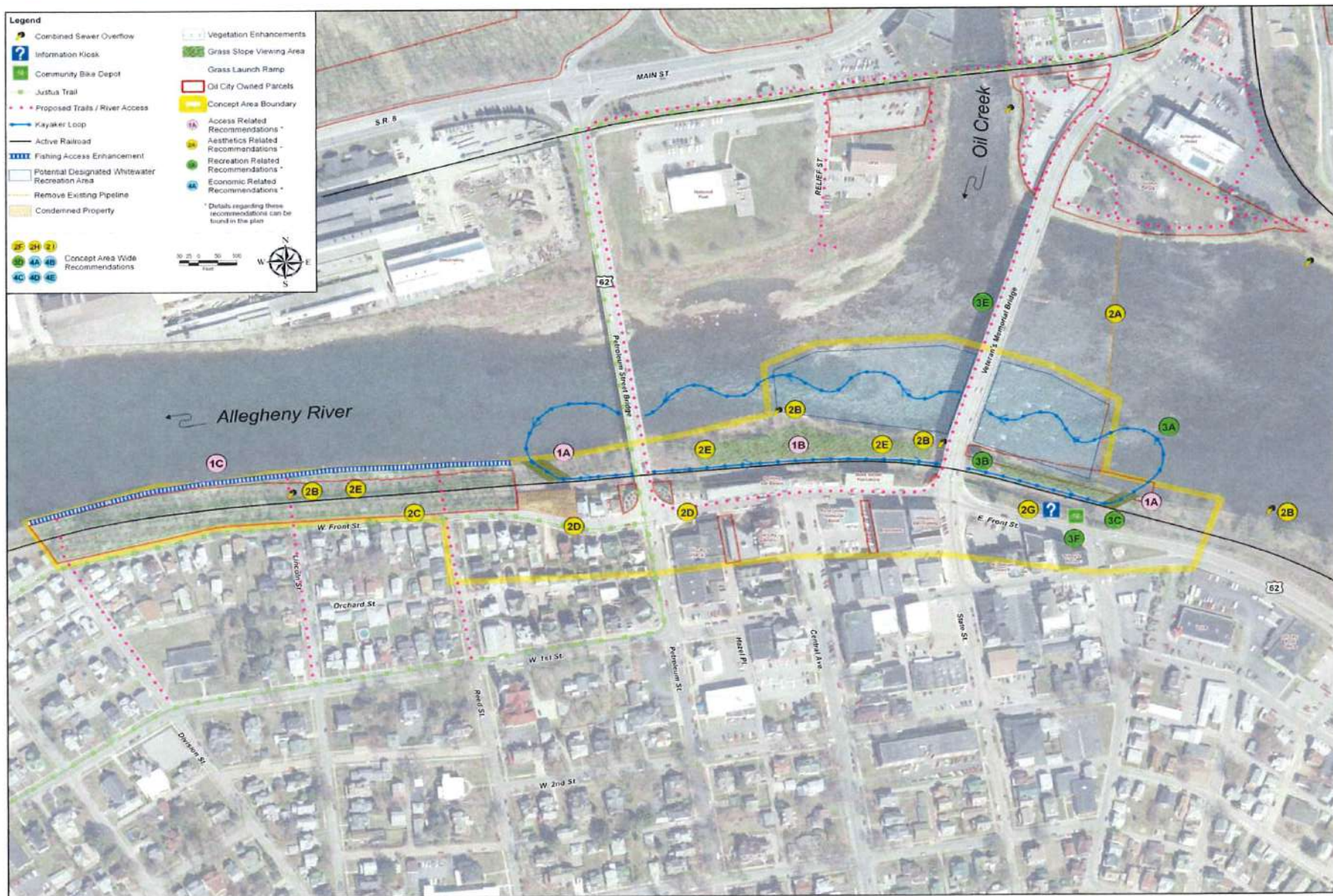


Figure S5BR-1 Southside Business and Recreation Area Conceptual Recommendations

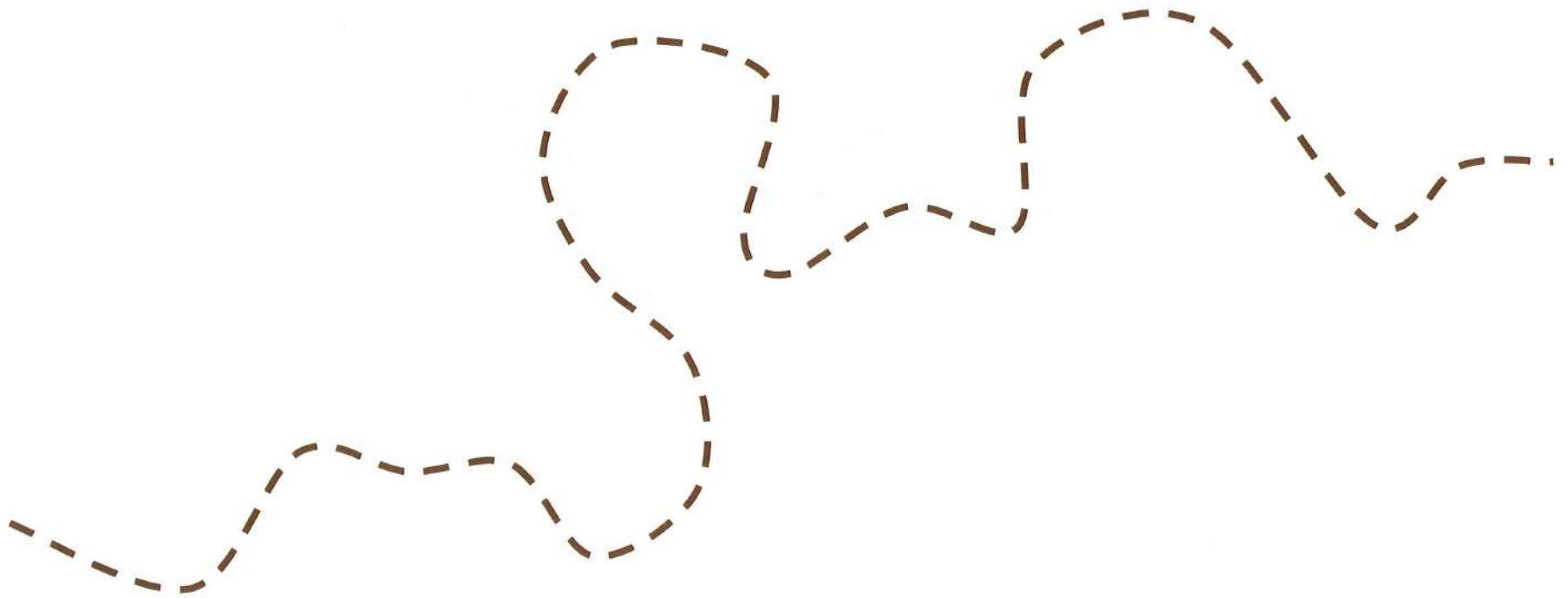
Tier III Concept Areas

Northside Riverfront

Siverly Bridges



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The Northside Riverfront Area

Latitude/Longitude

79 degrees 42' 05.597" W
41 degrees 25' 42.798" N

Northside Riverfront Area



Existing Conditions

Located along the Allegheny River bank southeast of Justus Park, the Northside Riverfront Area has been identified as one of the Tier III areas within the waterways plan. As each of the concept areas address the waterfront goals for the plan, the Northside Riverfront Area concept provides improved access to the Allegheny River, areas for passive recreation, plantings and other enhancements to improve the aesthetics, and provides for a gateway to the City to draw motorists and pedestrians alike.

The Northside Riverfront area is approximately 11 acres in total size and is bounded by the Colbert Avenue and the step slopes below East Bissell Avenue to the north, the Allegheny River to the south and residential dwellings along Colbert Avenue and the rock outcrop to the east and west. Invasive species, including Japanese knotweed, tree-of-heaven, and purple loosestrife, are prevalent along the riverbank.

The Allegheny River flows west within the concept area. In this section, the Allegheny River is classified as a WWF under the PA Code 25 Chapter 93 Water Quality Standards, which supports the maintenance and propagation of fish species

Tier III Concept Areas

The Northside Riverfront Area

Existing Conditions

and additional flora and fauna which are indigenous to a warm water habitat. The PFBC does not currently stock this section of the Allegheny River.

Species of special concern under the jurisdiction of the PFBC, DCNR, and the USFWS may exist within this concept area.

Under the current zoning ordinance, the Northside Riverfront area is R-2 Medium Density Residential. R-2 allow for public parks and playgrounds, so the current zoning accommodates the recommendations presented for this area.







Northside Riverfront Area — Current Zoning



Undeveloped area along Allegheny River

Recommendations

Coordination with the study committee; input from the public through public meetings, surveys, and focus groups; and multiple field views led to the development of recommendations for each of the concept areas. The recommendations are categorized by the Waterfront Development Principles identified earlier in this report and each is referenced on the figure (Figure NSR-1) by a colored, numbered circle. The color refers to the Waterfront Development Principle that the recommendation addresses and the number references the specific recommendation listed in the text.

1. *Improve access to Allegheny River and Oil Creek* 
2. *Beautify, enhance, preserve, and educate about the waterfront areas* 
3. *Enhance existing and create new waterway-related recreational opportunities* 
4. *Increase the economic viability of waterfront properties* 

In addition, the limitations and possible challenges are included with the significant ones listed per section. See Figure NSR-1 for the conceptual layouts of the recommendations.

The Northside Riverfront Area

Waterfront Development Principle #1 Improve access to Allegheny River and Oil Creek

- 1A Improve fishing access along the river. Where possible, proposed access should meet the 2010 Standards of the Americans with Disabilities Act.
- 1B Conduct select tree clearing, pruning, under story clearing and plantings to enhance river views from the railroad bed (rail with trail) and Colbert Avenue.
- 1C Approach railroad to create a rail-with-trail continuation from Justus Park to Siverly and to allow at-grade pedestrian crossings.
- 1D Provide pedestrian connections to the adjacent Northside neighborhood at East Bissell Avenue.
- 1E Include area in a city-wide shuttle service or trolley.

Potential Obstacle

Steep slopes at river banks, below and above Colbert Avenue reduce accessibility and development opportunities due to the significant engineering, design and construction costs to overcome.

Private property owner coordination will be required for potential access to East Bissell Avenue.

Additional railroad coordination will be required for river access initiatives and rail-with-trail.

At grade railroad crossings may be required and potentially hazardous to river users.

Waterfront Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas

Potential Obstacle

Significant colonies of Japanese knotweed (*Polygonum cuspidatum*) is present in this concept area. Eradication of this invasive species has proven difficult and often times returns after multiple attempts.

- 2A Enhance the street-front (Colbert Avenue) aesthetics through sidewalk lighting, fencing, planting schemes; city-wide river or water-based theme.
 - 2B Create connections to adjacent Northside neighborhood at East Bissell Avenue to encourage use and connectivity.
 - 2C Implement traffic calming features on Colbert Avenue in this area.
 - 2D Place the riverfront area into a conservation easement/enhancement area.
 - 2E Install bird boxes, bat boxes and other wildlife habitat improvements to enhance wildlife viewing opportunities at the river bank.
 - 2F Control existing Combined Sewage Outfalls present in the area.
- The presence of invasive species, predominantly Japanese knotweed, was identified on both banks of the river in this area. A plan to manage these species should be developed.
- 2G Discussion with Ty Ryen, DCNR forester, has indicated that DCNR currently uses an Adaptive Management Approach that is tailored for each unique system. DCNR will offer technical assistance to the City or other groups to assist in the management of invasive species.

The Northside Riverfront Area

Waterfront Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

- 3A Investigate potential for residential community seasonal public/private dock along the Allegheny River.
- 3B Create low-impact, floodplain nature trail along the river bank to allow for hiking and recreational/educational opportunities.

Potential Obstacle

PNDI results indicate the potential presence of species of special concern. Individual surveys may be necessary.

Developments within the Allegheny River floodplain or to the river channel and bed would potentially require significant engineering costs and permitting (USACE/PADEP). Permit approvals may be difficult to achieve as a result of the icing, special concern species, navigable river designation, and sections upstream and downstream scenic river designation.

Waterfront Development Principle #4 Increase the economic viability of waterfront properties

- 4A Potential for development of multi-unit, green, luxury-townhouse development on parcels above Colbert Avenue (solar, geothermal, roof gardens, LEED certified).
- 4B Utilize/evaluate green building materials, solar, geothermal energy, etc. for facilities.

The Northside Riverfront Area

Tier III Concept Areas

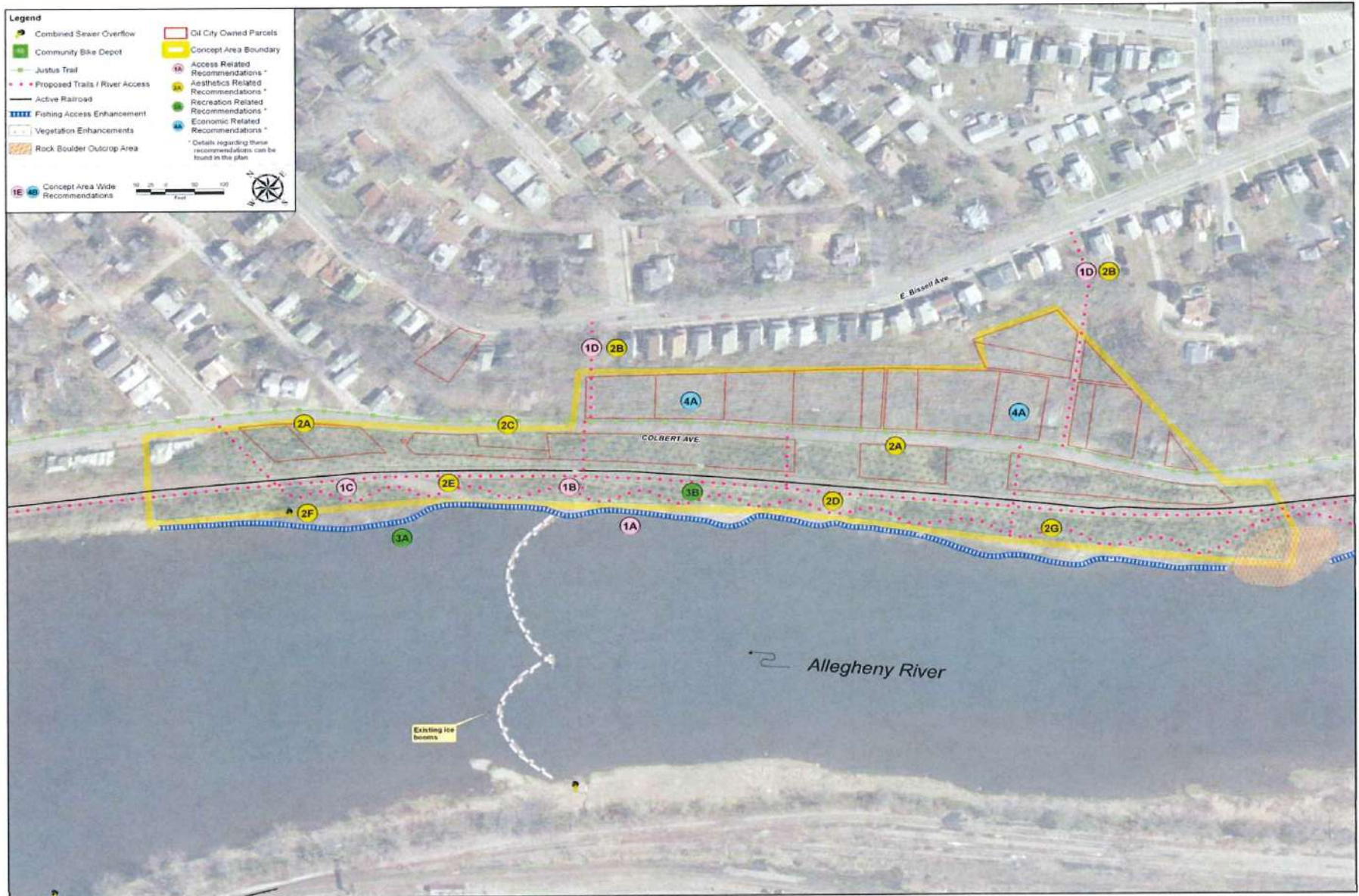


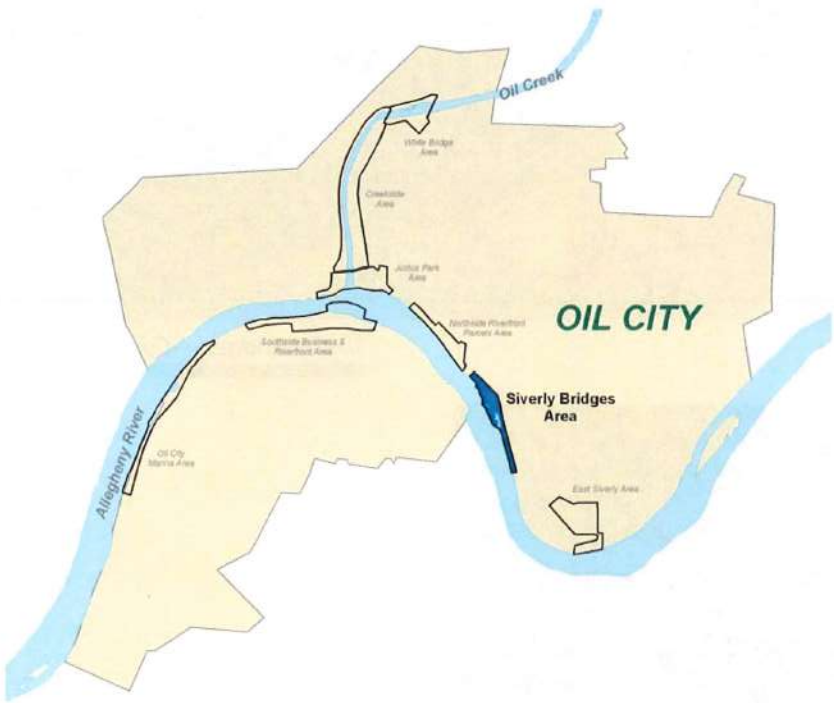
Figure NS-1 Northside Riverfront Area Conceptual Recommendations

The Siverly Bridges Area

Latitude/Longitude

79 degrees 42' 16.138" W
41 degrees 26' 34.496" N

Siverly Bridges Area



Existing Conditions

Located on the northbank of the Allegheny River between East Siverly and the downtown area, the Siverly Bridges Area has been identified as one of the Tier III areas within the waterways plan. As each of the concept areas address the waterfront goals for the plan, the Siverly Bridges Area concept provides improved access to the Allegheny River, areas for passive recreation, plantings and other enhancements to improve the aesthetics, and provides for a gateway to the City to draw motorists and pedestrians alike.

The Siverly Bridges area is approximately 12 acres in total size and is bounded by Colbert Avenue and River Street to the North, the Allegheny River to the south and the steep river banks to the east and west. Invasive species, including Japanese knotweed, tree-of-heaven, and purple loosestrife, are prevalent along the riverbank.

The Allegheny River flows north within the concept area. In this section, the Allegheny River is classified as a WWF under the PA Code 25 Chapter 93 Water Quality Standards, which supports the maintenance and propagation of fish species and additional flora and fauna which are indigenous to a warm water habitat.

Tier III Concept Areas

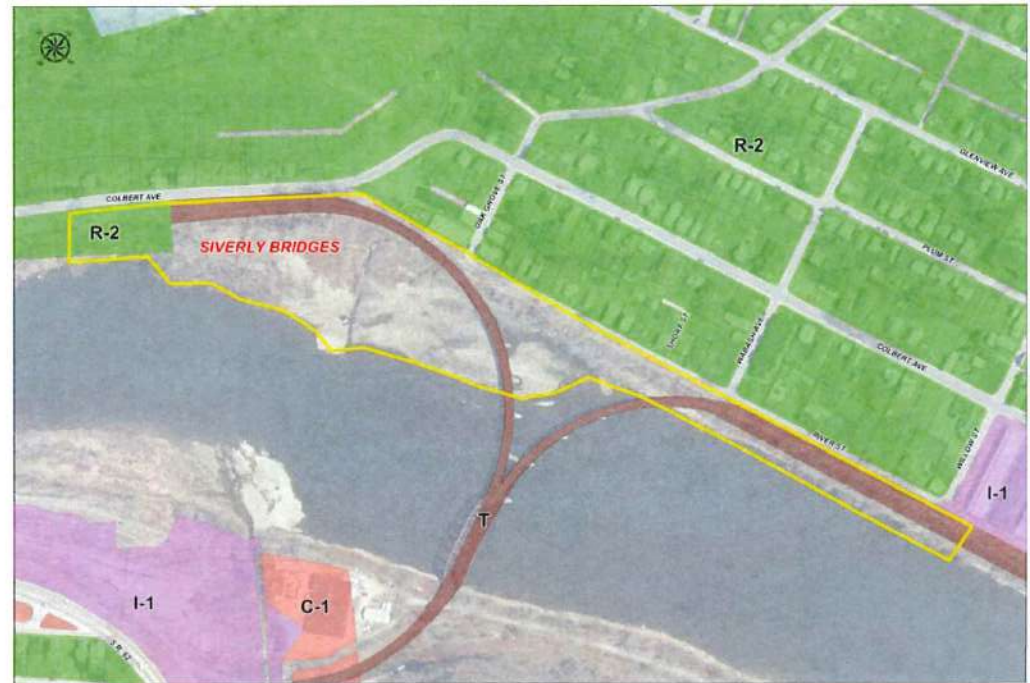
The Siverly Bridges Area

Existing Conditions

The PFBC does not currently stock this section of the Allegheny River.

Species of special concern under the jurisdiction of the PFBC and the USFWS may exist within this concept area.

Under the current zoning ordinance, the right downstream bank area is R-2 Medium Density Residential. The R-2 district allows for public parks and playgrounds, so the current zoning accommodates the recommendations presented for this area.







Siverly Bridges —Current Zoning



Existing railroad underpass

Recommendations

Coordination with the study committee; input from the public through public meetings, surveys, and focus groups; and multiple field views led to the development of recommendations for each of the concept areas. The recommendations are categorized by the Waterfront Development Principles identified earlier in this report and each is referenced on the figure (Figure SB-1) by a colored, numbered circle. The color refers to the Waterfront Development Principle that the recommendation addresses and the number references the specific recommendation listed in the text.

1. *Improve access to Allegheny River and Oil Creek* 
2. *Beautify, enhance, preserve, and educate about the waterfront areas* 
3. *Enhance existing and create new waterway-related recreational opportunities* 
4. *Increase the economic viability of waterfront properties* 

In addition, the limitations and possible challenges are included with the significant ones listed per section. See Figure SB-1 for the conceptual layouts of the recommendations.

The Siverly Bridges Area

Waterfront Development Principle #1 Improve access to Allegheny River and Oil Creek

- 1A Create new or enhance existing river view access points at Willow Street, Wabash Avenue, and Oak Grove Street (2 existing, 1 proposed); Install river viewing decks at the access points. Where possible, proposed access should meet the 2010 Standards of the Americans with Disabilities Act.
- 1B Provide river view access signage at Colbert Avenue to direct visitors and locals to the river viewing areas.
- 1C Create interconnecting trails along the river side-slope that would connect the viewing decks and provide access to the river.
- 1D Create a river overlook area and access trail to the existing boulder outcrop at the downstream extent of this area.
- 1E Create a trailhead and parking facility at the existing informal parking area adjacent to Colbert Ave (private property).
- 1F Enhance shore fishing access along the river bank. Where possible, proposed access should meet the 2010 Standards of the Americans with Disabilities Act.

Potential Obstacle

Additional railroad coordination would be required.

Private property owner coordination would be required.

The existing stream banks are relatively steep (or vertical in some areas) reducing safe and convenient access to the river.

Waterfront Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas

Potential Obstacle

Significant colonies of Japanese knotweed (*Polygonum cuspidatum*) is present in this concept area. Eradication of this invasive species has proven difficult and often times returns after multiple attempts.



Purple loosestrife (Source: www.nps.gov)

- 2A Implement a river/water-themed signage program at Colbert Ave and River Street connections.
- 2B Conduct a select cut/tree pruning and understory clearing program to enhance river views in this area; enhance river bank aesthetics through native plantings, landscaping, lighting, etc.

The presence of invasive species, predominantly Japanese knotweed, Tree-of-Heaven, and purple loosestrife was identified in this area. A plan to manage these species should be developed. Discussion with Ty Ryen, DCNR Service Forester, has indicated that DCNR currently uses an Adaptive Management Approach that is tailored for each unique system. DCNR will offer technical assistance to the City or other groups to assist in the management of invasive species. Restore native vegetation to the proposed natural/conservation area.
- 2C
- 2D Provide informational kiosks at viewing decks; opportunity for historical railroad interpretive placards (bridges).
- 2E Include area in annual/semi-annual river cleanup program.

The Siverly Bridges Area

Waterfront Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

- 3A Create a rail-to-trail or rail-with-trail connection from River Street to Rt. 62 and the commercial shopping area in Southside over the existing railroad bridge(s).
 - 3B Extend rail-with-trail connection along railroad corridor from Justus Park.
 - 3C Provide a Community Bike Depot at the parking area along Colbert Ave to encourage visitation and use.
 - 3D Create a low-impact, passive recreational/natural observation area on the wooded floodplain to the north and west of Oak Grove Street (mature silver maple groves exist in this area).
 - 3E Create nature trail/conservation area/primitive camping area along floodplain (an existing informal trail and primitive camping area already exists in this area).
 - 3F Create a low impact "dog play area" within or adjacent to the floodplain conservation area.
- Develop and construct an informational kiosk that will direct river users and pedestrians to the downtown area for eating, shopping, and other daily amenities. This kiosk should also include seasonal events and attractions. In addition, the kiosk should include information regarding the environmental features in the area.

Potential Obstacles

PNDI results indicate the potential presence of species of special concern. Individual surveys may be necessary.

Developments within the Allegheny River floodplain or to the river channel and bed would potentially require significant engineering costs and permitting (USACE/PADEP). Permit approvals may be difficult to achieve as a result of the icing, special concern species, navigable river designation, and sections upstream and downstream scenic river designation.

Existing wetlands present along the floodplain at the northwest portion of the site may complicate the permitting of the site or require additional mitigation for possible impacts.

Permanent fixtures may be inactive for long periods throughout the winter months and require storage or seasonal repair/replacement.

Waterfront Development Principle #4 Increase the economic viability of waterfront properties

- 4A Utilize/evaluate green building materials and alternative energy (i.e. solar, geothermal) for facilities.

Siverly Bridges

Tier III Concept Areas

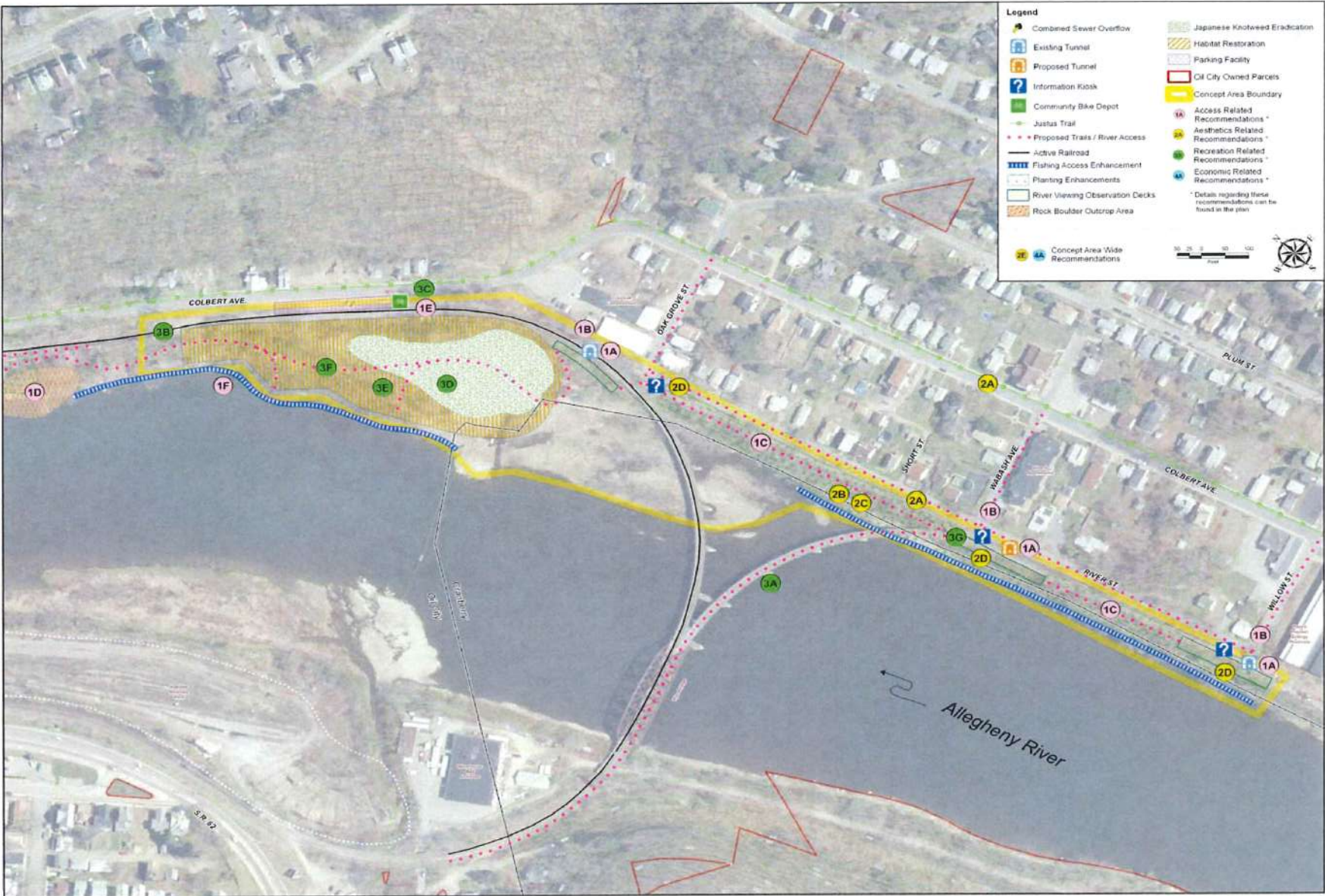
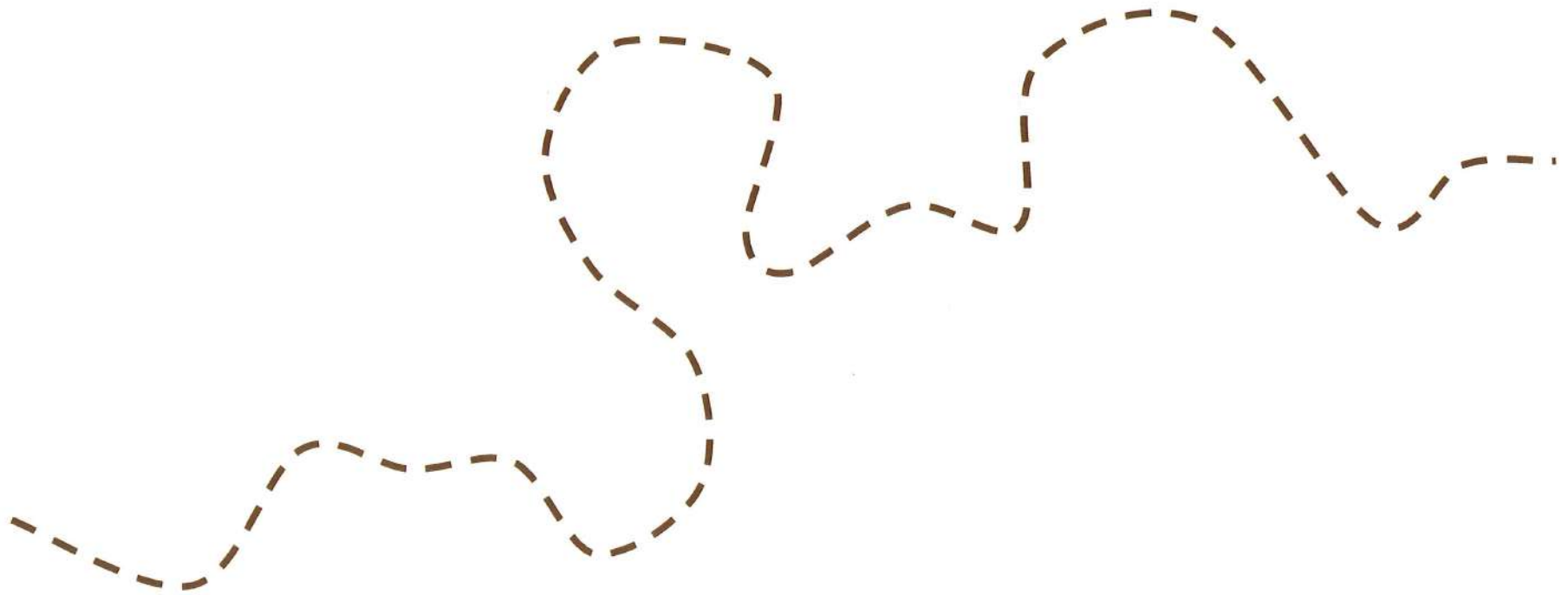
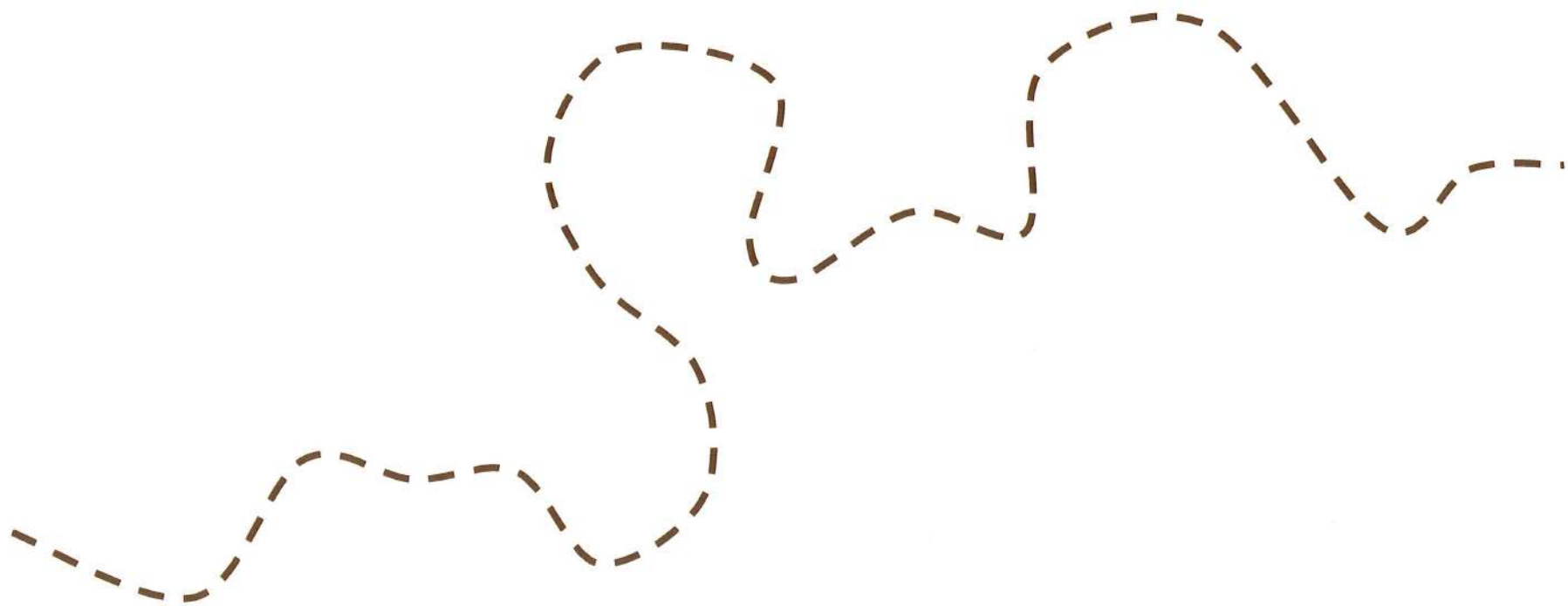


Figure 5B-1 Siverly Bridges Area Conceptual Recommendations

Corridor Wide Recommendations



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Waterfront Development Principle #1 Improve access to Allegheny River and Oil Creek

Engage RR owners and private land owners along the waterfront areas to discuss access for planned enhancements. Rail with trail/rail to trail and other access opportunities need to be comprehensively explored to establish trail connections throughout the concept areas.

Improve public access to all concept areas, especially where existing public land is present a new access can be provided from existing streets and facilities to river/creek fronts.

All proposed access initiatives should meet the 2010 Standards of the Americans with Disabilities Act.

Study existing available parking and identify parking needs for tourism; identify these areas prominently on tourism mapping to encourage “stop-n-play” visitors.

Evaluate existing signage and restructure signage themes and locations to enhance travel experience within the city; reduce sign clutter and duplication.

Develop and provide consistent, context-sensitive waterfront signage to guide river/creek users to local businesses, recreational facilities, and points of interest.

Provide interpretive signage denoting recreational, cultural, and natural features and to direct residents and visitors to the existing and improved water-related facilities.

Maintain free parking and consider eliminating parking meters along creek and river thoroughfares to encourage use.

Develop/fund a seasonal, community shuttle and/or water-taxi/river-tour service to encourage tourism to various enhancement areas and existing recreational features.

Coordinate with appropriate resource agencies (DCNR, PFBC, USACE, PADEP, USFWS) regarding recommendations that may conflict with known T&E species or require permitting.

Corridor Wide Recommendations

Waterfront Development Principle #2 Beautify, enhance, preserve, and educate about the waterfront areas

Work with local school districts and educational organizations to develop, organize, and support water-themed activities clubs (i.e. canoe clubs, kayak clubs, bicycle clubs, bio-lab groups, and youth oriented activities, etc.) and curriculum that incorporates field trips to local resources.

Increase the visibility of the river and creek from existing and proposed trails, bikeways and concept areas at strategic locations through tree pruning, select cutting, understory clearing, and the planting of native vegetation.

Enlist/approach individual waterfront property owners to voluntarily clean up and beautify their properties; explore possibilities for incentives (i.e. tax assessment breaks, low interest loans, grants, etc.) to encourage these efforts.

Establish specific river and creek cleanup committees to coordinate annual or semi-annual cleanup events along the waterfront areas.

Eradicate/control the spread of invasive plant species where possible – Japanese knotweed, purple loose-strife, autumn olive, multiflora rose, and tree-of-heaven are prevalent. Discussion with Ty Ryen, DCNR Service Forester, has indicated that DCNR currently uses an Adaptive Management Approach that is tailored for each unique system. DCNR will offer technical assistance to the City or other groups to assist in the management of invasive species.

Waterfront Development Principle #3 Enhance existing and create new waterway-related recreational opportunities

Enhance existing informal trail network throughout the city.

Establish network of new trails (pedestrian, bicycle, water) between concept areas.

Evaluate existing pedestrian and bicycling system infrastructure to improve function and usability.

Develop a plan and facilities for storage and maintenance of seasonal equipment.

Identify needs and potential funding sources for operation and maintenance of facilities and equipment.

All proposed recreation initiatives should meet the 2010 Standards of the Americans with Disabilities Act.

Corridor Wide Recommendations

Waterfront Development Principle #4 Increase the economic viability of waterfront properties

Pursue City-hosted, water-based, business trade shows (boat shows/outdoor shows), boat races, equipment demonstration programs, etc. to showcase the riverfront areas.

Coordinate existing river and creek-side businesses and local civic groups to refocus attention on waterway improvements, activities and opportunities; explore low interest loans and property tax deferments, and other policy tools to attract new waterways-focused businesses.

Develop/host water-themed seasonal activities to encourage tourism, i.e. canoe/kayak sojourns, kayak/boat races, fishing tournaments, "polar-bear" clubs, etc.

Develop and adopt local ordinances to guide waterfront redevelopment and enhancement.

Review existing zoning and building codes for compatibility with planned improvements

Identify opportunities and encourage restaurant entrepreneurs to establish new outdoor dining facilities within the City's waterfront areas.

Develop seasonal youth job programs for water recreational facilities and to market these activities to tourists (i.e. concessions, community bike facilities, "tour" guides, maintenance, etc.

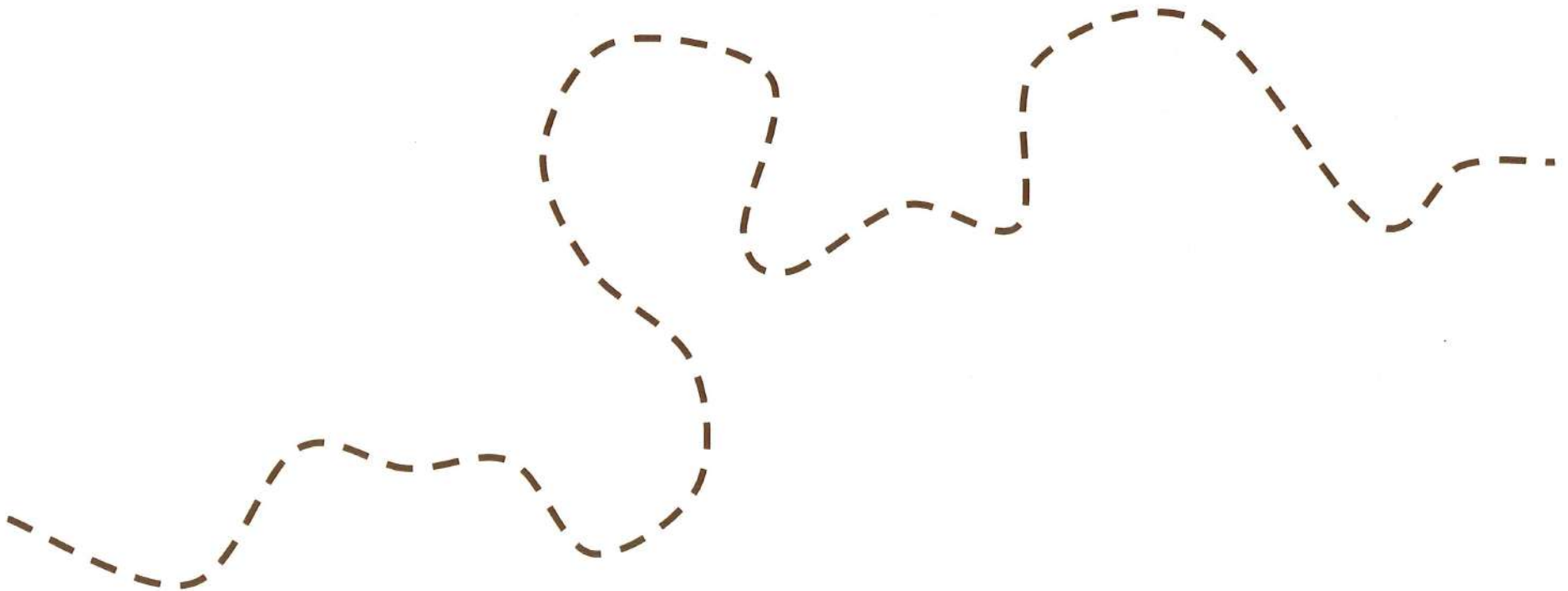
Create/enhance comprehensive tourism map of the existing, proposed, and potential trail connections being considered in Oil City; include designated trail "loops" and provide descriptions of each including trailheads and available parking areas.

Include the City of Oil City in real estate discussions when waterfront land becomes available for sale or redevelopment.

Utilize/evaluate green building materials and alternative energy (i.e. solar, wind, geothermal, etc.).

Implementation Plan

Oil City Comprehensive Waterways Plan



Implementation Plan

The Implementation Plan table represents the recommendations that were generated based on development principles that were identified through public input. Based on these development principles, action items were developed. For each management strategy, suggestions are made for a lead organization, potential partners, and funding sources; however, with most of the proposed strategies, a variety of combinations of partnerships and funding are possible.

For each of the three Tier I areas, *Creekside*, *The Marina*, and *East Siverly*, in addition to the Implementation Plan matrix, there is also a “Budget Estimate for Construction”, which includes detailed cost estimates for many of the recommendations in each area. Cost estimates presume the payment of prevailing wage rates.

Because the level of detail varied from the Tier I to the Tier III areas, the prioritization and cost estimates provided also vary in detail. Tier I areas received detailed cost estimates for the specific site plan concept designs in addition to prioritization, lead party and potential partner identification; Tier II areas received estimated costs and prioritization for individual recommendations in addition to lead party and potential partner identification; and the Tier III areas received only the identification of lead party and potential partners.

In the Estimated Cost columns, an asterisk indicates that a detailed cost estimate for the recommendation is included on the following “Budget Estimate for Construction” pages. A designation of “n/a” indicates that the level of detail provided in the recommendation is not specific enough to provide a representative cost estimate. Additional detail for the recommendation is needed to provide an accurate relative cost estimate.

The Marina Area

Development Principle #1: Improve access to Allegheny River and Oil Creek

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
1B	#1.1 Improve public shore fishing	Public Works - Streets and Parks	PFBC, DCNR	n/a	Medium
1A	#1.2 Create access routes from Abbott Street, Mitchell Avenue, and Hickory Street	Engineering	n/a	n/a	Long

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
2A	#2.1 Install water-themed directional signs within the Marina	Public Works - Streets and Parks	DCNR	*	Medium
2A	#2.2 Install entrance signs at the east and west entrances	Public Works - Streets and Parks	DCNR	*	Medium
2D	#2.3 Eliminate invasive plants; revegetate with native plants	Public Works - Streets and Parks	DCNR, Penn State Coop	\$20,000/acre	Long
2B	#2.4 Implement a select cutting and understory clearing program at the wooded parcels downstream from the marina to improve river views from the trail and adjacent residential properties along North St. and W. 1st St.	Public Works - Streets and Parks	DCNR Bureau of Forestry, Penn State Coop	n/a	Short
2A	#2.5 Install interpretive signage along trail identifying relict structures at the river banks	Oil Region Alliance	DCNR	\$3,000/sign	Medium
2C	#2.6 Install informational kiosk	Community Development	DCNR, ORA, local businesses, Rotary Club	\$1,200	Short

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
3A	#3.1 Control/manage existing Combined Sewage Outflows present in the area	Public Works - Wastewater Treatment	DEP	n/a	Medium
3B	#3.2 Develop plans to reconfigure existing boat launch to accommodate additional ramp space (includes permitting, engineering plans, and survey)	Engineering	PFBC, DCNR	\$15,000	Short
3B	#3.3 Construct boat launch	Public Works - Streets and Parks	PFBC, DCNR	\$15,000	Medium
3L	#3.4 Create pads for primitive camp sites	Public Works - Streets and Parks	DCNR	*	Short
3C	#3.5 Install a public boat dock/fishing pier	Public Works - Streets and Parks	PFBC, DCNR, Isaac Walton League	\$5,000	Long
3M	#3.6 Install kayak lockers	Public Works - Streets and Parks	DCNR, Whitewater Association	*	Medium
3N	#3.7 Install a Community Bike Depot	Public Works - Streets and Parks	DCNR, local businesses, CUP - Venango Campus, OC School District	\$8,000	Long

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities (cont)						
3J	#3.8	Enhance existing Marina bay wetland using native plantings	Council of Greenways	DCNR, DEP, NFWF	\$6,000	Medium
3J	#3.9	Develop and construct interpretive viewing decks.	Public Works - Streets and Parks	DCNR, Scouts	\$12,000	Long
3L	#3.10	Provide a second bathroom facility (i.e. composting toilet) and potable water source (hand pump) for campers	Public Works - Streets and Parks	DCNR	*	Short
3K	#3.11	Provide a dog park	Public Works - Streets and Parks	DCNR	*	Medium
	#3.12	Move trail to north to allow for contiguous open space at lawn area	Public Works - Streets and Parks	DCNR	*	Medium
3G	#3.13	Provide a multi-use pavilion and picnicking facilities	Public Works - Streets and Parks	DCNR	\$28,000	Medium
3F	#3.14	Create a seasonal open space shoreline area	Public Works - Streets and Parks	DCNR	*	Medium
3E	#3.15	Develop a recreational vehicle parking area	Public Works - Streets and Parks	DCNR	*	Medium
Development Principle #4: Increase the economic viability of waterfront properties						
Map ID	<i>Action Item</i>		<i>Lead Party</i>	<i>Potential Partners</i>	<i>Estimated Cost</i>	<i>Priority</i>
4A	#4.1	Improve facility that houses existing restroom to include concessional area	Public Works - Streets and Parks	DCNR, local businesses	*	Short
* See the detailed construction costs estimate						

Budget Estimate For Construction - The Marina Area

<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>5 sites</u>	<u>Subtotal</u>
New Signs					
Entrance- Monument- Sign	2	LS	\$500	\$1,000	
Wayfinding signs at Street	2	EA	\$65	\$130	
					\$1,130
Parking Lot Rehab at future RV parking area					
Clearing and Grubbing- not required					
Earthwork- not required					
Seeding and Mulching	1	LS	\$1,200	\$1,200	
* Utility Extensions					
Water- 6" HDPE	300	LF	\$45	\$13,500	
Electric conduit-	300	LF	\$35	\$10,500	
Elect. Transformer	1	EA	\$20,000	\$20,000	
Drainage and Erosion Control	1	LS	\$150	\$150	
Parking Paving- 6 RV parking spaces (resurfacing of existing w/new ASPHALT wearing course overlay)	1760	SY	\$8	\$14,080	
					\$59,430
Parking Lot at proposed concession area					
Clearing and Grubbing- not required					
Earthwork- not required					
Seeding and Mulching	1	LS	\$1,200	\$1,200	
Utilities- not required					
Drainage and Erosion Control	1	LS	\$150	\$150	
New Asphalt Driveway Extension	500	SY	\$35	\$17,500	
Parking Paving- 44 parking spaces (resurfacing of existing w/new ASPHALT wearing course overlay)	1760	SY	\$8	\$14,080	
includes 2 ADA spaces (signs and pavement markings)					\$32,930

Budget Estimate For Construction - The Marina Area

<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>5 sites</u>	<u>Subtotal</u>
Relocation of Bike Trail at Lawn Shoreline Area (approx. 1160 LF)					
Clearing and Grubbing	0.66	AC	\$4,500	\$2,970	
Earthwork	5370	CY	\$10	\$53,700	
Seeding and Mulching	1	LS	\$4,800	\$4,800	
Drainage and Erosion Control	1	LS	\$5,000	\$5,000	
Trail Subbase & Surfacing	1288	SY	\$25	\$32,200	
					\$98,670
Lawn Beach Park Area and Parking					
Clearing and Grubbing- not required					
Earthwork- not required					
Seeding and Mulching	1	LS	\$2,500	\$2,500	
Utilities- not required					
Drainage and Erosion Control	1	LS	\$500	\$500	
New Parking Lot- 24 parking spaces (new construction of ASPHALT parking lot)	960	SY	\$35	\$33,600	
includes 1 ADA space (signs and pavement markings) (Refer to New Buildings Section)					\$36,600
Primitive Camping Area (#1-#5 pad sites)					
Clearing and Grubbing	1	EA	\$250	5	\$1,250
Earthwork	10	CY	\$30	5	\$1,500
Drainage and Erosion Control	1	LS	\$100	5	\$500
Pad Creation (20'x20'@ 2% cross slope)	1	EA	\$500	5	\$2,500
Evergreen Buffer Planting (3 hemlock trees each pad)	3	EA	\$150	5	\$2,250
Trail Development (not required- already exists from River to Trail)					\$8,000
Kayak Launch Site					
Clearing and Grubbing	1	EA	\$250	\$250	
Earthwork	10	CY	\$30	\$300	
Drainage and Erosion Control	1	LS	\$100	\$100	
Launch Site Pad Creation (50'x50')	1	EA	\$1,500	\$1,500	
Kayak Lockers (placed at public visible location)	6	EA	\$1,200	\$7,200	
Trail Development (not required- already exists from River to Trail)					\$9,350

Budget Estimate For Construction - The Marina Area

<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>5 sites</u>	<u>Subtotal</u>
Trailhead and Dog Park Parking Lot					
Clearing and Grubbing- not required					
Earthwork	300	CY	\$16	\$4,800	
Seeding and Mulching	1	LS	\$1,200	\$1,200	
Utilities- not required					
Drainage and Erosion Control	1	LS	\$150	\$150	
New Parking Lot- 40 parking spaces (new construction of GRAVEL parking lot)	1600	SY	\$14	\$22,400	
includes 2 ADA spaces (signs and pavement markings)					
Dog Park					
Chain linked fence- 4'ht (create vestibule entry and separate area for small dogs)	700	LF	\$20	\$14,000	
4 gates	4	EA	\$200	\$800	
Portable Toilets, 2-units (rental units) (Refer to New Buildings Section)					\$43,350
New Buildings					
Pavilion (20x20 open pavilion) at Lawn Beach	1	EA	\$30,000	\$30,000	
Composting Toilet Facility (dual compost toilets @ each unit); 1 unit- Lawn Beach & 1 unit-Dog Park)	2	EA	\$80,000	\$160,000	
					\$190,000

GRAND TOTAL	\$479,460
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Not included are the following: Marina, Trail Extension through RV Parking area; storm water management, landscaping, lighting; field survey, engineering or permitting costs/fees; or contingencies.

* Utility Extension are contingent on RR agreement to cross alignment

Budget Estimate For Construction - The Marina Area

Suggested Green Techniques for The Marina Area Design:

Use of Pervious Pavements

Pervious Pavers

Pervious Concrete

Gravel Lots

Grass Pavers

Above costs do not include pervious paving since 2 lots are resurfacing of existing, 1 lot is gravel, the other is in floodplain. Reason-need for maintenance vehicle- sweeper truck costs, O/M costs; and parking lot in floodplain will be flooded and pavements continuously filled with sediment.

Use of Infiltration Swales, Basin, Trenches, Rain Gardens

Evapo-transpiration Techniques- traverse stormwater through trench/stream toward raingarden

Use of Native Plant Species

Shade Parking Lots & Pavements

Use of native rock boulders and native species along river bank to control erosion

Reuse of metals, plastics, crushed concrete, reclaimed asphalt in building products

Specifying recycled materials for all new products- street furniture, pavements, shelters, etc.

Structures- Solar collectors on shelters for energy generation, Window and Skylight design to minimize need for lights & Composting Toilets, use of indigenous materials for building design. (not suggesting greenroof on small structures due to cost).

Operation and Management policy promoting and enforcing conservation efforts (minimize mowing areas, composting; energy conservation- sewer, water, electric; reuse of materials, etc.)

Creekside Area

Development Principle #1: Improve access to Allegheny River and Oil Creek

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
1A	#1.1 Develop engineering plans for a formal "Creekside Boardwalk" pedestrian route connecting to Seneca St. using innovative signage, lighting or sidewalk symbols to direct people through the area	Community Development	DCNR	*	Medium
1A	#1.2 Construct the formal "Creekside Boardwalk"	Community Development	DCNR, local businesses	*	Long
1B	#1.3 Create additional connections/alleyways from Seneca St. to Oil Creek frontage that replicate the existing "Pipeline Alley"	Community Development	DCNR	n/a	Long
1D	#1.4 Create creek access point for fishing etc. at Federal Street	Public Works - Streets and Parks	DCNR, PFBC	*	Short
1E	#1.5 Install informational kiosk	Community Development	DCNR, ORA, local businesses, Rotary Club	\$1,200	Short

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
2A	#2.1 Install consistent themed lighting along rear of Seneca St. buildings (facing Oil Creek only) to encourage use for extended hours	Community Development	DCNR	*	Medium
2B	#2.2 Improve the rear facades of existing buildings and structures through murals, cleanup, painting schemes that will enhance the visual appearance of the "Boardwalk" area especially from the Rt. 8 corridor.	Community Development	Arts Council, PA Council on the Arts, Main Street Program	n/a	Short
2C	#2.3 Provide Creekside Boardwalk signage at Seneca St. and Elm St. to direct people toward the creek.	Community Development	DCNR, local businesses	\$65/sign	Long
2D	#2.4 Install a consistent fencing scheme (type) along the rear of Seneca Street buildings (facing Oil Creek only) to improve the aesthetic and view from Rt. 8	Community Development	DCNR, local businesses	\$65/LF	Medium
2F	#2.5 Establish an annual or semi-annual stream cleanup to remove accumulated trash and debris from the creek bed; remove abandoned pipeline sections from creek bed	Creekside Business Group	Volunteers, local businesses	n/a	Short
2G	#2.6 Eliminate invasive plant species along the Oil Creek banks (predominantly Japanese knotweed)	Public Works - Streets and Parks	DCNR, Penn State Coop	\$20,000/acre	Long
2H	#2.7 Control existing Combined Sewage Outfall discharges to Oil Creek in this area	Wastewater Treatment	DEP	n/a	Medium
2J	#2.8 Install outline-style lighting on bridges	Public Works - Streets and Parks	PennDOT, Main Street Program	n/a	Medium

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities						
Map ID	Action Item		Lead Party	Potential Partners	Estimated Cost	Priority
3A	#3.1	Install fish enhancement structures; coordinate with structures to be installed in the White Bridge Area upstream.	Public Works - Streets and Parks	PFBC, DCNR	\$1,500-2,000/vane \$50/riffle rock	Long
Development Principle #4: Increase the economic viability of waterfront properties						
Map ID	Action Item		Lead Party	Potential Partners	Estimated Cost	Priority
4D	#4.2	Create outdoor café/art gallery at southwest corner of Center St. bridge	Local investor	Local businesses, Oil Region Alliance, Oil City Redevelopment Authority	*	Medium
4F	#3.2	Develop creek-oriented community activities to attract families/users to the "Creekside" area (RC boat skills/races, model sailboat races, rubber duck races(prizes)	Community Development	Volunteers, local businesses, Main Street Program	n/a	Short

Budget Estimate For Construction - The Creekside Area

<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Subtotal</u>
Trail-River Walk				
Concrete Sidewalk (at grade; 10' wide along River)	850	SY	\$110	\$93,500
Concrete Look Out Pads	4	EA	\$500	\$2,000
Aluminum Handrail	1000	LF	\$65	\$65,000
Metal halide street lamps		EA	\$5,000	
LED upgrade		LS		
Clearing and Grubbing	0.25	EA	\$4,500	\$1,125
Earthwork	100	CY	\$16	\$1,600
Seeding and Mulching	1	LS	\$5,000	\$5,000
Drainage and Erosion Control	1	LS	\$5,000	\$5,000
<i>Property Purchase NOT Included</i>				\$173,225
Creekside Café Area				
Electric conduit-	300	LF	\$35	\$10,500
Elect. Transformer	1	EA	\$20,000	\$20,000
Tables	8	EA	\$1,000	\$8,000
Trees	10	EA	\$250	\$2,500
Drainage and Erosion Control	1	LS	\$10,000	\$10,000
New construction of ASPHALT	533	SY	\$35	\$18,655
Steps to sidewalk level	1	LS	\$20,000	\$20,000
ADA access boardwalk ramp	675	SF	\$25	\$16,875
GRAND TOTAL				\$262,880

Not included are the following: storm water management; site furniture; field survey, engineering or permitting costs/fees; or contingencies.

East Siverly Area

Development Principle #1: Improve access to Allegheny River and Oil Creek

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
1A	#1.1 Re-connect Alcorn Ave for pedestrian	Engineering	n/a	*	Long
1C	#1.2 Widen the existing sidewalk along Colbert Avenue and	Engineering	n/a	*	Medium
1C	#1.3 Enhance the aesthetic along the Industrial Park Complex fence through native plantings, lighting, signage, etc.	Engineering	National Tree Trust, DCNR, DCED, Penn State Coop	*	Short
1D	#1.4 Improve access to river for bank fishing at various locations	Public Works - Streets and Parks	PFBC, DCNR	n/a	Short
1E	#1.5 Approach landowners to allow public river access at the existing ramp/launch and pavilion at the end of Colbert Avenue	Community Development	DCED, DCNR, PEC, Audubon Society of Western PA, Allegheny Valley Conservancy, NFWF, Council on Greenways	n/a	Short
1E	#1.6 Gain access to Alcorn Island for educational purposes and bird watching; establish a bird sanctuary at Alcorn Island in cooperation with the property owner; obtain a conservation easement for Alcorn Island in cooperation with the property owner	Community Development	DCED, DCNR, PEC, Audubon Society of Western PA, Allegheny Valley Conservancy, NFWF, Council on Greenways	n/a	Long

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
2A	#2.1 Implement a water/river-themed, city-wide signage program to connect adjacent recreational features to the waterfront area	Engineering	DCNR, PennDOT, Oil Region Alliance	n/a	Medium
2D	#2.2 Complete bikeway/ trail/directional signage through Oil City (existing signs)	Engineering	DCNR, ORA, Council on Greenways	\$200/sign	Short

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities						
Map ID	Action Item		Lead Party	Potential Partners	Estimated Cost	Priority
3A	#3.1	Update the existing Shaughnessy Playground along Pierce Alley; create a parking area at the existing park; create a “skate park” feature at the existing park; enhance the informal BMX bike area at the woodlot at the corner of Siverly Ave and Regan Dr to encourage use and expand recreational opportunities in the area	Public Works - Streets and Parks	DCNR, Siverly Neighborhood Association	*	Short
3B	#3.2	Create a Community Bike Depot on the public lot at Alcorn Ave and Keith Ave.	Public Works - Streets and Parks	DCNR, local businesses, CUP -Venango Campus, OC School District	\$8,000	Long
3C	#3.3	Work with the property owners to complete the connection of the Warren Trail System to Colbert Ave	Community Development		n/a	Medium
3D	#3.4	Develop and market site as part of a kayak/canoe/boaters “loop” for 1-2 hour trips (end at Justus Park or Marina), ½ day trips (end at Franklin), etc	Community Development	DCNR, Oil City Whitewater Park Committee	n/a	Short
Development Principle #4: Increase the economic viability of waterfront properties						
Map ID	Action Item		Lead Party	Potential Partners	Estimated Cost	Priority
4A	#4.1	Create a community market/ gathering area with associated vending areas, parking facilities, and lighting for seasonal business activities (trade shows, farmers markets, crafts, antique market, flea markets, community days, corporate picnics, school functions/fundraisers, mini-fair, farm show, boat shows, reunions, receptions, etc.)	Community Development	Local businesses, DCED	*	Long
4B 4C	#4.2	Establish a canoe livery/kayak rental/boat repair/bait shore business and launch site at Colbert Avenue; operate as seasonal concession area and include refreshments	Community Development	Local businesses, DCED	n/a	Medium

Budget Estimate For Construction - East Siverly Area

<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Subtotal</u>
Colbert Avenue Streetscape Project				
Concrete Sidewalk removal and replacement (5' wide conc.walk)	1200	LF	\$55	\$66,000
Street Trees	40	EA	\$200	\$8,000
				\$74,000
Farmers Market				
Pole Building, approx. 50x150 (no interior finish work, partitians, or restrooms)	1	EA	\$200,000	\$200,000
Clearing and Grubbing	2	AC	\$3,500	\$7,000
Earthwork	2500	CY	\$10	\$25,000
Seeding and Mulching	1	LS	\$5,000	\$5,000
Drainage and Erosion Control	1	LS	\$5,000	\$5,000
Utility Extensions				
Water- 6" HDPE	100	LF	\$45	\$4,500
Electric conduit-	100	LF	\$35	\$3,500
Elect. Transformer	1	EA	\$20,000	\$20,000
Parking Expansion and Drive Lane (new Asphalt Paving)	1300	SY	\$35	\$45,500
Parking Paving- 90 parking spaces (2600 sy resurfacing of existing w/new ASPHALT wearing course overlay)	2600	SY	\$8	\$20,800
Includes 4 ADA spaces (signs and pavement markings)				\$336,300
<i>BMX track not included</i>				
Riverside Bait Shops, Parking and River Access				
Bait Shop-Restroom (Prefabricated Stucture with 3 vendor units & 2 toilet)	1	EA	\$140,000	\$140,000
Clearing and Grubbing	3	AC	\$3,500	\$10,500
Earthwork	10000	CY	\$8	\$80,000
Seeding and Mulching	1	LS	\$5,500	\$5,500
Drainage and Erosion Control	1	LS	\$10,000	\$10,000
Utilities-				
Water- 6" HDPE	100	LF	\$45	\$4,500
Electric conduit-	100	LF	\$35	\$3,500
Elect. Transformer	1	EA	\$20,000	\$20,000
Sanitary	100	LF	\$65	\$6,500
Parking Paving- 89 parking spaces (new ASPHALT parking lot) and boat trailer turn	4000	SY	\$35	\$140,000
Includes 4 ADA spaces (signs and pavement markings)				
Grass Ramp Canoe and Kayak Launch	1	LS	\$10,000	\$10,000
Kayak Lockers (placed at public visible location)	12	EA	\$1,200	\$14,400
<i>Historic Gas/Oil Well site not included</i>				
				\$444,900

Budget Estimate For Construction - East Siverly Area

<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Subtotal</u>
Pedestrian Step Access- Alcorn Avenue				
Concrete Steps, Landings and Steel Handrail (approx.70 steps and 6 landings)	1	LS	\$20,000	\$20,000
Clearing and Grubbing	0.5	AC	\$4,500	\$2,250
Earthwork	500	CY	\$10	\$5,000
Seeding and Mulching	1	LS	\$1,800	\$1,800
Information Kiosk	1	EA	\$2,000	\$2,000
				\$31,050
Alcorn Park Rehabilitation Project				
Asphalt Paving Resurfacing- Multi-Purpose/Basketball Surface; 1-Tennis Court to remain	5000	SF	\$5	\$25,000
Skate Park	1	LS	\$20,000	\$20,000
Clearing and Grubbing	0.66	AC	\$4,500	\$2,970
Earthwork	8000	CY	\$10	\$80,000
Seeding and Mulching	1	LS	\$2,500	\$2,500
Street Trees	25	EA	\$200	\$5,000
				\$135,470
GRAND TOTAL				\$1,021,720

Not included are the following: storm water management, landscaping, lighting; field survey, engineering or permitting costs/fees; or contingencies.

White Bridge Area

Development Principle #1: Improve access to Allegheny River and Oil Creek

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
1A	#1.1 Develop and construct a grass launch for kayaks, canoes, and intertube users	Public Works - Streets and Parks	PFBC, Oil City	\$5,000	Medium
2F	#1.2 Create semi-pervious parking area (i.e., gravel)	Engineering		\$15/sq yd	Medium

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
2A	#2.1 Implement water-themed city-wide signage program.	Public Works - Streets and Parks	DCNR	\$500/sign	Medium
2C	#2.2 Install native plantings on creekbanks	Public Works - Streets and Parks	DCNR, Penn State Coop	\$2,000	Long
2C	#2.3 Investigate opportunities for lighting of the bridges and creek banks.	Engineering	PennDOT	n/a	Long
2D	#2.4 Develop an Oil Creek specific management plan for controlling invasive species, especially knotweed.	Public Works - Streets and Parks	DCNR, Penn State Coop	\$20,000/acre for eradication	Long
2E	#2.5 Coordinate an annual stream clean up program using the existing civic groups or newly developed efforts	Volunteers	DCNR, Local businesses	n/a	Long

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities						
Map ID	<i>Action Item</i>		<i>Lead Party</i>	<i>Potential Partners</i>	<i>Estimated Cost</i>	<i>Priority</i>
3A	#3.1	Install fish enhancement structures	Public Works - Streets and Parks	DCNR, PFBC	\$1,500-2,000/vane \$50/riffle rock	Long
3B	#3.2	Create a "seasonal" lawn				Medium
3C		Install picnic tables and charcoal grills	Public Works - Streets and Parks	DCNR, Oil City	\$4,200	Medium
3E		Install kayak lockers	Public Works - Streets and Parks	DCNR, Oil City, Whitewater Association	\$1,200	Medium
3F		Install a Community Bike Depot	Public Works - Streets and Parks	DCNR, local businesses, CUP -Venango Campus, OC School District	\$8,000	Long
3G	#3.6	Install informational kiosk	Public Works - Streets and Parks	DCNR, Oil City, local businesses	\$1,200	Medium
3D		Design and construction of the Oil Creek Trailhead and Access	Oil Region Alliance	City, DCNR, adjacent businesses	\$50,000	Short
Development Principle #4: Increase the economic viability of waterfront properties						
Map ID	<i>Action Item</i>		<i>Lead Party</i>	<i>Potential Partners</i>	<i>Estimated Cost</i>	<i>Priority</i>
4B	#4.1	Develop a seasonal concession area	Public Works - Streets and Parks	DCNR	\$9,000	Medium

Justus Park Area

Development Principle #1: Improve access to Allegheny River and Oil Creek

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
1A	#1.1 Resurface/improve surface of existing launch ramp for pedestrian and shore fishing access	Public Works - Streets and Parks	DCNR, PFBC	\$2,000	Short
1B	#1.2 Enhance fish habitat and fishing access at the mouth of Oil Creek and Justus Park river bank	Public Works - Streets and Parks	DCNR, DEP, PFBC, Isaac Walton League, NFWF	\$1,500-2,000/vane \$50/riffle rock	Short

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
2F	#2.1 Remove the submerged pipeline embedded in the river bed at this location *	Engineering	DEP, USACE	\$120,000	Medium
	#2.2 Control/manage existing combined sewage outfalls present in this area.	Wastewater Treatment	DEP	n/a	Medium
2B	#2.3 Implement water-theme signage to identify enhanced and new recreational features	Public Works - Streets and Parks	DCNR	\$65/sign	Medium
	#2.4 Enhance the aesthetics by painting murals on rear and sides of adjacent commercial building(s) on west bank of Oil Creek (water recreation themes)	Oil City Arts Council	PA Council on the Arts, Community Development	n/a	Long
2C	#2.5 Enhance river bank aesthetics at the confluence of Oil Creek and Allegheny River through native plantings, landscaping, and/or lighting*	Public Works - Streets and Parks	DCNR, PennDOT, DCED, Penn State Coop	\$60,000	Medium
2A	#2.6 Provide an information kiosk for facilities users.	Community Development	Local businesses	\$1,200	Medium
2C	#2.7 Prune or selectively clear existing vegetation to enhance river views from various locations	Public Works - Streets and Parks	DCNR, Penn State Coop	n/a	Long
2D	#2.8 Eradicate invasive plant colonies along the river and creek banks in this area	Public Works - Streets and Parks	DCNR, Penn State Coop	\$20,000/acre	Long

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
3C	#3.1 Create a potential trailhead, river access, access ramp and/or public/private dock east of the amphitheatre	Public Works - Streets and Parks	DCNR, PFBC, Oil City Whitewater Park Committee	\$10,000	Medium
3B	#3.2 Provide kayak lockers at the site (rear of Arlington Hotel)	Public Works - Streets and Parks	Arlington Hotel, DCNR, Whitewater Association	\$7,200	Medium
3C	#3.3 Provide or establish a connection to greater trail system via new rail-with-trail to Siverly Create trail connections through the park and hotel parking lot to direct people to the park, river, and creek;	Public Works - Streets and Parks	DCNR, ORA	n/a	Short
3D	#3.4 Establish the "Bridge Walkers Loop" and provide signage identifying the route	Public Works - Streets and Parks	DCNR	\$65/sign	Long
3G	#3.5 Create a seasonal low-impact "dog play area" on the floodplain south of the VFW with access to the existing trail	Public Works - Streets and Parks	DCNR	\$10,000	Medium
3F	#3.6 Create a picnic area at the public parking lot (near the VFW) along Oil Creek, provide tables, benches, permanent charcoal grills and connections/signage to existing trail to encourage use and visitation	Public Works - Streets and Parks	DCNR, ORA	\$7,500	Short
	#3.7 Install a Community Bike Depot	Public Works - Streets and Parks	DCNR, local businesses, CUP - Venango Campus, OC School District	\$8,000	Long
3E	#3.8 Replace the pedestrian walkway on the railroad bridge that crosses Oil Creek near the confluence	Public Works - Streets and Parks	DCNR	\$120,700	Short

Development Principle #4: Increase the economic viability of waterfront properties

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
4C	#4.1 Reduce/eliminate/reconfigure permit and metered parking at Justus Park and the public lot near the VFW to encourage park and river access use	Community Development	Local developers	n/a	Medium

*Information derived from the *Allegheny River Safety and Navigability Improvements* (Recreation Engineering and Planning; The EADS Group, 2005)

Southside Business and Recreation Area

Development Principle #1: Improve access to Allegheny River and Oil Creek

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
1A	#1.1 Create multiple river access ramps and facilities to permit pedestrians access to the river and WWRA from Front St	Community Development	PFBC, DCNR, Oil City Whitewater Park Committee	n/a	
1B	#1.2 Create grassed areas along the riverbanks for WWRA spectators and river users	Community Development	PFBC, DCNR, Oil City Whitewater Park Committee	\$7,500	Short
1C	#1.3 Improve shore fishing access in this area	Public Works - Streets and Parks	PFBC, DCNR, Whitewater Association, Isaac Walton League	n/a	Short

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Map ID	Action Item	Lead Party	Potential Partners	Estimated Cost	Priority
2A	#2.1 Remove the submerged pipeline embedded in the river bed at this location *	Engineering	DEP, USACE	\$120,000	Medium
2B	#2.2 Control/manage existing Combined Sewage Outfall discharges	Wastewater Treatment	DEP	n/a	Medium
2E	#2.3 Implement a tree and understory clearing, pruning and planting program to enhance river views from the properties along E. and W. Front St	Public Works - Streets and Parks	DCNR, Penn State Coop	n/a	Short
2C	#2.4 Enhance the Front Street aesthetics through signage, mural painting, lighting, plantings, river themed facades, signage, etc	Public Works - Streets and Parks	OC Arts Council, DCNR, DCED, PFBC	n/a	Medium
2D	#2.5 Implement traffic calming measures along Front Street**	Engineering	PennDOT	n/a	**
2G	#2.6 Provide an information kiosk at the existing park area on Front St.	Community Development	Local businesses, DCNR	\$1,200	Medium
	#2.7 Form cooperative arrangement with the commercial district east of this area to accommodate additional parking needs**	Community Development	Local businesses	n/a	**
2F	#2.8 Eradicate invasive plant species colonies in the area (Japanese knotweed and Tree-of-Heaven)	Public Works - Streets and Parks	DCNR, Penn State Coop	\$20,000/acre	Long

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities						
Map ID	Action Item		Lead Party	Potential Partners	Estimated Cost	Priority
3A	#3.1	Designate a White Water Rafting Area (WWRA) for kayaking, inner tubing, rafting and canoeing	Public Works - Streets and Parks	Oil City Whitewater Park Committee, DCNR	\$5,000	Short
3B	#3.2	Develop a seasonal whitewater shuttle (low-cost) along the existing railroad bed to transport equipment for WWRA users ("Kayaker Loop")	Public Works - Streets and Parks	Oil City Whitewater Park Committee, DCNR	n/a	Medium
3D	#3.3	Complete bikeway/ trail/directional signage through Oil City (existing signs)	Engineering	DCNR, ORA, Council on Greenways	\$200/sign	Short
3E	#3.4	Establish the "Bridge Walkers Loop" and provide signage identifying the route	Public Works - Streets and Parks	DCNR	\$65/sign	Long
3F	#3.5	Install a Community Bike Depot	Public Works - Streets and Parks	DCNR, local businesses, CUP - Venango Campus, OC School District	\$8,000	Long
	#3.6	Evaluate the possibility of conducting a feasibility study for the implementation of a whitewater park in the Allegheny River within the Oil City limits	Public Works - Streets and Parks	DCNR	n/a	Long
Development Principle #4: Increase the economic viability of waterfront properties						
Map ID	Action Item		Lead Party	Potential Partners	Estimated Cost	Priority
4A	#4.1	Develop whitewater-related competitions and community events to encourage use of the area; market a Whitewater Recreation Area (WWRA)	Community Development	Oil City Whitewater Park Committee, DCNR	n/a	Short
4B	#4.2	Redevelop condemned residential parcels along Front St and provide new public access to river from these locations; encourage recreation-based business development (retail and rental businesses) in this area	Community Development	Local developers	n/a	Medium
4C	#4.3	Consider/develop incentives to riverfront property owners who improve the property appearance	Community Development		n/a	Long
4D	#4.4	Adopt ordinances for uniform commercial building facades and residential remodeling/redevelopment requirements in this area (form based zoning/overlay district)	Zoning	Local businesses, planning professionals	n/a	Long
*Information derived from the <i>Allegheny River Safety and Navigability Improvements</i> (Recreation Engineering and Planning; The EADS Group, 2005)						
**Reference the Route 62 Smart Transportation Study (2011)						

Northside Riverfront Area

Development Principle #1: Improve access to Allegheny River and Oil Creek

Map ID	Action Item	Lead Party	Potential Partners
1B	#1.1 Conduct select tree clearing, pruning, under story clearing and plantings to enhance river views from the railroad bed (rail with trail) and Colbert Avenue	Public Works - Streets and Parks	DCNR, Penn State Coop
1C	#1.2 Approach railroad to create a rail-with-trail continuation from Justus Park to Siverly and to allow at-grade or aerial pedestrian crossings	Community Development	Railroad
1D	#1.3 Provide pedestrian connections to the adjacent Northside neighborhood at East Bissel Ave.	Engineering	PennDOT
1E	#1.4 Include area in a city-wide shuttle service or trolley	Community Development	
1A	#1.5 Develop fishing access in this area	Public Works - Streets and Parks	PFBC, DCNR, Isaac Walton League

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Map ID	Action Item	Lead Party	Potential Partners
2A	#2.1 Enhance the street-front (Colbert Avenue) aesthetics through sidewalk lighting, fencing, planting schemes; city-wide river or water-based theme	Public Works - Streets and Parks	DCNR, Oil City Arts Council
2B	#2.2 Create connections to adjacent Northside neighborhood at East Bissell Ave. to encourage use and connectivity	Engineering	PennDOT
2C	#2.3 Implement traffic calming features on Colbert Ave. in this area	Engineering	PennDOT
2D	#2.4 Place the riverfront area into a conservation easement/enhancement area	Zoning	Planning professionals, local businesses
2E	#2.5 Install bird boxes, bat boxes and other wildlife habitat improvements to enhance wildlife viewing opportunities at the river bank	Public Works - Streets and Parks	DCED, DCNR, PEC, Audubon Society of Western PA, Wild Waters Conservancy
2F	#2.6 Control/manage existing Combined Sewage Outfalls present in the area	Wastewater Treatment	DEP
2G	#2.8 Eradicate invasive plant species colonies in the area (Japanese knotweed, Tree-of-Heaven, and purple loosestrife)	Public Works - Streets and Parks	DCNR, Penn State Coop

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities				
Map ID	<i>Action Item</i>		<i>Lead Party</i>	<i>Potential Partners</i>
3A	#3.1	Potential for residential community seasonal public/private dock	Public Works - Streets and Parks	PFBC, DCNR, Isaac Walton League
3B	#3.2	Create low-impact, floodplain nature trail along the river bank	Public Works - Streets and Parks	DCNR
	#3.3	Establish connections to existing bicycle and pedestrian trail system through signage, road striping, etc	Engineering	DCNR
Development Principle #4: Increase the economic viability of waterfront properties				
Map ID	<i>Action Item</i>		<i>Lead Party</i>	<i>Potential Partners</i>
4A	#4.1	Potential for development of multi-unit, green, luxury-townhouse development on parcels above Colbert Ave (solar, geothermal, roof gardens, LEED certified)	Community Development	Local developers, City

Siverly Bridges Area

Development Principle #1: Improve access to Allegheny River and Oil Creek

Map ID	Action Item	Lead Party	Potential Partners
1A	#1.1 Create new or enhance existing river view access points at Willow Street, Wabash Avenue and Oak Grove Street (2 existing, 1 proposed); Install river viewing decks at the access points	Community Development	Railroad, local residents, DCNR
1B	#1.2 Provide river view access signage at Colbert Avenue to direct visitors and locals to the river viewing areas	Community Development	DCNR
1C	#1.3 Create interconnecting trails along the river side-slope that would connect the viewing decks and provide access to the river	Public Works - Streets and Parks	DCNR, ORA, AVTA
1D	#1.4 Create a river overlook area and access trail to the existing boulder outcrop at the downstream extent of this area	Public Works - Streets and Parks	DCNR, ORA
1E	#1.5 Create a trailhead and parking facility at the existing informal parking area adjacent to Colbert Ave (private property)	Public Works - Streets and Parks	DCNR, ORA, AVTA
1F	#1.6 Enhance shore fishing access along the river bank	Public Works - Streets and Parks	PFBC, DCNR, Isaac Walton League

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Map ID	Action Item	Lead Party	Potential Partners
2A	#2.1 Implement a river/water-themed signage program at Colbert Ave and River St connections	Community Development	DCNR
2B	#2.2 Conduct a select cut/tree pruning and understory clearing program to enhance river views in this area; enhance river bank aesthetics through native plantings, landscaping, lighting, etc	Public Works - Streets and Parks	DCNR, Penn State Coop
2C	#2.3 Eradicate invasive plant species colonies in the area; restore native vegetation to the proposed natural/conservation area	Public Works - Streets and Parks	DCNR, Penn State Coop
2D	#2.4 Provide informational kiosks at viewing decks; opportunity for historical railroad interpretive placards (bridges)	Community Development	Local businesses, DCNR, ORA
2E	#2.5 Include area in annual/semi-annual river cleanup program	Community Development	Local businesses and residents

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities

Map ID	Action Item	Lead Party	Potential Partners
3A	#3.1 Create a rail to trail or rail with trail connection from River Street to Rt. 62 and the commercial shopping mall area in Southside over the existing rail road bridge(s)	Public Works - Streets and Parks	
3B	#3.2 Extend rail with trail connection along railroad corridor from Justus Park	Public Works - Streets and Parks	
3C	#3.3 Provide a Community Bike Depot at the parking area along Colbert Ave to encourage visitation and use	Public Works - Streets and Parks	DCNR, local businesses, CUP - Venango Campus, OC School District
3D	#3.4 Create a low-impact, passive recreational/natural observation area on the wooded floodplain to the north and west of Oak Grove Street (mature silver maple groves exist in this area)	Public Works - Streets and Parks	PFBC, DCNR, Isaac Walton League
3F	#3.5 Create a seasonal low impact "dog play area" within or adjacent to the floodplain conservation area	Public Works - Streets and Parks	DCNR, ORA
3E	#3.6 Create nature trail/conservation area/primitive camping area along floodplain (an existing informal trail and primitive camping area already exists in this area)	Public Works - Streets and Parks	PFBC, DCNR, Isaac Walton League

Corridor Wide Recommendations

Development Principle #1: Improve access to Allegheny River and Oil Creek

Action Item	Lead Party	Potential Partners	Priority
#1.1 Engage Norfolk Southern Railroad, Western New York and Pennsylvania Rail Road and state legislators to discuss access over, through, under and near the existing railroad property for planned enhancements.	Community Development	Railroad	Medium

Development Principle #2: Beautify, enhance, preserve, and educate about the waterfront areas

Action Item	Lead Party	Potential Partners	Priority
#2.1 Increase visibility of river and creek from existing and proposed trails, bikeways and neighborhoods at strategic locations through tree pruning, select cutting, understory clearing, etc.	Public Works - Streets and Parks	DCNR, Penn State Coop	Short
#2.2 Eradicate/control the spread of invasive plant species colonies within the study corridor – Japanese Knotweed, Purple Loose-strife and Tree-of-Heaven were identified in significant colonies.	Public Works - Streets and Parks	DCNR, Penn State Coop	Long

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities

Action Item	Lead Party	Potential Partners	Priority
#3.1 Provide waterways related signage, markings, lighting, etc. to direct residents and visitors to the existing and improved water related facilities. Provide consistent signage to new and improved amenities community-wide. Complete the installation of all uninstalled recreational/directional signage throughout community.	Community Development	DCNR, DCED, PennDOT, Local businesses	Medium
#3.2 Focus on Venango Campus CUP students and Oil City High School students as potential volunteers (environmental, sciences, social services, etc.) and seasonal labor pool for water recreational facilities and as a market for water related activities. (Canoe clubs, kayak clubs, bicycle clubs, youth oriented activities, etc.)	Community Development	CUP - Venango Campus, OC School District	Medium
#3.3 Activate specific river and creek cleanup committees to coordinate annual or semi-annual cleanup efforts within each neighborhood (Northside, Southside, Siverly, etc.).	Community Development	Local businesses	Short

Development Principle #3: Enhance existing and create new waterway-related recreational opportunities (cont)				
#3.5	Recreational fixtures and equipment may be seasonally inactive requiring storage or seasonal repair/replacement. Seasonal storage and maintenance facilities and funding must be considered.	Public Works - Streets and Parks and Engineering	Oil City Civic Center, Captain Ken Hall	Medium
#3.6	Develop/fund a seasonal, community shuttle service (pilot program) to encourage visitation/tourism to various enhancement areas and existing recreational areas. Develop/fund a seasonal water-taxi service/river tour service.	Community Development	Local businesses, ORA	Medium
#3.7	Develop city-wide youth jobs/volunteers programs to seasonally staff waterways related community functions and facilities. Work with Clarion University Venango Campus and Oil City H.S. to incorporate volunteer projects/programs into curriculums (Parks & Rec, environmental clubs).	Community Development	Local businesses	Medium
Development Principle #4: Increase the economic viability of waterfront properties				
<i>Action Item</i>		<i>Lead Party</i>	<i>Potential Partners</i>	<i>Priority</i>
#4.1	Enlist/Approach individual waterfront property/business owners to voluntarily cleanup and beautify their properties; explore possibilities for incentives (ie tax assessment breaks, low interest loans, grants) to encourage cleanup efforts.	Community Development	DCED, DCNR, local businesses, ORA	Medium
#4.2	Develop and adopt ordinances to guide waterfront redevelopment and improvement. This may include building code revision.	Zoning	Planning professionals, NW Planning Commission	Short
#4.3	Utilize "green" products, equipment and technology when addressing enhancements and recommendations (ie. Composting toilets, solar panels, wind turbines, geothermal, recycled materials, etc.). Pursuit green technology grants and funding.	Community Development	Local businesses, planning professionals, landscape architects	Long
#4.4	Review existing zoning codes for compatibility with planned improvements. Existing Zoning may not currently accommodate all recommendations.	Zoning	Planning professionals, NW Planning Commission	Short
#4.5	Pursue City-hosted, water-based, business trade shows (boat shows/outdoor shows), boat races, equipment demonstration programs, etc.	Community Development	Local businesses, Whitewater Association	Medium
#4.6	Include the City of Oil City in real estate discussions when waterfront land becomes available for sale or redevelopment.	Community Development		Short

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Appendices



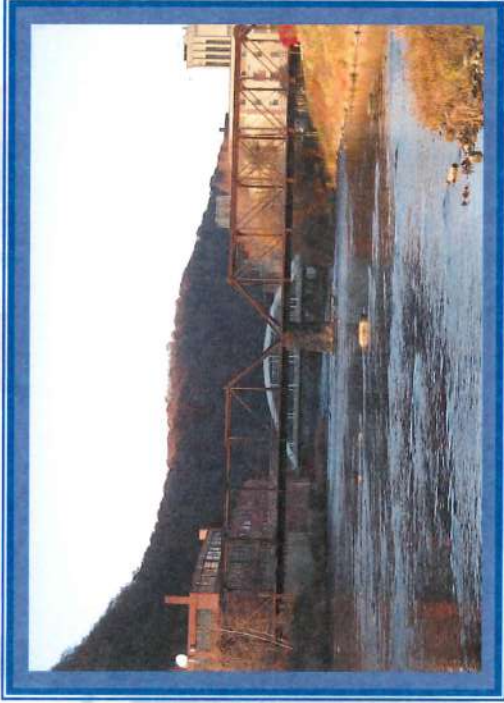


Appendix A

Public Involvement



OIL CITY COMPREHENSIVE WATERWAYS PLAN OPEN HOUSE



Date:

THURSDAY, MAY 28, 2009

Time:

ANYTIME BETWEEN 4:00-8:00 PM

Where:

"Great Room"
NATIONAL TRANSIT BUILDING
OIL CITY

Funded in part by the DCNR, the Oil City Comprehensive Waterways Plan is a comprehensive approach to identify opportunities and develop strategies that would enhance the portions of the waterfronts of the Allegheny River and Oil Creek located within the City limits.

Local citizen participation in the planning effort is key to ensuring that the Waterways Plan responds to the community's needs and concerns. Local projects included in the plan will become eligible for future state and federal funding.

Please stop by the Transit Building to provide invaluable input to help insure a successful plan!

WE NEED YOUR INPUT ON THE FOLLOWING TOPICS:

⌵ RIVER & CREEK ACCESS

⌵ RECREATIONAL OPPORTUNITIES

⌵ WATERWAYS CORRIDORS
AESTHETICS

⌵ WATERFRONT LAND USE &
DEVELOPMENT OPPORTUNITIES

The meeting will be
conducted in an open house
format; stop by any time between
4:00-8:00 PM!

LIVE PRESENTATIONS:
4:30, 5:30, and 7:00 PM

QUESTIONS?

Jill Vovaris, Mackin
412-788-0472

or

Janet Gatesman, Oil City
814-678-3018



Oil City Comprehensive Waterways Plan

Open House Questionnaire

Name: _____ Representing/Affiliation: _____

Mailing Address: _____ Phone Number: (____) _____ - _____

City / State / Zip: _____ E-mail Address: _____

Are you an Oil City resident?	Y	N	Allegheny River	Oil Creek
Do you live along the Allegheny River or Oil Creek Waterfront in Oil City?	Y	N		
Do you own property along the Allegheny River or Oil Creek Waterfront in Oil City?	Y	N		
Do you own a business along the Allegheny River or Oil Creek Waterfront in Oil City?	Y	N		

General

How often do you use or visit Oil Creek, the Allegheny River, or their waterfront areas? (Circle one)			
Allegheny River	> 1x / week	1x / week	1x / month
Oil Creek	> 1x / week	1x / week	1x / month

When do you use the Allegheny River, Oil Creek, or their waterfront areas? (Circle all that apply)			
Allegheny River	Spring	Summer	Fall
Oil Creek	Spring	Summer	Fall

Do you feel a personal connection to Oil Creek or the Allegheny River?		
Allegheny River	YES	NO
Oil Creek	YES	NO

River & Creek Access

Do the current Oil Creek and Allegheny River public access points meet your needs? (Justus Park Launch & Marina)		
Allegheny River	YES	NO
Oil Creek	YES	NO

Regarding private property and private access areas, is public use of these areas a problem?		
Allegheny River	YES	NO
Oil Creek	YES	NO

Waterway Corridor Aesthetics

Are trash and debris on Oil Creek and the Allegheny River banks a problem in Oil City?			
Allegheny River	YES	NO	
			Oil Creek YES NO

How do you perceive the waterfront areas in terms of visual beauty or aesthetics?				
	Poor		Moderate	Excellent
Allegheny River	1	2	3	4 5
Oil Creek	1	2	3	4 5

How do you perceive the appearance of the downtown waterfront area of Oil City?				
	Poor		Moderate	Excellent
Allegheny River	1	2	3	4 5
Oil Creek	1	2	3	4 5

How do you perceive the water quality of Oil Creek and the Allegheny River?				
	Poor		Moderate	Excellent
Allegheny River	1	2	3	4 5
Oil Creek	1	2	3	4 5

Land Use & Development Opportunities

Do you typically shop for daily needs in the downtown shops and businesses?		
	YES	NO

If not, where do you typically shop? _____

Would you like to see waterway specific public transportation around the community?		
	YES	NO

If yes, what type? _____

Would you support municipal ordinances to preserve, protect, and/or enhance waterfront or waterway areas?		
	YES	NO

Would you like to see more water-related business development in Oil City?		
	YES	NO

If yes, what type of businesses? _____

Recreational Opportunities

Would you recreate more on Oil Creek or the Allegheny River if more/improved public access was available?			
Allegheny River	YES	NO	
	Oil Creek	YES	NO

Do the existing pedestrian trail and bikeway systems generally meet your recreational needs?			
Allegheny River	YES	NO	
	Oil Creek	YES	NO

In terms of ease of navigation, how would you rate existing recreational facilities (parks, boat launches, rails, and bikeways) signage posted in Oil City ?				
Easy	Moderate			Difficult
1	2	3	4	5

How often do you participate in the following water related activities on Oil City's waterways?					
	Never	Rarely	Sometimes	Often	Frequently
Boating	1	2	3	4	5
Fishing by boat	1	2	3	4	5
Fishing from shore	1	2	3	4	5
Canoeing	1	2	3	4	5
Kayaking	1	2	3	4	5
Swimming	1	2	3	4	5
Personal watercraft riding (i.e., jet ski)	1	2	3	4	5
Outdoor photography	1	2	3	4	5
Other (please specify):	1	2	3	4	5
Additional Other:	1	2	3	4	5

What additional water related recreational feature(s) would you like to see on Oil Creek or the Allegheny River?

Please list 3 positive aspects of Oil Creek, the Allegheny River, and their waterfronts?			
Allegheny River:			
Oil Creek:			
What, if anything, are the waterfront areas lacking?			
Allegheny River:			
Oil Creek:			
What ONE new waterway related activity or development do you think should be developed and implemented in Oil City?			
Would you be willing to participate in local efforts for water-quality monitoring, river/creek clean-up efforts, etc. in Oil City?			
Allegheny River	YES	NO	Oil Creek YES NO
Other Comments			

THANK YOU!

We appreciate your participation
in the Oil City Comprehensive Waterways Plan!

Summary of Survey Results

Total surveys completed: 24

Findings: (Note: waterways refers to the Allegheny River and Oil Creek)

- 54% of the respondents live in Oil City
- 8% of the respondents live/own property along the waterways, while 12% own a business along the Allegheny River and 29% own a business along Oil Creek.
- The majority respondents visit the Allegheny River at least once per month, and all respondents visit the water in the summer, with spring and fall being popular times also.
- More than half the respondents visit Oil Creek at least once a month, with summer being the most popular time to visit, and spring and fall also being popular.
- 83% of respondents feel a personal connection to the Allegheny River, while 66% feel a personal connection to Oil Creek.
- 29% of respondents feel the current waterway public access points meet their needs.
- Approximately 35% of respondents feel there is a problem with private property and private access points along the waterways being used by the public.
- More than half (~60%) of the respondents feel that trash and debris is a problem along the waterways.
- 79% of the respondents perceive the waterfront areas of the Allegheny River and Oil Creek in terms of visual beauty or aesthetics as being poor to moderate. Likewise, for the downtown waterfront area, the visual beauty was perceived as poor to moderate by approximately 81%.
- Regarding water quality, 66% of respondents perceive the water quality of the waterways to be moderate to excellent.
- 41% of the respondents shop in the downtown shops and businesses for daily needs. The respondents that don't shop in downtown selected Cranberry, Seneca, and Wal-mart as three popular places to shop.
- Almost all respondents support municipal ordinances to preserve, protect, and/or enhance waterfront or waterway areas, as well as, water-related business development.
- 75% and 63% of respondents, respectively, said they would recreate more on the Allegheny River and Oil Creek, if more/improved public access was available.
- In terms of ease of navigation, more than half (58%) of the respondents rated the signage for existing recreational facilities as moderate.
- Outdoor photography (62%) was the most popular and most frequently enjoyed water-related activity of the respondents. Boating (50%) and canoeing (41%) were also popular responses.
- Trails with views of the waterways, whitewater park, and fishing pier (all equally important) were the 3 most popular recommendations for additional water related recreational features.

Summary of Survey Results

- The 3 most popular positive aspects of the Allegheny River given by respondents were:
 - beauty of area
 - fishing opportunities
 - boating (easy tubing and fast rapid)
- The 3 most popular positive aspects of Oil Creek given by respondents were:
 - beauty of area
 - proximity
 - fishing
- Access was listed as the one thing that both the Allegheny River and Oil Creek waterfronts are lacking.
- Whitewater rafting and trails with beautification/landscaping were the two most popular waterway related activities respondents would like to see developed.
- More than half of the respondents said they would be willing to participate in local efforts for water-quality monitoring, and river/creek clean-up, etc.

Public Survey Results
Oil City Comprehensive Waterways Plan

Background Information

Are you an Oil City resident?

19 Residents
12 Non-residents

Do you live along the Allegheny River or Oil Creek Waterfront in Oil City?

	Yes	No	No answer
Allegheny River	2	29	1
Oil Creek	1	29	2

Do you own property along the Allegheny River or Oil Creek Waterfront in Oil City ?

	Yes	No	No answer
Allegheny River	3	28	1
Oil Creek	3	28	1

Do you own a business along the Allegheny River or Oil Creek Waterfront in Oil City?

	Yes	No	No answer
Allegheny River	3	28	1
Oil Creek	9	28*	1

* Manages business in Oil City (1 response)

Public Survey Results
Oil City Comprehensive Waterways Plan

General

How often do you use or visit Oil Creek, the Allegheny River, or their waterfront areas?

	>1x/wk	1x/wk	1x/month	1x/year	Never	No opinion
Allegheny River	7	9	7	3	2	3
Oil Creek	5	5	9	5	4	2

When do you use the Allegheny River, Oil Creek, or their waterfront areas?

	Spring	Summer	Fall	Winter	Never	No opinion
Allegheny River	19	28	20	8	3	1
Oil Creek	20	24	17	7	4	2

Do you feel a personal connection to Oil Creek or the Allegheny River?

	Yes	No	No opinion
Allegheny River	25	5	2
Oil Creek	21	9	2

River & Creek Access

Do the current Oil Creek and Allegheny River public access points meet your needs?

	Yes	No	No Opinion
Allegheny River	11	14	2
Oil Creek	12	9	3

Regarding private property and private access areas, is public use of these areas a problem?

	Yes	No	No Opinion
Allegheny River	9	15	3
Oil Creek	8	17	4

Public Survey Results
Oil City Comprehensive Waterways Plan

Waterway Corridor Aesthetics

Are trash and debris on Oil Creek and the Allegheny River banks a problem in Oil City?

	Yes	No	No Opinion
Allegheny River	17	11	3
Oil Creek	16	10	3

Except near bridges

How do you perceive the waterfront areas in terms of visual beauty or aesthetics?

	Poor	Poor to Moderate	Moderate	Moderate to Excellent	Excellent	No Opinion
Allegheny River	3	5	14	5	4	1
Oil Creek	5	7	10	6	2	1

How do you perceive the appearance of the downtown waterfront area of Oil City?

	Poor	Poor to Moderate	Moderate	Moderate to Excellent	Excellent	No Opinion
Allegheny River	4	12	8	4	2	1
Oil Creek	9	10	7	3	1	1

How do you perceive the water quality of Oil Creek and the Allegheny River

	Poor	Poor to Moderate	Moderate	Moderate to Excellent	Excellent	No Opinion
Allegheny River	0	6	10	9	3	1
Oil Creek	0	6	11	8	3	1

Public Survey Results
Oil City Comprehensive Waterways Plan

Land Use & Development Opportunities

Do you typically shop for daily needs in the downtown shops and businesses?

Yes	No
14	15

If not, where do you typically shop?

Seneca
Bass Pro Shops
Wal-Mart
K-Mart
Cranberry
Southside CVS, Giant Eagle
Franklin
Thornes Supermarket
Erie
Pittsburgh
Grove City
Mall
Hileman Woods

Would you like to see waterway specific public transportation around the community?

Yes	No	No Opinion
10	11	3

If yes, what type?

Shuttles
Ferry b/t Oil City and Franklin during summer months
Transportation for canoes and kayaks would be good for marketing efforts
Don't understand the question

Would you support municipal ordinances to preserve, protect, and/or enhance waterfront or waterway areas?

Yes	No	No Opinion	Comments
27	2	1	unless overly burdensome on homeowners

Public Survey Results
Oil City Comprehensive Waterways Plan

Would you like to see more water-related business development in Oil City?

Yes	No	No opinion
25	4	1

If yes, what type of businesses?

Canoe / kayak rentals
 Waterfront dining
 Water sports related retail
 Take a look at Foxburg
 Low-key / tubing
 Bike shop
 camping
 packetboat for tourism
 sports & activities
 Many underpriveledged kids in town would love to learn to waterski, fish off of a boat, ride a ferry;
 ferry could have adult nights

Recreational Opportunities

Would you recreate more on Oil Creek or the Allegheny River if more/improved public access was available?

	Yes	No	No Opinion
Allegheny River	21	7	1
Oil Creek	15	11	1

Do the existing pedestrian trail and bikeway systems generally meet your recreational needs?

	Yes	No	No Opinion
Allegheny River	18	10	1
Oil Creek	14	14	1

In terms of ease of navigation, how would you rate existing recreational facilities (parks, boat launches, rails, and bikeways) signage posted in Oil City ?

Easy	Easy to Moderate	Moderate	Moderate to Difficult	Difficult	No Opinion
1	1	16	9	2	1

Public Survey Results
Oil City Comprehensive Waterways Plan

How often do you participate in the following water related activities on Oil City's waterways?

	Never	Rarely	Sometimes	Often	Frequently	No Opinion
Boating	10	4	10	2	3	1
Fishing by boat	15	7	3	1	3	
Fishing from shore	12	8	7	1	1	
Canoe	8	10	6	3	2	
Kayaking	20	4	1	3	1	
Swimming	16	7	3	2	1	
Personal watercraft	23	6				
Outdoor photography	7	4	12	2	4	
Walk dogs					1	
Walking on bike path				1		
Driving/enjoying river, creek, & Justus Park					1	
Get takeout and eat by river					1	
Wading walks in Oil Creek						
Floating on inner tubes						

Oil City Comprehensive Waterways Plan Project Stakeholder Interview Questionnaire – 7/30/2009

10. Are there locations along the waterways that should be preserved as scenic views? If yes, why and where? Please be as specific as possible regarding locations.

11. . How would you describe the road network and parking facilities in proximity to the waterways:

For reaching destinations in town	(poor)	1	2	3	4	5	(excellent)	N/A
For access to local shopping	(poor)	1	2	3	4	5	(excellent)	N/A
For regional connections (long trips)	(poor)	1	2	3	4	5	(excellent)	N/A
For availability/amount of parking	(poor)	1	2	3	4	5	(excellent)	N/A
For bicycling	(poor)	1	2	3	4	5	(excellent)	N/A
(Identify areas for improvement)		1	2	3	4	5	(excellent)	N/A

12. Should viewing areas be created to allow people (visitors and locals) to stop and enjoy scenic views? If yes, where? Please be as specific as possible regarding locations.

13. If you could make one improvement along each of the waterways corridors, what would it be? (answer may differ for each)

Oil Creek

Allegheny River

14. How often and when do you use or visit Oil Creek, the Allegheny River, and or their waterfront areas?

Oil Creek

Oil Creek Waterfront

Allegheny River

Allegheny River Waterfront

15. Do recreation services/facilities meet your needs? __Yes __No How would you describe:

Municipal parks (Justus Park, etc.)	(poor)	1	2	3	4	5	(excellent)	N/A
Justus Park Boat Launch	(poor)	1	2	3	4	5	(excellent)	N/A
Marina?	(poor)	1	2	3	4	5	(excellent)	N/A
Recreation opportunities for water sports	(poor)	1	2	3	4	5	(excellent)	N/A
Allegheny River access	(poor)	1	2	3	4	5	(excellent)	N/A
Oil Creek access	(poor)	1	2	3	4	5	(excellent)	N/A
Outdoor recreation opportunities	(poor)	1	2	3	4	5	(excellent)	N/A
Existing Trail network & access	(poor)	1	2	3	4	5	(excellent)	N/A

If you have any questions regarding the survey, please call Jill Vovaris, Project Manager at (412)788-0472.
Thank you for your time and input on this project!

Oil City Comprehensive Waterways Plan Project Stakeholder Interview Questionnaire – 7/30/2009

Name: _____

If you own property along Oil Creek or the Allegheny River, please address the following questions. If not, please proceed to Question 7.

1. Is your property along Oil Creek or the Allegheny River ? Y or N If Yes, indicate which _____
2. Is your property waterview or water front? Y or N If Yes, indicate which _____
3. How is your property currently being used (Please check all that apply):

_____ Residential – personal residence	_____ Active Farm
_____ Residential – rental property (single unit)	_____ Mining Operation
_____ Residential – rental property (multi-unit)	_____ Open Space
_____ Business (type _____)	_____ Vacant Building (former use _____)
_____ Business – lease to others (type _____)	

 Other uses: _____
4. How long have you owned this particular property?

_____ Less than one year	_____ Six to Ten years
_____ One to Five years	_____ More than Ten years
5. Are you able to see the river or stream from your property? _____
6. In one sentence, how would you describe the waterways in the vicinity of your property?

General Information

7. How would you describe your community's economy?

	(poor)	1	2	3	4	5	(excellent)	N/A
Availability of family-supporting jobs	(poor)	1	2	3	4	5	(excellent)	N/A
Diversity of economic sectors	(poor)	1	2	3	4	5	(excellent)	N/A
Shopping opportunities	(poor)	1	2	3	4	5	(excellent)	N/A
Distance to job opportunities	(poor)	1	2	3	4	5	(excellent)	N/A

 (Identify areas for improvement) _____
8. Do you think the corridor is visually appealing? Why or why not? What would you like to see improved?

9. Are there historic and/or natural assets along the waterways that you are aware of that should be protected?

Public Survey Results
Oil City Comprehensive Waterways Plan

What additional water related recreational feature(s) would you like to see on Oil Creek or the Allegheny River?

Park w/ river access (complusive? to children)

Handicapped fishing pier for those who cannot walk down river bank

Park

Improvements to parking at marina

Walking trail / path with better view along river

Access up river

Whitewater park

Fishing pier

River tourism- boat tours, rides

kayaking and boating along all areas of allegheny

waterfront inns and bars

inner tube riding, rafting, children's play park

Reasonably-priced riverside or creek side restaurant

ferry

non-specified activities for underpriveledged youth

improved bike trail along river

Public Survey Results
Oil City Comprehensive Waterways Plan

Please list 3 positive aspects of Oil Creek, the Allegheny River, and their waterfronts

Allegheny River

city on both sides
beauty of area
boating-easy tubing & fast rapids
proximity
unique
water quality
fishing opportunities
family friendly waters
wild
close to everything
tourism
promote physical activity
for a healthy lifestyle
Potential potential potential!
Economic opportunities
Recreational
Health
photogenic/scenic
peaceful
function
longevity

Oil Creek

Rt 8 visibility- walkway
behind Seneca Street
businesses (5)
beauty (2)
proximity
kayaking
fishing (2)
wading
canoeing
tourism
recreation
historic

Public Survey Results
Oil City Comprehensive Waterways Plan

What, if anything, are the waterfront areas lacking?

Allegheny River

access (13)
signage (3)
cleanup/maintenance (3)
boat launches
recreational boaters being
considerate of others using
river
kayak/canoe rentals
riverfront boardwalk
promotion
waterside dining
too many weeds, brushes, outgrowth areas (2)
can't reach waterfront areas
under development of prime waterfront sites
blighted housing and buildings along waterfront destroy its beauty
water-related activities for children, specifically underprivileged ones

Oil Creek

access (13)
signage (3)
cleanup/maintenance
accessibility to fish
water flow during most of
the summer
limited to visitor
attractiveness
waterside dining

Public Survey Results

Oil City Comprehensive Waterways Plan

What ONE new waterway related activity or development do you think should be developed and implemented in Oil City?

Kayak/canoe rentals access

improved

Canoe rental (5)

anything that underprivileged kids can enjoy

By the White Bridge - on the creek - I would like to see a small park area be created. Through a long term project, there could be picnic tables, canoe and kayak rentals, rest rooms, a possible concession stand. We would need to raise the creek level there for summer only. Something for the local people and a draw to outsiders with the canoeing and kayaking.

Whitewater rafting (2)

removal of debris (4)

Trail / pathway with landscaping and beautification

swimming

alleggheny river boardwalk (2)

scenic boat rides (2)

outfitters (2)

riverview restaurant

Would you be willing to participate in local efforts for water-quality monitoring, river/creek clean-up efforts, etc. in Oil City?

	Yes	No
Allegheny River	16	4*
Oil Creek	15	5*
		*1 NO due to poor health
		*1 NO due to poor health

Public Survey Results
Oil City Comprehensive Waterways Plan

General Overall Comments

Any development of the area should have those that currently use the river, i.e. fishermen, in mind. Anything that destroys those areas that are currently used should not be affected.

I feel the Justus Park waterfront area is the most visible and logical place to improve and develop with well thought out and expert designed landscaping, lighting, etc.

Please relate to land use regulations to enable legal implementation- zoning and land development ordinances.

Remove invasive plants and

Keep in mind that Oil Creek is often very low in water flow

Fear of overuse, diminishing its beauty and usefulness

Whatever happened to the white water rafting project?

So much of our views of the river are obscured - cut down some of the trees and open it up more to enjoy

Love living close to water. More public viewing areas w/seating in downtown area

Riverbank upriver from the Wye Bridge should be returned to its natural state. Get rid of the wall. Give the River St. residents something other than cement to look at. Property values would increase. Get a boat launch for residents in Siverly.

Grew up beside river swimming, fishing, and boating; leaving "my" river to my grandchildren

Oil City Comprehensive Waterways Plan Project Stakeholder Interview Questionnaire – 7/30/2009

(Identify areas for improvement) _____

16. Do you bike/walk along the waterways corridors? Yes _____ No _____

Why or why not? _____

17. How would you describe the pedestrian network (sidewalks, trails, etc.):

For access to recreation facilities (poor) 1 2 3 4 5 (excellent) N/A

For access to river and creek (poor) 1 2 3 4 5 (excellent) N/A

For access to the Downtown (poor) 1 2 3 4 5 (excellent) N/A

For walking in your neighborhood (poor) 1 2 3 4 5 (excellent) N/A

(Identify areas for improvement) _____

18. Are better bicycling and pedestrian accommodations needed along the corridors? Yes _____ No _____

Why or why not? _____

19. Is the directional signage along the corridor to find businesses, recreational facilities, river and creek access and tourist attractions adequate?

Yes _____ No _____ Why or why not? _____

20. Are business signs along the corridor attractive and easy to locate and read? Yes _____ No _____

Why or why not? _____

21. Do you think there is enough lighting along the river and stream corridors? Should the corridor be well-lit, dimly lit, or dark? _____

22. What type of new development would you like to see along the corridor? How should it be designed? _____

23. As a property owner along the waterways, what do you hope that the corridor looks like 10 or 20 years from now? What are the threats or challenges to making that happen? _____

24. Are you in favor of adopting land use regulations, specifically zoning to guide and regulate future land development and/or preservation? Development –Y or N ; Preservation – Y or N

Why or why not? _____

ADDITIONAL COMMENTS: _____

Would you like to be added to the mailing list to receive project updates, meeting notices, etc? If so, please provide the following (responses will be kept confidential): _____

*If you have any questions regarding the survey, please call Jill Vovaris, Project Manager at (412)788-0472.
Thank you for your time and input on this project!*



Pennsylvania Environmental Council revealed that PEC's top concerns for Oil City are encroachments and developments along the watershed, particularly smaller watercourses such as Oil Creek. PEC encourages the feasibility of creating enhanced stormwater management and enforcement throughout the project area. Oil City should consider implementing "green" or environmentally sustainable projects, such as rain gardens and vegetated roofs, as a way to not only improve the local environment but also build momentum, as funding for such projects is typically available through PEC and other sources.

Private residential developer in the project area, revealed that his vision for Oil City includes improving the road and trail network – including access to the river and creek – to make Oil City an easy place to navigate. He envisions the City taking advantage of its rich natural resources and setting and developing a stronger tourism and recreation industry – linking up the river communities with a kayaking network or developing a bike trail through downtown to draw more people into Oil City's main commercial areas. He would also like to see increased upscale housing along the waterfronts, and utilization of second and third floor residential spaces in downtown buildings. Maintaining aesthetics is also important, including using low-impact lighting along the waterways and managing overgrown, dead, or invasive vegetation.

U.S. Army Corps of Engineers also identifies the area's recreation as an important asset the City should use in its revitalization, as well as its heritage. Quaker State's headquarters provide an important opportunity, as does the beauty of Oil Creek and the many educational and interpretative opportunities it presents. A whitewater rafting park could be a unique asset that the City could market to draw additional visitors, however, there are some important considerations regarding ice on the river. Frazil ice and ice jams can often be an issue on the river in the winter, making any attempts at a water park or similar improvements a challenge.

Oil City Fire Department also believes that the future of Oil City rests on its ability to provide better access to its waterways. His vision for the future would include a kayakers' loop, but access could present a problem. Hinds echoed Tuthill's sentiment regarding the development of a water park. He too expressed concerns about the affects such an endeavor may have on water levels and the danger of ice. Flipovers due to low water levels and rapids are often a heightened concern in the summer and such a development may only exacerbate the issue. However, Hinds pointed out that the corridor in general is underused and underdeveloped and that it is important to restore navigability to the river – particularly the bridge area – in order to draw people into Oil City proper. A floating dock may be a good option. Hinds also identified a number of scenic vistas, including upstream from the Veteran's Bridge, but qualified that in many cases there are accessibility problems due to topography or the railroad.

Venango County Chamber of Commerce also asserts that access is the most significant challenge in project area. There needs to be better access and more development along the water that maximizes viewpoints. The Chamber of Commerce works cooperatively with other groups in the city, including the North and South Side Business Associations and the Take Pride in Oil City group.

Stakeholder Summaries

Western New York and Pennsylvania Railroad (WNPR) reveal that when trying to develop new trail connections and new paths to access the waterways, it can be difficult to permit access across rail rights-of-way. All of the rail lines in the study area are currently active and operated by WNPR, although Norfolk Southern owns the lines. In many cases, Norfolk Southern does desire to permit increased access across the lines for trail connections. However, in the Siverly area, an underpass connection would most likely be possible.

Council on Greenways and Open Space revealed that while she believes the waterway corridor has much potential, lighting and waste are both issues which detract from its appeal and should be addressed. Special attention should be paid to cleaning up and showcasing the views from the VFW area and downriver in the vicinity of the famous mansions of the oil barons. Extending the bike trail network along the river and creating better pedestrian access to recreation facilities are priorities. Better lighting and signage are important in making the area feel more welcoming and usable, according to Frawley. Her ultimate priorities are protecting the riparian corridors of the study area and developing more passive recreation on the rivers.

Main Street Steering Committee believes that more business development along the river is key to Oil City's revitalization. Protecting scenic views such as those along the south side of the river, and developing new views such as Justus Park, can help better attract new business development. A wider array of activities – such as boat races and raft races – could help draw more people into the downtown area, and more useful docks, restaurants oriented toward the water, and walking trail connections could all provide an enhanced sense of place. Improving the bicycle network and adding bike racks to more locations are important in helping to make the community welcoming to those using trails. Newman also believes that better lighting is needed and more signage. Newman would also like to see design guidelines to help direct the look and feel of rehabilitation or redevelopment efforts.

Oil City engineering office priority is addressing stormwater management issues throughout the project area.

OIL CITY COMPREHENSIVE WATERWAYS PLAN

Focus Group 1

January 14, 2010

10 AM – 12 PM

Agenda

1. Introductions (5 minutes)
 - Goal of focus group meeting
2. Project Overview (10 minutes)
 - Project Vision
 - Project Goals
 - Review Concept Area identification and evaluation process for eight Concept Areas, project recommendations, and identification of the three Priority Areas:
 - The Marina
 - East Siverly
 - Creekside
3. “Concept Area” Overviews (15 minutes)
 - Briefly review the Concept Areas identified for enhancements and improvements and project-wide recommendations
4. Priority Areas (60 minutes)
 - Review specific recommendations for each Priority Area
 - Present 3-D interactive model for each Priority Area
 - Interactive discussion regarding each Priority Area
5. Open Discussion (30 minutes)
 - Discuss one or more of the remaining 5 concept areas
 - Other discussion or comments
6. Adjourn

OIL CITY COMPREHENSIVE WATERWAYS PLAN

Focus Group 2

December 17, 2009

5-7 PM

Agenda

1. Introductions (5 minutes)
 - Goal of focus group meeting
2. Project Overview (10 minutes)
 - Project Vision
 - Project Goals
 - Review Concept Area identification and evaluation process for eight Concept Areas, project recommendations, and identification of the three Priority Areas:
 - The Marina
 - East Siverly
 - Creekside
3. "Concept Area" Overviews (15 minutes)
 - Briefly review the Concept Areas identified for enhancements and improvements and project-wide recommendations
4. Priority Areas (60 minutes)
 - Review specific recommendations for each Priority Area
 - Present 3-D interactive model for each Priority Area
 - Interactive discussion regarding each Priority Area
5. Open Discussion (30 minutes)
 - Discuss one or more of the remaining 5 concept areas
 - Other discussion or comments
6. Adjourn

Focus Group Meeting #1 January 14, 2010

Attendees:

John Bartlett (Oil City Council), Jack Toth (Siverly Resident), Mark Kerr (PA Fish & Boat Commission), Larry Beech (Siverly Resident), Kneal Weigel (Weigle Marine), Bob Lavani (Arlington Hotel), Dave Hippenstiel (State Street Furniture), Dr. Joseph Carrico (Oil City School District), Jill Vovaris (Mackin Engineering), Chris Wagner (Mackin Engineering)

Summary:

The purpose of the Focus Group was to present the concept areas and recommendations to a diverse group of community leaders, representatives, business owners and residents in order to solicit additional information and commentary from the community. The workshop was also intended to provide a means for individuals to discuss additional innovative concepts that could be incorporated into the plan. It took place on January 14, 2010 at the Oil City building. Eight people attended, including representatives from the Study Committee, the Pennsylvania Fish and Boat Commission, local residents and business owners, and the Oil City School District. The meeting discussion focused on the project's goals and vision, and included a brief overview of the project area and background before detailing the concept area identification and selection process. Detail on the limitations of each selected concept area as well as a discussion of the site evaluation process and criterion used to rank each area were described in order to give attendees a broader understanding of how and why certain areas were focused upon. The attendees were then given a chance to review each site – Siverly, Marina, and Creekside – and its specific recommendations and provide feedback and additional information. The following feedback was gathered:

- *East Siverly:* The concept was well received by the group. They would like to see the area have a well built boat ramp, simple in design. There was a general feeling that there are many projects within the concept that would require minimal design and construction costs and that these projects should be focused on first.
- *Marina:* The group liked the proposed RV parking, reorientation of the boat ramp to avoid impacts to the wetland, concessions in the area, and use for an educational area.
- *Creekside:* The recommendations for more consistent lighting treatments and adequate fencing was well received. This group liked the idea of the boardwalk although did discuss the cost and decided that could be limiting factor.

There was a general consensus with this focus group that they are amenable to the concepts presented in the plan as they focus on the existing resources and prioritize projects by those that can be completed initially to gain momentum for the plan.

Focus Groups

Focus Group Meeting #1 December 17, 2009

Attendees:

Marilyn Black (Oil Region Alliance), Malachy McMahon (Resident), Emily Gill (FLEX), JoAnn Wheeler (Oil City Arts Revitalization), Betsy Kellner (Venango Museum of Art, Science, and Industry), Mike Morrison (Morrison Funeral Home), Jill Vovaris (Mackin Engineering), Dan Leininger (Mackin Engineering), Chris Wagner (Mackin Engineering)

Summary:

The purpose of the Focus Group was to discuss the potential concept areas and receive feedback regarding the top three prioritized sites from different facets of the community including local leaders, business owners, and residents. The workshop was also intended to provide a means to provide additional input that could be used to develop more informed and creative recommendations for the specified sites. There were six people in attendance representing a variety of groups including those focused on the arts, revitalization, and recreation, as well as residents. The meeting was held at Oil City Council Chambers on December 17, 2009. The project goals and vision, as well as a brief background of the concept areas and identification and selection process for each were reviewed before discussing each of the priority sites in detail. Preliminary recommendations developed for each were discussed, including the presentation of 3-D interactive modeling. The attendees were then given a chance to review each site – Siverly, Marina, and Creekside – and its specific recommendations and provide feedback and additional information. The following feedback was gathered:

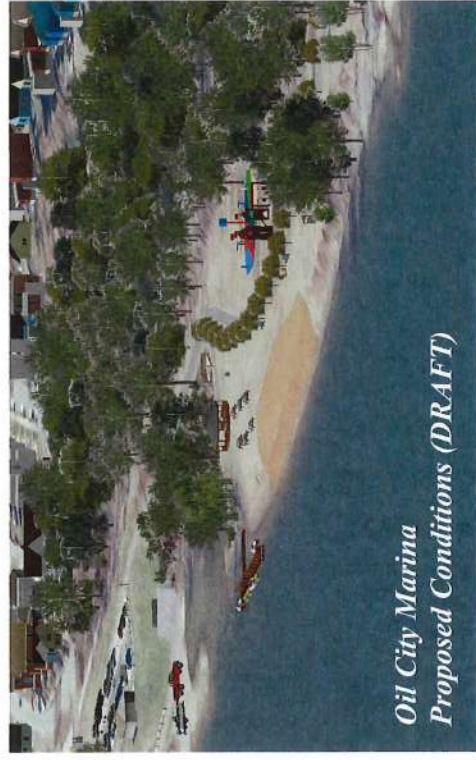
- *Siverly*: The recommended concept received positive feedback but suggestions including keeping the area quieter by orienting it more towards kayak and canoe users rather than boaters.
- *Marina*: The recommended concept was well-received, particularly the proposed RV park which make the area more of a destination.
- *Creekside*: The recommendation for a themed mural was well-liked by attendees as well as the recommendations for more consistent lighting treatments and adequate fencing.

Oil City Comprehensive Waterways Plan Public Meeting

**NOW is *your*
chance to comment!**

**Come see, hear, and react to
waterfront recommendations to:**

- ⌏ Improve pedestrian and boater access
to the river and creek front areas
- ⌏ Enhance existing or create new
waterways-recreation opportunities
- ⌏ Make the waterfront corridors more bike
and pedestrian friendly
- ⌏ Increase visibility of the river and creek
from the waterfront corridors
- ⌏ Improve economic viability of waterfront
properties



**Questions? Please contact one
of the following:**

Jill Vovaris
Mackin Engineering Co.
412-788-0472

Janet Gatesman
Oil City
814-678-3018



Oil City
Comprehensive Waterways Plan
Public Meeting
has been **RESCHEDULED—**

Date:
Thursday,
~~February 11, 2010~~
February 18, 2010

Time:
5:00 PM

Where:
"Great Room"
NATIONAL TRANSIT BUILDING
206 SENECA STREET, OIL CITY

Questions? Please contact one
of the following:

Jill Vovaris
Mackin Engineering Co.
412-788-0472

Janet Gatesman
Oil City
814-678-3018

1. Please use the space below to express your opinion (likes, dislikes, additional opportunities, and possible limitations) about the recommendations identified for each of the concept areas:

Tier I Areas:

Creekside Area

Marina Area

East Siverly Area

Tier II Areas:

Southside Business and Recreation Area

Justus Park Area

White Bridge Area

Tier III Areas:

Northside Riverfront Area

Siverly Bridges Area

Exit Survey

- | |
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| |
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| |

- [illegible]

Jill Vovaris
Mackin Engineering Company
117 Industry Drive / RIDC Park West
Pittsburgh, PA 15275



Public Meeting #2 Exit Survey Results

Summary – We received seven (7) exit surveys from the Public Meeting on February 18, 2010. The results are listed below.

1. Please use the space below to express your opinion (likes, dislikes, additional opportunities, and possible limitations) about the recommendations identified for each of the concept areas:

TIER I AREAS:

Creekside Area

- Focus on continuity of fencing. Wrought iron seems to fit well with our downtown aesthetics.
- The walkway is essential – link to the bike trail (see final comments)
- Anything in creek moves with 3-4 feet of ice (retractable access stairs); Center Street Café “good idea”
- Like the foundation area turned into a recreational/seating area
- Like boardwalk and the “theme” idea. I believe this would clean up the unused, and rather unsightly, area.
- Let’s get started!
- Outdoor dining
- I liked the ideas of a fresh planting of native species along the banks and the idea of enhancing fish habitats. I believe the new retaining walls (PennDOT) will also compliment the general appearance.
- The common mural theme will be a nice unifier. I believe two stairways extending from the new walkway (boardwalk) to the creek will suffice. I also feel new lighting along the boardwalk will have tremendous impact on the general appearance.
- My only criticism of the Creekside Plan is the proposed café area in the current vacant lot along Rt. 8. I believe this would be a mistake because it is located too close to the highway and heavy diesel traffic. I often walk along the sidewalk that surrounds the area and it is very unpleasant because of the nauseating traffic fumes and engine noises. I cannot imagine enjoying myself, sitting in that location for an extended period of time. I definitely agree the area needs improved, but I don’t feel confident with the café concept.

Public Meeting #2 Exit Survey Results

Marina Area

- Camping a plus. More family oriented.
- Be sure to include adequate boat trailer parking. Bike trail needs to pass by Marina. Camping nearby would be nice.
- RV? Dock rental? Tent area – good idea.
- I don't believe the RV park would attract the amount of people needed to fund that particular area of the project.
- Love the Marina project as a whole.
- Let's get started!
- RV, dog park, beach area, Wetland – educational.
- I should begin my comments by admitting that the Marina is the most important area for my personal needs. I own a boat and my family and friends spend a great deal of time on the river from April through October.
- I was originally hoping, like many others, that the current "swamp" could be filled-in or dredged. When it was explained that it would be futile, I was disappointed but agree the "educational wetlands" would be an improvement. The area desperately needs the invasive understory cleared. The natural odors emitted at "low-water" times are horrible. Perhaps clearing some of the pockets would allow for a fresher aquatic environment.
- The marina parking lot, in your virtual presentation, was incorrectly represented. The lot spaces are long, "pull-thru" spaces in the middle of the lot. Your virtual parking lot showed single spaces around the perimeter. This type of parking lot is not conducive to boat trailers. The over-flow parking lot is used by boaters and fishermen when local bicyclist park single vehicles in those spots. Vehicle parking must be abundant for boaters. Without it, you can't go boating!
- Although I like the RV facility, I do not like its current concept location. It should be moved further down the river, with other recreational activities, perhaps closer to the dog park or the camping area. The current plan proposes it to be located too close to a residential neighborhood (There are homes within 50 feet of the area). It also severely limits parking options for other recreational areas.
- I'm thrilled to have the beach reestablished and a large boat dock would be a dream come true! I would like it to be large enough to accommodate a few boats at a time.
- In addition, I think a stairway from the top of the marina parking lot to another small boat dock on the water would alleviate the hazard that currently exists on the boat ramp.
- The idea of kayak and canoe lockers is wonderful. I think there should be a set at the marina, and more, further down the river near the proposed camping area.

Public Meeting #2 Exit Survey Results

- The splash park and pavilion will be a big hit with our local kids and families, as well as entertaining to others! In my opinion, it will probably be the biggest attraction to the marina. Low impact camping areas and a dog park sound great. I'm interested to know how they will be supervised and maintained.

East Siverly Area

- BMX course is brilliant idea! Focusing on the youth of Siverly. The skate park as well is an excellent recommendation. Farmer's market area could also double as a live music venue.
- Start with walking access. This may be hard to develop without a "wow" destination.
- Gravel parking and sidewalk areas. Skate park and BMX area good ideas.
- Maybe utilize riverfront area and railroad bed sites.
- Let's get it started!
- I like the ideas presented, in general. I believe the farmer's market/multi-purpose building and parking lot would be great as long as its utilized regularly. I'd feel more confident seeing some survey results or high-interest from area clubs, businesses, and organizations which would be willing to occupy the building for events.
- Clearing the understory, planting native species and improving the lighting area always a welcome improvement.
- I think it is imperative to develop a northern access to the river with a boat launch, dock, and parking lot. With Tionesta as the next available public access, Oil City loses many people who would prefer to enjoy a short canoe or kayak ride through town. It would also allow for a safe ending point for boaters, before the rapids in downtown Oil City.
- The skate park and BMX track sound like a great idea for attracting a new audience. I'm not sure the Bike Depot idea would fly in Oil City. I realize it is a very successful concept in larger cities and Europe however, I can't imagine "tourists" arriving without their own bicycles if their intent was to cycle. Likewise, the local people who cycle are already equipped to do so. My personal recommendation would be to develop the riverfront first.

Public Meeting #2 Exit Survey Results

TIER II AREAS:

Southside Business and Recreation Area

- Better and safer access to river.
- Not enough info to comment.
- Let's get it started!

Justus Park Area

- Some sort of public food should be here for outdoor dining.

White Bridge Area

- The bike path is prominent in this area. Please review the current plans for this.

TIER III AREAS:

Northside Riverfront Area

- Not enough info.

Siverly Bridges Area

- Dog park, Yes! Better and safer access across "Y" Bridge.
- Not enough info.

Public Meeting #2 Exit Survey Results

2. *Did watching the 3D flythrough movie clips help you to visualize the proposed recommendations for each of the Tier I Areas (Marina, Creekside, and East Siverly)?*

- Yes, excellent work.
- Very nice way to bring to life.
- Absolutely – talking about it as good. Seeing what it will look like is great!
- Yes, very good!
- Yes! The 3D flythrough was the perfect visual to answer all of the incidental questions! It made the concept plan abundantly clear like no auditory description could have done!

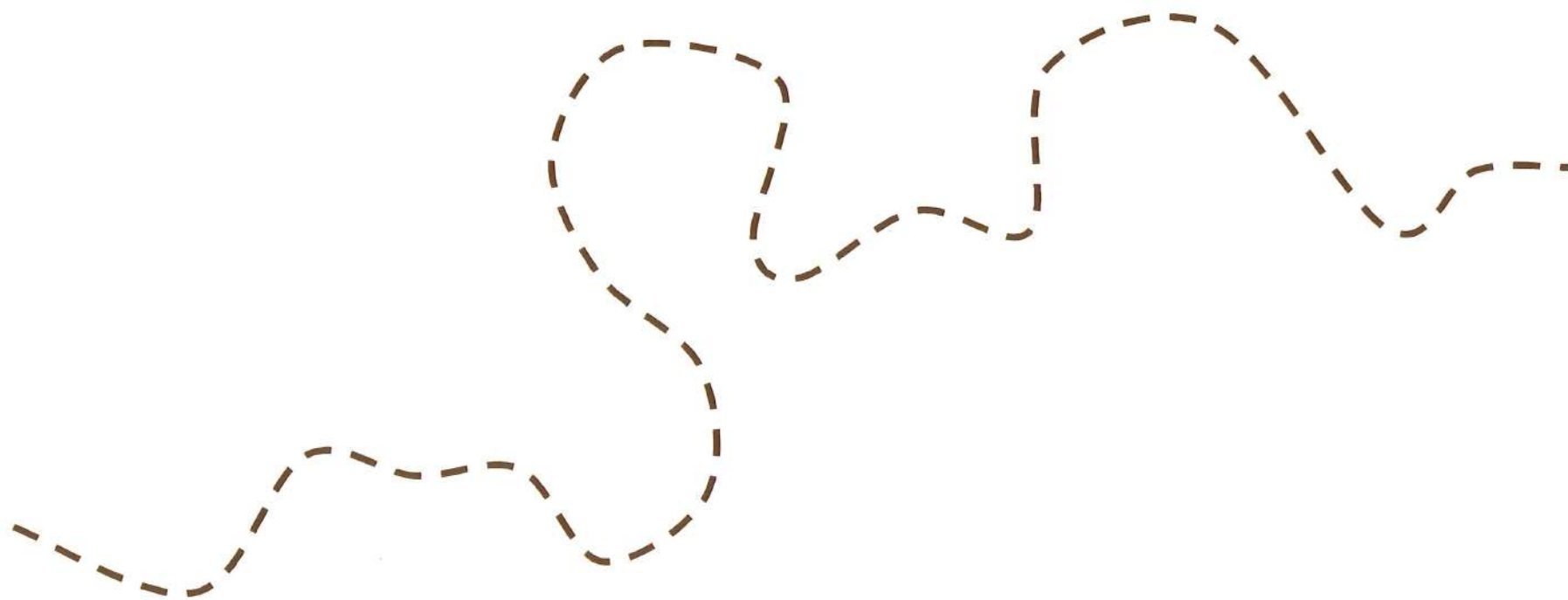
3. *Please use this space to provide any additional comments regarding the meeting, the plan itself, or anything else related to this project.*

- Please make the 3D flythrough available online.
- I would like to stay in the loop of communication. I chair the design committee for Oil City's Main Street campaign. Any additional information would be of great value.
- Overall, some great ideas. In particular, creating walkways along the river and Oil Creek with water access is key. This program should be linked with the bike trail being built from Erie to Washington, DC. The north and south connectors of the bike trail should pass through many of your recommendations and make the city a showcase for the bike trail travelers. If you need info on the bike trail, the Oil Region Alliance is working on it now.
- I didn't see anything about the boat/canoe/tube rentals – I believe it would be something to bring more people to the riverfront as well as jobs.



Appendix B

Recommended Projects Drawings





Appendix C

Funding Sources



Funding Sources

Name	Description	Address/Website
Justus (Samuel) Charitable Trust	Grants are awarded for Venango County organizations for projects related to youth, disabled, community arts, conservation and ecology, or sports and camps. Call first to check feasibility in submitting a request.	213 Seneca St. 3rd, Floor PO Box 374 Oil City, PA 16301 814-697-5085
Rees Charitable Foundation c/o Roeder & Rothschild	Grants awarded to organizations in Crawford, Forest, Venango or Warren counties. Projects should be related to youth, community arts, conservation and ecology, or economic development. Grants are for program/operating support. Call first to check feasibility of applying.	314 South Franklin St. #B, PO Box 325 Titusville, PA 16354 814-827-1844
Colcom Foundation	Through the practice of strategic grantmaking, the Foundation focuses its philanthropic program on environmental sustainability, natural resource preservation, land and water conservation, and efforts to establish a sustainable population.	http://www.colcomfdn.org/index.html
The Heinz Endowments	Focus on five disciplines : Arts & Culture; Children, Youth & Families; Education; Environment; and Innovation Economy	http://www.heinz.org/grants_apply.aspx
Snee-Reinhardt Charitable Foundation	Focus on five disciplines : Arts & Culture; Children, Youth & Families; Education; Environment; Health and Medical; Human Services; Religion; and Miscellaneous	http://www.snee-reinhardt.org/guidelines.htm
Citizens Bank	Charitable Grants are made only to qualified, federal tax-exempt 501(C)3 organizations, as defined by the Internal Revenue Service Code. Grants are restricted to community-based organizations serving local residents of their respective states. Citizens looks for opportunities where moderate funding can affect significant results within the community. Charitable grants generally are for specific program support.	http://www.citizensbank.com/community/corporate/default.aspx
Columbia Gas	Columbia Gas actively supports organizations that are working to make a difference in the communities we serve. Every year, we award grants that help improve the quality of life for our customers, our employees, and our neighbors in the communities where we deliver safe and reliable natural gas service. Our focus areas are first responders, senior-focused organizations and community development. Please click on each area of focus for more information on that particular grant program.	http://www.columbiagaspa.com/en/community-outreach/community-support.aspx
Dominion Foundation	Dominion Foundation provides support to 501(c)(3) nonprofit organizations that support the following funding priorities: education, environment, culture and arts, civic and community development, and health and human services.	http://www.dom.com/about/community/charitable-giving-and-the-dominion-foundation.jsp
The PNC Foundation	The PNC Foundation's mission is to form alliances with community-based nonprofit organizations within the markets PNC serves, to enhance educational opportunities for children, particularly underserved pre-K children through our signature, PNC Grow Up Great program, and to promote the growth of targeted communities through economic development initiatives.	https://www.pnc.com/webapp/unsec/Requester?resource=/wps/wcm/connect/2d39570044ba03769baaff8119f60a8e/2010_PNCFoundationGuidelines_101910.pdf?MOD=AJPERES

Funding Sources

Name	Description	Address/Website
Verizon Foundation	Specifically, we help people to: Increase their literacy and educational achievement Avoid being an abuser or a victim of domestic violence Achieve and sustain their health and safety Eligible organizations seeking grants from the Verizon Foundation must be prepared to track and report program outcomes as well as specific results that demonstrate measurable human impact. In the grant application, organizations must indicate what outcomes are targeted through programming and what results, as specified on the grant application, the organization will measure.	http://foundation.verizon.com/grant/guidelines.shtml
Westinghouse Electric Co. Charitable Giving Program	Education Emphasis is given to elementary, secondary, and high school educational programs that emphasize math and science, although consideration will be given to other relevant, non-fine arts programs.	http://www.westinghousenuclear.com/Community/Charitable_Giving/
Baseball Tomorrow Fund	The Baseball Tomorrow Fund, a joint initiative between Major League Baseball and the Major League Baseball Players Association, offers grants to nonprofit and tax-exempt organizations involved in youth baseball and softball programs.	http://mlb.mlb.com/mlb/official_info/community/btf.jsp
Bowerman Track Renovation Program Offers Grants	Provides matching cash grants of up to \$50,000 to community-based, youth organizations that seek to refurbish or construct running tracks.	http://www.nikebiz.com/responsibility/community_programs/bowerman_track_program/
Butler County Park Renovation Program	Butler County offers a local park renovation grant program to all of its municipalities.	www.co.butler.pa.us
Council on Foundations	The Council on Foundations is a national nonprofit association of approximately 2,000 grantmaking foundations and corporations.	http://www.cof.org/
CVS Caremark Community Grants	Program awards grants up to \$5,000 to nonprofit organizations for programs targeting children with disabilities; programs focusing on health and rehabilitation services; and public schools promoting a greater level of inclusion in student activities and extracurricular programs, and initiatives that give greater access to physical movement and play.	http://info.cvscaremark.com/community/our-impact/community-grants
Foundation Center	A database of foundations and other funding sources.	http://foundationcenter.org/
Foundation for Pennsylvania Watersheds	Awards grants to 501(c)3 nonprofit organizations for local efforts to protect healthy, natural streams, to clean up pollution and to restore degraded wildlife habitat.	http://www.pennsylvaniawatersheds.org/?page_id=3
Grants.gov	Provides information on hundreds of federal grants that can be used to support a variety of programs.	http://www.grants.gov/
International Society of Arboriculture – TREE Fund	This program supports the development of arboriculture educational programs and materials for K-12 students.	http://www.treefund.org/ed_grants.htm
KaBOOM!	KaBOOM! offers communities occasional grant opportunities to begin or complete playspace projects.	http://kaboom.org/build_playspace/get_funding/grants

Funding Sources

Name	Description	Address/Website
Mantis Awards for Community and Youth Gardens	Each year, Mantis presents the Mantis Awards for charitable and educational garden projects that enhance the quality of life in their host communities. Any nonprofit garden program may apply, including schools, churches, correctional facilities, parks departments, youth camps, community gardens, and many others.	http://www.kidsgardening.com/grants.asp
National Fish and Wildlife Foundation	The National Fish and Wildlife Foundation provides funding on a competitive basis to projects that sustain, restore and enhance the Nation's fish, wildlife, plants and their habitats through our Keystone Initiative Grants and other Special Grant Programs.	http://www.nfwf.org/AM/Template.cfm?Section=Grants
National Gardening Association (NGA) – Youth Garden Grants	NGA awards Youth Garden Grants to schools and community organizations with child-centered garden programs. Applicants must plan to garden in 2010 with at least 15 children between the ages of 3 and 18 years.	http://assoc.garden.org/grants/
National Recreation and Park Association (NRPA)	NRPA provides education for professionals and the public on the essential nature of parks and recreation and advocates for increased national funding for parks and recreation through federal grants and initiatives.	www.nrpa.org
National Tree Trust	The mission of the National Tree Trust is to promote healthy communities by providing resources that educate and empower people to grow and care for urban and community forests.	http://www.nationaltreetrust.org/
NFL Community Football Fields Program	Provides grants to non-profit, neighborhood-based organizations, middle schools and high schools for financing and technical assistance to improve the quality, safety, and accessibility of local football fields in low to moderate income areas.	http://www.popwarner.com/articles/nflgrassroots.asp
NFL Youth Football Fund	Provides grants of \$500 to \$2,500 to purchase equipment, repair fields, establish new football programs, and improve existing programs.	http://www.nflyff.org/
PA CleanWays of Butler-Lawrence Counties	A non-profit organization that helps communities take action against illegal dumping and littering.	http://www.pacleanways.org/
Pennsylvania Council on the Arts (PCA) – Local Government	Provides grants to local governments to assist in funding arts programs, arts projects, regrant programs, and pass through projects.	http://pacouncilonthearts.org/pca.cfm?id=46&level=Third
Pennsylvania Department of Community and Economic Development (DCED) – Keystone Recreation, Park and Conservation Fund	State grants to construct new library buildings, renovate or rehabilitate existing facilities and make library buildings accessible for persons with disabilities. Joint applications are required from a sponsoring municipality (or Councils of Government and authorities approved by the participating local governing body of the COG or authority) and a state-aided public library.	http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/funding-detail/index.aspx?progId=118
Pennsylvania Department of Community and Economic Development (DCED) – Local Municipal Resources and Development Program (LMRDP)	Grants to municipalities for the construction or rehabilitation of infrastructure, building rehabilitation, acquisition and demolition of structures/land, revitalization or construction of community facilities, purchase or upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training.	http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/funding-detail/index.aspx?progId=78

Funding Sources

Name	Description	Address/Website
Pennsylvania Department of Community and Economic Development (DCED) – Urban Development Program	Provides grants for <u>urban</u> development and improvement projects, including the construction or rehab of infrastructure, building rehabilitation, acquisition and demolition of structures/land, revitalization or construction of community facilities, purchase or upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training.	http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/funding-detail/index.aspx?progId=81
Pennsylvania Department of Conversation and Natural Resources (DCNR) – Community Conservation Partnerships Program (C2P2)	C2P2 grants are open to local / county governments and non-profit organizations to assist with recreation projects; three basic types: planning, acquisition and development. Includes grants for community recreation, land trusts, rails-to-trails, rivers conservation, snowmobile/ATV, heritage areas, land and water conservation fund, and recreational trails.	http://www.dcnr.state.pa.us/brc/grants/
Pennsylvania Department of Conversation and Natural Resources (DCNR) – Peer to Peer Technical Assistance	Grants of up to 90 percent of eligible costs (\$10,000 maximum) to study problem-specific issues dealing with the administration of park and recreation facilities and/or services. These are short-term projects conducted primarily by experienced park and recreation professionals who work closely with community leaders.	http://www.dcnr.state.pa.us/brc/grants/itagrant.aspx
Pennsylvania Department of Conversation and Natural Resources (DCNR)	TreeVitalize is a public-private partnership to help restore tree cover, educate citizens about planting trees as an act of caring for our environment, and build capacity among local	http://www.treevitalize.net/index.aspx
Pennsylvania Department of Conversation and Natural Resources (DCNR) – Wild	The Wild Resource Conservation Program is accepting grant applications for projects in the following areas: Effects of Climate Change on Biodiversity; Education; Wildlife Action Plan	http://www.dcnr.state.pa.us/wrcp/grants/index.aspx
Pennsylvania Department of Environmental Protection (DEP) – Community Cleanup Program	The DEP Community Cleanup Program assists local partners with cleaning up illegal dumpsite. The community cleanup program is a partnership among community organizations, environmental groups, local business and industry, and local, county and state governments. The program brings together these partners to identify illegal dumps, prioritize cleanups, coordinate cleanups and provide surveillance and enforcement.	http://www.depweb.state.pa.us/landrecwaste/cwp/view.asp?a=1418&Q=505004&landrecwasteNav=1
Pennsylvania Department of Environmental Protection (DEP) – Environmental Education	School districts, private schools, nonprofit groups and county conservation districts may apply for funding to develop new or expand current environmental education programming. This program is a reimbursement program with a 20 percent matching funds component, with certain exceptions.	http://www.depweb.state.pa.us/enved/cwp/view.asp?a=3&q=473224
Pennsylvania Department of Environmental Protection (DEP) – Growing Greener Watershed Grants	Restore watersheds and streams, reclaim mined lands, remediate AMD	http://www.depweb.state.pa.us/growinggreener/site/default.asp
Pennsylvania Department of Environmental Protection (DEP) – PA Conservation Works!	One-time grants for motivated local governments and non-profit entities with shovel-ready projects that will save or conserve a minimum of 25 percent of all energy used.	https://www.grants.dcnr.state.pa.us/documents/conservation_works_7000_bk_dep4250.pdf

Funding Sources

Name	Description	Address/Website
Pennsylvania Department of Labor and Industry – PA Conservation Corps Program	Offers grants to municipalities for conservation, recreation, historic preservation, graffiti removal and repair of vandalism. Funds may be used to purchase materials and services.	http://www.portal.state.pa.us/portal/server.pt/community/pennsylvania_conservation_corps/10573/project_grants/599288
Pennsylvania Fish and Boat Commission (PFBC)	The Commission has a number of grant programs that provide funding in support of fishing, boating and aquatic resource conservation; including the Boating Facility Grant Program, the Boating Infrastructure Grant Program, and the Coldwater Heritage Partnership.	http://www.fish.state.pa.us/grants.htm
Pennsylvania Humanities Council	Humanities Grants foster collaborative learning through public programs. Examples of humanities projects include discussion groups exploring books or films, workshops, walking tours, panel discussions, exhibitions with interpretive programs, and craft demonstrations integrating conversations about the craft.	http://www.pahumanities.org/resources/grants.php
Pennsylvania Recreation and Park Society (PRPS) RecTAP Program	Provides technical assistance grants of up to \$1,500 to help recreation and park boards and departments with specific issues. No matching funds are required.	http://www.prps.org/grantsrectap.htm
Pennsylvania Infrastructure Investment Authority (PENNVEST); Green Infrastructure Projects	PENNVEST actively funds Green Initiatives that promote and encourage environmental responsibility in our communities that are creative and innovative with green solutions for water quality management.	http://www.portal.state.pa.us/portal/server.pt/community/programs/9322/green_initiatives/541807
Pew Charitable Trust	Provides grants related to environment, culture, and health and human services.	www.pewtrusts.com/grants
SPARK (Sports Play and Active Recreation for Kids)	This is a high quality program that provides staff training and one of the few areas that funds can be obtained to purchase equipment.	www.paspark.com
Target Store Grants – Arts Grants	Funds arts programs that bring the arts to schools or make it affordable for youth and families to participate in cultural experiences, such as school touring programs, field trips to the theater or symphony, or artists residencies and workshops in schools.	http://sites.target.com/site/en/company/page.jsp?contentId=WCMP04-031819
Tiger Woods Foundation	Provides grants to certified non-profit organizations that provide opportunities to underserved youth, ages 8-18, with the average grant range between \$2,500 and \$25,000. Eligible programs include education and youth development; non-salary programmatic support; year round programs that enhance learning for children; and volunteer based mentoring, tutoring programs and community service projects.	http://www.tigerwoodsfoundation.org/grants.php
U.S. Department of Agriculture (USDA) – Child and Adult Care Food Program (CACFP)	Provides meals and snacks for after school and evening youth recreation programs.	http://www.fns.usda.gov/cnd/Care/CACFP/aboutcacfp.htm
U.S. Department of Agriculture (USDA) – Summer Food Service Program (SFSP)	Provides funding for breakfast, lunch, and snacks for children ages 18 and under at summer playgrounds, camps, and other recreation programs.	http://www.fns.usda.gov/cnd/Summer/

Funding Sources

Name	Description	Address/Website
U.S. Soccer Foundation	The Foundation awards grants to help pay for field development, uniforms, player equipment, travel costs, facility rental, registration costs, and training for players, coaches and referees.	http://www.ussoccerfoundation.org/site/c.iplQKXOvFoG/b.5482645/k.C652/Grants.htm
Woman's Sports Foundation – GoGirl Grant Program	Grants are awarded to girl-serving organizations who strive to provide diverse, underserved populations of girls ages 8 to 18 and get involved in sport and physical activity.	http://66.40.5.5/Grants%20And%20Scholarships/Grants.aspx