

CHAPTER SIX: EXISTING AND FUTURE LAND USE

LAND USE TRENDS

Past Land Use Trends

Looking back to the land use patterns identified in the County's original comprehensive plan of 1968, only 26.4 % of the land was considered developed. Developed lands included residential, industrial, transportation, communications, and utilities, commercial, recreational, resource productions & extractions, including agricultural lands. The remaining lands, 73.6%, were identified as undeveloped. Most of the residential and commercial development was located in the larger communities of DuBois, Clearfield, and Curwensville with additional development occurring in the many villages dotted across the County. At the time of this land use study Interstate 80 was still under construction.

In 1991, the County updated their comprehensive plan and land use was re-evaluated. The update indicated that the County still had plenty of vacant land with a number of 550,000 acres being reported bringing the amount of undeveloped lands to 75%. This update also pointed up that although vacant, these lands might not be suitable for development due to steep slopes and poor soils for on lot sewage systems. The update reported that there were 36,000 acres of prime potentially developable lands with slopes of less than 8% available within one half mile of existing public water and sewer lines.

Developed Lands versus Undeveloped lands (Percentage)

	1968	1991	2006
Developed Lands	26%	25%	20%
Undeveloped Lands	74%	75%	80%

In 2006, we have even more undeveloped lands representing 80.4% of the total land use. We see that the amount of undeveloped lands has been increasing over the years. Analyses of these trends are provided later on in this chapter. Following is a table comparing the change in developed versus undeveloped lands over the past 38 years.

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The following table provides for a further break down of the land uses by acres and percentages.

Land Use Comparison (1968 vs. 2006)

Land Use	Area in Acres-1968	Area in Acres - 2006	Net Gain / (Loss) Acres	Percent of Total Area-1968	Percent of Total Area-2006	Net Gain/ (Loss) Percent
Residential	4,729	28,437	23,708	.7	3.85	3.15
Industrial	428	714	286	.1	.1	0
Transportation Communications and Utilities	13,683	13,821	138	1.9	1.87	(.03)
Commercial	1,755	2,996	1,241	.3	.41	.11
Recreation	4,944	2,130	(2,814)	.7	.29	(.41)
Resource Productions and Extractions	50,500	34,898	(15,602)	6.9	4.73	(2.17)
Agriculture	116,000	52,754	(63,246)	15.8	7.15	(8.65)
Unclassified Development	NA	1,847	NA	NA	.25	NA
Water & Wetlands	NA	6,843	NA	NA	.93	NA
TOTAL DEVELOPED	192,039	137,597	(54,442)	26.4	19.60	(6.8)
TOTAL UNDEVELOPED	540,121	600,713	60,592	73.6	80.40	6.8

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Existing Land Use

Attempts were made to mirror the same classifications of land use used in the 1968 comprehensive plan in the 2006 update so we could most accurately compare yesterday's land use with today's uses. Although not 100% accurate because a complete list of the land uses per category were not provided for in the 1968 plan, a fairly accurate comparison can still be made. The 2006 update was produced using 1997 aerial photography and field verifications conducted by county staff in 2005.

It should be noted that the 2006 land use classifications include two additional categories water & wetlands and unclassified development. It appears from the 1968 land use map that water & wetlands were classified as undeveloped; therefore, we will also count them as undeveloped lands for comparison purposes. As for unclassified development, these include religious, municipal services (police/fire stations), road repair & maintenance yards, and other governmental/institutional properties. We suspect they may have been grouped as commercial and/or utilities in the 1969 plan; however, that is speculative.

When comparing 1968 land uses to 2006, the first noticeable comparison was the fact that we have more undeveloped land today than in 1968; approximately 60,592 acres more. The reason for this appears to be that there were significantly more acres of agricultural lands in 1968 which were classified as developed at the time. Agriculture land uses decreased more than 1/2 resulting in a loss of 63,246 acres. Another significant loss of developed lands entailed resource productions and extractions. Active mines were considered developed lands and since there are less active mining sites these days, more land is now being identified as undeveloped.

In addition to the overall increase in undeveloped lands, growth was significant for residential land use. Residential land use increased six-fold adding another 23,708 acres. Minimal changes occurred in the amount of industrial lands (no change), transportation, communication, and utility lands (minimal decrease), commercial lands (minimal increase) and recreation (minimal decrease).

Future Land Use

Although at first glance, according to existing land use classification, it appears that approximately 80% of the County is available for development. However, as we know, just because lands are idle, it does not necessarily mean that such lands are appropriate for building sites. To predict a more realistic figure as to how much of our lands are developable, we first looked at undeveloped lands and subtracted out lands in which development was unlikely due to severe limiting factors such as environmental sensitivity, unsuitable soils, steep slopes, state owned land, water, roads, rails, and existing structures. We found this left us with approximately 52% of land considered developable. We next looked at locations of existing and

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Chapter 6 Projected Growth Areas

proposed infrastructure to predict where development would be likely. This resulted in approximately 3% of the land being most likely developed due to its close proximity to public water and sewer infrastructure. The resultant map shows lands that are developable and lands most likely to be developable due to their proximity public infrastructure. As far as types of development that may occur, since much of the County has no zoning regulations, anything is possible if the site is suitable to the developer.

(Please see map section of appendices to view the future land use map for Clearfield County)

Projected Growth Areas

The County Planning staff consulted with the Clearfield County Economic Development Corporation when developing the following list of future growth areas.

Future Growth Areas	
1	DuBois City, Sandy Township & Huston Township area
2	Clearfield Borough and Lawrence Township area
3	Philipsburg Borough (Centre County) and Decatur Township area
4	Curwensville Borough and Pike Township area
5	Woodland and Bradford Township area
6	Kylertown and Cooper Township along State Route 53
7	Karthaus Township in CCEDC industrial park

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**Chapter 6
Projects of Regional Significance**

Projects Of Regional Significance

The following list of County and/or regionally significant projects either under development or in initial planning stages was developed with input provided by the Clearfield County Economic Development Corporation.

County/Regional Specific Projects:	
1	PA Wilds Lodge/Welcome Center – <i>tourism</i>
2	Cornell Corrections – <i>private prison</i>
3	River Hill Power - <i>waste coal generating station</i>
4	DuBois Intermodal Facility - <i>transportation</i>
5	Clearfield Logistics Center - <i>transportation</i>
6	Clearfield Hospital Cancer Center - <i>healthcare</i>
7	DuBois Regional Medical Center- Advanced Multi-Treatment Centers – <i>healthcare</i>
8	Tri-County KIZ Designation - <i>education</i>
9	Clearfield County Alliance Park – <i>technology based development?</i>
10	Clearfield Firemen's Industrial Park- Infrastructure Expansion Project – <i>industrial</i>
11	Centroid CNC- Curwensville Industrial Park - <i>industrial</i>
12	Sandy Township Commercial Zoning Expansion - <i>commercial</i>
13	Hotel Construction- I-80 Exits 97 and 120 - <i>services</i>
14	State Route 53 Business Park – <i>economic development</i>
15	Boggs Township Land Fill – <i>waste disposal</i>
16	DuBois Jefferson Airport Access Road - <i>transportation</i>
17	Lock Haven University Clearfield Campus Housing Project - <i>education</i>
18	Downtown DuBois Revitalization Project – <i>downtown revitalization</i>
19	YMCA Clearfield Capital Campaign - <i>community development</i>
20	Christ The King Manor- Assisted Living/Independent Housing Project – <i>social services</i>

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County/Regional Specific Projects (Continued):	
21	Tourism Welcome Center- Clearfield - <i>tourism</i>
22	Area Agency on Aging Food Distribution Center - <i>social services</i>
23	Sunny Side Ethanol Project- (Corn) - <i>energy</i>
24	Swan Biomass Project (Ethanol- Waste Forest) - <i>energy</i>
25	Bio Diesel- (Methanol) - <i>energy</i>
26	Wood Pellet Technology - <i>energy</i>
27	Wind Mill Technology - <i>energy</i>
28	Oil and Natural Gas Exploration - <i>energy</i>

INTERSTATE 80 INTERCHANGE LAND USE

In October of 1984, an interchange study was conducted by the Clearfield County Planning Commission of all six interchanges along Interstate 80. The purpose of the study was two-fold. First was to analyze and summarize the existing land use at all six interchanges, and the second purpose being to formulate development plans for those interchanges with potential for development.

Interestingly, the Woodland/Shawville Exit #123 was not considered likely for development. However, today this interchange is one of the busiest and heaviest traveled interchanges for trucks due to developments such as the Wal-Mart Distribution Center, CCX, Butler Trucking, and its proximity to US Route 322.

The Clearfield/Penfield Exit #111 was also not considered likely for development due to adjacent lands being owned and controlled by the State. However, today this interchange has potential for development due to the state's destination of this interchange as a gateway point to the "PA Wilds," a state designated tourism region.

This serves as a reminder that planning should never cease because we live in an ever-changing environment. It was a fair conclusion that development would be unlikely at an interchange where lands are owned and controlled by the State; however, who would have imagined that tourism would become such an economic driver, whereas the State would consider development upon its lands to stimulate this growing economy. Planners make the most educated guesses they can based on the information available to them; but since no one has a crystal ball to know what the

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future holds, we must always be looking towards the future and routinely updating our planning documents to reflect these ever-changing times. Who knows, with the price of fuel sky rocketing, traditional trucking distribution centers may decrease and the resurgence of rail transportation, which has already begun, could swing development away from interchanges to intermodal facilities near rail sidings. Residential growth could also be reversed from out-migration from our boroughs to townships to in-migration in an effort to reduce traveling time and fuel expenses.

DuBois/Brockway Exit #97 (old Exit #16)

Past Land Use

Back in 1984, this interchange was a mixture of residential, commercial, and industrial uses, residential uses being mainly concentrated in Falls Creek with the core of commercial development occurring in the heart of Falls Creek. The industrial uses were located in the lowlands along the old Baltimore & Ohio RR, now Buffalo & Pittsburgh RR, running along SR 830 with ribbon of strip development along US Rte. 219 heading into DuBois. This study indicated that from a topographic standpoint, there were large tracts of developable lands. However, due to the lack of utilities, future development was limited. The study also predicated that development was more likely to occur south along 219 rather than north of I-80.

Existing /Future Land Use

Today as in 1984, development at this interchange is still mainly service oriented with hotels, fueling station, and eating establishments. Since then, these types of developments have grown in the same concentrated area along 219. Commercial development continues around Falls Creek with pockets heading into DuBois, whereas industrial activity is resurging along 870 near the rail line. A brand new intermodal facility is underway with increased industrial activity expected. As predicated, growth has not expanded north along US Rte. 219 immediately adjacent to the interchange due to limiting topography and public lands. Further, north along SR Rte. 219, there has been some development heading into Brockway, including a tourism related development. South along 219 still has active commercial and industrial activities, including a new tourism-related development as well. Looking to the future, the potential for new industrial business is ripe due to the new intermodal facility near Falls Creek and the convenient access to the DuBois/Jefferson County airport which also happens to carry a federal designation as a Foreign Trade Zone. Tourism related businesses also have potential to grow along US Rte. 219.

(Please see map section of appendices to view existing land use map at Exit #97)

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DuBois/Penfield Exit #101 (old Exit #17)

Past Land Use

In 1984, this exit consisted of clustered residential and commercial uses along with light industrial uses among those commercial uses. These developed areas were surrounded with heavily wooded lands. Little development was present and most was west of the interchange along 255. At the time, large developable tracts of land were available for development.

Existing Land Use

Today, the same land uses identified back in 1984 still exist with little to no new development. However, recently the potential for some substantial commercial development has been identified. Factors limiting development include limited developable lands and lack of public water and sewer. Currently no public or private community water systems exist to service this interchange. The large private residential development, "Treasure Lake", has its own community waste and sewer systems, yet do provide sewer service to the existing commercial development along this interchange with the exception of the hotel which operates its own private system. Commercial development west along 255 near the DuBois Mall heading into the City of DuBois continues to see significant commercial growth, mainly service-oriented businesses such as retail and food services. It is anticipated that this type of development will continue into the future. The possibility of additional tourism related development is likely as well due to the fact that this area has the most amenities in our region in which to serve the expected "PA Wilds" tourists.

(Please see map section of appendices to view existing land use map at Exit #101)

Clearfield/Penfield Exit #111 (old Exit #18)

Past Land Use

Land use at this interchange back in 1982 consisted of heavily wooded areas. State forest and parklands make up the majority of these wooded areas. Some residential and seasonal residential uses existed. Lands immediately north and south of I-80 are mainly state owned. A large tract of land within the Moshannon State Forest located behind S.B. Elliot State Park is privately owned and consists mainly of residential development.

Existing Land Use

Not much has changed since 1984. The uses are almost identical today. However, this could change in the immediate future with the development near Elliot State Park of a welcome center and lodging facilities designed to serve the expected visitors who will be exiting off of I-80 here to enter into the "PA Wilds" gateway. Quality tourism is desired with the emphasis placed on maintaining and preserving our natural assets, which will be

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relied upon to attract nature and outdoor enthusiasts. This interchange falls within Pine Township, a small municipality with a population of just 7__. With little resources, this community is not prepared to address development. No zoning exists currently in the Township. One saving grace for the Township may be that most of the land is owned by the State and it is expected the State will be a good steward of the lands. It is the limited private lands that hold the most potential for uncontrolled development. Another nearby municipality, Huston Township, located further north along 153, may actually be a bigger target for uncontrolled growth. This township has both public water and public sewer. More private lands are available for development along this corridor which also serves as the a main funnel for tourism entering into the PA Wilds region. Currently, truck traffic is an issue at the intersection of 153 and 255 in the town of Penfield. In addition to truck traffic from St. Marys and other northern industrial places, that are traveling this corridor to get onto the interstate, large active mining operations are producing significant daily traffic through this intersection. Large quantities of out of state trash trucks also travel through this intersection on their way to the Onyx Waste Greentree landfill. Another factor will be the additional traffic expected due to tourism promotion.

(Please see map section of appendices to view existing land use map at Exit #111)

Clearfield/Shawville Exit #120 (old Exit #19)

Past Land Use

In 1984, land use at this interchange consisted of service-oriented businesses, commercial, industrial, and residential and public/government uses. Most interchange service related businesses were located north and south of the interchange along SR 879. Residential and industrial uses were along US Route 322 that intersects with SR 879. Among those residential uses were some general commercial, light & heavy industry, public uses, and agricultural land. Large tracts of developable lands were identified, including the lands owned by the Industrial Park Board and Fair Authority, now under the management of the Clearfield Foundation.

Existing Land Use

Today, the interchange services have grown with the additional of several new hotels, fueling stations, and eating establishments as well as some new retail development. During 1984, Clearfield Foundation's industrial park was merely a vacant large tract of stripped land. Today, industrial and commercial development is thriving and growing in this park. Businesses such as Appalachian Woods Products, Marathon Equipment, Quality Veneer, and Brake Drum & Equipment are just some the industrial development that has occurred since 1984. In addition to industrial development in this park, some commercial development has occurred as well including a new Wal-Mart, Lowe's, and Comfort Inn. A brand new rail facility is under construction which will provide businesses easy access to move and receive materials via rail as well as the additional provision of warehouse storage near the rail siding.

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As for development further away from the interchange along Routes 879/322, there has been significant loss of retail businesses. However, light industrial development has developed within the Clearfield County EDC's technology park. The EDC operates an incubator at this park where businesses are grown and eventually move on to larger facilities once they get established. Also newly created, the County's Commercial Park located behind the County's Multi-Service Center is nearly at capacity. These lands once used for agricultural purpose are now home to several new professional offices, including elderly residential housing and assisted living facilities. Other notable developments along this 322 corridor are a large residential development located behind the brand new Lock Haven University's branch campus. It is expected that the future holds additional industrial and commercial development near this interchange, including potential for development near the Clearfield-Lawrence Municipal Airport. Residential development can be anticipated as well with increasing availability of jobs.

(Please see map section of appendices to view existing land use map at exit #120)

Woodland/Shawville Exit #123 (old Exit #20)

Past Land Use

The land development pattern for this interchange back in the early 80's was a combination of residential, agricultural, and scattered industrial uses. At the time, the main use of this interchange was for the use of coal trucks delivering to the Shawville Generating Station. Strip mining was also prevalent along this interchange. Several developable tracts of wooded or vacant land were identified; however, much was disturbed by strip mining. Most developed actually occurred further away from the interchange along US Route 322.

Existing Land Use

While the Shawville Generating Station still plays an active part in the amount of truck traffic seen at this interchange, the overall traffic has significantly increased due to some large-scale trucking/warehouse development that has since occurred, the largest being a Wal-Mart Distribution Center. Adding to this existing local truck traffic is the additional through traffic that is generated simply due to the access that this interchange offers to US Route 322. This is another interchange with no zoning regulations; however, the Township has been seriously considering the benefits of enacting such controls. As for future development, the potential for additional growth is likely since there are significant developable lands available and due to the dual access to interstate 80 and US Route 322.

(Please see map section of appendices to view existing land use map at Exit #123)

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Kylertown/Philipsburg Exit #133 (old Exit #21)

Past Land Use

Back in 1984, the land use pattern around this interchange was a combination of residential, agricultural, commercial, industrial and strip-mined areas. Most residential development occurred north of the interchange in the community of Kylertown and to the east and southeast in the communities of Lanse and Winburne. Commercial establishments were scattered, but mainly concentrated at the interchange or along 53. Sizeable tracts of agricultural lands existed as did large tracts of strip mined lands. Little developable vacant land was available for development due to limiting slopes and excessive strip mining.

Existing Land Use

Land use at this intersection has changed very little since 1984. Some residential development has occurred along SR 53; however, no new significant commercial development has occurred.

It has been reported that the newly created Snow Shoe Rail to Trails which accommodates ATV users has generated a sizeable amount of visitors who have, during certain trail events, booked every room in the local hotel. The association has a membership of several hundred and it continues to grow. With the promotion of outdoor tourism and the lack of legal trails for ATV users, this interchange has potential for tourism related development. Residential development is also a possibility since there has been a trend in such development within municipalities located near the Centre County line. Many employees working in Centre County find that the cost of living in Clearfield County is more affordable. Another factor would be that access to State College and Altoona has been improved due to development of the I-99 corridor thus decreasing commuter travel time. Light industrial development is also a possibility near this interchange.

(Please see map section of appendices to view existing land use map at Exit #133)