

ROUTE 8
CORRIDOR OF OPPORTUNITY
PARTNERSHIP

Final Report
Shaler Township, Pennsylvania
May 2-4, 2007

Facilitated by:

WESTERN PENNSYLVANIA  Carnegie Mellon.
BROWN **FIELD** **S** CENTER

With funding from The Small Business Administration

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1.0

1.0 Executive Summary

Over the course of three days—May 2-May 4, 2007—The Western Pennsylvania Brownfields Center at Carnegie Mellon facilitated a workshop to consider the redevelopment opportunities and challenges facing a 1.5 mile light industrial corridor in Shaler Township, a second ring suburb north of the city of Pittsburgh, Pennsylvania. The workshop was planned and executed by a planning committee comprised of members of eight local stakeholder groups, including the home township.

The workshop was motivated and developed largely as a result of devastation, both physical and economic, the corridor suffered in 2004 when Hurricane Ivan flooded the area and damaged its businesses. Four experts from across the country with experience in development challenges including, flooding, traffic, and multi-jurisdictional decision-making, participated in the workshop. After spending several days meeting with community members, these experts developed a list of next steps for the community to adopt in order to retain and grow current landholders and attract new businesses and accommodate them in ways sensitive to the challenges represented by the corridor.

The experts' recommendations, which were unveiled at a press conference hosted by the Township Manager and the Allegheny County Chief Executive, are included in Section 4.0 of this report.

2.0

2.0 Workshop Description

2.1 Motivation

In 2006, Shaler Township and Allegheny River Towns Enterprise Zone (ARTEZ) requested the assistance of the Western Pennsylvania Brownfields Center at Carnegie Mellon to address the redevelopment challenges in Shaler Township. The idea of a workshop, facilitated by the Western Pennsylvania Brownfields Center (WPBC), was introduced as a mechanism to engage stakeholders in a dialogue regarding a one and a half mile light industrial corridor along Route 8, a north-south highway that connects the Township to the city of Pittsburgh. As a neutral platform, the WPBC creates a workshop environment that raises awareness and encourages open discussion with a goal to work towards a

consensus regarding a development strategy.

Expert Jan Rosholt stands in front of East Liberty Electroplating in the Route 8 Corridor

The workshop model, which was developed by the WPBC, brings together local stakeholders and outside experts. Through a number of venues, the visiting experts become familiar with the site under study and the surrounding communities. Armed with this first-hand knowledge, the experts then brainstorm and develop a plan to guide the community in ongoing brownfield development initiatives. The workshop is only the beginning of the development process, as the real challenge is the implementation of its results, as appropriate.



2.2 Planning Committee

With the Western Pennsylvania Brownfields Center acting as facilitator, a local, community-based team was formed to organize and execute the workshop as well as to implement the resulting action items. Ensuring early and maintained commitment from members of the local planning committee was important both to orchestrate the workshop and to provide an established body that would demonstrate to the broader community the long term importance of this event. While the planning committee met routinely for seven months prior to the actual workshop, the most important role of the planning committee came after the workshop, when township leaders assumed the responsibility of championing and implementing the experts' recommendations.

The Route 8 Corridor of Opportunity Partnership included:

Rob Arnold	<i>Northern Allegheny County Chamber of Commerce</i>
Emily Buka	<i>Riverside Center for Innovation</i>
Kevin Creagh	<i>Shaler Township Engineer</i>
Bob Hurley	<i>Allegheny County Economic Development</i>
Deborah Lange	<i>The Western Pennsylvania Brownfields Center at Carnegie Mellon</i>
Meredith Meyer Grelli	<i>The Western Pennsylvania Brownfields Center at Carnegie Mellon</i>
Janette Novak	<i>Pennsylvania Environmental Council</i>
Tim Rogers	<i>Shaler Township Manager</i>
John Stephen	<i>Allegheny Rivertowns Enterprise Zone</i>
John W. Ubinger, Jr.	<i>Allegheny Land Trust</i>

The Corridor of Opportunity Partnership was charged with:

- Defining the area of interest & challenges affecting development
- Identifying and inviting the experts
- Engaging the respective property owners
- Identifying and inviting the local stakeholder groups
- Designing the meetings to facilitate the interaction between the experts and the local stakeholders
- Receiving the recommendations of the experts and determining 'next steps' to promote development

2.3 Structure of Workshop

The workshop is modeled on the Regional/Urban Design Assistance Team (R/UDAT) process used by architects to engage a wide variety of stakeholders in an effort to promote consensus and action around a particular site. Designed to be transferable to other communities, the workshop model was developed to be a working session with real impact on the community. Using a universal model to consider acutely local needs, the workshop template has been implemented by the Western Pennsylvania Brownfields Center in a number of other neighborhoods, both domestically and abroad. The Shaler Township workshop proceeded in a series of meetings between the experts and a number of stakeholder groups over the course of three days—Wednesday, May 2 through Friday, May 4, 2007.

2.4 Overview of Workshop Events

The workshop events and their intended outcomes are outlined below in the order in which they occurred. Events are held in a variety of local businesses, in an effort both to support the community and give the visiting experts an opportunity to experience the locale.

Wednesday, May 2:

Meeting between Planning Committee and Experts

The experts became familiar with the positions of the planning committee members. This first meeting at the Shaler Township Municipal Building initiated team building.

Meeting with Experts, Commissioners, and Planning Committee

Amidst bowls of spaghetti and meatballs in local Italian restaurant Cafe Venice, David Wohlwill of Allegheny County Port Authority provided a background presentation on transportation challenges in the corridor. Entrepreneur Bruce Gold of Architectural Daylighting discussed his recent experience searching for manufacturing facilities to lease in the corridor.

Site Tour of study area hosted by property owners

The site tour allowed the experts to experience the site challenges first hand and gave the experts the opportunity to interview the property owners in the owners' own element. The sites visited during this tour:

Glenshaw Glass

Ball Chemical

Benshaw

Glenshaw Steel

East Liberty Electroplating

Pannier

Nicklas Supply

Urso Racing Supplies

Triangle Machine & Manufacturing

Reception for local stakeholders

The Little Brown Jug, a local restaurant with one of the most interesting menus around, hosted local stakeholders, who had a chance to get to know each other within the context of development of the corridor. The event also offered the experts a slice of community life in the spirit of cultural immersion. A number of the offices of local elected officials were represented including the office of PA Senator Jim Ferlo, US Congressman Jason Altmire, US Congressman Mike Doyle, and PA Representative Vulakovich. In addition, the Township Council members Ed Duss, Susan Fisher, and David Shutter helped welcome the crowd of approximately forty local advocates for development.

Public Meeting

The public meeting, held in the auditorium of the Township Intermediate School, educated approximately 60 members of the community about the workshop process and allowed individuals to air thoughts and concerns. It also reaffirmed for the public the importance of the corridor and vested them in the workshop process and its outcomes. Community members brought to the attention of the experts to the following concerns and efforts: flooding and water management, drivers' safety in the corridor (speed and traffic lights), the Department of Environmental Protection's role, and initiatives of the local volunteer watershed coalition.

Thursday, May 3:

The Thursday meetings were designed to allow individuals representing non-conflicting interests to meet with the experts together, to allow for open and frank discussions.

Meeting between Primary Indirects (defined in section 2.5.2.3) and Experts

This meeting allowed the primary indirect stakeholders to air their concerns and ideas in an open environment and contributed to the experts' understanding of the area's needs and interests. The issues discussed in this meeting included, sediment loading in Pine Creek, erosion control efforts, permitting complexities, restricted development due to location of rail lines, and the development of an education program to begin teaching children in local schools about the watershed.

Representatives at this meeting included:

John Bottegal, Shaler Water Department

Dan Cessna, Pennsylvania Department of Transportation District 11

John Matviya, Pennsylvania Department of Environmental Protection

Allen Kukovich, Office of PA Governor Rendell

Kay Pierce, Allegheny County Economic Development

John Stephen, Allegheny River Towns Enterprize Zone

Meeting between Secondary Indirects (defined in section 2.5.2.4) and Experts

This meeting allowed the secondary indirect stakeholders to air their concerns and ideas in an open environment and contributed to the experts' understanding of the area's needs and interests. The issues discussed in this meeting included the development of education programs surrounding the Pine Creek watershed and area flooding as well as more environmentally stringent development permitting policies.

Representatives at this meeting included:

John Arenth, PNC Bank

Chuck DiPietro, Southwestern Pennsylvania Commission

Jack Ubinger, Allegheny Land Trust

Jannette Novak, Pennsylvania Environmental Council

Bill Moul, North Area Environmental Council/Pine Creek Watershed Coalition

Mary Wilson, North Area Environmental Council/Pine Creek Watershed Coalition

Rich Kowalski, Allegheny County Conservation District

Expert 'closed-door' deliberation

Locked away in the Little Brown Jug with food, drink, laptops and flip charts, the experts were effectively isolated to brainstorm possible solutions and development approaches for the area without vested interests present. During this time they developed their redevelopment strategy for the community.

Community Dinner for invited participants

The community dinner in the basement of The Bethlehem Lutheran Church featured the church's own band. Attendees feasted on a buffet of Pittsburgh cuisine, pierogies and all. The event offered a casual environment for stakeholders to interact with experts and each other and allowed the experts to get a sense of the community flavor through local music, food and company. Everyone present was also entered into a raffle for Pittsburgh Pirates tickets and Corridor of Opportunity shirts. And as the night drew to a close, the Bethlehem Lutheran Church band rocked out to their own version of "I'm a Believer."

Friday, May 4:

Unveiling of recommendations to planning committee, property owners and experts

This meeting allowed the planning committee and property owners to vet the experts' results before they were made public.

Press Conference with Allegheny County Chief Executive Dan Onorato & Shaler Township Manager Tim Rogers

The press conference provided the opportunity for the experts to share their recommendations with the engaged public and the press as well as attract media attention to the workshop effort and the community.



Shaler Township Manager Tim Rogers (left) and Allegheny County Chief Executive Dan Onorato with Shaler residents after the Press Conference in Fall Run Park

Participants

The workshop participants were categorized according to their role and relation to the corridor, in order to separate potentially conflicting interests and authorities into different meetings. Meetings throughout the workshop were structured to promote open and frank discussion.

2.5.1 Experts

Through meetings with the property owners, the planning committee identified the most pressing challenges to the area's development. For the Route 8 corridor, these challenges were flooding and water resource management, working with multiple municipalities, community perception of the corridor, and traffic and transportation. Working together, the committee then identified experts whose experience and knowledge spoke most directly to these obstacles. Emphasis during the expert selection process was placed on the individual's real world experience in dealing with issues identified as pertinent to the corridor. The experts' outsider status ensured that they would not be biased by local interests. Furthermore, the experts were asked to recuse themselves from any future work on the property.

Gregory Hurst, P.E./EDAW, Inc.

Water Resource Management

Gregory Hurst is a Civil Engineer with professional experience in land development related design, including infrastructure planning, water, sewer, road, grading and drainage, hydraulic structure, irrigation system design, and water resource studies and design. As Director of the Site Engineering Services Team and a Principal at EDAW, Mr. Hurst is experienced in infrastructure planning for land development projects, and stormwater management and Best Management Practices for water quality enhancement. In new projects where some level of development has already occurred, such as on brownfield sites, he focuses on enhancing water quality, infiltration, and reducing the impact of stormwater run-off.

Sue McNeil, Ph.D., P.E./University of Delaware *Traffic & Transportation*

Sue McNeil is Professor of Civil and Environmental Engineering and Urban Affairs and Public Policy at the University of Delaware. Dr. McNeil was formerly Director of the Urban Transportation Center and Professor in the College of Urban Planning and Public Affairs and the Department of Civil and Materials Engineering at the University of Illinois at Chicago. Prior to joining UIC, she was a Professor of Civil & Environmental Engineering and Engineering & Public Policy at Carnegie Mellon University. Her research and teaching interests focus on transportation infrastructure management with emphasis on the application of advanced technologies, economic analysis, analytical methods, and computer applications. She is a registered professional engineer.

Jan Rosholt, P.E./Garry Struthers Associates, Inc. *Multi-jurisdictional Decisionmaking*

Jan Rosholt has over 40 years of professional engineering, environmental, design and construction management experience. Mr. Rosholt is a nationally recognized expert in developing comprehensive stormwater and water resource management plans. Projects in Washington, Oregon, Illinois, Arizona, Oklahoma, and Kentucky have encompassed institutional plans, master plans (including water quality and National Pollutant Discharge Elimination System), capital improvement plans, pre-design criteria and standards, rate studies and extensive public information programs.

Kenneth Tamminga, M.Pl./Penn State University *Community Visioning*

Kenneth Tamminga's appointment at Penn State in 1993 allowed him to focus on several interrelated themes that seemed underdeveloped in the profession: the links between design and the synthetic ecologies, ecological restoration at the urban regional scale, regeneration of degraded urban landscapes and rivers, spearheaded by empowered communities. These efforts to interweave design and ecology have taken place in three main venues at Penn State: his home program in landscape architecture, the Center for Watershed Stewardship, and the graduate program in ecology.

2.5.2 Stakeholders

The stakeholders were separated into distinct groups—“Directs,” (Shaler Township, represented by Township Manager Tim Rogers, Property Owners, and Elected Officials) and “Indirects,” (Primary, Secondary, and Tertiary)—each defined below. Identifying and isolating the interests of these groups, allowed the workshop facilitators to design meetings that cultivated a level of comfort and confidentiality between experts and each group.

2.5.2.1 Property Owners

The property owners have a direct vested economic interest and authority in the development of the properties in the corridor under consideration. Consequently, the engagement of property owners was essential to the depth of the workshop and the attainment of the resulting implementation strategy. In any workshop, if the property owners, who are ultimately the decision-makers, are not engaged, the workshop results may not be acknowledged or adopted. More information about the sites’ ownership can be found in the fact sheets in the appendix of this report.

Bill Kelman Glenshaw Glass	Don Beyerl Ball Chemical	Bob Varley Benshaw	John Visconti Pannier	Tony Urso Urso Racing Supplies
Elmer Nicklas Nicklas Supply	Glen Miller Miller Homes	Bill Eastley Eastley Inc.	Dwight Palmer Works in Wood	Mr. Krebs Krebs Toyota
John Pelch Glenshaw Steel Supply	Grace Paukovics Triangle Machine Manufacture		Vince Kovalik East Liberty Electroplating	

2.5.2.2 Elected Officials

The category of elected officials encompasses those individuals whose political jurisdiction is limited to the township as well those whose jurisdiction is geographically more expansive and whose attention was focused on the subject constituency during the workshop. The participation of these decision-makers is vital to the implementation of the workshop results.

Allegheny County Chief Executive

Dan Onorato

State Representative

Randy Vulakovich

Lisa Bennington

US Representative

Jason Altmire

County Council

James Burn

Jan Rea

US Senator

Arlen Specter

State Senators

Jane Orié

Jim Ferlo

Shaler Township Commissioners

Edward Duss

Susan Fisher

Joseph Gally

James Boyle

Thomas McElhone

David Shutter

William Cross

2.5.2.3 Primary Indirects

Primary Indirect Stakeholders are those individuals or groups that have no monetary gain to be realized from property development but have a legal or regulatory capacity to influence what can and cannot be done on the property. They may also be aware of other resources that may be brought to the development initiative.

Invited Primary Indirects included:

- Pennsylvania Department of Environmental Protection
- Pennsylvania Department of Transportation
- Allegheny County
- Shaler Township Planning Commission
- Pennsylvania Department of Community and Economic Development
- Shaler Township Water Department
- Pennsylvania Governor's Office

2.5.2.4 Secondary Indirects

Secondary Indirects are those individuals or groups that have no monetary gain to be realized from the property development and do not have any legal or regulatory capacity to influence what can and cannot be done on the property. Secondary Indirects do contribute information and support to the process.

Invited Secondary Indirects included:

- Allegheny Conference on Community and Economic Development
- Three Rivers Wet Weather
- Southwest Pennsylvania Commission
- PA Cleanways
- North Area Environmental Council
- Allegheny Rivertowns Enterprise Zone (ARTEZ)
- Northern Allegheny Chamber of Commerce
- Allegheny Land Trust
- Pennsylvania Environmental Council

Riverside Center for Innovation
Etna Economic Development Corporation
Pine Creek Watershed Coalition
Etna Shaler Rotary
Glenshaw Kiwanas
Allegheny County Conservation District
Allegheny County Parks and Recreation

2.5.2.5 Tertiary Indirects

Tertiary Indirects are defined as the groups or individuals that may become involved in the project through their self-initiated response to passive solicitations.

2.5.2.6 Special Guests

David Wohlwill, Port Authority

David Wohlwill presented to the experts on the Allegheny County Port Authority public transit system, including its financial distress and obstacles to serving the Route 8 Corridor, served by a private bus company.

Bruce Gold, Architectural Daylighting LLC

Bruce Gold related to the experts his recent experience searching for a manufacturing space for his new company, Architectural Daylighting. From outside the area, he discussed his surprise at the poor aesthetics of the structures in the corridor and the region and his difficulty negotiating leases with long-time property owners.

2.5.2.7 Community at Large

The community at large was engaged during the course of the workshop primarily through a public meeting, in which community members aired their concerns and ideas to the experts.

3.0

3.0 Study Area

The site selected for study was a one-and-a half mile light industrial corridor bound by Glenshaw Glass on the south, Spencer Lane on the North, and flanked by Pine Creek and the Allegheny Valley Railroad. The study area was composed of approximately 15 property owners over 40 acres, divided into 13 parcels (defined in the property synopses in the appendix), of which eight are active commercial or light industrial/manufacturing sites, three are vacant, and four were identified as underutilized.



3.1 Shaler Township Demographics

	Shaler	Allegheny County
Geographic Area (in square miles)	10.9	730.2
Total Population	29,757	1,281,666
Median Age (in years)	41.7	39.6
Population by Gender (male/female)	47.7% /52.3%	47.4%/52.6%
Population by Race		
White	97.9%	84.3%
Black or African American	0.4%	12.4%
Asian	0.9%	1.7%
Population: Hispanic or Latino	0.5%	0.9%
Average household size	2.48	2.31
Population aged 25 and over who are high school graduates	89.5%	89.3%
Population aged 5 and over who resided in same house in 1995	72.6%	64.6%
% of population aged 65 and over	18.5%	17.8%
Average household size	2.48	2.31
% Total housing units that are vacant	3.3%	8.0%
% of occupied housing units that are owner-occupied	85.9%	67.0%
% of civilian labor force that is unemployed	4.3%	6.1%
% of employed civilian population 16 years and over employed in manufacturing	8.6%	9.0%
Average travel time to work in minutes	23.3	25.3
Median household income in 1999	\$49,118	\$38,329
% of total housing units that are single-family units	89.4%	71.7%
% of total housing units that were built before 1970	75.0%	77.3%
Median value of specified owner-occupied units	\$100,400	\$84,200

3.2 History

In 1800, John Shaw Sr. purchased 600 acres of land several miles north of the city of Pittsburgh. He built a saw mill to produce the lumber necessary to build his home on the land, an area which would be referred to by early settlers as Shaw's Glen and which would give the town, Glenshaw, its name. By the time Glenshaw was



Historic Glenshaw

incorporated 37 years later, its population had grown to 2,000, a number which would mushroom to 16,339 by 1860. During this period, in 1847, Glenshaw was integrated into Shaler Township, named for local judge Charles Shaler. Shaler remained a second-class township until its incorporation as a first class township in 1900, at which time Shaler's boundaries included 6,977 acres or 10.9 square miles.

Throughout the early 20th century, Glenshaw remained decidedly open, according to resident Sylvester Wagner who wrote of growing up in Glenshaw in the 1930s and 1940s, "Glenshaw was a small town with not too many people." Wagner continues, "there was plenty of wide open spaces and quite a few farms. We had a general store—Edgar's—and a post office, and a public school, a railroad station, and one of the first public libraries." Wagner describes the ethnic mix of Lower Glenshaw, which "consisted of Sauerkraut Row, the Flats, and Tony Town." Upper Glenshaw, where the Shaw's homestead was located "ran from present day Undercliff Fire Company to Saint Bonaventure Church."

From its inception, Route 8 and Pine Creek, the foci of our study, were major axes around which the town oriented itself. When Glenshaw's second school was built on Kieber Road, many students had to cross the Creek to attend. Men who worked in a neighboring sickle factory, rowed these students over the then bridgeless Pine Creek on rafts. Route 8, which descended from the Butler Plank Road, was a major artery around which Glenshaw and, later, Shaler Township developed. The Butler Plank Road was laid out between Pittsburgh and

Butler in 1852 and was heralded as one of the finest engineering feats west of Harrisburg.

The story of the Route 8 light industrial corridor under study begins in 1895, when four men—two glassblowers, a hotel keeper and a retail merchant—each scraped together six hundred dollars to build the Glenshaw Glass Factory, which would become the anchor business on the roadway. In 1900 the company moved to their present location, across the street from their first factory. After a 1903 fire razed the building, the factory was rebuilt and in 21 days was again producing bottles for beers, minerals, liquors, flasks, wines and sodas. Soon thereafter, in March 1904, a flood which destroyed all of the bridges along Pine Creek, also nearly ruined Glenshaw Glass. Prohibition dealt another blow—thousands of dollars worth of beer bottle stock became worthless. Consequently, Glenshaw Glass began to focus on the manufacture of soda bottles and food containers. Despite these early hiccups, in the early 1900s, Ball Chemical moved from Millvale to join Glenshaw Glass on Route 8, firmly cementing the industrial character of the corridor. As more businesses moved in, Glenshaw Glass remained healthy, dominating the corridor, and by 1961 opened a branch in Orangeburg, NY.

In recent years, the rising costs of natural gas, high operating expense and international overcapacity in the glass container industry began to take its toll on the company. In September 2004, rains caused by Hurricane Ivan flooded Glenshaw Glass, severely damaging the plant. In addition to the damage to operations, the flooding also deterred potential investor Sun Capital Partners, Inc who was in discussions with the former owner, John Ghaznavi. In November 2005, the plant closed after a court-appointed trustee failed to find a buyer following the ouster of Ghaznavi, who defaulted on a loan. The plant laid off each of its more than 300 employees. In September 2006, a Pittsburgh businessman, Bill Kelman, purchased the 25-acre site for the \$3.8 million. Kelman has opened a scaled down version of the former operations and auctioned off excess equipment.

While the corridor continues to function as a light industrial stretch, during Sylvester Wagner's childhood, the Route 8 corridor was not only home to companies such as Glenshaw Glass and Ball Chemical but it also served a recreational purpose. "The most popular swimming hole was Locust Grove, where the K-Mart sits today. The next was the dam at Glenshaw Glass," wrote Wagner. "This place was always crowded and all had a good time

frolicking in the water. A lot of mothers would sit on the bank to make sure no one drowned. Another swimming hole was behind Ball Chemical, where the water washed a hole in the Creek about 30 feet long and 4 feet deep. Only boys went there because we could swim naked.”

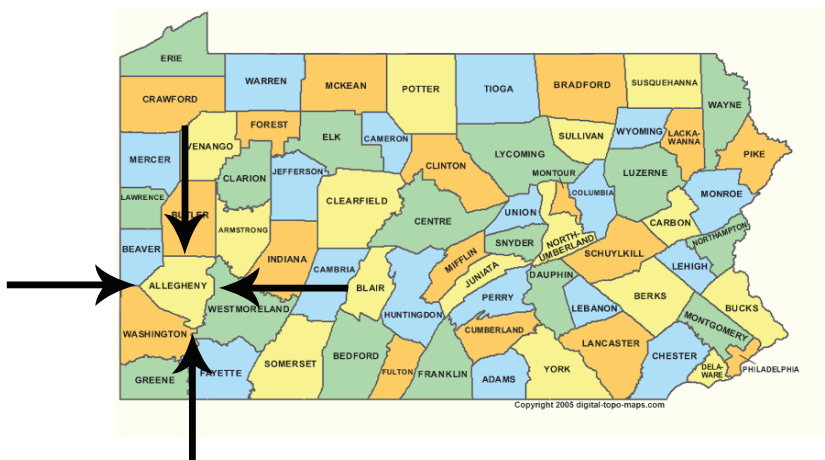
Sources: *Rowe, Violet. Glenshaw. Arcadia Publishing; Dover, New Hampshire; 1997.*

Rowe, Violet. The Glenshaw Story. www.freepages.genealogy.rootsweb.com. Date accessed: March 13, 2007.

Pittsburgh Business Times. Selected articles, Nov. 2004–October 2006.

3.3 State of the County

At the time of the workshop, efforts to develop a county comprehensive plan, Allegheny Places, were underway. The plan was intended to be a general policy guide for development, conservation and economic initiatives in Allegheny County. During the planning stages of the workshop, one of the concerns raised was the absence of the Route 8 corridor from this plan. Allegheny County, include the Planning Department participated in the workshop, which directed their attention to the corridor for the workshop’s duration.



Until 1999, the County was governed exclusively under the state's Second Class County Code. Under this code, the County handled elections, prisons, airports, public health and city planning. Before January 1, 2000, there were three county commissioners. These were replaced with an elected chief officer, a county council with 15 members, and an appointed county manager. The changes were intended to maintain a separation of powers between the executive and legislative branches while providing the citizens with greater control over the government. The position of Chief Executive, at the time of writing was held by Dan Onorato.

The County focuses on economic development at and around Pittsburgh International Airport; the reclamation and redevelopment of brownfields; and the creation and expansion of high-tech businesses and jobs resulting from university research and development. The county has 130 municipalities with their own governmental setup. The county has one Second Class City (Pittsburgh) and three Third Class Cities (Clairton, Duquesne, and McKeesport).

Strategically located in the heart of the Mid-Atlantic states, Allegheny County is a short flight or a day's drive from many of the world's busiest commercial centers, including New York, Philadelphia, Washington, D.C., Boston, Atlanta, Detroit, Chicago, and Toronto. These lucrative markets encompass more than 50 percent of the populations of both the United States and Canada and 53 percent of the American buying income.

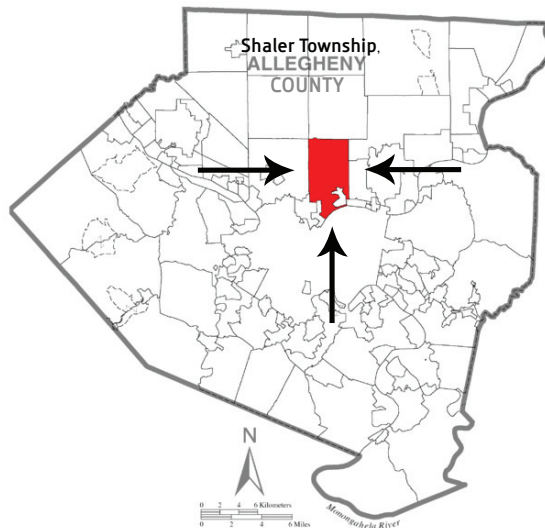
Allegheny County has been transformed from a county of heavy industry to one of specialized industries and services, including high technology, health care, education and finance. Roughly 42% of the region's workforce is employed in the service sector, while about 20% is employed in the manufacturing sector. Allegheny County is home to at least six Fortune 500 firms including Heinz, USX, PPG Industries, PNC Corporation, Mellon Bank and Wesco International. The health care industry has been among the cornerstones of the County's regional economy for many years. There are more than 90 medical facilities in our area including hospitals, medical schools, rehabilitation centers, hospices and nursing homes.

Prepared by Allegheny County Department of Economic Development.

3.4 State of the Corridor

Route 8 is one of the primary north/south corridors through the northern suburbs of Pittsburgh. The Allegheny County portion of Route 8 extends from the Allegheny River and passes through the communities of Etna Borough, Shaler Township, Hampton Township, and Richland Township for a total of almost 14 miles. Nearly 60,000 residents live in the Route 8 market area, with more than 40% of the area within a 30-minute drive of downtown Pittsburgh and nearly 60% within a 10-minute drive of the Pennsylvania Turnpike.

Development in the corridor has mirrored the history of the Pittsburgh region, with an industrial focus near the river and commercial and residential communities following as the population spread north. Etna Borough is situated along the banks of the Allegheny River and maintains the unique urban character of an older rivertown. It has a mixture of residential, commercial and industrial properties, along with over 40 acres of riverfront land. Shaler Township is the most populous of the corridor communities, with about 30,000 residents. It is typical of a “second-ring” metropolitan suburb, with housing available in all price ranges and a mixture of older and newer industrial and commercial developments. Occupying the largest share of land along Route 8 and home to over 17,000 residents, Hampton Township is a growing community with primarily commercial development in the corridor.



The final community in Allegheny County that occupies land adjacent to Route 8 is Richland Township, with a population of about 10,000. Still more rural in nature than the other 3 communities, it is experiencing both residential and commercial development activities.



At the time of the workshop, the corridor was defined by 13 parcels (detailed in the appendix), of which eight were active commercial or light industrial sites, three were vacant, and four were identified as underutilized. Employment in the corridor has also reflected the trend of the entire Pittsburgh region, with historically large, heavy industrial corporations giving way to more numerous small- to medium- sized manufacturers as well as commercial and service-related firms. The largest employers in the corridor include the Shaler Area and Hampton School Districts, along with PPG Industries, which maintains a 400-person research and development facility in the southern portion of Hampton Township. Hardship came to the community when Glenshaw Glass stopped operations in 2004 and laid off 300 employees.

Environmentally, the Route 8 Corridor municipalities comprise the eastern portion of the 67.3 square mile Pine Creek Watershed. And while the stream provides the area with scenic and recreational opportunities, the associated ridge and valley land formations also create some challenges for the continuing development. These challenges were most clearly demonstrated in 2004, when Hurricane Ivan overwhelmed Pine Creek, severely flooded the corridor, unleashing as many as 5.95 inches of rain in a 24-hour period. Ivan caused millions of dollars worth of damage to the businesses in the corridor, including Pannier, Benshaw, and Glenshaw Glass, whose demise was hastened by the storm. A residential area, referred to as The Flats, in the northern end of the corridor also faced severe flooding during Ivan and the Township, at the time of this report, was purchasing, through a voluntary program, homes in The Flats in order to create a floodplain. No new construction will be permitted in this area. At least two homeowners at the time of this report, remained unwilling to relocate.

Prepared by the Northern Allegheny Chamber of Commerce.

4.0

4.0 Workshop Results

4.1 Summary of Expert Recommendations

Following a series of discussions with the property owners and local stakeholders, the experts deliberated and developed a list of possible steps towards development of the Route 8 corridor. The experts unveiled these recommendations to the planning committee and property owners, who had a chance to vet the findings before they were publicly announced at the Press Conference, hosted by the Township Manager and the County Executive.

• Reduce flooding impact

- o Develop a collaborative culture of coordination, communication, and participation
- o Reduce runoff volume from upstream Pine Creek watershed
- o Eliminate possible blockages at creek bridges and utility crossings
- o Build flood-proof buildings where feasible
- o Complete comprehensive watershed management plan for Pine Creek
- o Implement uniform regulatory standards
- o Develop funding source for capital and maintenance operation
- o Reduce storm bank erosion with stabilization or armoring

• Maintain existing businesses

- o Utilize existing economic agencies for financial incentives
- o Encourage synergistic businesses

• Improve access and enhance safety

- o Develop site specific plan inclusive of pedestrians, automobiles, and trucks

• Make more efficient use of land

- o Complete remediation of key contaminated parcel
- o Obtain property along Pine Creek that is too narrow for business use and convert it to public use

- o Build vertically not horizontally

- **Develop industrial area identity**

- o Establish business sign standards
- o Develop and install uniform streetscape improvement unique to the area
- o Improve street lights

- **Expedite permit approval**

- o One stop shop—Develop list of all approvals and agencies and provide single point of contact

- **Value the watershed and its streams**

- o Cultivate public education and awareness
- o Enhance accessibility along riparian corridor
- o Improve visual access from adjacent land uses and transportation corridors
- o Heighten support for groups engaged in watershed education
- o Support events, installations and programs that celebrate Pine Creek and the watershed
- o Stimulate community ownership of the watershed and individual watershed ethic

- **Reduce Risk**

- o Develop a park design for Fall Run linked with a bicycle and pedestrian network
- o Engage the public
 - Tour of Industries
 - Tour to Celebrate Creek
 - Basin Planning Process

Butler Plank Road over Pine Creek.



4.2 Proposed Next Steps

Once the experts departed, the Western Pennsylvania Brownfields Center worked with a core group of the planning committee including, Shaler Township, the Northern Allegheny County Chamber of Commerce (NACCC) and Allegheny Rivertowns Enterprise Zone (ARTEZ) to break down the experts' recommendations into specific action items. Each action was then assigned to an individual and a timeframe for accomplishing the proposed action was determined. This process solidified that this group must take ownership of and champion the experts' recommendations in order to see changes implemented.

Promote Existing Businesses:

1. Create Signage to Develop Corridor Identity
2. Develop Business Owners Luncheon Series
 - a. Opportunity to educate business owners about each other and develop synergies
 - b. Invite Keynote Speakers
 - c. Establish set dates and schedule well in-advance
 - d. Suggested Schedule
 - i. Summer Meeting: Shaler Township—Creating 'Silica Valley' Identity and signage
 - ii. Fall Meeting: Allegheny County Initiative
 - iii. Winter Meeting: Finance workshop with ARTEZ and local banks
 - iv. Spring Meeting: Allegheny Conference and commercial broker
3. Profile businesses
 - a. Create one page fact sheets to be hosted on the NACCC or ARTEZ websites
 - b. Highlight businesses in the Township newsletter
 - i. First newsletter—brief description of each business in corridor
 - ii. Following newsletters—maintain a designated business news section
4. Explore idea of creating financing packages workshop in conjunction with ARTEZ and local banks
5. Identify desired business clusters to develop synergies and optimize supply chain

a. Create a marketing brochure to reach out to defined synergistic businesses

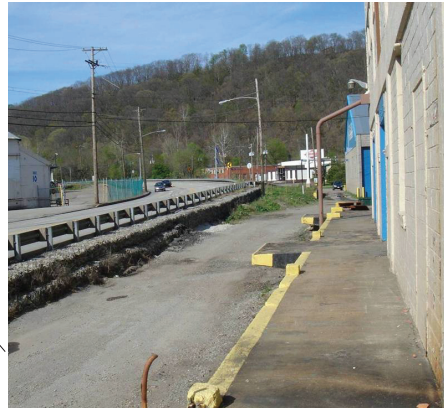
Reduce Flooding Impact:

1. Follow up on Chief Executive's press conference promise to dredge North Park Lake, acknowledging that this is not the only solution
2. Find funding to update hydrologic modeling of Pine Creek watershed to quantify problem, recognizing that Act 167 does not and is limited in that it considers only future development
3. Establish meeting with Allegheny County regarding integrating stormwater management into the County Comprehensive Plan
4. Contact community visioning expert regarding a landscape architecture project around the area
5. Create an education plan in conjunction with Pine Creek Watershed, utilizing their large volunteer base
 - a. Hire a watershed coordinator, the cost of which to be divided amongst municipalities
 - b. Recruit local student interns for monitoring and education programs

Traffic:

1. Determine whether Southwest Pennsylvania Commission's designation of Route 8 as a 'congested corridor' avails funds
2. Explore conducting a traffic study (both interior and exterior) with transit and transportation expert

Glenshaw Glass on Route 8.



4.3 Other Outcomes

Some of the most significant workshop results are not found in expert recommendations or proposed next steps but are indirect outcomes of the workshop as a process. Planning for the three day event required a planning committee of nine members representing eight distinct stakeholder groups to focus their diverse energies on the corridor over a period of six months. The corridor did not normally enjoy this kind of enduring attention. During the planning period and over the course of the workshop itself, the Township and the local chamber of commerce were pushed to engage not only area stakeholders but also the business owners in the corridor. This allowed the committee to cultivate relationships with and educate themselves about the current operations. This process will serve in the future to better inform the Township and chamber of commerce how to aid current businesses and attract synergistic businesses. The relationships developed between businesses, stakeholders, experts and Shaler Township as well as individuals' and media attention represent some of the indirect value created by the workshop.

In addition to the expert observations and recommendations, the workshop brought value to the community including:

- Four new ambassadors—the experts have a new-found interest in Shaler Township and its industries
- Increased regional visibility of Route 8 corridor through media coverage
- Focused attention and cooperation of diverse group of stakeholders on the corridor for the six month planning period
- Increased internal awareness of the value of the industrial corridor to the Township
- Collaboration between numerous stakeholders and demonstration that local stakeholders can engage in productive discussion
- Initiation of relationship between the Township, Chamber of Commerce and the industries in the corridor, which were formerly closed-door.
- Engagement of key Glenshaw Glass owner.

5.0

5.0 Press Coverage

The Workshop was covered by the two main city newspapers, *The Pittsburgh Post Gazette* and *The Tribune Review* as well as the local *Pine Creek Journal*. KDKA radio also covered the workshop in two separate on-air pieces and the online development news magazine, *PopCity*, included a story on the workshop. Two of these articles are included below.

PANEL RECOMMENDS REVITALIZING ROUTE 8 CORRIDOR IN SHALER

By Milan Simonich, *Pittsburgh Post-Gazette*
Saturday, May 5, 2007

Glenshaw Glass Co., with 98 employees who make 350,000 wine bottles a day, has risen from the dead.

The plant is part of a 1.5-mile section of Route 8 in Shaler, where flooding from Hurricane Ivan wiped out 700 jobs. National redevelopment experts who have been focusing on this business corridor unveiled a three-point plan yesterday to help invigorate and protect it.

The experts ranked flood control of Pine Creek as one priority for the corridor, which extends from the glass company to Spencer Lane. Creating safer traffic flow from Route 8 to businesses was the panel's second recommendation. Thirdly, it encouraged Pennsylvania governments to create a streamlined process for companies to obtain permits and licenses.

The recommendations, announced before a crowd of about 70 in Fall Run Park, came after panel members spent two days in Shaler, studying traffic flow and talking to residents and business owners.

Group members concluded that flood control is the biggest obstacle to the corridor's health and the most daunting of the three goals. Jan Rosholt, an engineer from

Seattle, said Shaler will need the cooperation and financial investment of its North Hills neighbors to devise and implement an effective system along Pine Creek.

Shaler Manager Tim Rogers said he was optimistic that it can be done. He said 20 municipalities in the North Hills agreed yesterday to join in a study of how best to manage the creek's runoff so flooding can be curtailed.

"We can't stop an Ivan from happening, but we can reduce the incidence and severity of flooding," Mr. Rogers said. Shaler is using \$4.4 million in federal grants to buy properties in its flood plains and turn them into green space. Relocating people probably is less expensive and more effective than trying to build retaining walls, said Allegheny County Chief Executive Dan Onorato, who attended yesterday's briefing.

The visiting experts were brought to town by the Western Pennsylvania Brownfields Center at Carnegie Mellon University. They received no pay, and Carnegie Mellon covered their expenses. All business operators along the corridor invited the experts to tour their plants. The visitors said they found much to like, especially the rebirth of Glenshaw Glass Co.

Founded in the late 1800s, the company was in steep decline by 2004. Hurricane Ivan killed it. Glenshaw Glass reopened in January under new owner William Kelman, who fired up one of the plant's four furnaces for his bottle-making operation. At its peak, Glenshaw Glass employed more than 300, or triple the number of the revived company.

Still, its comeback was one reason the visiting panel focused on traffic. Commuters zip through Route 8 without many delays or difficulties, Mr. Rosholt said. But traveling to the corridor's factories is not so easy, he said. Panelists said they found that trucks hauling bottles from the glass plant faced tough going in exiting Route 8.

In addition to Mr. Rosholt, the panel making the recommendations included: Greg Hurst, an authority on water management from Fort Collins, Colo.; Sue McNeil, of the University of Delaware, whose specialty is traffic and transportation; and Kenneth Tamminga, of Penn State University, whose expertise is in creating a vision for communities.

Hundreds of jobs lost in Shaler; Ivan partly blamed

By Brian C. Rittmeyer, *Pittsburgh Tribune-Review*
Thursday, April 26, 2007

More than 700 jobs have been lost along the Route 8 corridor in Shaler over the last five years, according to township Manager Tim Rogers.

Some of those jobs were lost in the aftermath of the September 2004 floods from the remains of Hurricane Ivan, which put the corridor under water and scuttled the largest employer, Glenshaw Glass, which only recently has returned in a smaller capacity.

“It’s clearly a corridor in transition,” Rogers said.

In May, six national specialists in the field of redevelopment will come to Shaler to participate in a three-day workshop that will examine the suburb’s main business corridor and chart a path toward its future.

Their efforts will focus on the heavy industrial, half-mile segment of the three-mile corridor from Saxonburg Boulevard to Fall Run Road, Rogers said.

“We’re trying to help the people that are there grow their businesses and bring in the business that fits into the community. It gives us a chance to bring national professionals and give us their opinion on opportunities we may not be seeing,” he said.

The workshop will run May 2-4. Events open to the public include a town hall meeting from 7:30 to 9 p.m. May 2 at Shaler Area Intermediate School, 1810 Mt. Royal Blvd., and a news conference from 11:30 a.m. to 12:30 p.m. May 4 at Fall Run Park, off Route 8.

The visiting specialists cover the fields of policy and financing, water resource management, traffic and transportation, multijurisdictional decision-making, land-use planning and community visioning. They will meet with property owners and stakeholder groups to talk about their concerns, and release proposed action items May 4.

The Western Pennsylvania Brownfields Center at Carnegie Mellon University is a sponsor of the workshop. Founded in 1999, the center helps small business owners, property owners and municipalities address redevelopment issues.

“We’re bringing in fresh eyes to the area who are not jaded or biased who can look at this land and offer suggestions on what might be a better use,” said Meredith Meyer Grelli, program coordinator for the Brownfields Center. “This property is an essential part of Shaler Township. It’s essential to its health. It has so much potential we would like to have it live up to.”

Rogers said the workshop is the first of its kind to take place in Shaler.

“It’s a big deal in terms of its opportunity, for us to have experienced professionals critically take a look at the community and make recommendations,” he said.

Commissioners President Thomas McElhone said township officials would like to get more businesses in the corridor to generate more in tax revenue and draw more people to live in Shaler. Rogers said new businesses would give residents a chance to work closer to home.

“There’s idle property down there that isn’t helping us out. The ultimate goal is to get something in down there so that everybody can benefit,” McElhone said. “The experts will tell us what they feel we can do down there. They told us going in, don’t get upset if it’s not what you want to hear.”

Rogers said officials are ready to hear what the specialists have to say.

“We never hesitate to take an opportunity to have people from the outside of the operation take a critical look at us. We’re not that thin-skinned here,” he said.

Western Pennsylvania Brownfields Center

Western Pennsylvania's landscape is littered with brownfields, vestiges of the region's industrial heritage. The Western Pennsylvania Brownfields Center at Carnegie Mellon University (WPBC), helps to promote the value of underutilized sites in the region, by acting as a regional resource for communities and small businesses to realize sites' inherent benefits and eliminate development barriers. The WPBC's work addresses the environmental, economic, land-use, and community issues surrounding the revitalization of brownfields—sites with real or perceived environmental contamination.

The WPBC is a neutral platform, which brings together a variety of stakeholders including researchers, public officials, property owners, and developers to uncover opportunities and strategies for continued development of the region's brownfields. Supported by the Small Business Administration, the WPBC applies academic research and decision support tools to real-world problems facing public and private investors. Our Programming Committee and Advisory Committee, both comprised of local practitioners, provide relevant guidance on our near term initiatives as well as our future directions.

Contact Meredith Meyer Grelli
412.268.5280/mmgrelli@andrew.cmu.edu
www.cmu.edu/steinbrenner/brownfields/

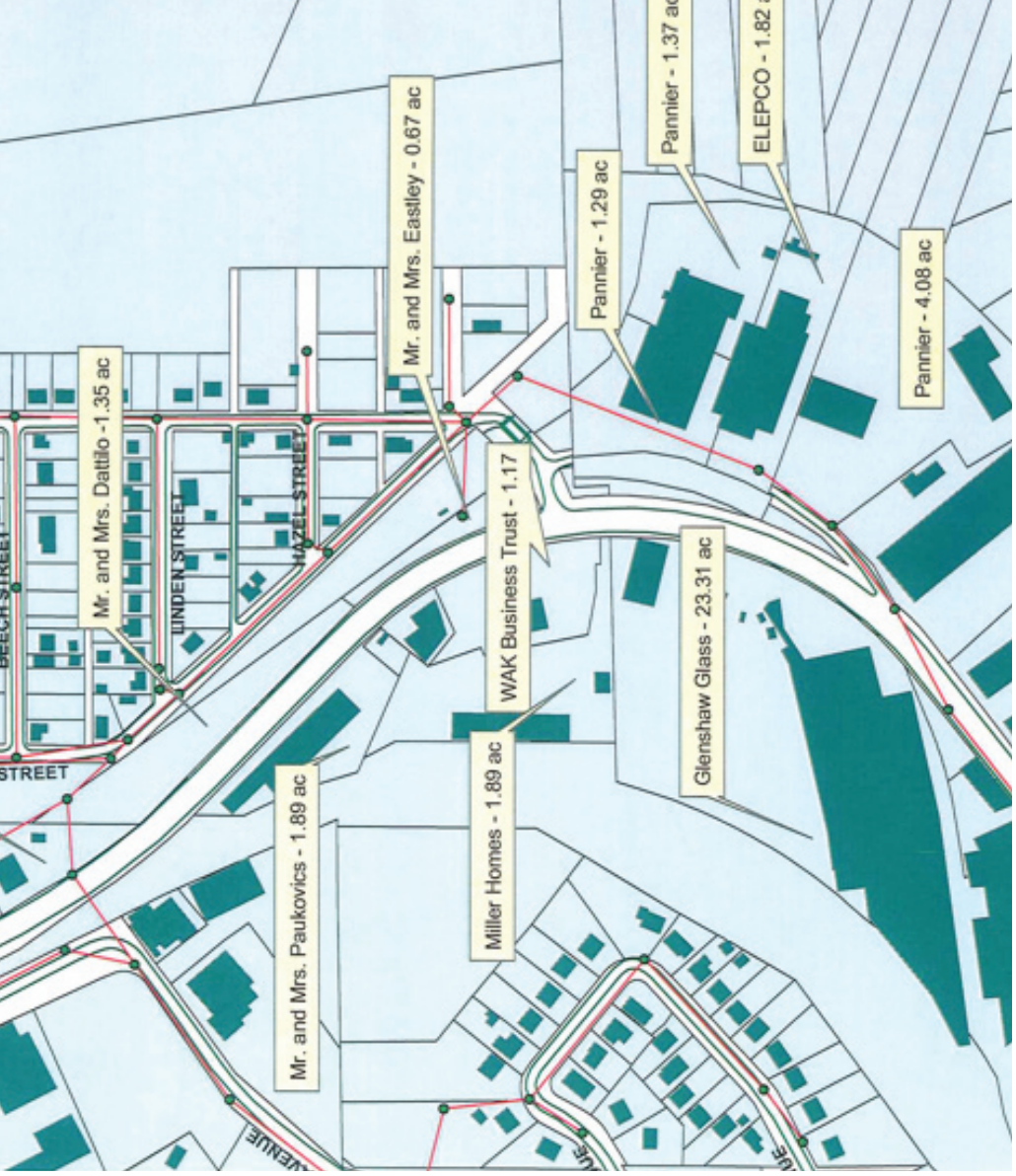


Appendix



Route 8 Corridor of Opportunity Parcel Map





Property Synopsis – Glenshaw Glass

Current Property Owner: Bill Kelman, Rust Belt Holdings

Owner Status: Viable

Former Property Name: Glenshaw Glass

Total Number of Parcels: 2

Total Acreage: 23.64 acres

Property makeup: Factory structures, warehouses, office buildings, material storage buildings

Current use: Glass manufacturing at a lower capacity than during previous ownership

Property status: Active industrial – glass manufacturing

Background:

This site has been manufacturing glass for the food and beverage industry for nearly 110 continuous years. Until the flood caused by Hurricane Ivan in September 2004, Glenshaw Glass was one of Shaler Township's largest employers, with over 400 employees. Glenshaw Glass manufactured glass using 3 furnaces. The business began slowly going downhill in recent years and was finally pushed into bankruptcy by a flood, associated with Hurricane Ivan in 2004.

Bill Kelman of Rust Belt Holdings purchased the plant and the surrounding land out of receivership, but did not start manufacturing until early 2007. At this current writing, they are only utilizing 1 furnace and employ approximately 80 people.



View of warehousing on Glenshaw Glass property.



View of factory and office from Route 8.



Glenshaw Glass employee parking lot with factory in background.

View of additional parking and vacated recycling center.



Property Synopsis – Miller Self-Storage

Current Property Owner: Miller Homes, LLC

Owner Status: Viable

Former Property Name: WAK Business Trust

Total Number of Parcels: 1

Total Acreage: 1.9 acres

Property makeup: Large warehouse-style building, metal office building

Current use: Self-Storage

Property status: Active warehousing

Background:

Miller Homes LLC is in the process of renovating the existing metal-clad warehouse into a self-storage facility. Previously, this site was leased out to PPG for auto repair warehousing.



Property Synopsis – Krebs Toyota

Current Property Owner: WAK Business Trust

Owner Status: Viable

Former Property Name: Krebs Toyota

Total Number of Parcels: 1

Total Acreage: 1.17 acres

Property makeup: Standard automotive showroom and office

Current use: Vacant

Property status: Vacant retail

Background:

Krebs Toyota was an active car dealership that has been dormant for at least 5 years. Part of the problem with the site is the challenging horizontal geometry of Route 8 in the area. It is very dangerous to pull out from Krebs and attempt to make a north-bound movement on Route 8, due to the “blind spots”.



Property Synopsis – Urso Racing Supplies

Current Property Owner: Anthony and Catherine Urso

Owner Status: Viable

Former Property Name: Urso Racing Supplies

Total Number of Parcels: 1

Total Acreage: 0.22 acres

Property makeup: Block building for retail and repair

Current use: Retail

Property status: Active retail

Background:

Urso Racing Supplies sells parts and accessories for vehicles that competitively race. This small parcel has one single building that is part office/retail, part installation.



Property Synopsis – Triangle Manufacturing

Current Property Owner: Peter and Grace Paukovics

Owner Status: Viable

Former Property Name: Triangle Manufacturing

Total Number of Parcels: 1

Total Acreage: 1.87 acres

Property makeup: Warehouse for light manufacturing

Current use: Underutilized manufacturing

Property status: Active manufacturing

Background:

Triangle Manufacturing is a machine shop that was damaged during the Hurricane Ivan-related

flood of September 2004. At the time, they shared space with another company (EWIE) that never returned after the flood. Triangle was also greatly impacted by the flood and are just now rebounding. Currently, half of their facility is vacant.



Property Synopsis – Elmer J. Nicklas, Inc.

Current Property Owner: Elmer J. Nicklas, Inc.

Owner Status: Viable

Former Property Name: Various

Total Number of Parcels: 3

Total Acreage: 3.85 acres

Property makeup: Office/retail building, yard with storage bins, office building plus storage area for building materials

Current use: Active throughout all parcels

Property status: Active retail

Background:

Elmer J. Nicklas, Inc. owns 3 separate parcels that house various businesses. The first parcel at the intersection of Route 8 and the Glenshaw Crossing is a small building that has both offices and storefront retail. The storefront retail has had a wide variety of tenants over the years. Currently, the office in the rear of the building is home to Nicklas Supply, a plumbing parts dealer.

The second parcel has been home to landscape supply company in both its current and previous useages. The third parcel houses Shaler Building Supply, which as the name suggests retails building materials. The remaining two parcels have storage yards adjacent to Pine Creek that are susceptible to flooding.



View of first parcel, looking south-bound on Route 8

Rear view of Shaler Builders Supply, Pine Creek to right



View of third parcel and proximity to Route 8 – office portion of Shaler Builders Supply

View of second parcel in background and third parcel in foreground



Property Synopsis – Brick and Tile, Inc.

Current Property Owner: James and Cheryl Datillo

Owner Status: Viable

Former Property Name: Brick and Tile, Inc.

Total Number of Parcels: 1

Total Acreage: 1.13 acres

Property makeup: Building for retail, yard for supply

Current use: Vacant

Property status: Vacant retail

Background:

This property has been dormant for multiple years, with its viability further damaged by the Hurricane Ivan-induced flood. This property sits adjacent to Pine Creek.

It had been a brick and tile supply facility for builders, with a previous business acting as a kitchen supply facility. It currently sits vacant.

Property Synopsis – Eastley Property

Current Property Owner: William and Joanne Eastley

Owner Status: Viable

Former Property Name: Eastley Property

Total Number of Parcels: 1

Total Acreage: 0.67 acres

Property makeup: Office/retail building

Current use: Underutilized office/retail

Property status: Active office

Background:

This storefront along Route 8 has housed various businesses over the years, but was impacted by the Hurricane Ivan-induced flood. Currently, half of its storefronts are empty.



Property Synopsis – Pannier Metal Marking

Current Property Owner: The Pannier Corp.

Owner Status: Viable

Former Property Name: The Pannier Corp.

Total Number of Parcels: 4

Total Acreage: 7.15 acres

Property makeup: Manufacturing/office building, warehouse building

Current use: Active manufacturing and warehousing

Property status: Active manufacturing and warehousing

Background:

Pannier provides marking devices for various parts so that suppliers can keep track of inventory. Pannier is a successful business that has an eye towards expansion in the future.



Two large buildings are separated by East Liberty Electro Plating's building – one is the manufacturing and office building. The second is the warehousing center. Pannier has other operations spread throughout the city, but the majority of their operations are here.



Property Synopsis – East Liberty Electro Plating

Current Property Owner: ELEPCO Corp

Owner Status: Viable

Former Property Name: ELEPCO Corp.

Total Number of Parcels: 1

Total Acreage: 1.82 acres

Property makeup: Manufacturing/office building

Current use: Active manufacturing

Property status: Active manufacturing

Background:

East Liberty Electro Plating is an active manufacturer that, as per its name, performs electro plating services. Due to the nature of their business, there is potential that some sort of environmental degradation is present.



Property Synopsis – Benschaw Property

Current Property Owner: DRB Construction, Inc.

Owner Status: Viable

Former Property Name: Benschaw, Inc.

Total Number of Parcels: 1

Total Acreage: 5.06 acres

Property makeup: Building for manufacturing

Current use: Active manufacturing

Property status: Active manufacturing

Background:

Benschaw, Inc. leases this building from DRB Construction for the purpose of manufacturing

solid-state motors. Benschaw is a multi-national company, with its main office and back-end staff in a separate area of Shaler Township. Benschaw suffered heavy losses to existing stock during the Hurricane Ivan-induced flood, but has been able to rebound. In August 2007, Curtiss-Wright Corporation acquired the stock of Benschaw Advanced Controls & Drives, for approximately \$102 million in cash.



Property Synopsis – Ranbar Property

Current Property Owner: Route 8 Properties, Inc.

Owner Status: Viable

Former Property Name: Ball Chemicals

Total Number of Parcels: 1

Total Acreage: 12.5 acres

Property makeup: Multiple buildings for production and storage of chemicals, office building

Current use: Vacant

Property status: Vacant industrial



View of Ranbar property looking southbound from Benshaw lot

Background:

The Ranbar property was once home to both Ranbar and

previously, Ball Chemicals. This property has environmental concerns, as Shaler Township has met with environmental consultants investigating the presence of Volatile Organic Compounds (VOCs)

and Poly Chlorinated Biphenyls (PCBs). The owner is in the process of obtaining the necessary licensing to become a storage tank closure contractor, in order to properly handle the existing chemical tanks. At this point, there is no known plan for future uses.



View of Ranbar facility looking north from Ranbar parking lot

Host Community SHALER TOWNSHIP

COLLABORATING PARTNERS:

WESTERN PENNSYLVANIA  **BROWN** FIELDS CENTER



Pennsylvania
Environmental
Council



NORTHERN ALLEGHENY COUNTY
CHAMBER OF COMMERCE



Allegheny River Towns Enterprise Zone



Helping local people save local land.