



**Morris Township  
Clearfield County  
Comprehensive Plan  
2006**

**Prepared by the  
Morris Township Planning Commission**

**Assisted by  
GCCA  
Grove City, Pennsylvania  
We Bring Communities Together**

## Table of Contents

### Page Number

### Background Report

<b>Introduction</b>	<b>1</b>
<b>Demographics</b>	<b>3</b>
Population	3
Age	4
Age Groups	6
Natality, Mortality and Migration	8
Population Projections	10
Gender, Race and Hispanic Origin	12
Households	13
Group Quarters	16
Income	16
Employment	17
Education	19
Poverty	20
<b>Housing</b>	<b>22</b>
Age of Housing	22
Home Value	23
Housing Type	24
Housing Conditions	25
Tenure and Occupancy	26
Current Market Conditions	27
Housing Affordability	27
Conclusions	28
<b>Natural and Historic Resources</b>	<b>29</b>
Soils	29
Slopes	30
Sewerage	31
Climate	32
Historic and Natural Features of Interest	32
Morris Township History	32
<b>Community Facilities</b>	<b>35</b>
Public Water and Sewer	35
Schools	36
Fire and Police Protection	38
Municipal Building and Recreation	38

<b>Transportation</b>	<b>40</b>
Road Classifications	40
Road Usage	41
Future Transportation Projects	41
Transportation Improvement Program (TIP)	41
The Corridor O Improvement Project	42
Non-Automotive Transportation	43

<b>Land Use</b>	<b>44</b>
Land Use Regulations	44
Current Land Use	44
Sexually Oriented Businesses	45
Airport Zoning	46

<b>A Vision for Morris Township</b>	<b>47</b>
-------------------------------------	-----------

#### Tables

D-1, Population 1950 to 2000	3
D-2, Median Age in Years, 1990-2000	5
D-3, Age Groups (expressed in percentages), 1990	7
D-4, Five-Year Age Cohorts, Male and Female	9
D-5, Population Projections, 2000 to 2020	11
D-6, Households, 1990	14
D-7, Households, 2000	15
D-8, Income, 1989 and 1999	17
D-9, Unemployment - 1990-2004	18
D-10, Educational Attainment, 2000	19
D-11, Poverty, 1989 and 1999	20
H-1, Age of Housing, 2000	22
H-2, Median Home Values, 1990 and 2000	24
H-3, Housing Types - 2000	25
H-4, Housing Problems	26
H-5, Housing Occupancy and Tenure, 1990 and 2000	26
H-6, Housing Affordability Index, 1990 and 2000	28
NR-1, Morris Township Soils	29
NR-2, Slopes in Morris Township	30
NR-3, On-Lot Sewerage Suitability	31
CF-1, Preschool and School Age Cohorts, 2000	37
CF-2, Enrollment Projections – West Branch Area School District	37
LU-1, Land Use Categories – Morris Township	44

## Maps

Morris Township Prime Farmlands	Follows Page 28
Morris Township Slopes	Follows Page 30
Morris Township On-Lot Sewage Suitability	Follows Page 31
Morris Township Water Service	Follows Page 35
Morris Township Sewer Service	Precedes Page 36
West Branch School District	Follows Page 36
Morris Township Functional Classification	Follows Page 40
Morris Township Vehicle Trips Per Day	Follows Page 41
Morris Township Roads and Highways – Corridor O	Follows Page 42
Morris Township Current Land Use	Follows Page 44

## Comprehensive Plan

	<u>Page Number</u>
<b>Land Use Plan</b>	<b>1</b>
Future Land Use Plan	1
Residential	1
Commercial Industrial Development	2
Parks	2
Farms	2
Future Land Use Regulations	3
<b>Housing Plan</b>	<b>5</b>
Housing Rehabilitation	5
Other Housing Related Issues	7
<b>Transportation Plan</b>	<b>10</b>
Corridor O	10
Route 53	12
Other Transportation Issues	13
Recreational Travel	14
<b>Economic Plan</b>	<b>16</b>
<b>Community Facilities Plan</b>	<b>18</b>
Public Safety	18
Water and Sewer	19
Schools	20
Municipal Buildings and Equipment	20
<b>Natural and Historic Resources Plan</b>	<b>22</b>

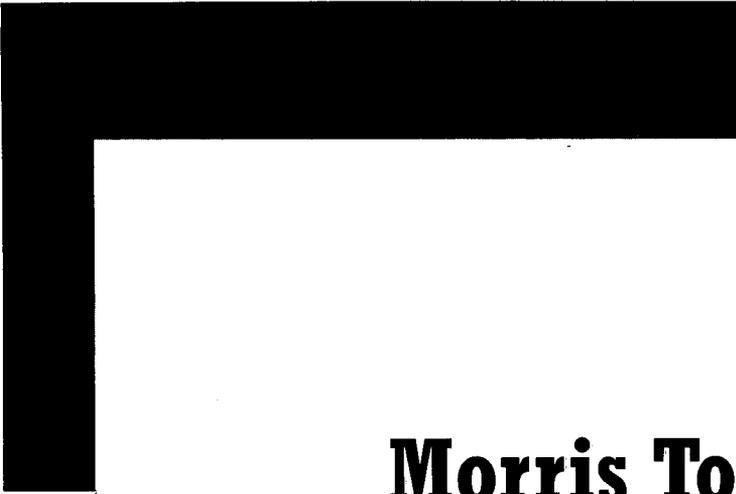
### Maps

Morris Township Future Land Use

Follows Page 1

### **Appendix**

Town Hall Meeting Results  
Morris Township Mini-Survey  
Survey Results



**Morris Township  
Clearfield County**

**Background Report**

**Prepared by the  
Morris Township Planning Commission**

**Assisted by  
GCCA  
Grove City, Pennsylvania**

# Morris Township Comprehensive Plan Background Report

## Introduction

In preparation of a comprehensive plan, an extensive foundation of information must be prepared. Any effort that ignores this reality is doomed to failure. So frequently people minimize this process and often for the best of intentions. Many of those involved in the process know their community quite well, its strengths as well as areas of concern. However, no one person can know all there is to know about a community. Additionally, something that may not seem important at first, such as a properly sized current sewer system, might need to be addressed if it is discovered that the situation is about to suddenly change, such as a newly conceived, large-scale development.

This process is so important that it is mandated in the Pennsylvania Municipalities Planning Code (MPC). A comprehensive plan is required to have the background report; the community's goals and objectives; and, finally, a section with the individual plan elements. While it may seem that this process may be accomplished one piece at a time, often trends found in one section of the background, such as transportation, have profound impacts upon other areas of the plan, perhaps land use.

The background section will address the following areas:

Demographics: The study of the people of Morris Township including their social interactions. Persons, households, and families will be examined in their various terms including age, race, Hispanic origin, gender, income poverty and households. Migration, natality, and mortality trends will be examined and used as the basis to project the population to 2020.

Housing: In this section of the background report, a detailed examination of housing, including occupancy, age, conditions, rate of new home construction, and affordability is put forth.

Community Facilities: There are a multitude of different services and facilities that are included in this section. Some are provided by either local government or its authorities in the form of public utilities. Other services and facilities are provided by private entities.

Land Use: Land use is perhaps the most important of all background sections. It identifies first what has occurred in the community in terms of development. Then an examination of land use conditions is undertaken. The importance of this section is that it forms the basis for the future development of the community.

Transportation: There are a variety of issues involved with transportation that Morris Township does not directly control, yet have a big impact on the community. PennDOT projects, such as Corridor O and I-99, are going to influence the municipality for years to come. Other issues, such as congestion on Route 53, are central to the Township. Additionally, there are the locally maintained roadways, transit issues, and an airport that all influence the discussion.

Natural and Historic Resources: All communities have assets that are intrinsic to the region: soils, water, climate, landmarks and a multitude of other factors. All of these add to the livability of the community. Some need to be conserved; others can be exploited. And still others need to be used yet in a protected manner.

With this stockpile of information, one can logically assemble the community's goals and objectives. From this, they can calculate the plan elements needed to achieve these future standards.

## Demographics

Simply put, demographics is the study of people. It is a numeric examination of the population. It is a statistical study. It is often said that demographics is boring and overwhelming. While it may not be riveting, the hope is that this discussion will be clear, concise, and compelling. Its purpose is to shed light on population trends and how they compare with the county and state. This is an essential understanding for municipal officials. It has implications in every aspect of a comprehensive plan.

### Population

For most of the second half of the twentieth century, the population of many of Pennsylvania's rural communities has not changed substantially, especially in terms of the national picture. In fact, it is not uncommon for municipalities in the western portion of the Commonwealth to have lost residents in this time frame. This is the case for both Clearfield County and Morris Township. In 1950, 85,925 persons called Clearfield County home. In Morris Township, the Census counted 3,227 residents. By the time of the most recent count in 2000, the County's population had declined to 83,382, or a 3.0 percent drop from 1950. Likewise, Morris Township saw its population dip to 3,063 persons, a decline of 5.3 percent. Over the same period, Pennsylvania's overall population increased from 10,498,012 to 12,281,054, a 17.0 percent jump.

<b>Table D-1 Population 1950 to 2000</b>					
<b>Year</b>	<b>Pennsylvania</b>	<b>Clearfield County</b>	<b>Morris Township</b>	<b>Ten Year Change</b>	<b>Change Since 1950</b>
1950	10,498,012	85,925	3,227	-	-
1960	11,319,366	81,534	2,927	-300	-300
1970	11,793,909	74,619	2,910	-17	-317
1980	11,863,895	83,578	3,006	+96	-221
1990	11,881,643	78,097	2,680	-326	-547
2000	12,281,054	83,382	3,063	+383	-164
Source: U. S. Census Bureau					

During this same time period, the population of the United States jumped from just over 151,000,000 to more than 281,000,000, or 86.1 percent. By the end of 2006, it is projected

that the nation's population will increase to more than 300,000,000, nearly doubling in size in roughly 56 years.

So, while Pennsylvania saw steady, albeit slow growth from 1950 to 2000, the populations of both the County and Township were on a similar roller coaster ride. Both lost population during the 1950s and 1960s, gained during the 1970s, lost again during the 1980s and once more rebounded in the 1990s. During the early years of the post-World War II boom, the large urban centers often drew population that lived in surrounding rural counties. In the 1970s, throughout rural western Pennsylvania, there was a population boom as small manufacturing operations opened in these communities.

As the 1980s dawned, a new economic reality was sweeping the United States. The economy was finishing its transition from a manufacturing model to a service one. Long-time businesses were reducing operations, shuttering plants or ceasing to exist all together. Unemployment in the United States soared, but no more so than in the Rust Belt states in the Industrial Midwest and the Mid-Atlantic regions. In states like Michigan, Ohio, and Pennsylvania, the number of people out of work rivaled what was experienced in the Great Depression era of the 1930s. Business that supplied heavy industries, such as mining and the manufacturing of fire brick for steel furnaces, suffered considerably. These occupations were, at the time, very important to the economy of Clearfield County, as a whole, and the Morris Township region, in particular. As the decade wore on, it became clear that these jobs were the typical cyclic temporary layoffs that were common in the post-war economy, but permanent dislocations. Indeed, as the 1980s progressed, more and more people left the Rust Belt states to find jobs in the Sun Belt states in the South and Southwest. A disproportionate number of young adults were amongst those who moved away. The manufacturing sector jobs that left in this recession in many cases have not come back.

The economy did start to improve as the decade came to an end. In fact, the economic boom that followed this recession was one of the strongest ever in most of the country. In rural western Pennsylvania though, real improvements in the job picture did not start in full force until the 1990s, another time of strong economic growth. As the employment picture improved, so did the population picture for both the County and the Township. The question, of course, is which way is the population roller coaster traveling now, in the twenty-first century? To answer that question, more information is needed.

## **Age**

One of the first areas to examine is that of the age of the community. There are several different age statistics to explore for Morris Township, all of which have a bearing on this

discussion. The areas that will be specifically studied are median age, age groups and, five-year-age cohorts.

The median age is similar, in most respects, to the mean age of a community. The main difference is that in smaller communities, the more accurately the median age better reflects what is occurring in the region. In a large sampling, the median and mean ages are very similar if not the same.

In the past several decades, median age has been rising locally, statewide and nationally. A variety of factors have influenced this trend, especially at the state and local level. Obviously, the departure of many young adults for better employment opportunities is one factor in this trend. Smaller family size is another, along with the fact that many young adults are waiting longer to start a family than in the past. Still, another influence is the increase in the overall longevity of the population, especially amongst women.

<b>Table D-2 Median Age in Years, 1990 - 2000</b>			
<b>Year</b>	<b>Pennsylvania</b>	<b>Clearfield County</b>	<b>Morris Township</b>
1990	35.0	35.6	<b>36.2</b>
2000	38.0	39.3	<b>38.4</b>
Source: U. S. Census Bureau			

As one can see in Table D-2, Pennsylvania has aged rapidly during the 1990s, from a median age of 35.0 years in 1990 to 38.0 years in 2000. Overall, the Commonwealth was the fourth oldest state in the Union, trailing only West Virginia (38.9 years), Florida (38.7 years), and Maine (38.6 years). Clearfield County has aged even faster in the last decade, going from a bit older than the Statewide norm to 1.3 years older. Yet, the County witnessed a large population gain during the same time period. The nearly 7 percent gain is very respectable, especially in rural Pennsylvania. It is though somewhat counter intuitive that the population increased with such a sizable gain in the median age. Typically, it is younger adults that relocate before they have done much to establish families.

Morris Township, on the other had, did not age nearly as fast as either the State or County. It only witnessed a 2.2 year increase in its median age, about 70 percent of the State's increase. The near 15 percent population gain between 1990 and 2000 heavily influenced this moderation of age increase. Yet, while this reveals some information, the median age data

does not tell one much of what is happening in Morris Township. The other two ways to look at age data are more useful for that.

## **Age Groups**

There are a multitude of ways to group persons by age. Since this is a plan dealing with the concerns of local municipal government, it then makes sense to group the citizens of the community in terms that local entities can address, or that will have a direct impact upon their operations. Such issues can include need for schools, day care, senior care, and recreation. Others deal with future revenue streams or costs to the community. Or the age groups can point out the need for various governmental facilities, services, and/or utilities. In many ways, the age groups give local leaders a snapshot of what the community's wants and needs are.

For this discussion, the population will be broken into five different groups, each with unique needs and wants. They are as follows:

Preschool Children: The preschool age group is made up of just one 5-year age cohort, persons of 0-to-4 years of age. This group is indicative of the potential of either population gain or population loss. It is the measure of the need for such services as day care and pediatric health care. It is also a good indicator of the health of the family forming in the municipality. Additionally, this group is an indicator of potential poverty problems. Children under five years are amongst the most common victims of poverty.

School Aged Children: The school-aged group has three of the five-year cohorts, encompassing those aged 5 years to 19 years. This age group requires heavy public expenditures. School and recreational costs are just two of a community's considerations. This group is also the nucleus of the important family-forming group, Young Adults.

Young Adults: The Young Adults group also has three of the five-year cohorts, with persons ranging in age from 20 years to 34 years. The young adults form the vital future of any region. This group comprises the college students, young married couples and family-formers, and young professionals. These people tend to be highly mobile, especially in the early years of the group. Young adults, as a rule, have children who require many of the services mentioned earlier (day care, education, and recreation). Young adults are important consumers of "big-ticket" items such as homes, automobiles, appliances, and furniture. And, as the young adults are at the beginning of their income-generating potential, there is a higher prevalence of poverty in this age group than in the adult group. This is especially true for single-parent, young-adult families with children.

**Adults:** This group is the largest in terms of the five-year cohorts, spanning a thirty-year time frame, from 35 years of age to 64 years. These persons form the “backbone” of the community. This group has a high percentage of homeowners, they typically enjoy better incomes, and is perhaps the least demanding of municipal services.

**Mature Adults:** The mature adults age group has all the remaining five-year cohorts. Generally, incomes levels start to fall, there are a disproportionate number of single person households, especially female, and housing needs change. Typically, short- and long-term health care needs increase. At the same time, with increased longevity, the mature adult group is more of an asset than ever before for a community. Many mature adults still have some impact in the labor market. They are often the persons who fill local leadership posts because they have the available time to dedicate to the position. And while their incomes do decline, often they do not have the expenses that members of other age groups do. Many mature adults today are financially well off.

<b>Table D-3</b>			
<b>Age Groups (expressed in percentages), 1990</b>			
	<b>Pennsylvania</b>	<b>Clearfield County</b>	<b>Morris Township</b>
Preschool (0 to 4 years)	6.7%	6.5%	6.5%
School Age (5 to 19 years)	19.9%	21.5%	21.4%
Young Adult (20 to 34 years)	23.4%	21.0%	20.4%
Adult (35 to 64 years)	34.7%	34.3%	35.8%
Mature Adult (65 years and older)	15.4%	16.6%	15.9%
<b>Age Groups (expressed in percentages), 2000</b>			
	<b>Pennsylvania</b>	<b>Clearfield County</b>	<b>Morris Township</b>
Preschool (0 to 4 years)	5.9%	5.5%	6.1%
School Age (5 to 19 years)	20.7%	19.7%	20.4%
Young Adult (20 to 34 years)	18.8%	18.1%	18.9%
Adult (35 to 64 years)	39.0%	39.8%	38.5%
Mature Adult (65 years and older)	15.6%	16.9%	16.0%
Source: U. S. Census Bureau and Consultant Calculations			

The age group information for Morris Township is very positive, especially the 2000 data. Comparing the relative sizes of the age groups in 1990 for the Township with the State and Countywide norms, the community is very similar in make up to the larger entities. Both

Morris Township and Clearfield County have a bit smaller Young Adult age group, but the School-Age group is larger by a similar factor. The Preschool group was very similar in size to the Commonwealth's as were the Mature Adults. When looking at the results from the 2000 Census, there is virtually no difference between the relative size of the age groups in Morris Township and Pennsylvania. More importantly, in the younger three age groups, the combined size is the same for both the State and Township. While Pennsylvania is not the hotbed of population expansion, it has consistently gained persons, even during the 1980s and 1990s.

### **Natality, Mortality and Migration**

The discussion will now focus on the factors that impact population projections. These are based upon the five-year-age cohorts for men and women. The distribution that is present through the cohorts sets the basis for what will happen in the future. Table D-4 shows this for Morris Township, according to the 2000 Census.

<b>Table D-4 Five Year Age Cohorts, Male and Female</b>				
	<b>Male</b>	<b>Male Percent</b>	<b>Female</b>	<b>Female Percent</b>
0 to 4 Years	97	6.5	90	5.8
5 to 9 Years	107	7.1	89	5.7
10 to 14 Years	128	8.5	110	7.0
15 to 19 Years	86	5.7	106	6.8
20 to 24 Years	71	4.7	72	4.6
25 to 29 Years	87	5.8	98	6.3
30 to 34 Years	132	8.8	120	7.7
35 to 39 Years	116	7.7	93	5.9
40 to 44 Years	127	8.5	125	8.0
45 to 49 Years	96	6.4	108	6.9
50 to 54 Years	93	6.2	100	6.4
55 to 59 Years	87	5.8	80	5.1
60 to 64 Years	72	4.8	82	5.2
65 to 69 Years	66	4.4	70	4.5
70 to 74 Years	58	3.9	76	4.9
75 to 79 Years	41	2.7	72	4.6
80 to 84 Years	21	1.4	44	2.8
85 Years and Older	14	0.9	29	1.9
Source: U. S. Census Bureau				

With this basis, there are several factors that will influence how these cohorts will progress in the future. There is first the survival rates, or how many people typically will live another five years. For example, out of 1,000 males aged 10 to 15 years, 999 will typically live to be 15 to 19 years, and the same is true for females. Of 1,000 women aged 65 to 69 years, nearly 920 will survive to be 70 to 74 years; while for men, roughly 900 will be alive five years later. In addition to this, the birth rate, natality, influences the repopulation of the 0 to 4 years of age cohort. In Morris Township, this rate is roughly 61 births per year per every 1,000 fertile females. These are women aged 15 to 44 years. The final factor that will influence the

population projections is the migration rate. This is a measure of births, deaths and population change. The survival rates used are those of the United States, as a whole. The variations between national numbers and local ones are insignificant.

In the 1990s, in the Township, there were 347 live births. Over the same period, there were 300 deaths. The result is that there was a natural increase of 47 persons. Based solely on this, the population would have risen from 2,680 to 2,727 residents. However, the census results show an increase of 383 persons. That means that over these ten years, a net of 336 more persons moved into the community than moved out.

Both the natural increase and in-migration that occurred in Morris Township are very important for the municipality. In most of the western portion of Pennsylvania, communities are experiencing either natural decreases in population, out-migration, or both. When experiencing either natural decrease or out-migration, it is difficult for a community to see any substantial positive population change. When experiencing both declining population trends, the community is severely impacted, frequently quite negatively.

## **Population Projections**

Often, people invest quite a bit of faith in population projections. They believe that this mathematical model is a truth that must be fully embraced. The problem is that this is just an estimate of what is likely to happen in the future, given the current trends in the factors just discussed. But natality, mortality, and especially migration are all fickle. They can vary considerably. All the proof one needs is to look at the population figures for the Township since 1950. In the draft plan completed in 1992, using the data available at that time, the projection was that Morris Township would loose population by the year 2000, dropping to below 2,500 persons, about a 10 percent decline. Instead, there was a gain of nearly 400 persons and 15 percent. Why then proceed with this exercise?

The reason is twofold. First, it alerts all to what is currently occurring, so that macro decisions can be made on a sound footing. If a community is mulling a large-scale project, such as public sewerage, school construction, or road system improvements, there is a need to see if there will be the likely prospect that these are needed. It also gives the local leaders a good idea of what is occurring at this moment in the community. To prepare this model, one needs to know current birth and death rates. And while the migration rate may be based upon the last census, there are ways to check to see if that number is still valid. Routine records, like building permit data or occupational privilege tax receipts, will let leaders know if there is significant changes in the migration rate, either up or down. While it may be argued that population projections are a guess, they are a very educated one. And if local

leaders are savvy to what is happening within their municipality's borders, they will always know the relative validity of the model they are using.

Given the trends of the 1990s, Morris Township's population should continue to grow. The models used examine what will occur with three separate migration scenarios. The first is no net migration whatsoever. The second one examines the Township's population if the overall migration rate for Clearfield County is used. This is roughly one half of the migration rate for Morris Township, the condition set used in the final calculation. The results are shown in Table D-5.

<b>Table D-5</b>					
<b>Population Projections, 2000 to 2020</b>					
	<b>2000</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>
Zero Migration	3,063	3,114	3,140	3,150	3,142
Clearfield County Migration	3,063	3,206	3,328	3,437	3,529
<b>Morris Township Migration</b>	<b>3,063</b>	<b>3,308</b>	<b>3,545</b>	<b>3,778</b>	<b>4,004</b>
Source: U. S. Census and Consultant calculations					

In all three series, the community can expect population growth. Even in the zero migration model, the natural increase witnessed in the 1990s is enough to sustain growth through 2010 and maintain it through 2020. After that point in time, without new, young adults coming into the community, the median age will become too high to sustain a natural increase. A slow, but steady, natural decrease will start if no in-migration occurs.

The second scenario is based upon the migration rate that was seen throughout Clearfield County in the 1990s. This moderate rate of in-migration should result in a roughly 260-person increase in population in the first decade of the series. The increase declines somewhat in the second decade to about 200 persons; but all in all, Morris Township would realize a population increase of over 460 persons, or about 15 percent.

The most aggressive of the models uses the migration rates of the 1990s from the Township itself. The population would rise by nearly 500 persons by 2010, then slow just a bit to about 460 persons in the second decade of the series. This increase of 960 persons in twenty years represents an approximate 30 percent increase in the community. If the current average household size holds until that point, Morris Township can expect upwards of 400 more households. The implications of this will be discussed in more detail as the background report progresses.

Which of these three scenarios is the most likely to occur, given the conditions in 2005-2006? At this point of time, all evidence seems to indicate that the growth seen in the Township in the 1990s is continuing. Birth and death rates through the first few years of the decade have not changed substantially. Building permit data, which will be discussed in the housing section, seem to indicate a continued building boom in the municipality. If anything, from antidotal evidence provided by Township officials, the projections may be conservative.

What is driving this growth trend and why does it seem as if it will continue indefinitely? Simply, the State College region is the driving force, literally. The road system improvements make commuting much easier. The spiral of housing costs and congestion has people looking for simpler and less-expensive options. Morris Township is one of the alternatives to living in the Centre region. This trend will be discussed in more detail later in the background report. And, as for the plan, the aggressive third migration scenario will be the most likely model of Morris Township growth.

### **Gender, Race and Hispanic Origin**

According to the 2000 Census, Morris Township had 1,564 female residents, 51.1 percent of the population, and 1,499 male residents, or 48.9 percent. This 2.2 percent gap between men and women is a bit smaller than the Statewide norm (3.4 percent), but it is not unusual. Women, while representing roughly 49 percent of births, are routinely in the majority for the overall population. The reason is that they live longer than men.

Often in rural townships in Pennsylvania, one finds a situation that men outnumber women. The reason for this is that older single women will tend to move to more urban areas (villages, cities, boroughs) where there are more services, smaller and more manageable housing options, or elderly care facilities. While much of Morris Township is rural, it has a sufficiently urban character, especially in Hawk Run and along the Route 53 corridor to keep most residents in the community until skilled elder care is needed.

Race is not a significant factor in Morris Township demographics. Of the municipality's 3,063 residents, 3,046 are white. The next largest racial category is persons of two or more races. Only eight residents populate this group.

Similarly, there is not a large Hispanic population in the community. While nationally it is the fastest-growing ethnic group (Hispanic origin is not a racial classification) and encompasses one in eight citizens, only 21 of the Township's residents claim a Spanish ancestry. Two thirds of these residents' families came from Mexico.

## Households

After an examination of the population, the next logical step in demographics is the study of how individuals interact at the most basic social level. This basic social level is the household, which contains one or more individuals that regularly reside at a single dwelling unit, or home. Additionally, there is a special type of household, the family, that will figure prominently in this examination. The family household consists of two or more persons at a single dwelling unit who are related by blood, marriage, or adoption. From this information, one can find out a large amount of information dealing with housing, economic issues, and other social interactions.

In 1990, Morris Township had 1,015 households, the majority of which were family households. A total of 741, approximately 73 percent, were one of the various family types, leaving 274 non-family households. Over 93 percent of these were single-person households. Nearly two thirds of these single persons were 65 years and older. By the year 2000, the number of households had grown to 1,224, an increase of 20.6 percent. Family households grew from 741 to 850 during this time, but the overall percentage dropped to 69.4 percent. The total number of non-family households grew by an even 100. As was the case in 1990, most of the single-family households were single person. And of those, some 60 percent consisted of persons over 64 years old.

With a population increase of 14.2 percent, one would expect a similar increase in households. But, as stated in the previous paragraph, the increase was 20.6 percent, about a third more than what one would expect, given 1990's trends. What drove this? One needs to look no further than the average household size. In 1990, it was 2.64 persons per household in Morris Township. Ten years later, this was down to 2.50 persons per household. The change in household size, by itself, not accounting for population change, added 65 households to the community.

<b>Table D-6 Households, 1990</b>				
	<b>Pennsylvania %</b>	<b>Clearfield County %</b>	<b>Morris Township</b>	<b>Morris Township %</b>
Persons in Households	97.1	98.6	<b>2,680</b>	<b>100.0</b>
Household	100.0	100.0	<b>1,015</b>	<b>100.0</b>
Family Household	70.2	73.1	<b>741</b>	<b>73.0</b>
Single-Mother Household	11.3	9.3	<b>95</b>	<b>9.4</b>
Single-Father Household	3.3	3.0	<b>45</b>	<b>4.4</b>
Non-Family	29.8	26.9	<b>274</b>	<b>27.0</b>
Single Householder	25.6	24.4	<b>255</b>	<b>25.1</b>
Single Householder Over 64	11.1	13.6	<b>158</b>	<b>15.6</b>
Group Quarters	2.9	1.4	<b>0</b>	<b>0.0</b>
Institutionalized	1.5	1.2	<b>0</b>	<b>0.0</b>
Noninstitutionalized	1.5	0.2	<b>0</b>	<b>0.0</b>
Persons Per Household	2.57	2.58	<b>2.64</b>	<b>-</b>
Persons Per Family	3.10	3.09	<b>3.18</b>	<b>-</b>
Source: U. S. Census Bureau				

<b>Table D-7 Households, 2000</b>				
	<b>Pennsylvania %</b>	<b>Clearfield County %</b>	<b>Morris Township</b>	<b>Morris Township %</b>
Persons in Households	96.5	96.1	<b>3,063</b>	<b>99.9</b>
Household	100.0	100.0	<b>1,224</b>	<b>100.0</b>
Family Household	67.2	69.9	<b>850</b>	<b>69.4</b>
Single-Mother Household	11.6	9.3	<b>109</b>	<b>8.9</b>
Single-Father Household	3.9	4.0	<b>58</b>	<b>4.7</b>
Non-Family	32.8	30.1	<b>374</b>	<b>30.6</b>
Single Householder	27.7	26.3	<b>320</b>	<b>26.1</b>
Single Householder Over 64	11.8	13.1	<b>179</b>	<b>14.6</b>
Group Quarters	3.5	3.9	<b>2</b>	<b>0.1</b>
Institutionalized	1.7	3.5	<b>0</b>	<b>0.0</b>
Noninstitutionalized	1.8	0.4	<b>2</b>	<b>0.1</b>
Persons Per Household	2.48	2.44	<b>2.50</b>	<b>-</b>
Persons Per Family	3.04	2.94	<b>3.02</b>	<b>-</b>
Source: U. S. Census Bureau				

When one thinks of the family household, it is traditionally thought of as a mother and father with dependent children. And while that is true for a good percentage of family households, it is not always the case. A growing number are just a husband and wife pairing, with no children. This is either because their children have grown and left to start their own lives, leaving the parents as “empty nesters,” or the couple has no children for a variety of reasons. Couples are often waiting many years after they have married to have children. And while these are important factors, there is one type of family household that is very important to the overall health of the community: the single-parent household.

Traditionally, the single-parent household is one of the most impoverished of all household subsets. More often than not, the household is a young, single mother with young children. She is frequently faced with difficult options. Either, it is work and try to find some affordable way to have her children cared for when she is not home, or stay at home and have very limited income streams. And while the single-father household is not quite severely impacted by low-income levels, it is still difficult in today’s economy to be at community-

wide income levels. Most family households have at least two income streams, and a single-parent situation makes that difficult to accomplish. In Morris Township, the percentage of single-parent households is a bit lower than the Statewide total. And while there are proportionally more single-father households in the region that found at the State level, the single-mother households are significantly lower both in 1990 and 2000. In 1990, the 9.4 percent of Township households were single mother versus 11.3 percent Statewide. In 2000, while the absolute number of single-mother households grew from 95 to 109, the overall percentage dropped to 8.9 in Morris Township, compared to a slight rise to 11.6 percent in Pennsylvania overall.

## **Group Quarters**

Group quarters are a living situation where the residents share common facilities such as kitchen, bathroom, living, and even sleeping quarters. Examples familiar to most people are college dormitories, nursing homes, and prisons. Dormitories and rectories are types of noninstitutionalized group quarters, where no restrictions are placed upon the coming and going of the residents. In institutionalized settings, one's access to the world outside of the facility is restricted, either for the safety of the resident (nursing home) or the community (prison). In Morris Township, only two residents lived in a noninstitutionalized group-quarters situation. This is similar to many of the smaller and more rural communities in the State.

## **Income**

There are three measures of income commonly examined from census data: Median Household Income (MHI), Median Family Income (MFI), and Per Capita Income (PCI). MHI is the broadest measure of economic health for a community, since it covers all households, both family and non-family, with all income sources included. MFI is important since it is the most prevalent household type. Finally, PCI is the average income of all persons over 15 years of age in the community.

In income discussions, there are some factors one must understand. First, for any census year, the income data is from the prior year. Income for the 2000 Census is from 1999, and 1990's Census data is from 1989. Secondly, one cannot compare 1999 income directly to 1989 income. Inflation must be considered when making such comparisons. Finally, one must consider the type of community one is dealing with. Sometimes, MHI is the most valid data type to look at. In other communities, such as a large college community, MFI is more indicative of what is happening economically. And, in still other cases, comparing PCI is useful.

<b>Table D-8 Income, 1989 and 1999</b>					
	<b>1989</b>	<b>1989 Adjusted*</b>	<b>1999</b>	<b>Change</b>	<b>% Change</b>
<b>Pennsylvania</b>					
MHI	\$29,069	\$39,056	\$40,109	\$1,053	2.7
MFI	\$34,856	\$46,831	\$49,184	\$2,353	5.0
PCI	\$14,068	\$18,901	\$20,880	\$1,979	10.5
<b>Clearfield County</b>					
MHI	\$21,773	\$29,253	\$31,357	\$2,104	7.2
MFI	\$26,192	\$35,190	\$38,004	\$2,814	8.0
PCI	\$10,430	\$14,013	\$16,010	\$1,997	14.2
<b>Morris Township</b>					
MHI	\$20,221	\$27,168	\$31,515	\$4,347	16.0
MFI	\$23,694	\$31,834	\$36,250	\$4,416	13.9
PCI	\$9,074	\$12,191	\$14,023	\$1,832	15.0
*Consumer Price Index (CPI) multiplier is 1.34355 .					
Source: U. S. Census Bureau and Minneapolis Federal Reserve Board					

As is typical in rural Pennsylvania, the income levels in all three measures for both Clearfield County and Morris Township trail the Statewide norms by a substantial margin. In 1989, the Township's MHI was less than 70 percent of the Commonwealth's MHI. By 1999, that difference had narrowed to 78.6 percent. While this is still a sizeable difference, it is a positive sign for the community. The typical Township resident saw a \$4,347 real increase in spending power during the 1990s, an increase of 16.0 percent. MFI and PCI also witnessed similar real increases for Morris Township residents. While this increase is good news for the community, why does the typical Morris Township household income still trail that found in the typical Pennsylvania household by such a wide margin?

## **Employment**

One influence on this is the employment rate in the community. Nationally and Statewide, the unemployment rate throughout the 1990s and the early years of the twenty-first century has been fairly low. There was a spike in unemployment in the early 1990s as a result of the

first Gulf War recession, and a more mild one in the post-September 11 downturn. For Clearfield County, the path was very different. Unemployment was high throughout this period, even in the boom years of the late 1990s. Table D-9 highlights this data.

Table D-9 Unemployment – 1990 to 2004						
	Clearfield County					
Year	Workforce	Employed	Unemployed	Unemployed Percent	Pennsylvania Unemployment Percent	United States Unemployed Percent
1990	34,900	31,500	3,300	9.5	5.4	5.6
1991	36,000	31,800	4,200	11.6	6.9	6.8
1992	36,600	32,700	3,900	10.6	7.7	7.5
1993	37,400	33,900	3,400	9.2	7.1	6.9
1994	38,100	35,000	3,100	8.1	6.3	6.1
1995	38,700	35,700	3,000	7.8	5.9	5.6
1996	40,000	37,000	3,000	7.5	5.4	5.4
1997	40,600	37,700	2,900	7.5	5.1	4.9
1998	40,300	37,400	2,800	7.0	4.6	4.5
1999	39,900	37,300	2,600	6.5	4.4	4.2
2000	39,400	37,200	2,200	5.6	4.2	4.0
2001	40,200	37,500	2,800	6.8	4.7	4.7
2002	41,400	38,400	3,000	7.3	5.6	5.8
2003	41,100	38,100	3,000	7.2	5.7	6.0
2004	41,700	38,700	3,000	7.1	5.5	5.5

Source: Pennsylvania Department of Labor and Industry work stats

In many ways, the 1990s were good for Clearfield County and, by extension, Morris Township. The workforce added 5,000 persons, a 14.3 percent increase and even more importantly 5,800 jobs, or an 18.4 percent jump. This had a big impact upon the local incomes, as was witnessed in the three income numbers. But unemployment was still 6.5 percent in 1999, roughly 50 percent higher than what was found in both the state and nation, as a whole. And while this gap explains some of the differences between the state and local income levels, it is not the only factor. Another influence is education levels.

## Education

<b>Table D-10 Educational Attainment, 2000</b>			
	<b>Pennsylvania</b>	<b>Clearfield County</b>	<b>Morris Township</b>
Less than Ninth Grade	5.5%	6.8%	<b>8.4%</b>
High School, No Diploma	12.6%	14.1%	<b>15.8%</b>
High School Diploma or Equivalent	38.1%	51.0%	<b>53.8%</b>
Some College, No Degree	15.5%	11.4%	<b>7.3%</b>
Associates Degree	5.9%	5.6%	<b>7.1%</b>
Bachelors Degree	14.0%	7.2%	<b>6.2%</b>
Graduate Degree	8.4%	3.9%	<b>1.5%</b>
High School Diploma or Higher	81.9%	79.1%	<b>75.9%</b>
Bachelors Degree or Higher	22.4%	11.1%	<b>7.7%</b>
Source: U. S. Census Bureau			

One can see that the educational attainment levels of both the County and Township trail that of the state by a wide margin, especially in terms of a completed college education. This has a dramatic impact on local income levels. According to the Census Bureau in 2003, the typical annual income of someone who had not completed high school was \$18,740. For a high school graduate, income jumps to \$28,254, an increase of more than 50 percent a year. And for a person with a bachelors degree, annual income soars to \$51,532, or 175 percent more than someone who has not completed high school. Obviously, the relatively low levels of educational attainment have impacted the income levels of Morris Township.

Again, though, as with employment, this does not tell the full story. In 2000, there were 175 residents that had less than a ninth-grade education, and 329 others that had gone to high school but had not received a diploma. In the year 1990, there were 400 persons with less than a ninth-grade education, and 351 others who had attended but did not finish high school. Only 57.9 percent of the population 25 years and older in 1990 had at least a high school education. The improvements in high school attainment during the 1990s is tremendous. The number with a bachelors degree or higher only grew a small amount, 6.3 percent to 7.7 percent. However, again, as educational attainment increased during the 1990s, so did the real income level of Morris Township residents.

## Poverty

Unfortunately, no discussion of income in a community is complete without an examination of how much of the population lives in poverty. Given the level of the income in Morris Township, one would expect that it is more common here than in the state as a whole. Table D-11 highlights the data from 1989 and 1999 for Pennsylvania, Clearfield County, and the Township.

<b>Table D-11 Poverty, 1989 and 1999</b>		
	<b>1989</b>	<b>1999</b>
<b>Pennsylvania</b>		
Individual	11.1%	11.0%
Family	8.2%	7.8%
Single-Mother Family	27.9%	24.9%
<b>Clearfield County</b>		
Individual	13.9%	12.5%
Family	11.2%	9.1%
Single-Mother Family	31.7%	32.6%
<b>Morris Township</b>		
Individual	<b>16.0%</b>	<b>7.1%</b>
Family	<b>12.5%</b>	<b>5.1%</b>
Single Mother Family	<b>33.3%</b>	<b>17.5%</b>
Source: U. S. Census Bureau		

From examination of the 1999 data, one can see that is an erroneous assumption. Poverty in all three categories—individual, family and single-mother family—were all well below the statewide norms. Indeed, the improvement between 1989 and 1999, in terms of poverty in Morris Township, is striking. Individual poverty in 1999 was less than one half of what it was just ten years earlier. The same is true with family poverty. The single-mother poverty rate of 17.5 percent is just two thirds of that found in the state in 1999 and about one half of that experienced in Clearfield County as a whole. This is truly a remarkable turn around.

Still, just because the poverty rate is low, it does not mean that life is easy for the typical Morris Township resident. A final measure of community income is the number of persons below the U.S. Department of Housing and Urban Development's (HUD's) threshold for low- and moderate-income (LMI) persons. This measure is based upon incomes being less than, or equal to, 80 percent of the MFI for that family size. From the 2000 Census data (1999 income), HUD determined that Morris Township had an LMI rate of 47.3 percent. Nearly half of all Township residents lived on 80 percent or less of the median family income. So, while poverty is not currently an issue in Morris Township, for many residents money is very tight.

# Housing

The study of housing in a community encompasses many aspects. One needs to look at what is available on the market. The costs associated with housing is also important. The overall condition and age of homes plays a large part in the discussion as well. So does the current rate of construction. And, finally, can the residents of the community actually afford to buy the homes found there?



## Age of Housing

Pennsylvania is one of the oldest states in the nation and traditionally one of the most populated. From a very early time, people have pushed westward in the Commonwealth, establishing communities long ago. One result of this is the age of housing found in the state. In cities and townships, boroughs, and villages, there is a wide array of home options and ages. Table H-1 highlights this mix as well as what is found in the County and Township.

<b>Year Built</b>	<b>Pennsylvania</b>	<b>Clearfield County</b>	<b>Morris Township</b>	<b>Morris Township Percent</b>
1999 to March 2000	1.3%	1.4%	43	3.3%
1995 to 1998	4.1%	5.6%	110	8.5%
1990 to 1994	5.1%	5.0%	63	4.9%
1980 to 1989	10.1%	10.6%	140	10.8%
1970 to 1979	13.5%	16.7%	198	15.3%
1960 to 1969	11.4%	7.3%	105	8.1%
1940 to 1959	24.3%	16.3%	188	14.5%
1939 or Earlier	30.3%	37.1%	449	34.6%
Occupied Units	4,777,003	32,785	1,223	–

Source: U. S. Census Bureau

Roughly one third of the homes in Morris Township were built prior to World War II. In reality, most of these homes were built before the Great Depression since there was little construction going on during the 1930s. During the war years and the post-war boom, which, statewide, was a big period for home construction, both the County and Township lagged, consistent with the population trends seen during that period (Table D-1). Then, from 1970 until 2000, home building in Morris Township either mirrored or exceeded the statewide norm. This is particularly true during the last half of the 1990s. Again, this is consistent with what one sees in the population patterns witnessed in the community.

What is the importance of the age of housing in a community? Why research this factor? The biggest importance in the age of housing is to ask: How well the local stock compares to the needs of the modern home buyer. Until recently, a 200 amp electrical service to a home seemed ludicrous. Today, that much power is the standard size for a modest home. Larger, more expansive homes have even larger, more expensive energy needs. New construction techniques and materials, such as engineered lumber, composite decking, high-tech furnaces, on-demand water heaters, and energy-efficient windows make the house of today very different than one of even 25 years ago. The home buyer of today demands at least some of these features be present in their new property. If these are not found, the perceived value falls.

Even a well-maintained home built before 1980 is a candidate for an upgrade. Homes built prior to the 1950s often need extensive work on the most basic of systems, including plumbing, heating, electrical, and insulation. This is not a reflection on the homeowner. Most homeowners take pride in the upkeep of their home. It is just a reflection of first the impact of time upon the mechanical; the advance of technology; and the change of building practices, standards, and codes.

## **Home Value**

One area that is often tied to home age is home value. There are multiple reasons for this. First, as from the discussion on age, an older home often has areas that are inefficient in today's housing market. Limited insulation, single-pane windows, older water heaters and furnaces all add to the cost of operating a household. Such factors help reduce home value. Maybe not significantly, but still they have an impact. Additionally, homes in the past tended to be smaller than those being built for the current market. A smaller home will often be less expensive than a larger home. Finally, homes outside major urban markets tend to be less expensive. The laws of supply and demand take hold. There is plenty of space in a community like Morris Township to build new housing. In a more built-up area, such as the

State College metropolitan area, land has a premium price. All these factors are added directly to the bottom line of any housing purchase.

<b>Table H-2</b>				
<b>Median Home Values, 1990 and 2000</b>				
	<b>1990</b>	<b>1990 (Real \$)*</b>	<b>2000</b>	<b>% Change</b>
Pennsylvania	\$69,100	\$91,000	\$97,000	6.6%
Clearfield County	\$39,700	\$52,300	\$62,600	19.7%
<b>Morris Township</b>	<b>\$36,500</b>	<b>\$48,100</b>	<b>\$66,400</b>	<b>38.0%</b>
*Consumer Price Index multiplier for 1990 to 2000 was 1.31752				
Source: U. S. Census Bureau, Federal Reserve Bank of Minneapolis				

The median home value (MHV) in both the County and the Township jumped by a large amount during the 1990s. Given the migration trends for both Morris Township and Clearfield County, such real jumps in MHV from decade to decade is not unexpected. But the local housing market still trails the statewide one by a large margin. A typical home in Morris Township is just two thirds the value of the typical home in the rest of the Commonwealth. The low home values in the area are even more significant when looking at them through the lens of the national MHV of \$119,600.

### **Housing Type**

In 2000, there were 1,296 housing units of various types in Morris Township, of which 1,233 were occupied on a year-round basis. By far, the various types of single-family residences were the most common housing options available. A total of 1,231 units were either single-family detached (954), single-family attached (20), or mobile homes (257), comprising some 95 percent of the total housing market. Duplexes and other structures with residences represented another 35 units (2.7 percent), while buildings with three or more units combined had a total of 30 residences, just 2.3 percent of the total market.

One important factor to note is that there were no people calling a boat, RV, van, or bus their primary residence. In rural Pennsylvania, a small percentage of the populace lives in abandoned school buses. They are rusted, leaking, and, frankly, horrible places to live. Their biggest attribute is that they prevent a family from being homeless. Fortunately, there are no such housing units in Morris Township of this type.

<b>Table H-3 Housing Types – 2000</b>				
<b>Type</b>	<b>Pennsylvania</b>	<b>Clearfield County</b>	<b>Morris Township</b>	<b>Morris Township Percent</b>
Single-Family Detached	55.9	74.5	<b>954</b>	<b>73.6</b>
Single-Family Attached	17.9	1.4	<b>20</b>	<b>1.5</b>
2-Unit	5.2	3.5	<b>35</b>	<b>2.7</b>
3- or 4-Unit	4.6	2.9	<b>6</b>	<b>0.5</b>
5- to 9-Unit	3.4	1.7	<b>8</b>	<b>0.6</b>
10 or More Units	7.0	2.5	<b>16</b>	<b>1.2</b>
Mobile Homes	4.9	13.4	<b>257</b>	<b>19.8</b>
Other	0.1	0.2	<b>0</b>	<b>0.0</b>
Source: U.S. Census Bureau				

## **Housing Conditions**

In December 2004 and January 2005, during the land use survey, a windshield survey was done of housing conditions in Morris Township. This survey was not geared at the aesthetics of the building. Instead, it was looking at the major systems of the structure—roof, siding, frame, foundation, etc., and seeing if there were any notable visible deficiencies. Roofing shingles that are starting to cup would be considered a minor deficiency, while large patches of missing shingles or exposed sheeting would be a major problem. Similarly, so would sagging roof lines, crumbling stonework in the foundation, missing siding, and boarded-up windows.

If a few minor problems or a single major one were visible, the house was considered distressed for this survey. If two or more major problems were visible, they were categorized as dilapidated. In some instances, the level of disrepair was so great, the surveyors felt there would be no viable economic alternative other than to demolish the unit. Though several houses in Morris Township were in this state of severe deterioration, none appeared to be currently occupied.

<b>Table H-4 Housing Problems</b>		
Total Units (2000 Census)	1,296	100%
Distressed	83	6.4%
Deteriorated	27	2.1%
Demolition	10	0.8%
Total of Housing With Addressable Concerns	<b>120</b>	<b>9.3%</b>
Source: Windshield survey		

For the most part, the homes that were distressed or deteriorated were older units, built before World War II. There were a few mobile homes also with noticeable problems, mainly in one enclave. However, primarily, the quality of individual mobile homes and the mobile home parks in Morris Township is laudable. They are quality housing options for lower-income residents.

### Tenure and Occupancy

The Township in 2000 had 1,296 total housing units, of which 1,224 were occupied, or 94.4 percent of the total. Of the 72 vacant homes, 17 were seasonal in nature, leaving just 55 units that were unoccupied for a variety of reasons.

<b>Table H-5 Housing Occupancy and Tenure, 1990 and 2000</b>					
	<b>Total Units</b>	<b>Occupied</b>	<b>Seasonal</b>	<b>Owner</b>	<b>Rental</b>
<b>Pennsylvania</b>					
1990	100%	91.0%	2.9%	70.6%	29.4%
2000	100%	91.0%	2.8%	71.3%	28.7%
<b>Clearfield County</b>					
1990	100%	86.9%	6.9%	78.5%	21.5%
2000	100%	86.6%	7.3%	79.2%	20.8%
<b>Morris Township</b>					
1990	<b>1,104</b>	<b>1,015</b>	<b>11</b>	<b>857</b>	<b>158</b>
2000	<b>1,296</b>	<b>1,224</b>	<b>17</b>	<b>1,040</b>	<b>184</b>
<b>Morris Township %</b>					
1990	<b>100%</b>	<b>91.9%</b>	<b>1.0%</b>	<b>84.4%</b>	<b>15.6%</b>
2000	<b>100%</b>	<b>94.4%</b>	<b>1.3%</b>	<b>85.0%</b>	<b>15.0%</b>
Source: U.S. Census					

The occupancy rate in Morris Township increased from 91.9 percent in 1990 to 94.4 percent in 2000. Given the rapid rate of growth in the community, this is not unexpected. The Township added 209 households during the time but only 192 new homes. This growing scarcity of available homes in the municipality added to the real rise in MHV as well as the other, previously discussed factors.

Given the fact that less than 4 percent of housing units in Morris Township were available in 2000 (total homes, occupied units, seasonal units), one can expect two things to continue happening. First, home building will continue to occur until the tight market eases. Also, home prices will continue to see real price increases again until the market reaches an equilibrium point. To see if this has yet happened, an examination of current market conditions is needed.

### **Current Market Conditions**

The biggest concern for the Township in current market conditions is the rate at which new homes are being added to the community. The Municipal Authority of the Township of Morris (MATMOM) is projecting that 25 new units will be added each year during the 2006 to 2010 time frame. While this includes commercial as well as residential uses, most will be residential in nature. And while the sewerred areas represent the primary location of all development, there is still many new residential units popping up in the municipality that are utilizing on-lot systems. An estimate of a continued 25 to 35 new residential units a year for the near future should not be considered extreme, given the recent trends. If this pace does hold until 2020, the final year of the population projections, Morris Township could be looking at a population increase of 1,500 to 1,800 residents, instead of the near 1,000 the pre-2000 data indicates.

### **Housing Affordability**

With this information, there is one outstanding question left regarding housing. Can the typical resident afford housing in Morris Township? It would appear that way, with the high rate of home ownership (85 percent—see Table H-5). But is that truly the case? The state has developed a simple measure to determine if home values are in line for a community, the housing affordability index.

In terms of home ownership, one takes the MHV and divides it by the MHI. Values of index, 2.5 or less, indicate that the typical home is affordable for the typical resident. Above 2.5 means it is increasingly difficult for residents to be able to own their own home. In terms of

rent, the annualized contract rent is divided by MHI and then multiplied by 100. If this is 18 or less, then rental properties are an affordable housing choice.

<b>Table H-6 Housing Affordability Index, 1990 and 2000</b>				
		<b>Pennsylvania</b>	<b>Clearfield County</b>	<b>Morris Township</b>
1990	MHV MHI Index	69,700 29,969 2.4	40,000 21,773 1.8	<b>33,700</b> <b>20,221</b> <b>1.7</b>
2000	MHV MHI Index	97,000 40,106 2.4	62,600 31,357 2.0	<b>66,400</b> <b>31,515</b> <b>2.1</b>
1990	Contract Rent Index	322 13.3	207 11.4	<b>171</b> <b>10.1</b>
2000	Contract Rent Index	531 15.9	376 14.4	<b>408</b> <b>15.5</b>
Source: U.S. Census Bureau and consultant calculations				

Housing in Morris Township was still affordable for the typical resident in 2000. However, there was a sizeable jump in both the rental index and the home index. Again, this is a confirmation of the tight housing market that exists in the community.

## **Conclusions**

Over the next fifteen years, the current residents of Morris Township can expect a continuation of recent population trends. More people will be moving in from the State College region. More often than not, these will be people priced out of that market, looking for a more affordable housing option. The transportation grid upgrades in the area will make the Township more accessible than in the past. And, while many of those moving into the community will, in all likelihood, be those making below the State College median income, they will exert upward pressure on both the local median income and median home value. It will become increasingly difficult for current residents to keep up with the unspoken rising standards. Assistance in dealing with housing issues will become an essential element for local government.

# Natural and Historic Resources

## Soils

There are a number of influences soils have on development. In the past, with an agricultural based economy, the best soils for farming were also the first developed. Initially, it was for just farming. As time went on, it was not uncommon for villages to form, even on the best of farmlands. In many ways, the very attributes that made the soil good for farming made it good for a more urban use as well. Typically, these soils are fairly level, have good drainage, and are relatively easy to excavate for foundations and cellars. Indeed, the same characteristics of quality that made it easy for villages to develop two hundred years ago hold true today.

In Pennsylvania, the state government has recognized the conflict between the use of quality lands for agriculture and development. The MPC mandates that communities be aware of their soils when developing their planning efforts. This can be a daunting task, since there are literally hundreds of different soil types and classifications. For the sake of the planning discussion, there are three groups that will be considered. First are prime farmlands. These are deep, rich soils; moderately well drained; and fairly level. Slopes are 15 percent or less. The state encourages the preservation of these soils where practicable. The next grouping is soils of statewide importance. These soils are often of the same family as the prime farmland soils, but have slightly less favorable characteristics. They may be more steeply sloped (up to 25 percent), have a more stony composition, be less deep, or drain too fast/slow. The final grouping is of soils denoted as “not prime farmlands.” This occurs for any number of reasons, from depth of soil to slope, from drainage rate to being too rocky. And while these factors do not preclude farming, these soils are not ideal for farming.

	<b>Acres</b>	<b>Percent</b>
Prime Farmland	2,596.1	20.4
Statewide Importance	3,349.1	26.4
Not Prime Farmland	1,140.8	9.0
Stripped Soils	5,526.8	43.5
Water/Wetlands	90.0	0.7
<b>Total</b>	<b>12,702.8</b>	<b>100.0</b>
Source: USDA Soil Survey; consultant calculations		

In Morris Township, a large subset of land in the not prime farmland classification was strip mining. This includes both areas mined in the past and currently in active production. While there are requirements to reclaim this land, one cannot assume that if it had been prime farmland soil in the past that it would be so now. Additionally, development of other sorts, such as residential, commercial, and industrial, is problematic. Drainage is a key protection. Similarly, on-lot sewerage is a consideration as well. Soils that are either poorly drained or rapidly draining are not good for septic systems. The one factor in favor of strip-mined soils is the slope. Often, these are 15 percent or less. It is just too difficult to reconstruct slopes steeper than this.



## Slopes

A big concern in developing central Pennsylvania’s lands is the slope. One wishes to keep development to areas of 15 percent slope or less. While steeper slopes can be developed, and routinely are, in other areas of the nation, particularly the mountains of the West, such is not the case in Pennsylvania. A couple of factors conspire to make such development impractical. First, the value of the land is such that the added development costs to steeply sloped lands make it impractical financially. One can buy flatter land at reasonable prices in communities such as Morris Township. The second factor directly impacts the first. One of the reasons it is so relatively expensive to develop steeply sloped lands is the fact the community receives 35 to 40 inches of rain in a typical year. Runoff is a big concern. To control the erosion and sedimentation and stormwater runoff for a project on lands sloped over 15 percent is another expensive factor.

<b>Table NR-2 Slope in Morris Township</b>		
	<b>Acres</b>	<b>Percent</b>
Slight or Moderate	6,254.3	49.3
Steep	831.7	6.5
Stripped	5,526.8	43.5
Water	90.0	0.7
<b>Total</b>	<b>12,702.8</b>	<b>100.0</b>
Source: USDA Soil Survey and consultant calculations		

The reason slope is so important in runoff is the rate which the excess water flows off the land. Even with soils with the same water absorption rate, the steeper-sloped land will shed much more water. Additionally, it will flow at a faster rate, creating a more erosive force. While there are many other variables in play, one can figure on roughly three times the runoff on lands sloped 15 percent than land sloped at just 5 percent. Above 15 percent, the acceleration of both the amount and speed of runoff increases even more rapidly.

## Sewerage

In rural communities such as Morris Township, on-lot sewage disposal is an important factor for development. In rural situations, a residential developer is looking for soils that have little or no limitations to the installation of on-lot sewerage systems; namely, septic tanks. For the soils in Morris Township, there are no soils that have only slight limitations. In fact, very little of the community, roughly 5 percent of the land area, has soils that pose only moderate limitations to on-lot waste disposal. The vast majority of land in the community, for a variety of reasons, has either severe limitations to on-lot septic system development, or is not rated due to former strip-mining operations.

Thus, the moderate and severe limitations of the soils do not preclude the development of on-lot systems. What it means is that when a parcel is developed, the owner and the engineer will likely have to work to find a proper area for the septic tank and leach bed. Additionally, for a large subdivision, one may not find enough suitable septic disposal locations for a one-home-per-acre density. It does not preclude development. It is just a factor that both officials and citizens need to be aware of.

<b>Table NR-3 On-Lot Sewerage Suitability</b>		
	<b>Acres</b>	<b>Percent</b>
Slight Limitations	0.0	0.0
Moderate Limitations	684.5	5.4
Severe Limitations	6,401.5	50.4
Not Rated (Stripped)	5,526.8	43.5
Water	90.0	0.7
<b>Total</b>	<b>12,702.8</b>	<b>100.0</b>
Source: USDA Soil Survey and consultant consultations		

## **Climate**

The climate of Morris Township is typical of Pennsylvania. The community sees in the neighborhood of forty inches of precipitation annually, split between rain and snow. Snow is typically in the sixty-inch annual range. Due to its location between the influence of the Great Lakes and the Atlantic Ocean, the community can normally expect to suffer from several significant lake-effect and/or northeastern snow storms a year.

Temperatures usually run in the upper twenties to lows in the thirties, for day-time highs in the winter months, while the highs in July and August run to the upper seventies, lower eighties. One can expect extremes on both ends occasionally throughout the year. However, they are rarely long in duration.

## **Historic and Natural Features of Interest**

The primary natural feature in Morris Township is the Moshannon Creek. It is situated along the southeastern border of the community. Bordered with wetlands, this stream has a big impact upon the topography of the Township. It has prevented any real development on the east side of Route 53 from Decatur Township up to Hawk Run.

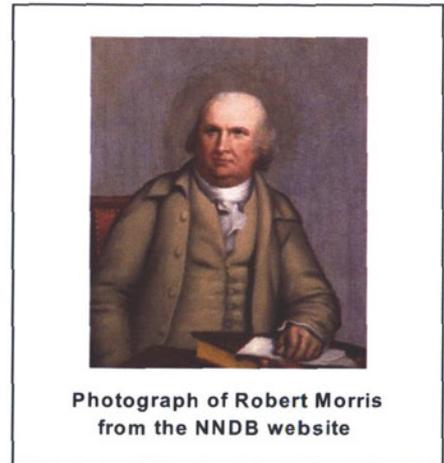
## **Morris Township History**

The initial settling of Clearfield County occurred shortly after the conclusion of the Revolutionary War. Many of the veterans of the war were given land warrants as payment for their service in the conflict. The County was a popular place for many of the veterans to settle because, as the name implies, there were many large, clear fields which would make starting a farmstead so much easier. In the early 1800s, the area officially became a county, with the future Clearfield Borough as the county seat. The region was desirable as was Pennsylvania as a whole. The population of the state more than tripled from 1790 to 1830. As this growth occurred, new townships were split from larger ones. In 1836, this is what occurred with Morris Township. As time went on though, the community experienced a shrinkage of its scope through the very same process. After twenty years of existence, Graham Township was formed. Then, in 1884, a final township, Cooper, was cut from Morris Township, resulting in its current configuration.

The Township was named after Robert Morris, a noted patriot and financier. Often forgotten are the contributions that Morris played in the early days of the United States. He is one of only two men who signed the Declaration of Independence, the Articles of Confederation, and the Constitution of the United States. It is interesting to note that while he voted against

the Declaration on July 1, 1776, he did sign it in August of that year. Throughout the war, he was profoundly important. His work with John Adams helped secure the assistance of France as an ally. He was extremely important in securing financing during the Revolution and in the years afterwards. He was George Washington's original choice for Secretary of Treasury. Morris declined, suggesting Alexander Hamilton instead. He served as one of Pennsylvania's first two Senators.

In an ironic twist of Morris' life, he was financially ruined in the late 1790s, and served several years in prison. Even this event profoundly influenced the young nation. It was said that the first bankruptcy laws in the country were passed to help free Morris from prison. His financial downfall led to Thomas McKean becoming governor of Pennsylvania, and thus ensuring the election of Thomas Jefferson as President of the United States.



In addition to farming, lumber was an important industry in the Township's early years. The logs were initially rafted down the Moshannon to mills downstream and on the West Branch of the Susquehanna. In latter years, rail took the timber out of the community. Another important resource that benefitted from rail service was coal. Morris Township coal helped fire the iron and steel furnaces throughout Pennsylvania. In addition, fire bricks, manufactured from local fire clays, were also an important cog in the local economy until well after World War II.



This natural resource wealth brought about rapid growth to not only Morris Township but Clearfield County as well. By the 1920s, the population of the County had grown to over 120,000 residents. Most of the current villages of the municipality, Morrisdale, Allport, Munson, and Hawk Run, just to name a few, were thriving communities at this time. Church formation was key during this period of expansion. As immigrants moved into Morris Township, they brought with them their faith. Several Catholic churches were founded from the various rites: Roman, Byzantine, and

Orthodox. The traditional Protestant denominations were also well represented: Lutheran, Presbyterian, Episcopal, Methodist, and others.

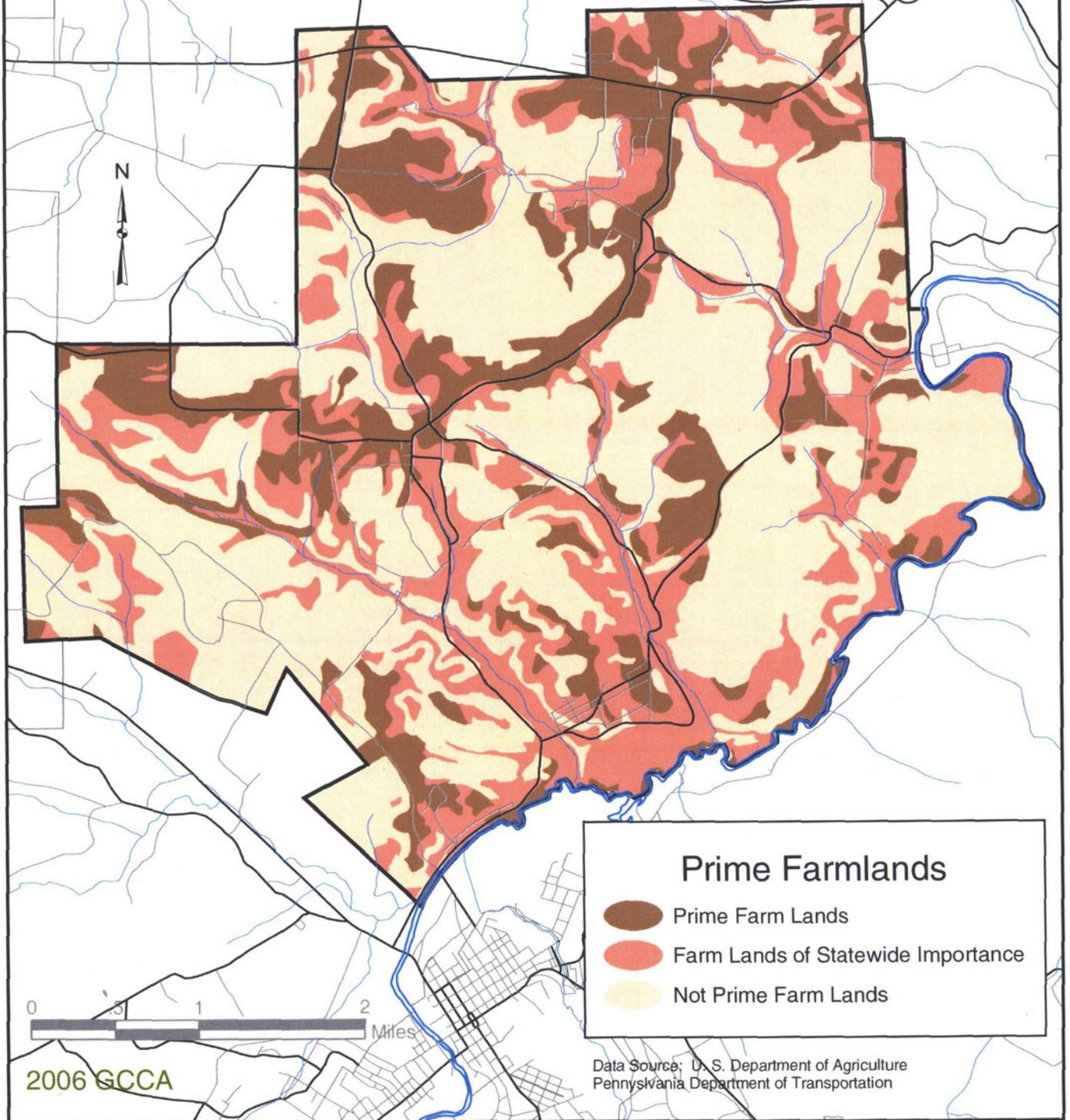
One of the enduring legacies of the past in Morris Township are the small cemeteries that dot the community. Some are small, family plots located on old farmsteads, dating from earliest years of settlement. Others mark the locations of churches that have long since moved into larger, more modern facilities. In some instances, while the original church has made way for a larger edifice, the grave yard has remained. All of the sites, small or large, hold a bit of the Community's history. They are



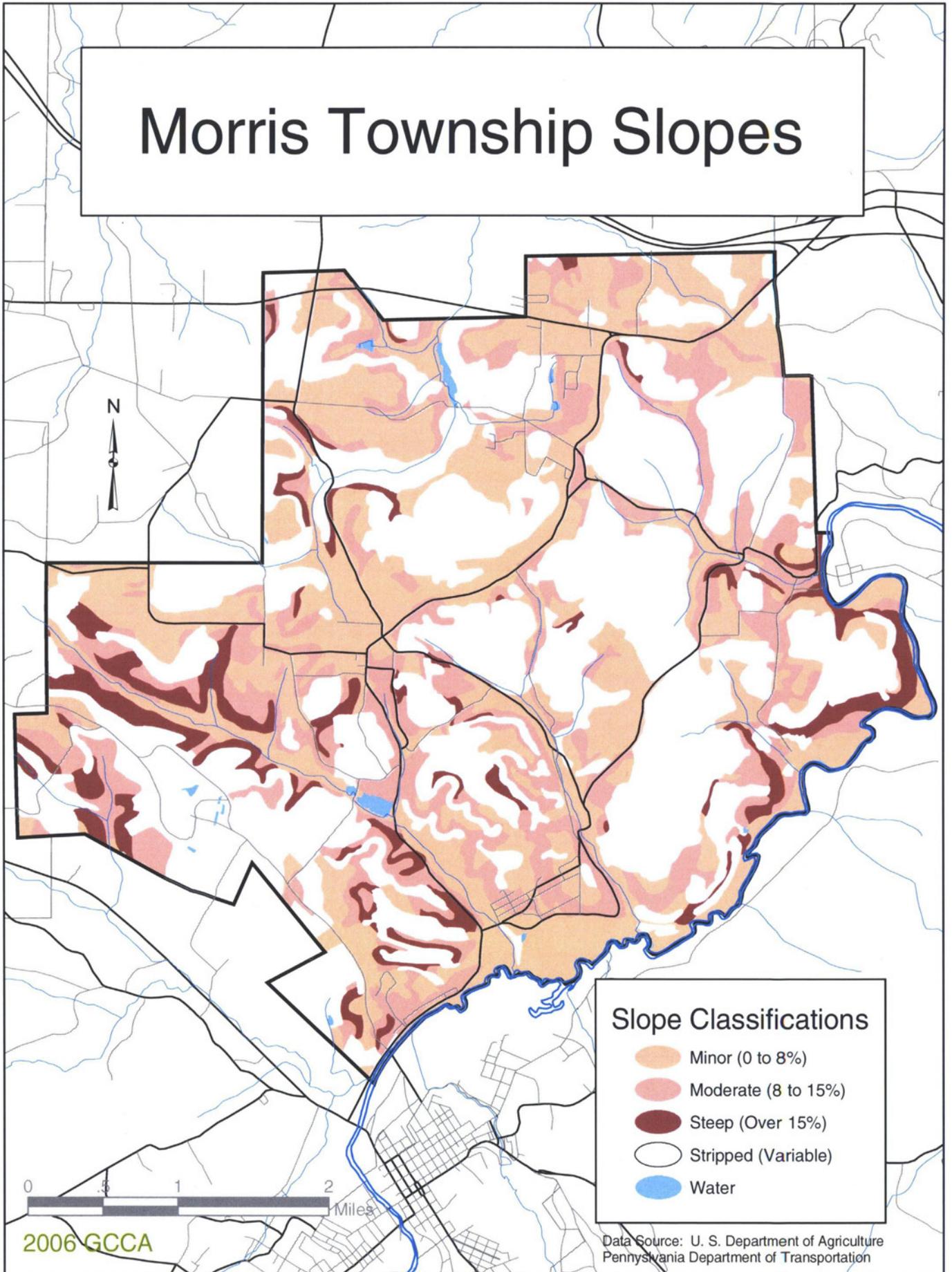
very worthy of the attention of the residents of Morris Township, both those from long established families and newcomers, just moving into the municipality.

As of this date, the Township had no properties listed or considered eligible for the National Register of Historic Places. However, historic resource surveys may be necessary in conjunction with future highway projects. At that time, special attention should be paid to the homes, churches, and older commercial structures in villages during any highway projects.

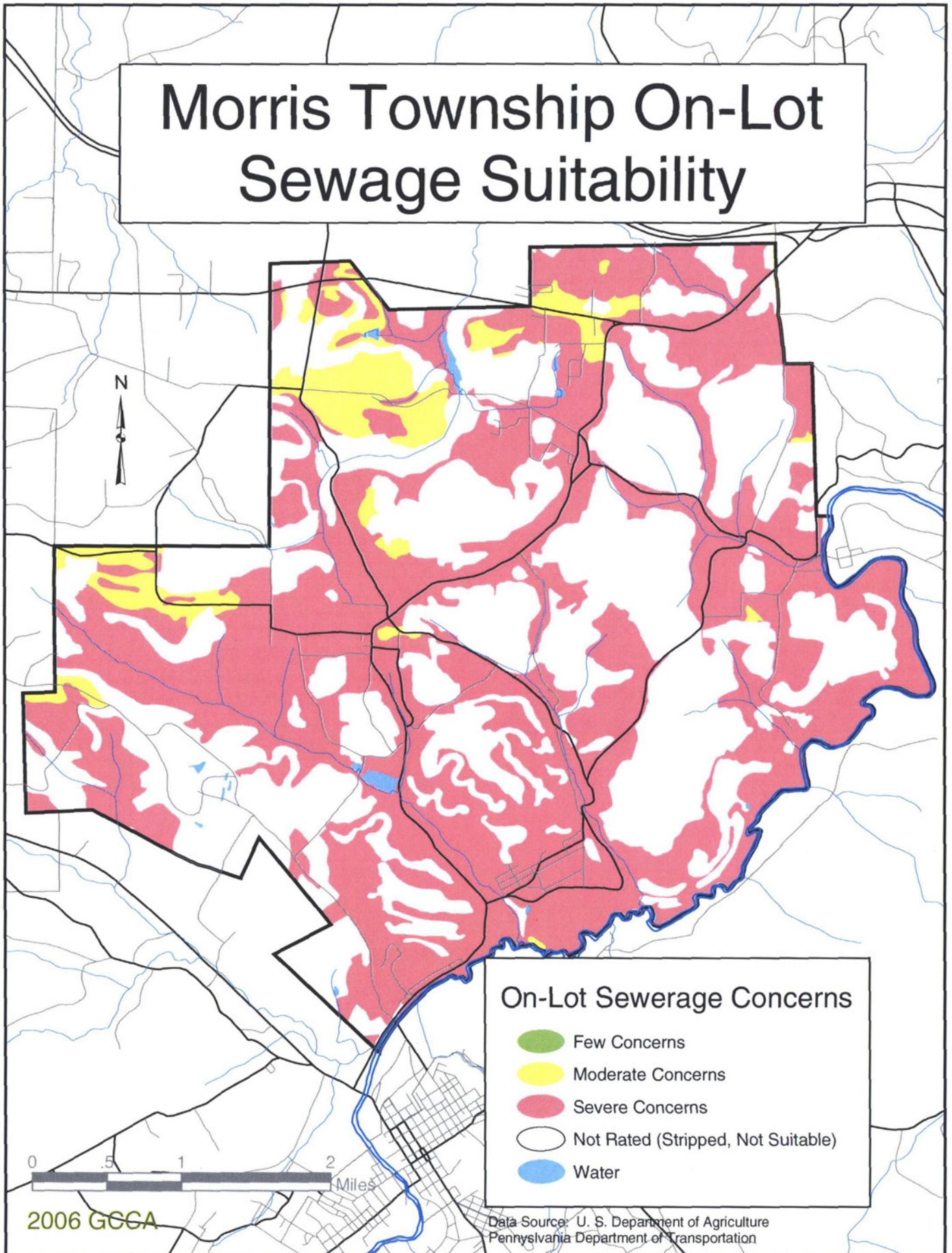
# Morris Township Prime Farmlands



# Morris Township Slopes



# Morris Township On-Lot Sewerage Suitability



## Community Facilities

Community facilities are central to the growth and development of a community. This is particularly true as the density and intensity of land use changes. A farm on 100 acres does not need public water and sewer. Two hundred homes on 100 acres do need such a service. An examination of community facilities is also important because it is an area where there is normally very direct involvement by local government. Township governments make the decision about the levels of services provided, where sewer lines will be run, and how to pay for new equipment. As a part of the inventory, this section will examine public water, public sewer, schools, fire/police protection, and general municipal services and recreation.



### Public Water and Sewer

Morris Township has public sewer systems operated by the Morris Township Municipal Authority. The extent of the system is shown on the attached map. Basically, service extends throughout the Township, from Allport, Morrisdale, down to Hawk Run, and along Route 53, on the southern border of the Township. Near Route 53, the sewage system connects to the Moshannon Valley Joint Municipal Authority treatment plant (located on 9<sup>th</sup> Street outside Philipsburg). The system was developed in 1995, and design and costing are currently underway for significant extension to the northern boundary of the Township. A long-term loop extension is also under discussion.

Public water is primarily provided by the Pennsylvania American Water Company. Pennsylvania American had formerly served only the Hawk Run area in the southern portion of the Township, but the municipal authority of the Township of Morris sold its water system to the company in 1994. The Cooper Township Municipal Authority and the Borough of Wallaceton and Decatur Township also serve small areas. As the map illustrates, a majority of developed areas of the Township have public water service.

## Schools

Morris Township is part of the West Branch School District. The district office and consolidated K-12 campus are both located in Morrisdale. Technically, K-6 comprises the elementary school, and 7-12 the high school, though both are located in one building. The building is approximately forty years old, and the district is in a long-term planning process to examine various options for retrofit or replacement.



At least a portion of the funding for a new building will come from the Pennsylvania Department of Education. In an effort to help school districts plan for future needs, the department prepares uniform enrollment projections for every district. These

projections are based on past trends and include estimates of the retention of students. This projection model does not take into account any changes of migration patterns, which can be an important factor in future enrollment. However, the department will consider alternative enrollment projections produced by districts. The Table CF-2 shows projected enrollment by grade for the West Branch School District, based on 2004-2005 enrollment.

The projections done by the state show a steady drop of students in the West Branch School District. From 2005 to 2015, their projections show a decline of 250 students, or 18.9 percent throughout that decade. Over the same time period, the consultant's calculations indicate Morris Township's school age children remaining roughly stable, increasing by four over those ten years. However, Morris Township is but one of five municipalities in the district. The other communities in the district are Cooper, Graham and Karthaus Townships in Clearfield County and West Keating Township in Clinton County. West Keating had but 42 residents as of the 2000 census and has no significant impact on school district enrollment. Cooper is similar to Morris Township in terms of population with 2,731 residents, with Graham and Karthaus being smaller with 1,236 and 811 persons respectively. It is hard to imagine that Cooper, Graham, Karthaus, and West Keating Townships will see such a drastic decline in children from 5 to 18 years of age over that ten-year period, especially when one looks at the size of the five-year cohorts for the communities according to the 2000 census. Table CF-1 highlights these cohorts up to 19 years of age. The district maybe advised to investigate this trend on its own.

Table CF-1 Preschool and School Age Cohorts, 2000								
	Morris Township		Cooper Township		Graham Township		Karthaus Township	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
0 to 4 years	187	23.0	173	23.3	69	22.6	37	26.1
5 to 9 years	196	24.1	213	28.7	84	27.5	44	31.0
10 to 14 years	238	29.3	194	26.1	76	24.9	33	23.2
15 to 19 years	192	23.6	162	21.8	76	24.9	28	19.7

Source: U. S. Census Bureau

As one can see, the other Townships have a larger percentage of their population in the 0 to 4 year and 5 to 9 year cohorts than does Morris Township. These communities make up roughly 60 percent of the school district's population. Again, given the current population mix, it is doubtful that the enrollment declines in Table CF-2 will be anywhere near as severe as the state predicts.

Table CF-2 Enrollment Projections – West Branch Area School District														
Year	K	1	2	3	4	5	6	7	8	9	10	11	12	Total
2000-2001	104	96	93	116	90	125	89	118	121	111	106	84	86	1,339
2001-2002	91	105	95	100	122	92	125	97	113	124	121	77	86	1,348
2002-2003	97	84	93	104	105	102	120	106	116	105	103	111	98	1,344
2004-2005	95	97	90	94	100	101	101	122	105	120	90	96	111	1,322
Projections														
2005-2006	86	108	97	94	95	98	104	107	116	113	106	80	99	1,303
2006-2007	77	91	108	101	95	93	101	111	102	125	100	94	83	1,281
2007-2008	68	81	91	113	102	93	96	107	105	110	111	88	97	1,262
2008-2009	76	72	81	95	114	100	96	102	102	113	97	98	91	1,237
2009-2010	74	80	72	84	96	111	103	102	97	110	100	86	101	1,216
2010-2011	71	78	80	75	85	94	114	109	97	104	97	88	89	1,181
2011-2012	69	75	78	83	76	83	97	121	104	104	92	86	91	1,159
2012-2013	67	73	75	81	84	74	85	103	115	112	92	81	89	1,131
2013-2014	65	71	73	78	82	82	76	90	98	123	99	81	84	1,102
2014-2015	63	68	71	76	79	80	84	81	85	105	109	87	84	1,072

Source: Pennsylvania Department of Education (09/2005 – 2004 Enrollments)

## Fire and Police Protection

Morris Township has a volunteer fire department and municipal police protection. The fire department station (No. 17 in Clearfield County) is located in Morrisdale. The department also has a recreation center/rental hall and outdoor picnic pavilion on Deer Creek Road. At present, the department has two vehicles, a 1991 engine, and new 2001 rescue engine. The police department serves both Morris and Cooper



Townships, and is located in the Morris Township Municipal Building. The department has one officer. The police are dispatched through Clearfield County Central. The department has two vehicles, a 1994 Chevy Caprice and a 2000 Dodge Durango. The department would like to replace the older vehicle and add one officer over the long term.

## Municipal Building and Recreation

The Morris Township Municipal Building is a fairly new structure located just off Route 53 in Morrisdale. This structure has the police department, township garage, secretary's office, and meeting space. Township equipment is stored here. Generally, the Township is very well equipped with:



- 1987 GMC dump truck, in good condition
- 1990 International dump truck, in good condition
- 1995 International dump truck, in good condition
- 1997 pickup truck, in good condition
- 1976 tar truck, in good condition
- 1978 grader, recently overhauled
- 2003 Case 521 loader
- 1974 backhoe, in good condition
- Ferguson tractor with boom mower (share with Cooper Township)



The Township also maintains two parks; the smaller park is located adjacent to the municipal authority in Allport and includes basketball court, skateboard ramps, and a swing set. East of Morrisdale, the Township has two baseball fields with bleachers, restrooms, a concession stand, and a small adjacent wooded area. At one time, recreation activities were held at the privately owned Morrisdale Dam, located near Route 53, just north of Hawk Run. This dam has been comprised by acid mine drainage in Emigh Run. There has

been discussion about the Township acquiring the property.

# Transportation

**T**ransportation is an important component of the planning process because of its importance to economic development, community growth, and the investment decision required by state and local governments. The previous material showed that a major part of Morris Township's growth is related to the way in which citizens use the road systems to travel to work in neighboring Centre County, while enjoying affordable housing and the rural environment of Morris Township. Future decisions about the road and highway system will influence how easy or difficult it will be for Township residents to get to jobs and services elsewhere. This section will also address non-road transportation facilities, as they are present locally.

## Road Classifications

The Pennsylvania Department of Transportation (PennDOT) classifies roads based upon their purpose (the destination, amount of use, and types of traffic). The following are the official PennDOT classifications from their annual report on highway statistics.

1. **Interstate System**: The Interstate System consists of all presently designated freeway routes meeting the Interstate geometric and construction standards for future traffic. The Interstate System is the highest classification of arterial roads and streets and provides the highest level of mobility, at the highest speed, for a long uninterrupted distance (Maintenance Functional Class "A").
2. **Other Arterials**: These consist of limited-access freeways, multi-lane highways, and other important highways supplementing the Interstate System that connect, as directly as practicable, the nation's principal urbanized areas, cities, and industrial centers; serve national defense; and connect at suitable border points with routes of continental importance (Maintenance Functional Class "B").
3. **Collectors**: The collectors provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas, and downtown city centers. Collectors connect local road and streets with arterials and provide less mobility than arterials at lower speeds and for a shorter distance (Maintenance Functional Class "D").

Arterials, which include Interstate, carry traffic across state lines and between major cities. Collectors are the roads travelers use to get from the street they might typically live on to the arterials. A road or street that is normally only used to get to a property located on that street

is a local road. Many planners also divide arterials into major and minor arterials, as a way of understanding whether a road is more important for inter-county/regional traffic or inter-town traffic within a smaller area.

The attached functional classes map is adapted from the PennDOT database. As it illustrates, Interstate 80 is a road of both local and statewide importance. Pennsylvania Route 53 has diminished importance north of I-80.

## **Road Usage**

Many factors are used to determine the functional classification of a road. One of the most important is the volume of cars using the road. PennDOT has a methodology that accounts for seasonal changes in traffic, weekday/weekend and other factors, which can be used to develop average counts throughout the year. Average daily traffic for all state roads in eastern Clearfield County is shown on the attached map. As the map shows, Interstate 80 is the dominant road in terms of usage. Each of the travel lanes (eastbound and westbound) carries about 13,000 vehicles per day. However, local traffic can also be a significant factor. The section of Route 53 between Deer Creek Road and Empire Road carries over 10,000 vehicles per day. Route 53 at the I-80 Interchange is also approaching 10,000 vehicles per day. At present, Route 322, just below the Township, is carrying similar levels of vehicles. Another interesting observation is the fairly high use of Bigler Cutoff Road. This is a local shortcut between Route 322 at Bigler and I-80.

## **Future Transportation Projects**

### **Transportation Improvement Program (TIP)**

Transportation funding in Pennsylvania is a mixture of state and federal money, with the planning being conducted by county and regional entities. For a township, the key point of contact is the county planning agency and the metropolitan planning organization (MPO), which may be a county or multi-county entity. For Morris Township, the MPO is the North Central Regional Planning and Development Commission (NCRPDC), which is the point of contact between counties and PennDOT for future improvements. The NCRPDC produces both a long-term plan (which extends to 2025) and manages the Transportation Improvement Program (TIP). The Federal TIP works in concert with the PennDOT 12-year planning cycle for the construction of actual improvements. The TIP is the first four years of projects, and it can be changed. At present, only one project for Morris Township is listed on the TIP or the 12-year plan, the Sulphur Creek Bridge replacement, to replace the bridge serving SR 1009. Currently, the only moneys budgeted for the project are for FY 2006 and FY 2007. A

total of \$160,000 are earmarked for final design in 2006 and \$40,000 for right-of-way and utility costs in 2007. As of the time of this report, neither the TIP or the state's 12-year plan have money budgeted for the construction of the bridge itself.

### **The Corridor O Improvement Project**

When the Interstate Highway System was first constructed in the 1950s and 1960s, many areas in the Appalachian Mountains were bypassed because of the high cost of building roads through the mountainous terrain. Much of the area had narrow, winding, two-lane roads that provided local access, but no regional connections.

The outdated highway system has prevented much of the Appalachian region to grow and prosper. In 1965, Congress enacted and President Johnson signed the Appalachian Development Act (ADA), which provided for, amongst other things, improvements to this inadequate road system. The Appalachian Development Highway System (ADHS) from the ADA is now part of the Transportation Equity Act for the 21<sup>st</sup> century (TEA-21) and has addressed some of the transportation problems in the region.

In Pennsylvania, the ADHS includes several corridors: M, N, O, P, T, and U. Corridor O, also known as I-99, runs from the Pennsylvania Turnpike near Bedford to Interstate 80 in Bellefonte. Corridor O-1 is Route 322, as a spur from I-99. The Route 322 Improvement Study was initiated by the Pennsylvania Department of Transportation in 1999 to study the need for improvements to 25 miles of Route 322 from Port Matilda to Woodland. The study corridor is in Centre and Clearfield Counties, and includes the boroughs of Wallacetown, Port Matilda, Philipsburg, South Philipsburg, and Clearfield as well as the townships of Worth, Taylor, Lawrence, Morris, Rush, Boggs, Bigler, Graham, and Bradford and the villages of Woodland and Mineral Springs.

When the Corridor O project is finished, Interstate 99 will be completed between Interstate 70/76 and Interstate 80. Thirty-one miles of PA State Route 26 between Huntingdon and State College will be designated as the Nittany Parkway.

The project has four stages. In the visioning stage, PennDOT held a series of public meetings to help affected communities gain a better understanding of the changes the new highway would bring to the area. Alignments were created and refined during the development stage, and an additional two rounds of public meetings were held. In the refinement stage, the project team presented plan modifications and presented interchange locations. Two additional public meetings were held during this phase. Five alternatives were narrowed to

one during the final comparison stage, and series of public meetings were held in August 2002.

The project team is currently compiling and analyzing data for the Environmental Evaluation Report/Section 2002 Evaluation (EER/2002 Evaluation). The team is also conducting a structures analysis to determine the cost and feasibility of culverts and bridges and the preliminary erosion and sediment pollution control plan.

At present, Corridor O will intersect with Route 53, just north of Morrisdale. Because interchanges limit options, they tend to congregate larger amounts of vehicles, which will likely alter traffic counts significantly, lowering counts on Route 322, and possibly raising counts on Route 53.

### **Non-Automotive Transportation**

Considering the fairly high density of development in villages such as Hawk Run and Morrisdale, there are few sidewalks in the Township. A small section of sidewalk exists along Route 53 in Morrisdale, but its usefulness, especially in the wintertime is limited.

While there are no regional airports or regular air service available to the Township, the Albert Airport is a private facility located in the Township. Though privately owned, the Albert Airport is defined by PennDOT, Bureau of Aviation as a "public" facility. This airport has hanger rental, but no fuel rates. It is only open April to October, and has an unlighted gravel runway of 3,350 feet. The Township has an airport zoning ordinance, which it has enacted. Additionally, there is the Mid-State Airport facility in Centre County, just outside of Philipsburg. It has two paved runways of 5,006 feet and 5,711 feet, both of which are 100 feet wide. In addition to providing general aviation fuel and Jet A fuel, the facility has the ability to handle minor repair work. According to the PennDOT Bureau of Aviation website, car rentals are available off-site. A web search reveals that the nearest locations for nationally based car rental services are in Clearfield and State College. The nearest location for commercial passenger aviation service is State College.

Similarly, for rail travel, the nearest train stations are in Altoona and Johnstown for Amtrak. There is service to Pittsburgh, Harrisburg, and Philadelphia from these locations. The only nearby connection to the transportation grid is across the Moshannon in Centre County. Bus service by Greyhound is available at the Philipsburg Fullerton garage location at 4<sup>th</sup> and Adler Streets in the borough.

# Land Use

## Land Use Regulations

The Township of Morris recently updated its subdivision and land development ordinance for several reasons. First, the ordinance needed to be brought up to date with recent revisions to the Pennsylvania Municipalities Planning Code. Second, the Township wanted a more modern approach to subdivision and land development regulations. With the development pressures of State College starting to influence the community, it was felt that it was important to give Morris Township an extra measure of control over land use without having to employ a zoning ordinance. Additionally, it gives the community more control over mobile home park development. Finally, the SALDO sets the stage for future land control ordinances.

## Current Land Use

Based upon a survey of land uses in Morris Township conducted in December 2004, nine separate categories were observed in the community. These include agriculture, commercial, mixed use, mobile home park, multi-family residential, open space/wooded, parks, public lands, and single-family residential. The breakdown of usages in the Township are as follows:

Table LU-1 Land Use Categories - Morris Township		
Category	Acres	Percentage
Agriculture	1,514	11.9
Commercial	243	1.9
Mixed Use	98	0.8
Mobile Home Park	25	0.2
Multi-Family Residential	4	0.0
Open Space/Wooded	8,467	66.6
Parks	11	0.1
Public Lands	176	1.4
Single-Family Residential	1,797	14.1
Subtotal	12,435	97.8
Roads	280	2.2
<b>Total</b>	<b>12,715</b>	<b>100.0</b>

Source: Land use survey December 2004

Most of the residential land use in Morris Township occurs along roads arterial in nature. In fact, when looking at the Current Land Use Map, one finds that most of the land on these roads, particularly Route 53, is totally developed. The density varies considerably along the highway, but reality precludes any significant development there, even infill development.

There are a few areas where a side street network has developed in the community. The more notable is Hawk Run. In the south of the Township, the density here is consistent with small borough/city urban development. The other area with at least a developing road system is in the vicinity of the West Branch School complex. Subdivisions to the south and to the north and west of the schools are developing collector roads solely for residential use. The development south of the schools is low-density, with one acre and larger lots. The development to the north and west of the West Branch campus is both in Morris and Cooper Townships.

To a minor extent, side streets have also developed in Morrisdale and Allport. However, these streets were not primarily designed as collectors. They, instead, were secondary means of transportation through the community.

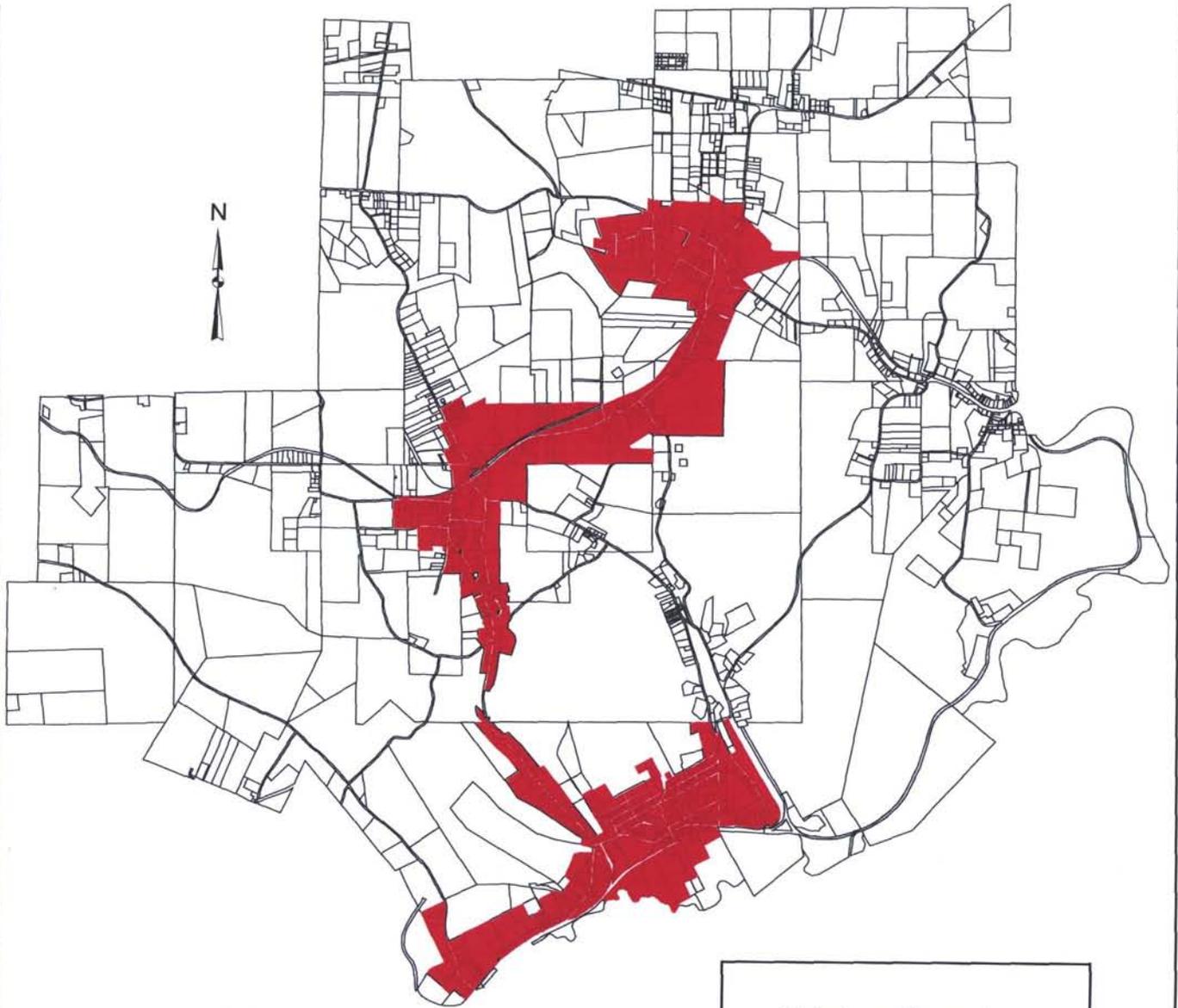
Though agricultural lands encompass a large portion of the Township (1.9 percent), they are mainly concentrated to several large farming operations. Mainly, in the northeastern corner of the community, most of the lands in the Township that have no structure development upon them are either open or wooded; and much of the land has, at one time, been involved in strip-mine operations for coal. In fact, several operations are still ongoing throughout the Township.

The other land uses in the community make up just a small portion of the total land area—roughly a total 8 percent of the Township. It is interesting to note though that there are no true industrial uses in the community. There are some small-scale trucking operations, mainly coal hauling in nature. These are either owner-operator or family-owned outfits.

### **Sexually Oriented Businesses**

An ordinance which the community has enacted is a sexually oriented business (SOB) licensing ordinance. While not land use control per se, it gives the Township a measure of control over such businesses. SOB's must be allowed in a community, even if they have a zoning ordinance. It is a legitimate, recognized use of a property holder's land. That does not mean, though, that a community has to allow the potential secondary negative affects of such a business occur. The Township examined numerous planning reports that outlined the blight, crime, and public health concerns of these types of businesses. The ordinance requires

# Morris Township Water Service

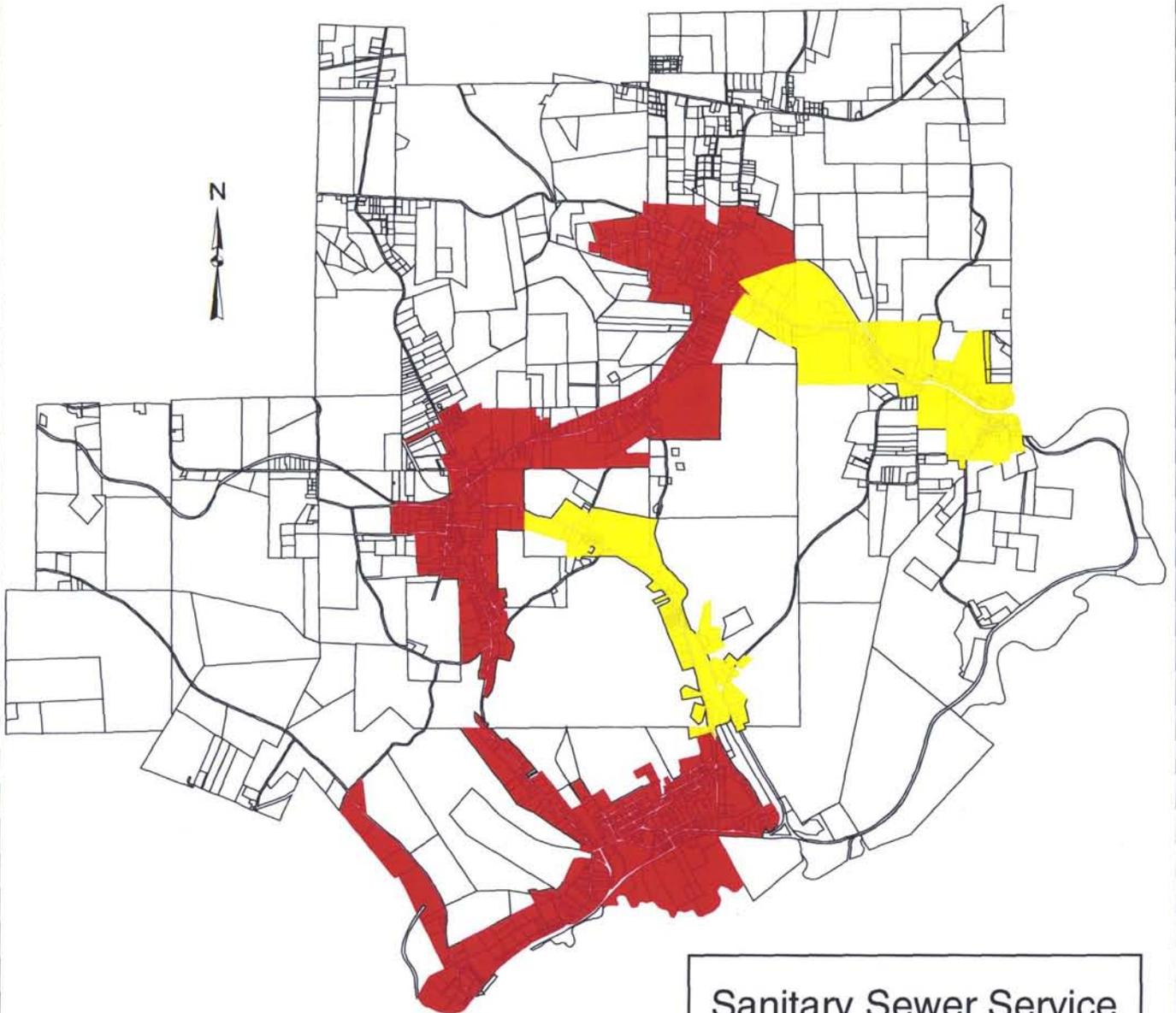


## Water Service

- On Lot Water Service
- Water

2006, GCCA

# Morris Township Sewer Service



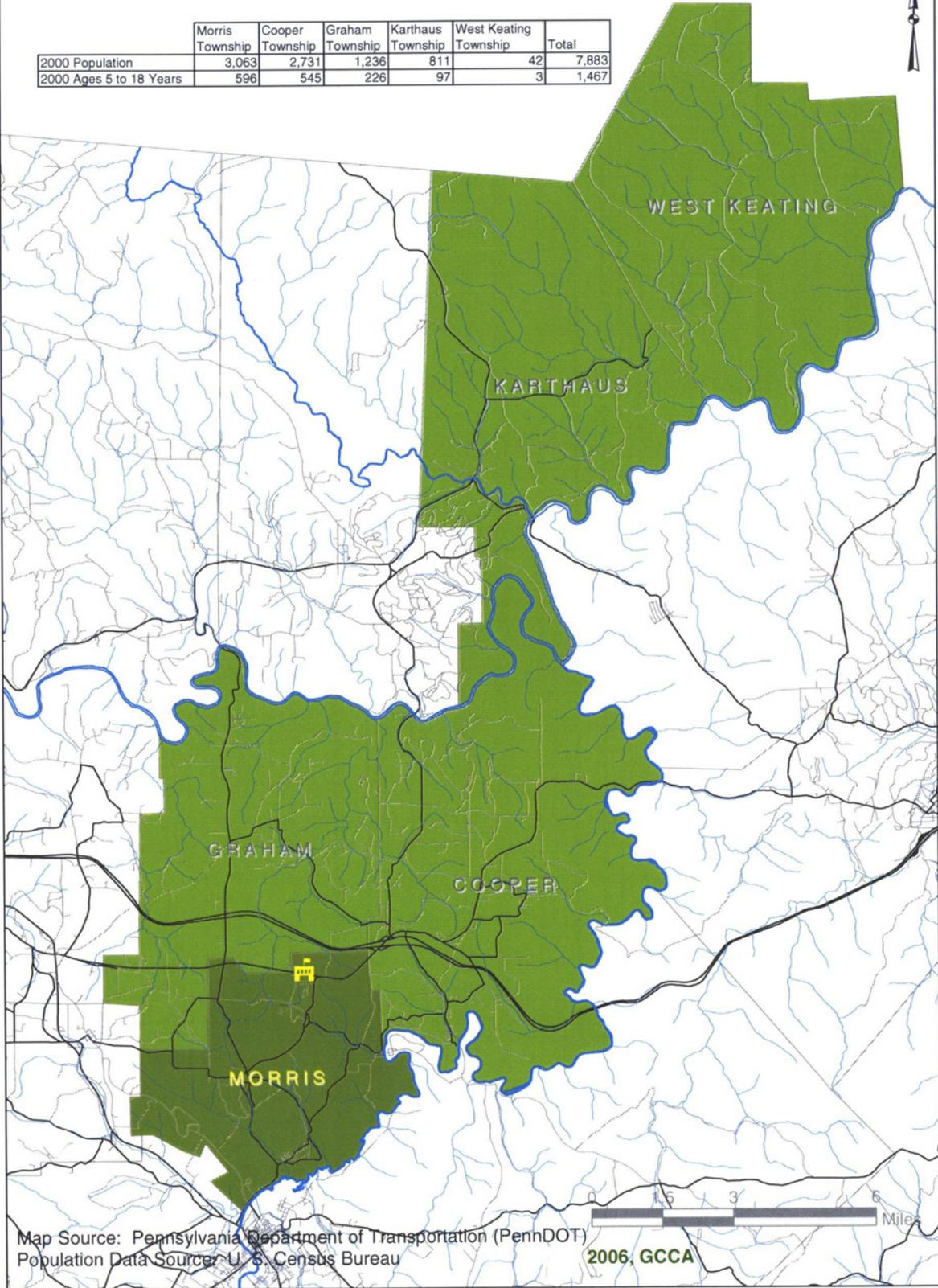
2006, GCCA

## Sanitary Sewer Service

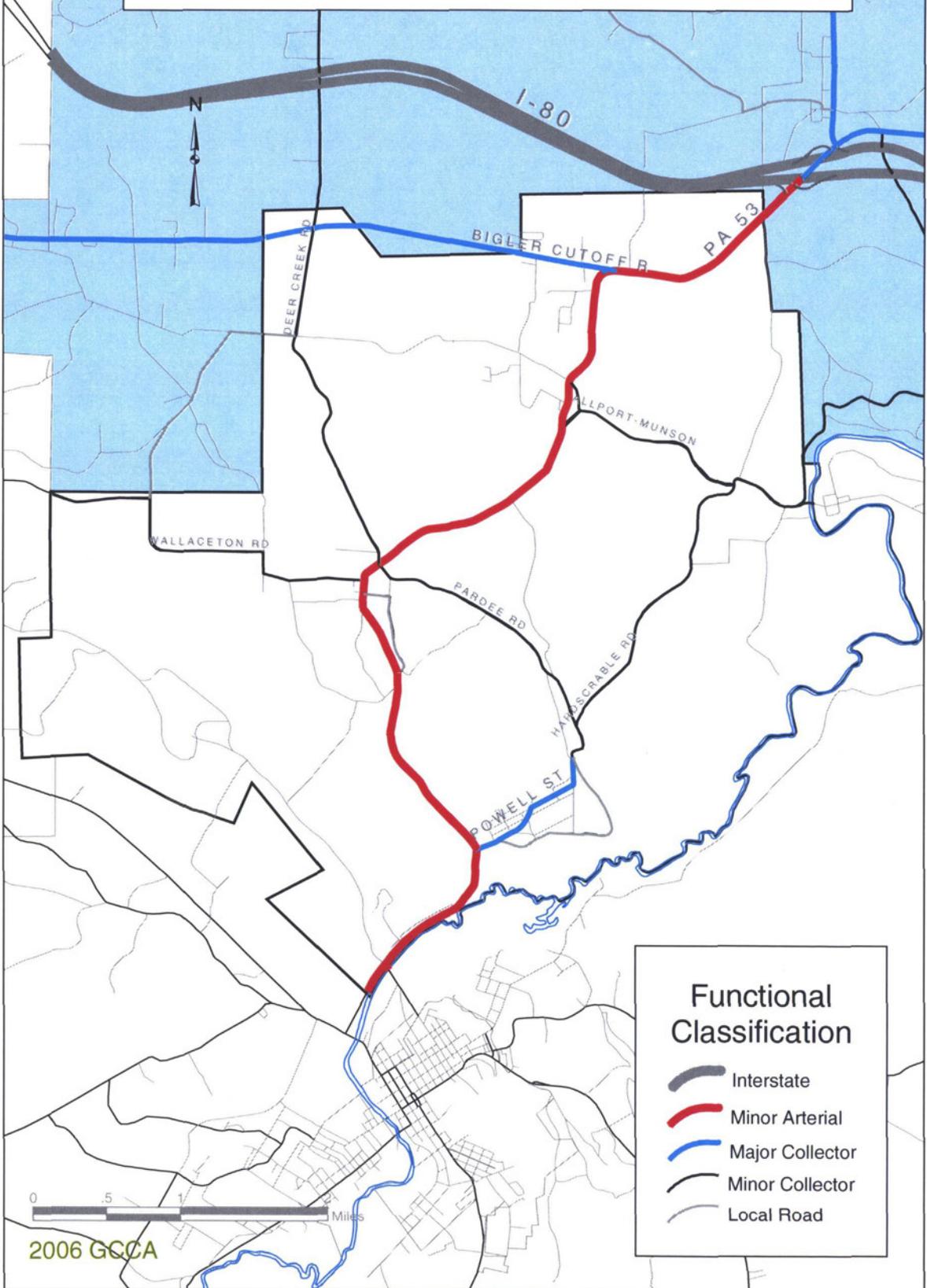
- On Lot Sewerage
- Under Future Consideration
- Currently Sewered

# West Branch School District

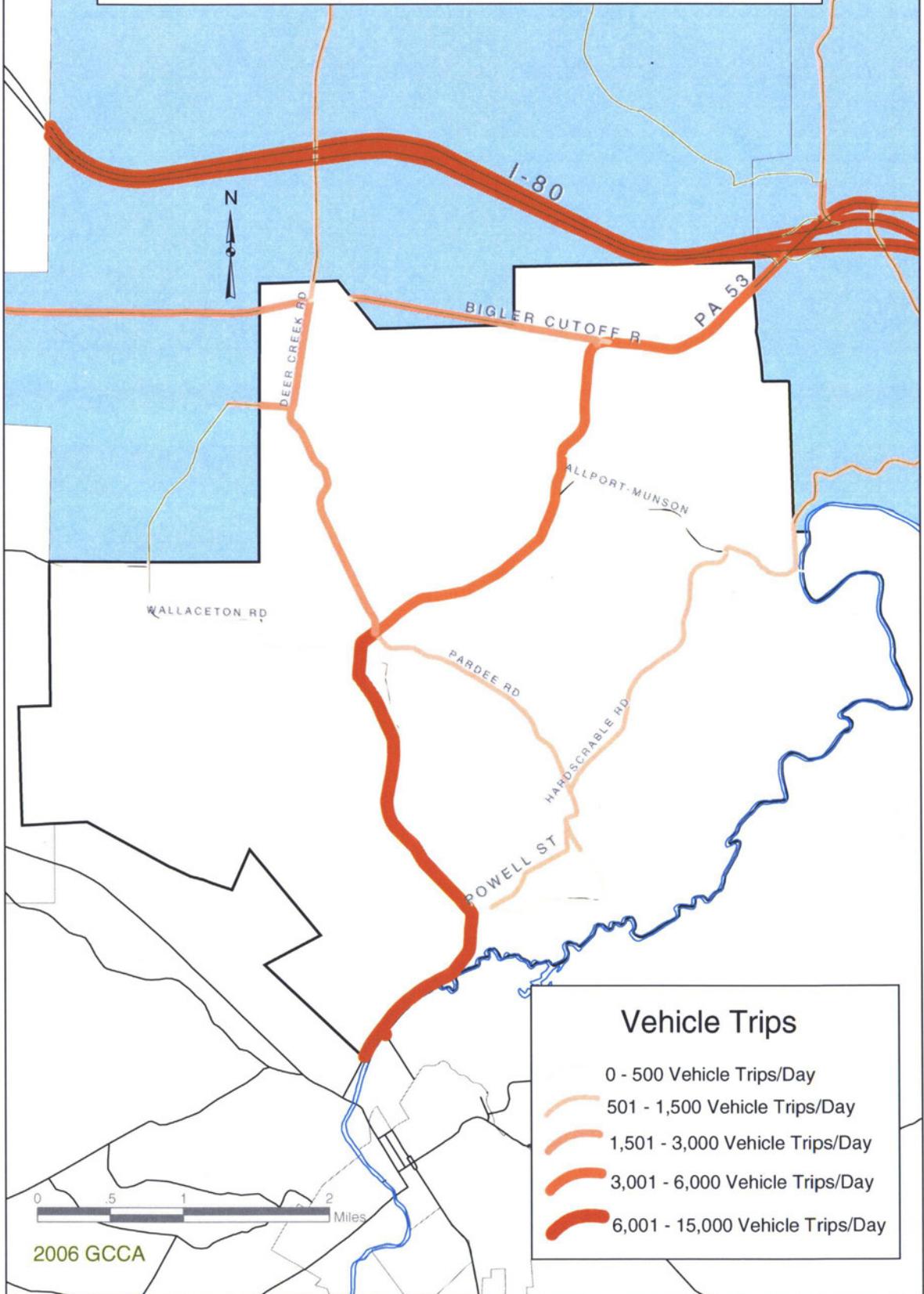
	Morris Township	Cooper Township	Graham Township	Karhaus Township	West Keating Township	Total
2000 Population	3,063	2,731	1,236	811	42	7,883
2000 Ages 5 to 18 Years	596	545	226	97	3	1,467



# Morris Township Functional Classification



# Morris Township Vehicle Trips Per Day



# Morris Township Roads and Highways

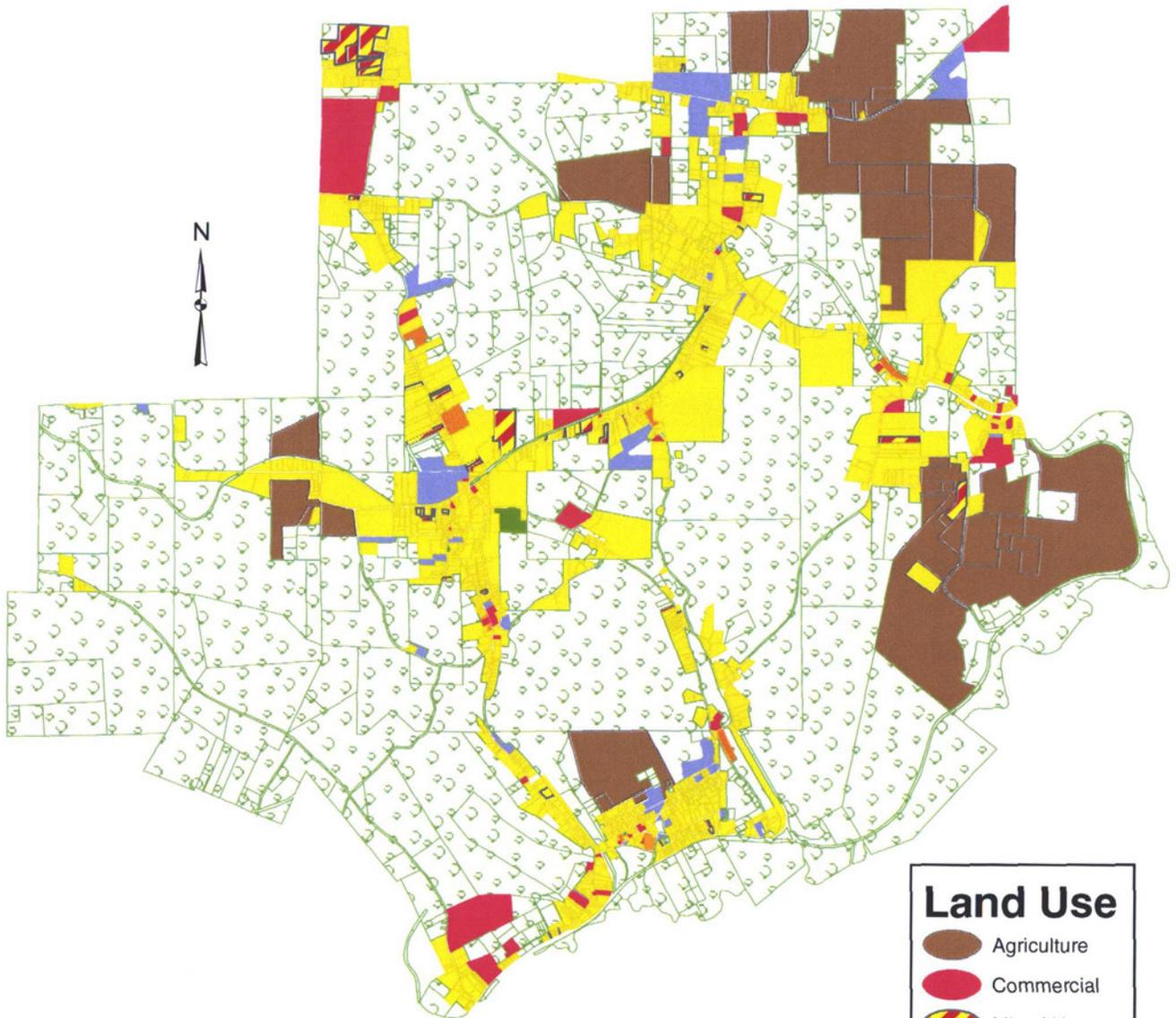


2006, GCCA

**Corridor O**

-  Proposed Corridor O
- Regional Roads**
  -  Pa. Route 53
  -  Other State Highways
  -  Township and Other Local Roads

# Morris Township Current Land Use



2006 GCCA

the licensing of not only the business, but also the owners and employees. Background checks are required and fees are collected to cover the cost of these checks. Hours of operation are established. Other rules and regulations are also included in the text of this ordinance to protect public health and safety. It does not prevent the Constitutionally protected free speech rights of the ownership. Instead, it looks to prevent such activities as drug peddling, prostitution, public sexual activities, and other harmful practices.

## **Airport Zoning**

While the community is not currently interested in a full fledged zoning ordinance, it does have one such ordinance on its books, specifically geared for uses that would potentially impact the Albert Airport. State law mandates that communities regulate land use activities that could adversely affect an airplane taking off or landing at any airport. This is mainly geared to height issues involving structures and natural occurring obstructions such as trees. It is all based off the elevation of the airport, with in the case of the Albert facility is 1,784 feet above mean sea level (msl). The allowable heights vary depending upon the location of the property with respect to the airport and which of the six different surface areas the parcel is under. This allowable height combined with the difference of the site elevation from the airport elevation will yield the total permissible height of a structure. For example, if the community wanted to install a 75-foot tall water tower in a location where the maximum structure height can only be 70 feet the airport's base elevation, the site can be no more than 1,779 feet above msl.

Another consideration with the ordinance is that it prohibits activities that will interfere with the operation of the aircraft, including radio interference. With the dramatic increase of communication towers, especially cell towers, in recent years, this has a direct impact upon the location of these facilities. The Township currently has three cellular towers within its borders, none of which present either height or radio conflict with air travel.

The final item of concern is activities that increase the likelihood of bird strikes with aircraft. A fact of life with flight, most small, general aviation aircraft, such as those that would utilize the Albert facility, are at peril when striking large birds such as gulls, terns, crows, and other scavengers. While it is impossible to totally eliminate these possible collisions, the ordinance seeks to prohibit activities that cause dramatic increases in such birds. There is one land use that frequently does so and that is a land fill. In fact, it is such a concern that both PennDOT and the Pennsylvania Department of Environmental Protection have made it very difficult for a landfill and an airport to operate near each other. In Morris Township, the community has established a five-mile buffer from the airport where landfills are not permitted to operate, due to concerns over bird strikes. In actual practice, this encompasses virtually all the Township.

## **A Vision for Morris Township**

**F**or years, Morris Township has been in the process of transformation. What was once a community that was tied to the earth for its survival is expanding its horizons. Agriculture and mining no longer are the prime sources of income for local residents. Members of this close-knit community increasingly work further a field than in the past. New residents and new ideas are pouring into Morris Township. What has drawn people to the Township, what has kept long-time residents in place, are common values.

This Plan seeks to identify these values, list them, and then list a number of actions to help preserve and enhance the Morris Township quality of life. Though they may seem simple, these vision statements, these goals, will be challenging to achieve; but the very process of striving to achieve these targets will keep Morris Township a place people are proud to call home.

Morris Township welcomes those who wish to enjoy its high-quality rural residential way of life:

To preserve the look and feel of Morris Township, encourage smart growth techniques.

Develop programs to assist current homeowners in maintenance and upkeep of their homes.

Keep Morris Township accessible to current residents as a place to live.

As safety is a key component to any community, commitments to the police force and volunteer fire company are vital.

Keep educational opportunities for local residents exceptional.

Develop further recreational options, while exploiting regional assets as well.

Morris Township is blessed with an abundance of natural resources that need to be preserved and managed in an ecological and economic manner:

Recognize the need to preserve natural lands, which abound in the Township, especially along the Moshannon Creek.

The mining of coal is an asset to the community when done wisely and with care.

Water is a valuable asset to the community. Clean streams and groundwater sources are essential to the continued viability of Morris Township.



Emigh Dam is a resource to preserve for not only ecological reasons, but recreational and aesthetic ones as well.

When applicable, encourage redevelopment of formerly strip-mined land, either open space, residential areas, or commercial/industrial sites.

The strength of Morris Township is its sense of community. The villages and neighborhoods are its heart. As people move into the municipality, this quality needs to be preserved:

Re-enforce the importance of the villages that dot the community, such as Munson, Hawk Run, Allport, and Morrisdale.

Encourage infill development in the villages. In the same vein, encourage “rural homesteading” in these communities. That is the rehabilitation of older homes by both current and new residents in the village areas.

Encourage all residents to participate in community events, activities, and government.

Morris Township is a transportation crossroads of regional and potential national importance. The enhancement of local and regional transportation assets is vital:

Corridor O is of vital importance locally, regionally, and nationally. It will transform both Morris Township and the region. Being prepared for it is of the utmost importance.

Route 53 will only grow busier as the Township grows. A study needs to be done to preserve its importance as a minor arterial roadway, while preserving the villages of Morrisdale and Allport.

Encourage greater use of a regional transportation asset, Mid-State Airport, in Rush Township, Centre County.

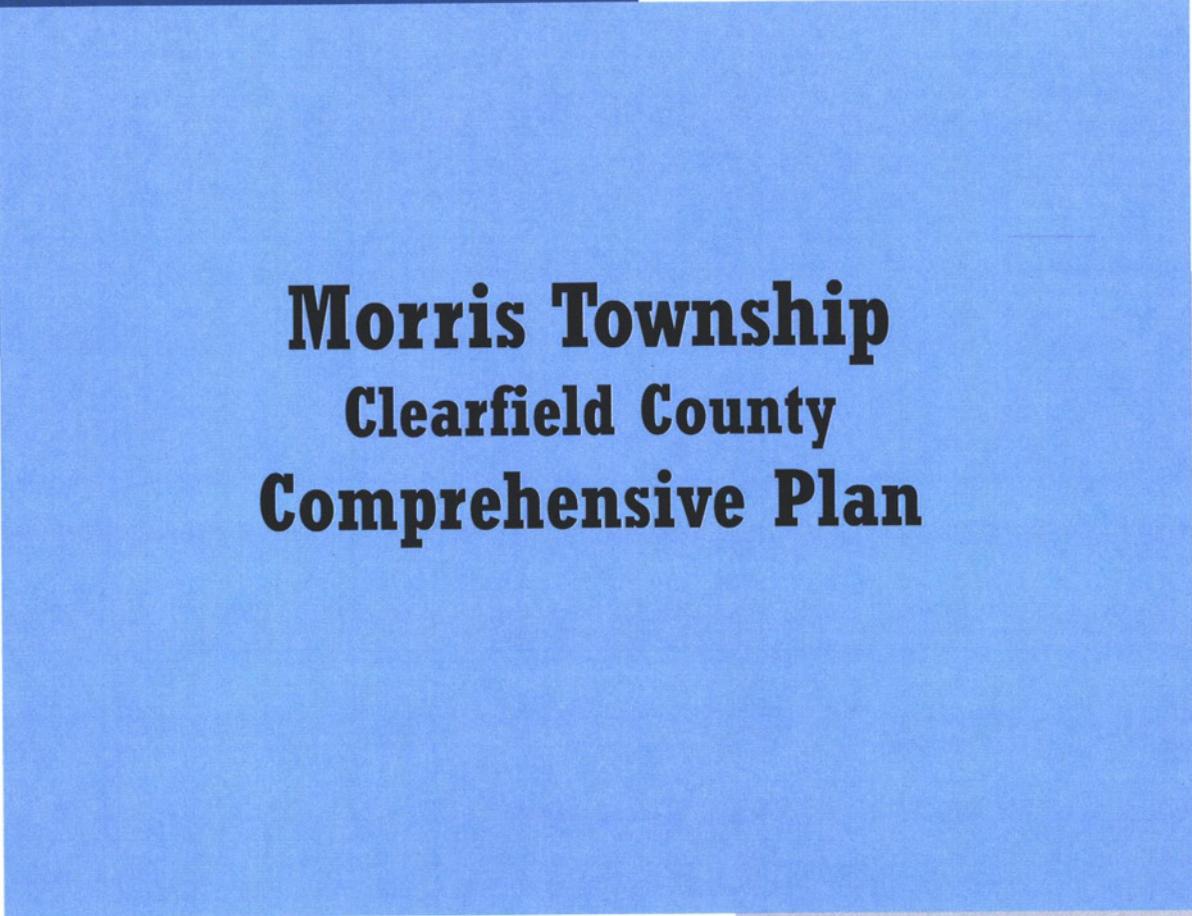
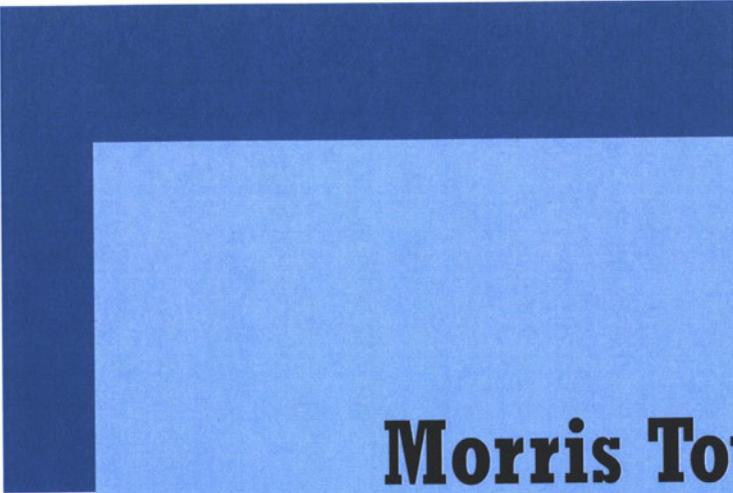
Morris Township knows that its vitality as a community is dependent on the economic well being of its residents, regardless of where they work:

Develop opportunities for low-impact, light industrial businesses to come to Morris Township.

Plan for the economic impacts of Corridor O both in Morris Township and along its length.

As a home to many commuting to work, support economic projects that will benefit local residents.

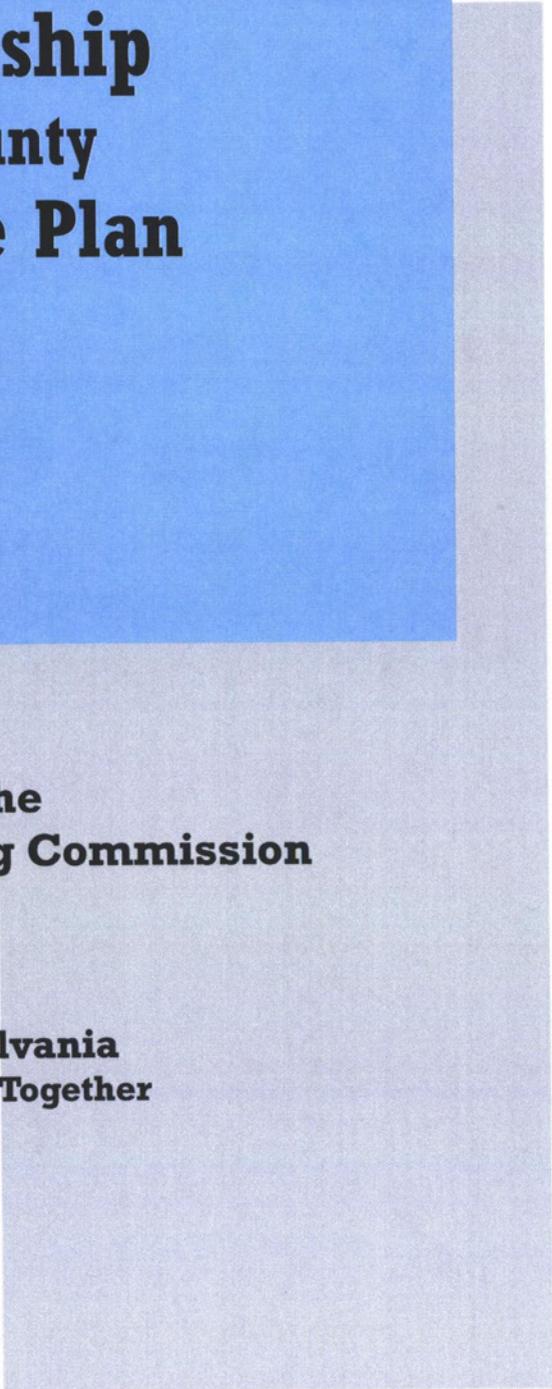
Encourage infrastructure needed for the modern economy, including Broadband connections and wireless communications.



# **Morris Township Clearfield County Comprehensive Plan**

**Prepared by the  
Morris Township Planning Commission**

**Assisted by  
GCCA  
Grove City, Pennsylvania  
We Bring Communities Together**



# Land Use Plan

The desire for Morris Township, as discovered through the citizens survey, is to retain, as much as possible, the current rural character of the community. With the inevitable growth of residential properties, it is felt that the community will become a rural bedroom community of the ever-enlarging State College region. The concern of the Plan is how to achieve this desired result.

## Future Land Use Plan

### Residential

Given the realities of the community, there will be both high-density and low-density residential development. The high-density development, more than one housing unit per acre, will only occur in areas where either water and sewer currently exist or where it can reasonably be expected to expand. For that reason, the areas of the community that currently have sewer. Specifically, this includes Route 53 from the south where it enters the Township, north to Allport, as well as the Village of Hawk Run. As mentioned in the background report discussion, considerable development has already occurred in these areas. There is not much developable land available.

The most sensible area to add sewerage then—given current infrastructure—is along Pardee Road from Morrisdale to Hawk Run. There are several reasons to identify this area for high-



density development. It is sufficiently far removed from the proposed Corridor O cartway so that improvements will not become obsolete in a short period of time. There is sufficiently large tracts of land suitable for potential development that it could justify such a project and, finally, it is in character with current development in the area.

Low-density residential development, with lot sizes of one acre or more to handle on-lot sewage disposal, is appropriate in many areas of the Township. Along the Wallaceton Road, west of Morrisdale, is a prime area. Additionally, in the same general area, the lands south of Wallaceton Road to Troy Hill Road, are likely as well, even though there may be many developmental constraints here. Much of this area has been strip mined. Also, this area has some of the most severe slopes in the community. Finally, where the land is fairly flat, wetlands come into

play. Emigh Run drains the area. Between the dam impoundment and marshy areas, this is a significant impact to major development in this area.

The other area suitable for low-density housing is in the area by the West Branch schools. Already, this neighborhood has numerous houses constructed. Additionally, several subdivisions have been laid out. The residential development will mainly be in terms of building out the subdivisions as well as possible developing new ones just to the south of the current development.

### **Commercial Industrial Development**



With the limited access to water/sewer infrastructure in Morris Township, it is unlikely at the current time that there will be any large-scale commercial or industrial developments. There is no driving force to locate such ventures in the community. With the advent though of Corridor O, that may very well change. The area around the Morris Township exit on that road could potentially be very desirable for travel/transportation associated ventures. Therefore, the lands lining the proposed roadway are ideal for future commercial and industrial development. At

such time, buffering may be necessary to protect residential areas from land use conflict.

### **Parks**

The land around the Emigh Dam impoundment has been highlighted as a potential location for a park/recreation area. Nothing is in the works at present. For this to occur, however, it is felt that this location does have excellent potential for either a public or private recreation facility.



### **Farms**

There are several areas in the community where farming is still a viable option for the owners of the land. Because of that, it is appropriate for the Township to consider tools to help these residents continue their way of life if they so desire.

The primary method to accomplish this is through using the agricultural security legislation that the state has enacted. There are several aspects to the agricultural security program that benefit the farmer. First, it is more difficult for governmental entities to use eminent domain to take lands that are included in the program. Second, it eliminates the municipality from passing nuisance ordinances that hinder sound farming practices. Finally, those in the agricultural security program can sell the development rights to the land, keeping it as some type of open space forever. This is accomplished through the Pennsylvania Agriculture Conservation Easement (PACE) program. This program is administered at the county level; the county and the municipality are in need to have a program in place for easements to be bought. Currently, Clearfield County is not participating in this process.

A word of caution for farmers and other agricultural landowners. There is no significant impact upon the residents if they participate solely in the agricultural security program. However, the conservation easements are permanent. Once land is placed in the easement program, they can never be developed. Since the county is not offering this option currently, the point is moot. However, if the Township does develop an agricultural security program and the county easement program, landowners need to be aware of not only the benefits of the program, but also the limitations.

## **Future Land Use Regulations**

Morris Township is comfortable that its current level of land use control is in place. It should afford the community a measure of oversight in future growth. The subdivision and land development ordinance will help keep the administrator and elected officials aware of development of any subdivisions, large multi-family residential structures, and nonresidential development that occurs. The community can use this awareness to determine if the Township needs more power to protect its citizens from inappropriate development.

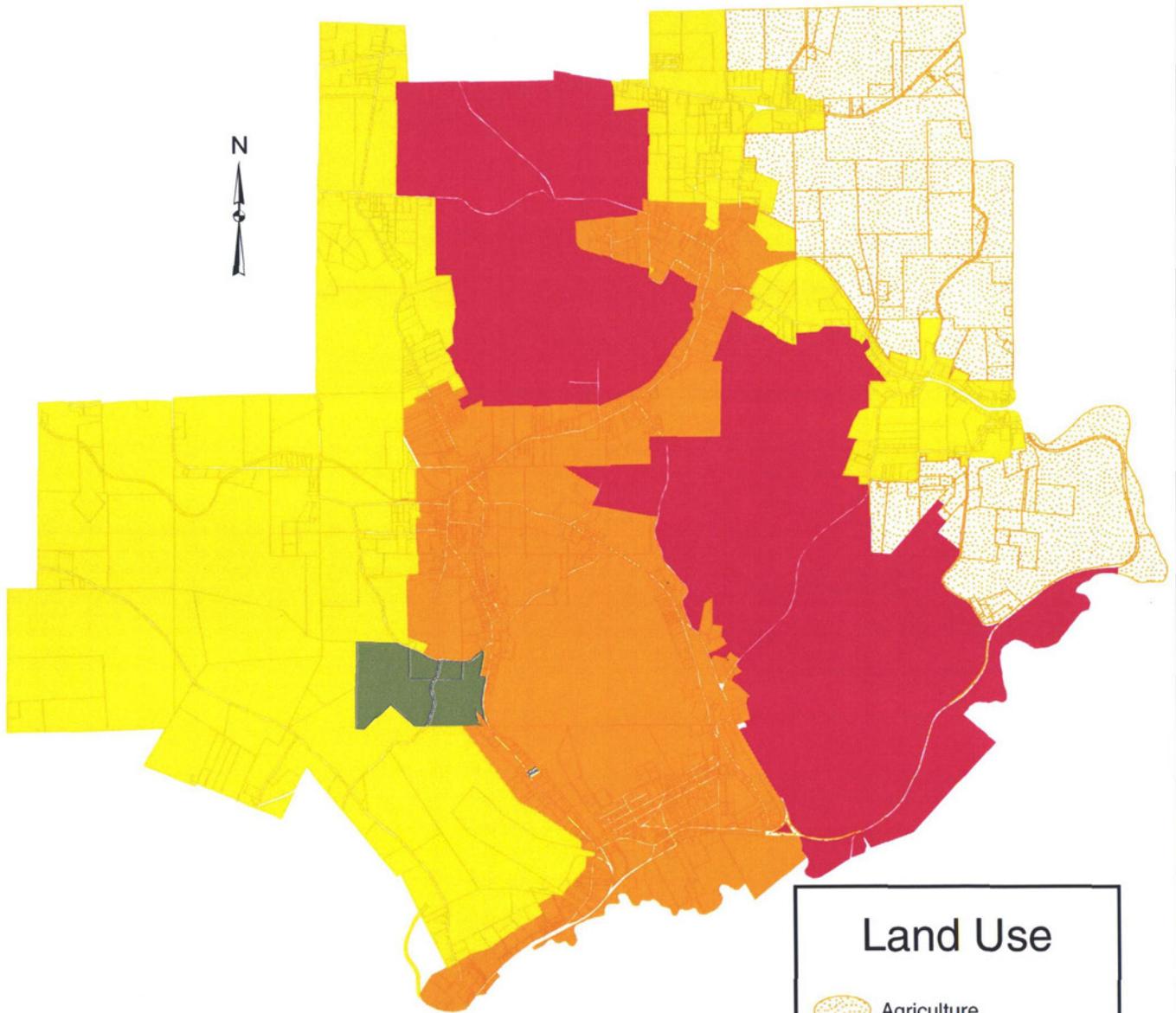
The primary tool to do this is a zoning ordinance. While the local government is well aware of the public's hesitancy to adopt such an ordinance, it would be remiss if this Plan did not present this option.

There are many reasons why the public should not fear a zoning ordinance today, as opposed to in the past. First is the heavy emphasis on public input in the planning process today. This includes development of a zoning ordinance. Additionally, the ordinance and map must be consistent with this Land Use Plan. Third, for any conditional use or special exception in the ordinance, specific criteria must be listed in the ordinance. If these conditions are met, the project must be allowed. The zoning ordinance will not prohibit any current use, now or for

the future of that property. However, it will prevent new, future, infrastructure uses from hurting current residents and landowners of the neighborhood.

The zoning ordinance of today has many options available to give both the community and developer more options. Two of these are the traditional neighborhood development (TND) for established communities such as Morrisdale, Allport, or Hawk Run and the planned residential development (PRD) for undeveloped parcels. This allows for mixed uses in a neighborhood, mixed densities, and more flexibility for the developer. At the same time, the community gets a greater say in the look and feel of the new project. In many respects, it is a win-win situation for both the developer and the community. For Morris Township, if the municipality decides that zoning is an appropriate land use regulation in the future, the PRD will probably be more useful to residents and developers alike. The TND is often used as a redevelopment tool in areas where a large portion of urban properties are abandoned/blighted and/or underutilized. A PRD frequently targets fast-growing communities with little in terms of community infrastructure. It provides homes, business, and shopping opportunities in one self-contained development. The one word of caution is that both the TND and PRD are somewhat demanding in nature. A community needs a clear vision of what it desires in terms of land development. Fortunately, the comprehensive planning process sets the basis for this vision.

# Morris Township Future Land Use



2006 GCCA

**Land Use**

-  Agriculture
-  Commercial
-  High Density Re
-  Low Density Res
-  Low Density Residential
-  Park

## **Housing Plan**

One can expect that over the next fifteen years, at least 300 new homes could be built in Morris Township. This will have large impacts upon the community in a multitude of ways. Some aspects will affect the housing stock, population and land use, which will be discussed in a moment. But many things that will influence housing in the Township are not housing issues per se. They are community facility and transportation issues.

To develop as many homes as will be needed in the foreseeable future, upgrades will need to be made to both the public water and sewer systems in Morris Township. Many of those moving into the community will demand these utilities, and the current systems will not be able to handle the increases. Increased levels of public safety will also be demanded. The police department and volunteer fire companies will face pressures to deal with the increased population. Recreation facilities will increase and become an important factor for the community's quality of life. And the West Branch School District will need to be aware of the need for expansion of their facilities.

While these will all have an impact upon the expansion of housing in Morris Township, transportation in the community will perhaps have the largest impact upon the housing market. Route 53 is the major corridor in the Township, connecting I-80 and U. S. 322. It is a two-lane highway with many sharp corners and considerable levels of development along its route through the community. According to the most recent data available from the Pennsylvania Department of Transportation (PennDOT), the highway has nearly 7,500 vehicle trips a day along certain segments of the road. Figuring that each new home will generate ten vehicle trips a day, what is already a congested highway will become even more so in the near future. Other state roadways in the Township are not geared for heavy traffic. Even though the commute to and from Morris Township to State College will become easier, travel inside the community will need to be addressed to handle the housing increases. All these issues will be addressed further along in the Plan, but it is essential to understand that what is addressed in one area will have consequences in other areas.

### **Housing Rehabilitation**

In Morris Township according to the Department of Housing and Urban Development (HUD) in 1999, 47.3 percent of the population were of a moderate income or less. HUD's definition of moderate income is that it is 80 percent or less of the median income for that family size. In other words, nearly half of community is living on, at most, just four fifths of what the typical family in a municipality similar to Morris Township makes. While this does not mean that the residents are necessarily impoverished, it does mean that a large number

of residents do not have spare money available for extra projects around the home. And while they will execute the routine maintenance around the home, larger projects such as putting on a new roof, residing the house, replacing single pane window, or replacing old wiring are often unobtainable for homeowners with limited sources of income.

In an effort to help these lower-income members of the community, the federal and state governments have programs which are earmarked for their use. As mentioned before, the CDBG program's primary mission is to fund projects that benefit persons of low-to-moderate income (LMI). There are twenty different possible project areas in the program, including sewer, water, and roadway improvements. One of the most successful areas of the program is housing rehabilitation. In short, a homeowner applies for a grant to fix areas of the home which are a possible danger to the health of residents: roof, electrical systems, windows, furnace, etc. If the family meets income requirements and the project is approved, the work is done on the house by a local contractor to fix these deficiencies. The only obligation that the beneficiaries of the grant have is to live in the home for five years after the completion of the project. If they must leave before that point, they must repay a pro-rated portion of the grant (20 percent a year is forgiven).

With its 2000 Census population of 3,063, Morris Township is too small to be an entitlement community in Pennsylvania. That means it does not receive directly from the Pennsylvania Department of Community and Economic Development (DCED) a portion of the state's CDBG pot of funds. For the community to receive CDBG funds for housing rehabilitation, it must do one of two things. First, it can apply to Clearfield County for a portion of the County's entitlement grant. In the CDBG process in Pennsylvania, the county, which has more resources, acts as a clearing house for this money for the smaller communities within its borders. Traditionally, Clearfield County has focused more on infrastructure projects, such as water and sewer, than housing rehabilitation. While not impossible, it may be a difficult way to receive funds for this use.

There are two other avenues Morris Township can pursue for securing housing rehabilitation funds. The municipality can apply for either a competitive CDBG grant or a HOME grant to fund the program. Both monies have their start with HUD, so the same conditions that exist on the CDBG entitlement money exist on these funds. One of these conditions is a lead assessment of the home before work begins. HUD is concerned that disturbing lead-based paint during rehabilitation will present dangers to the residents after the completion of the project, especially children. Because of this, it is the consultant's experience that the typical rehabilitation project will cost between \$20,000 and \$25,000 to complete. Therefore, if Morris Township were to apply for a \$500,000 grant from either the CDBG competitive pot or the HOME program, they could reasonably expect to serve about twenty families. If the community was aggressive in marketing and administering the program, this amount of funds

could be used up in a year. However, it would be more likely that it would take about 18 to 24 months to use these funds. There is an administrative costs portion to these funds to cover the costs associated incurred by the community in running the program.

The USDA's Rural Development arm has numerous programs aimed at helping homeowners, both current and prospective. While the Township itself would not be involved in the process, they can act as an information conduit for interested residents. With the Rural Development rehabilitation program, the homeowner applies directly to USDA. The local community is not involved in any fashion. If approved, the homeowner can receive a loan of up to \$20,000 which is to be repaid over 20 years with a one percent interest rate. If the homeowner is 62 years of age or older, they are additionally eligible for up to a \$7,500 grant. The grant has a requirement that the homeowner maintain ownership of the property for three years after the project is completed. As with the CDBG and HOME programs, there are income limitations on these programs. Also, the money must be used to address health and safety issues that exist on the property—the same as the other two funding sources. Rural Development also has programs geared at home ownership for low-income families as well as rental assistance programs. All are aimed at helping rural communities retain residents by assisting them with housing costs.

The American Dream Downpayment Initiative is a new federal program administered by HUD to assist first-time home buyers with a low-to-moderate income. If approved, the home buyer can receive up to 6 percent of the value of the house to a limit of \$10,000. The money can be used for the downpayment, closing costs, or even necessary rehabilitation costs for the purchase of the home. In Pennsylvania, DCED oversees the program.

In the Land Use Plan, the Township has identified many areas that are suitable for residential development, both for low-density (one-acre or larger lots) and high-density (more than one unit per acre) development. As discussed previously, the soils in Morris Township are not the best for on-lot sewage disposal. The Future Land Use Plan will have a big impact upon the housing trends within the community. As time goes on, it will be necessary to adjust the Land Use Plan to the reality of what has happened in the housing market. For Morris Township to grow as it anticipates, the local leaders will need to keep a keen eye on actual development versus the Land Use Plan.

### **Other Housing Related Issues**

Much of Morris Township's vision of the future for itself is that it retains a rural character, while growing as a bedroom community. With this, there will be times where there will be conflict between old-time residents and those who have just arrived in the community.

Often, these are based upon different perspectives as to what a quality rural way of life entails. It is, therefore, prudent to put in place some measures to protect the interests of both groups.

While it may not seem like a housing issue, agriculture security has implications upon any farming community where rapid residential growth is predicted. Many of the new residents are many generations removed from farming life. They do not understand the pace of agriculture. The new homeowner may enjoy the cornfields in July and August when they move into the home. When planting or harvest time comes and the farmer is in the field with heavy equipment early in the morning or late in the evening, the same homeowner may be less enthused. And if manure is used to fertilize the fields, new residents unfamiliar with farm practices can be outraged. The Land Use Plan, for the most part, does not have high-density housing next to agricultural areas. Additionally, there are not that many farms in Morris Township. But, it is important to protect this aspect of the community as well as the residential one.

To establish the agricultural security program in the municipality, it must begin with the farmers and landowners of the Township themselves. All properties that are ten acres or greater and potentially involved in agriculture are eligible for consideration. This includes wood lots where timber harvest is viable. A minimum of 200 acres must be earmarked for agricultural security for the process to move on. If the Township approves the agricultural security program for the community, this will prevent the passing of nuisance ordinances designed to restrict farming. Also, it will make it more difficult to use eminent domain to take lands in the agricultural security areas. A final aspect of the program, dealing with the selling of development rights to permanently conserve these lands, is unavailable currently for Morris Township. Clearfield County is the entity that would purchase the development rights for the conservation easement and is currently not participating in that program.

While home rehabilitation is important, so is property maintenance. While high grass on a property in a rural community is very acceptable, trash, debris and dilapidated structures pose as health and safety concern to everyone in the municipality. Such conditions are prime grounds for rats and other disease carrying vermin. And, like it or not, they are often viewed by children and teens as great places to play, hide and escape from parents. A property maintenance ordinance would set out specific criteria for what is a danger to the residents of the community, including the property owner themselves, and the procedure to address the situation. The ordinance would define the person in the municipal government who would be responsible for administering the program. While it is typically best for neighbors to work out these problems themselves, as a community grows, unfortunately this does not happen. It then becomes the responsibility of local government to step in and protect the health and safety of those it represents. Along the same lines, a boarding ordinance is appropriate as

well. Homes that are vacant/abandoned for extended periods of time need to have their doors and windows covered with plywood or like material. The purpose of this is to prevent unauthorized entry of the property. Given the crisis with crystal meth labs in rural America, this is a very prudent ordinance for the community.

# Transportation Plan

The transportation landscape in Morris Township should change significantly over the next ten years. Some of this will be the result of increases in the local road infrastructure. More often than not, this is the result of private development. When a developer creates a new subdivision or land development, frequently, they devise a road system to service the lots or buildings created in the project. Provided the roads meet the specifications set forth in the subdivision and land development ordinance (SALDO), the private developer can turn this new infrastructure over to the municipality. And while this is important to the community and its individual neighborhoods, the Township's influence at any one point is limited. The private market ultimately determines where development will take place. Morris Township's role in this process is to ensure that the quality of the new road infrastructure meets or exceeds its standards.

These roads though will have a big influence on the day to day operations of Morris Township. Road maintenance is very often the largest portion of a municipal budget. In the Township, it represents 38 percent of the typical annual budget. Between plowing and salting the roads in the winter and repair of the road surfaces in the spring, summer and fall, a large amount of time, equipment and materials go into local road maintenance. And this is vitally important since the quality of the roads is a visible indication to many of the municipality's commitment to its residents. The hook, as always, is the more miles of roads the Township maintains, the more expensive it is to the taxpayers. As the community grows, it must always be mindful of the costs it will incur as a result of the increased population.

## Corridor O

More importantly to the community is what will be happening to the state-maintained highways and interstates in the coming years. In recent years, there has been a big push for the construction of interstate quality roadways in the Appalachian Mountains from New York to Alabama and Georgia. The I-99 project, originally envisioned as Corridor O, is one. A spur of this project, Corridor O-1, is planned to travel through Morris Township, taking pressure off of the local road system. For the rest of this discussion, this spur will be known as Corridor O.



In the future, this highway will have a massive impact upon Morris Township. Most of it will be positive, but there will be some price to be paid by local residents. Much of that will be in the potential dislocation of families and businesses just to the north of the Morrisdale area

to make way for the cartway and access ramps for the project. All things considered though, the proposed route is the least intrusive on the populated areas of Morris Township. For this sacrifice, the community should see a sizable decrease in traffic volumes on Route 53, especially the heavy truck traffic.

The reason for the traffic on Route 53 is that it is perceived as a quick connection between I-80 to the north and US 322 to the south. In the stretch where the two highways parallel each other from Clarion (exit 60) to Kylertown (Route 53, exit 132), this is the furthest east one can travel on the Interstate, while still having easy access to US 322. Similarly, with those traveling west from the south and east, exit 132 is the first jump off from the congested US 322 corridor to the high speed interstate system. While local trucking professionals dispute that there is time advantage by traveling through Morris Township, the perception is that there is, which is all that matters.

The congestion on US 322 is not just confined to the Morris Township region. The push is on to expand the highway from two to at least four lanes from I-80 to Harrisburg. The road is a minimum of four lanes from there to Philadelphia. Much of the road between Harrisburg and State College that is still two lane is currently being expanded. Around State College itself, the I-99 project, the original Corridor O, is proceeding. The one section that is not in the construction pipeline is from I-80 to Port Matilda. The preliminary design format for Corridor O has been completed. It is now waiting for funding for land acquisition and construction.

Corridor O is vitally important for not only Morris Township but the region. There are a multitude of positive impacts that will result from this project. First, it will positively impact the health and safety of not just Morris Township residents but those of other communities as well. The ever expanding traffic volumes on these roads make them dangerous for local citizens in a variety of ways. Pedestrians are at risk walking along Route 53. Even something as simple as to cross the street to visit a neighbor can be a dangerous proposition. Homes and other buildings are at risk as well. Built long ago when a vehicle impacting a home was not a great concern, some structures are so close to the current cartway that guardrails have been installed to protect them. While some sidewalks have been installed in Morrisdale along the Route 53 corridor, they are again close to the cartway. In the winter, plowed snow make them all but impassable. Additionally, the sidewalks are limited in extent and increasing their scope would be difficult, given current conditions.

Another positive outcome with Corridor O is that it will enable a variety of development options to occur. A congested Route 53 corridor will likely discourage residential development. Given that a good portion of the new residents in the community will likely come from the State College region and desire to escape the noise and congestion found in

the Centre Region, the prospect of a very crowded and dangerous Route 53 does not bode well for attracting new residents. While residential development will not occur on the road itself, it is the main arterial road in the community. If a Morris Township resident desires to go anywhere or do anything, they just about have to drive on Route 53.

As with residential development, Corridor O will help spur light industrial and some commercial activity. Currently, commercial activity is scattered throughout Morris Township and there is not much existing industrial use at all. The proposed corridor will create areas ideal for both such activities. The exit area connecting Route 53 with Corridor O would be appropriate for uses typically found at many interstate exits: convenience stores, fast-food outlets, and auto/truck service centers. The light industrial uses would be a fine buffer between the intensity of highway and the more residential areas of the community. With a planting screening around these light industrial uses, they would be an even better buffer.

The difficulty with Morris Township's desire for the Corridor O project going forth is that the community can do little to influence the fate of the roadway. It is a state and federal project. While the municipality through this Plan is officially giving its support for the project, its ultimate fate is in the hands of PennDOT and the United States Department of Transportation. Morris Township urges Clearfield County officials as well as the North Central Regional Planning and Development Commission (NCRP&DC) and state and federal representatives to push for this project.

### **Route 53**

Imagine the impact on Route 53 if Corridor O is not built. PennDOT envisions that US 322, which currently is carrying upwards of 15,000 VTD could have 20,000 to 25,000 VTD or more in the next fifteen to twenty years. It is not hard to imagine a similar increase on Route 53. The most recent traffic volume data for 2005 for the road indicates 7,500 VDT. However, that is the same information that has been with the road for quite a number of years. The local population believes this figure to severely underestimate current conditions. Even if Corridor O is built, it is years down the road. Route 53, through Morris Township, will see even greater through traffic. In the villages of Allport and Morrisdale, the already difficult prospect of even crossing the street will become virtually impossible.

With 350 to 400 new homes potentially being built in the community by the year 2020, vehicle traffic will soar. Traffic engineers estimate each new residential unit generates ten VTDs. It may seem like a large number of trips, but it is only five round trips a day. With work, school, sports, shopping and other day-to-day activities, a family of four can easily

meet or exceed this norm on a regular basis. Given this, the traffic conditions on Route 53 need to be addressed, with or without Corridor O.

The first step in the process is a corridor study on Route 53. The Township will need to partner with not only the county but with NCRP&DC to initiate this study. North Central is the Rural Planning Organization (RPO) for PennDOT. One of its main functions is to help local communities coordinate transportation activities with the state.

The corridor study is needed to first determine the current condition of the roadway. This is not so much the surface condition of Route 53, but traffic volumes, cataloguing of dangerous intersections and curves and other potential concerns. The study will also examine future traffic considerations. Once this has been accomplished, there will be an evaluation of what problems currently exist in the corridor and what will crop up in the future. It will then make recommendations to alleviate the problems that the study has cited.

To start this process rolling, the Township will need to formally request the Route 53 corridor study. Since there are small sections of the roadway in both Decatur and Cooper Townships, it would be prudent to seek their support in this project as well. It will be essential for the communities to work with Clearfield County's planning department to get the process moving forward. They have the contacts with NCRP&DC that will facilitate the project. Additionally, coordinating this process with the state senator and representative's offices will be important. In fact, their support is essential in any transportation project. Finally, the support of Rush Township and Phillipsburg Borough in Centre County would be helpful in this process. While not directly impacted, what happens on Route 53 will still influence traffic patterns on the roadways in these communities. It is often difficult for small communities to get transportation dollars. A number of municipalities united together for a project that will have a greater impact than a scattered approach for the region.

### **Other Transportation Issues**

Just across the Moshannon Creek in Rush Township, Centre County is Mid-State Airport. Once a commuter passenger terminal, the importance of this jet capable, all weather airport has waned over the last twenty or so years. It is still a valuable asset in the regional transportation matrix. Morris Township supports a greater utilization of the facility. It is in an ideal location for air freight operations. Even a small operation will result in a number of well paying jobs for the local economy.

For regularly scheduled passenger air transportation, the nearest facilities are in Latrobe and State College. Given the realities of the air transportation system in the United States today,

expansion of routes to small regional airports is unlikely in the foreseeable future. The best that can be hoped for is an increase in air taxi usage of the facility.

As with local air service, the nearest connection to the passenger rail grid is in Johnstown and Altoona. It is hard to imagine any other communities in the region getting rail service. In fact, it will be more likely that rail service in the central Pennsylvania region will vanish all together. Similarly, bus service is being consolidated as an industry as well. While the charter and tour bus industry is doing well, regularly scheduled bus service is being contracted. Greyhound, the main local and national provider, has dropped numerous small communities from the system in the last several years. Phillipsburg should remain a viable option for them for many years to come, but the loss of this route should not be surprising if it should happen sometime in the future.

In general, access to the national transportation system in Morris Township means that a resident needs access to an automobile. In fact, all personal transportation in the community is auto-based. There is no mass transit or taxi service available. Even if one wishes to rent a car, the nearest locale is Clearfield Borough. This reliance of Morris Township residents on their own transportation assets only adds to the importance of relieving the congestion on Route 53 and the construction of Corridor O.

In Rush Township, Centre County, a solid waste landfill is likely to soon come on line. In addition the typical road based truck delivery of the waste, it is possible that rail deliveries of waste will occur from collection centers throughout Pennsylvania and surrounding states. Preliminary investigations are currently underway to see if some rail lines can be brought back into service to handle this potential inflow. Morris Township, while understanding the importance of this project, does have a concern. One of the rail lines that is being explored for possible use travels through residential neighborhoods of Morris Township. The community feels that it would be highly detrimental if these train cars, loaded with waste, were to stop in the Township, waiting their turn to be unloaded at the facility. There are a variety of potential hazards associated with this scenario, including ground water pollution, increase in vermin, disease, and the general odor that waste hauling vehicles typically have. This may also create a scavenger bird strike hazard. As with Route 53, the rail line is close to homes in the community. If left on the track for even several hours in such an area, severe harm could be done to the property, animals, and residents of Morris Township.

### **Recreational Travel**

In Morris Township, a former rail line runs from Allport to Morrisdale and then turns west and heads out of the Township to Wallaceton. The right-of-way has long been abandoned

with the ties and rails having been removed. All that is left is a fairly level trail with smooth lines and wide turns. It has the potential of being the foundation of a rails to trails project for both hiking and biking. Currently, there is little demand within the community for such a project. But, as new residents move in to the community, it may become mor relevant for Morris Township.

The Moshasson Creek is able to be used by small, human powered craft such as canoes, row boats and kayaks. It is suitable for the use by local residents familiar with the course and currents of the creek. However, as a prime recreational asset, it is limited, especially with the numerous wetlands that surround the banks of the waterway.

## Economic Plan

Communities rise and fall because of economic realities. Morris Township rose because of its economic assets. Its rich soils provided agricultural opportunities for farmers for decades. The earth itself was the source of many other valuable resources such as timber, coal and fire clays. This mix of resources provided the community a way to prosper and flourish for decades. However, as time progressed, a combination of changes in the economy and overall availability of the resources reduced the importance of these assets to the local scene. In fact, once essential industries diminished in importance. Small, family farms have been supplanted by large corporate entities or concentrated animal raising operations in other places. The market for fire bricks, used by the steel industry to line the blast furnaces, has fallen away, as have the once mighty factories in Pittsburgh, Bethlehem, and elsewhere.

As conditions changed in both the local and national economies in the 1970s and 1980s, some communities were severely impacted negatively. Other communities boomed. State College is a prime example of that. Morris Township in the 1990s increasingly became a bedroom community for this surging economy. It has provided new young families for the Township. And, while the community has welcomed this trend, it is also aware that it needs to provide its own economic opportunities.

As an economic entity, Morris Township is too small for its businesses reported by the Census Bureau. It has a limited number of businesses, mainly small, locally owned commercial operations, some building-system contractors and independent truck operators. There are several ongoing mining operations in the community, mainly the stripping for coal, and this provides opportunities for both jobs in the mines and for the transportation of the product. Still, many residents rely on jobs outside of the Township. This was the subject of some concern for local citizens in the opinion survey conducted by for this plan in late 2004, early 2005.

To this end, Morris Township has identified areas generally along the proposed Corridor O that would be ideal for light industrial development. Elements essential for modern industrial development, water, sewer, electric, telecommunication and broadband internet services are either currently available or proposed for this area. With much of the undeveloped area to the east of Morrisdale comprise of formerly stripped lands, little development is currently envisioned there. Given the fact that there is some environmental concerns involved in reusing the land, such a project would be difficult, but definitely not out of reach. It would take a determined effort by the community and whatever developer they would be working with.

Another area of potential economic growth is also related to the Corridor O project. Travel services and industries would be appropriate in and around the new Morrisdale exit, once the highway is constructed. Such transportation-related services, as truck repair, truck transfer terminals and warehousing, fuel station and convenience stores, all fit into this category. An interesting combination of resources in this same vane would be a package distribution center for an air freight concern such as UPS or FedEx. By using Mid-State Airport and the connectivity that Corridor O will give to the interstate highway system, such an operation would be ideally located here.

While these projects envision a rich economic future for Morris Township, they do little for the community in the near term. The Moshannon Valley Economic Development Partnership (MVEDP) is an available tool for local business owners and prospective entrepreneurs to use. Its mission is to help create new job opportunities, assist existing businesses expand and thrive, market the products of the region outside the local area and help new start ups. While Morris Township is part of the region encompassed by the MVEDP, it would seem that local businesses are not fully availing themselves to the fine services provided by the Partnership. With most Township businesses being small, perhaps the owners are unaware of the services offered by the organization. A program offered by both the Township and the Partnership would benefit the overall economic climate.

In addition to being a business development tool, the MVEDP is also a community development engine. The Partnership works with HUD and DCED on housing rehabilitation in both Phillipsburg and South Phillipsburg Boroughs and Rush Township. As of December 2005, the program, in its fourth phase, had received approximately \$2,000,000 in funding, repairing well over 100 homes. In addition to helping local home owners, the program uses local contractors and building suppliers. The possibility of utilizing the MVEDP as the agency to oversee a Morris Township home rehabilitation program is discussed in the housing plan.

# Community Facilities Plan

## Public Safety

In so many communities, police protection is being cut, due to the high costs associated with maintaining a police force. This is especially true with small borough losing population. In Morris Township, the emphasis needs to be not cutting a position of an officer, but to find ways to add another one to the force. Public safety is a big concern for local residents. One third of the residents rated the police protection very desirable. Nearly 90 percent of residents view the current service favorably. But, if the community continues to grow, the current police chief, the only member of the force, will be hard pressed to serve the Township efficiently. With a current population of over 3,000 residents, well on its way to 4,000 persons, Morris Township must rely on its own resources for protection of its citizens, and not the Pennsylvania State Police.

One source of funding to help pay for the additional costs associated with an additional officer would be the Community Revitalization Program (CRP) from the Department of Community and Economic Development (DCED). The purpose of this grant is to assist in community stability and quality of life. In fact, the overall scope of the program is very liberal. Its intent is to aid a municipality in addressing areas that may be trouble spots. The most important aspect of this grant is the active support of by the local elected officials in the State House and Senate. With a growing community, this should not be difficult to achieve.

On the federal level, both the Department of Justice and Department of Homeland Security have periodic grants for police, fire, and other emergency services. Many of these grants are administered through the Pennsylvania Department of Homeland Security. Last year, the Commonwealth received nearly \$50 million in Homeland Security allocations. However, past priorities have often gone to urban areas. Federal funding is ever changing with periodic notice of funding opportunities for a small community. Maintaining contact with the Pennsylvania Department of Homeland Security staff and the Clearfield County Emergency Management Agency may be the best approach.

Another way to minimize costs it to provide joint police protection with other municipalities. Currently, the department serves both Morris and Cooper Townships. Other municipalities that would be logical to share police service are Decatur Township, Boggs Township, and Wallaceton Borough in Clearfield County, and Rush Township and Phillipsburg Borough in Centre County.

The volunteer fire service will need to continue to stay up to date to maintain its high level of service. Nearly 95 percent of all residents have a favorable impression of the service that they currently receive. With much of the area having public water, this greatly assists the local effort. Currently, the Morrisdale Volunteer Fire Department (MVFD, No. 17 Clearfield County) has only two primary vehicles. An expansion of the rolling stock needs to be in the planning. Again, a CRP grant is a viable option. There is also a special Homeland Security grant for fire departments. While the CDBG program is another possible source, the Township's LMI, according to HUD, is 47.3 percent, below the National Objective threshold. A service area income survey would have to be done to qualify the MVFD. The cost of that process in time and effort with no guaranteed success makes this avenue not worth pursuing. There are other sources of funding these days for first responders including federal Homeland Security funds that may assist in securing more equipment.

Another difficulty facing the MVFD, and all volunteer fire departments, is volunteers themselves. Currently, it is not a crisis. The department is functioning well. But, as there are more people in the Township, with many working outside the local area, it will become more difficult to provide adequate service. Also, younger residents tend to have so many commitments to family and work that it is hard for them to also assist the local fire fighters. It is a problem plaguing many volunteer fire departments. Beyond the Homeland Security grant, there are very few solutions to this situation. So, even though no solution is proposed here, the Township still needs to be aware of the potential problem and be ready to assist the MVFD in recruitment efforts.

## **Water and Sewer**

All of Morris Township's sewage flows to the Phillipsburg treatment plant, which has been recently expanded and upgraded to handle the region's increasing demand. The current system in the region is very new. Most of the sewer lines were installed in 1994 and 1995, with the northern Allport area being added to the grid in 2004. There is no need to budget large sums of money to replace old, leaking lines, since the infrastructure is so new. The only large-scale project for the Municipal Authority of the Township of Morris (MATTOM) is an expansion out to the villages of Casanova and Munson, as well as along Pardee Road. This will result in approximately 240 new equivalent dwelling units (EDUs). For the time frame from 2006 to 2010, the Authority is planning on 25 new EDUs coming on line every year. This is based on the historical data. This means that the Authority is expecting to add a total of 365 EDUs in the coming five years, 125 of them being new construction. Additionally, there is a new subdivision that is coming on line as this report is being prepared. Its first of eleven units was not connected to the MATTOM system as of the preparation of the 2005 Chapter 94 Report, but was expected shortly. The remaining twenty-

eight units were planned on being built in 2006. It is assumed that all will be on line by the end of this year. Still, given current system capacities, no overloading is envisioned.

The water system is owned and operated by the Pennsylvania American Water Company, out of Phillipsburg. They have sufficient capacity of quality water resources to handle the needs of Morris Township for the foreseeable future.

## **Schools**

The West Branch Areas School District has spent considerable money in the recent years upgrading and modernizing its campus. All grades, K-12 are located in the same complex. At present, there are no significant plans to expand, nor are there any to construct new facilities away from the central campus, located just south of I-80 on the Bigler Cutoff Road.



## **Municipal Buildings and Equipment**

The small park/playground at the Allport Community Center is in need of rehabilitation. As much as anything else, the complex, including the Community Center, the headquarters for MATTOM, needs to be spruced up; fresh paint, attention to the grass, defining the boundaries between parking, walk ways, play areas and grass areas. Repair and replacement of equipment as well as bringing the play areas into compliance with safety regulations is important. Since the size of the park is so small, it may be easiest to seek volunteer help to attack these problems. The churches, school district or local clubs would be fine organizations to seek partners for this project. Also, the revitalization of this facility would make for a fine Eagle Scout project. Even if the local troop does not have a young person at this level, this would be a very suitable project for either the Boy or Girl Scouts to undertake.

The Pennsylvania Department of Conservation and Natural Resources also has a small communities/small projects grant that will pay for materials only. The grant, through the Community Conservation Partnership Program, will fund up to \$20,000 in assistance without match, and up to \$48,000 on an 80/20 match (for total project costs of \$60,000).



Currently, the Municipal Building can handle all the needs for Morris Township. The same is true for the equipment that the community owns. Routine replacement will be needed as equipment wears out. However, at this time, there is no pressing need to expand the fleet of vehicles or the Township Building. Also, given the size of the property that the facility is located on, if expansion were needed of the fleet and/or building, it can be accommodated without

needing to find a new location.

Another potential recreational improvement is the acquisition of the Emigh Run Dam and Lake. Emigh Run has historically had high levels of acid mine drainage. There is presently the Emigh Run/Lakeside Watershed Association, which has received funding for a number of water quality restoration projects. The Township supports these as a matter of policy. There has been further discussion of Township acquisition of the lake and dam. If the acid mine drainage were abated, this area would have enormous potential for local recreation. After the dam was acquired, the Township could apply for the Community Conservation Partnership Program acquisition grant to purchase shoreline areas as a community park. DCNR will fund up to 50 percent of appraised value for land purchases. If the owner donates part of the appraised value, that amount will count as non-cash match (and potentially count as a charitable tax deduction for the landowner). DCNR development grants could potentially fund development of shelters, fishing piers, or other facilities. A first step may be a community recreation mini-plan.



## Natural and Historic Resources Plan

Natural resources have always figured importantly in Morris Township for much of its history. Local residents exploited these for economic gain. Sometimes this occurred in an environmentally responsible fashion. Often though, the impact was not positive. Much of the Township has been strip mined sometime during the last 125 or so years. In recent years, strict regulations ensure that the land is returned to the same condition as it was before mining operations began. Older sites, mined before these regulations, have slowly been returning to a natural state. However, they still have consequences to the community.

Runoff from the old mining sites is often acidic, causing problems to both surface and groundwater resources. One stream that has suffered from acid mine drainage is Emigh Run. While there is a program in place geared to cleaning up this watershed, the process is ongoing, with the end rewards potentially great. The Emigh Dam impoundment is very picturesque. The view of the area which one sees traveling one Route 53 is very inviting. It would make a very pleasant park/recreation/picnic area for the community. The Township is in preliminary discussions with the owner of the property to take it over and create a community park there. It is a worthy project to proceed with. The biggest concern would be funding to properly care for the property. Funds from the Pennsylvania Department of Conservation of Natural Resources (DCNR) should be applied for to offset some of these costs (see previous Community Facilities section).

Corridor O is proposed to be located in many of the older, strip mined areas. This process will mediate some of the acid mine drainage problems associated with these lands. Likewise, if an industrial complex comes to the community, mitigation will need to be addressed to make the land usable.

The community welcomes current modern strip mining operations. They provide well-paying employment opportunities to the local residents with minimal environmental impacts. Given the current energy situation in the nation and, in fact, the world, coal is becoming more and more important. It is also enjoying a rebound in value. Given these factors, the surface mining of coal is an important activity, which Morris Township encourages in a responsible manner.

Another resource which is abundant in the Township is timber. At one time, most of Pennsylvania's forests were totally devastated. However, they have rebounded and today provide an excellent source of income for many in the rural regions of the Commonwealth. Hardwoods such as oak, maple, and cherry are in great demand for furniture, cabinets, floors,

and other home needs. Again, the Township welcomes environmentally responsible timber harvests using industry standard best management practice standards.

While Morris Township has a long history, not much of it has been preserved. In fact, while there are many older homes in the community, none are truly remarkable. Similarly, two old school houses from earlier decades, one in Hawk Run and the other in Allport, still stand, but have been converted to other uses. The one in Allport is the community center and also serves as the sewer authority's offices. It handles its new duties in workman like fashion. However, there is nothing notable about the building in its current or former uses. The other was converted into apartments. Likewise, it is a typical example of a school building from the early part of the twentieth century. It serves its purpose well, but is of no major historic value.



While still some time off, Morris Township will be celebrating its 175<sup>th</sup> anniversary in 2011. It would be an ideal time to investigate the community's history. A beginning point for this is the "History of Clearfield County" written in 1887 by Lewis Cass Aldrich. To flesh out the years since then, the local churches would be a fine resource. Many have been

in existence for most of the intervening 120 or so years, if not longer. Additional local assets such as the West Branch School District could assist as well. Being at the halfway point of this Plan's lifetime, it would be a fine opportunity to celebrate the Township's past and to continue thinking of its future.

Finally, as stated in the background, Morris Township is dotted with numerous old graveyards, family plots, and cemeteries. Many are looked after, some are well tended, but there are also others that need attention. The Clearfield County Historical Society and the Clearfield County Pennsylvania Genealogy Project are two organizations that should be contacted to assist in the preservation of these local treasures. They would, in turn, know the proper procedures to both reclaim and restore these sites, including ways to secure funding for upkeep.