

A Plan for Muncy Recreation Sites

With Connecting Street Designs for Downtown Muncy



SEDA-Council of Governments
Community Resource Center
Lewisburg, Pennsylvania 17837

March 2013

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For: Borough of Muncy
Lycoming County
Pennsylvania

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INTRODUCTION

A Plan for Muncy Recreation Sites



INTRODUCTION

Study Purpose

The Plan for Muncy Recreation Sites proposes enhancements to the Borough's principle downtown streets—Market and Main Streets—and short connecting segments of Water and Washington streets which constitute another heavily used pedestrian connection between Muncy neighborhoods, schools and parks. These streetscape designs illustrate design concepts for a Main Street parklet and other walkway, lighting, landscaping and intersection improvements to enhance downtown walkability and public safety. It proposes designs to implement concepts first proposed as part of a regional multi-municipal greenway plan for the Muncy-Hughesville area.

Equally important, this plan includes proposals for enhancing the use of Green Street Park—a well-used municipal park which could be enhanced through an improved design and rehabilitation. Also included in this plan are proposals for enhancing the use of 7 additional flood-prone lots located along Market and Main streets. The plan proposes repurposing a cluster of contiguous lots to increase public recreational value and benefits for the community while maintaining the existing use and character of the remaining 3 scattered small lot sites.

The proposed plans and designs illustrated in Muncy's plan for recreation sites and connecting streetscapes were developed with input from the community using a facilitated design process to determine the best and most appropriate uses for the involved recreation sites. Special consideration was given to enhancing the

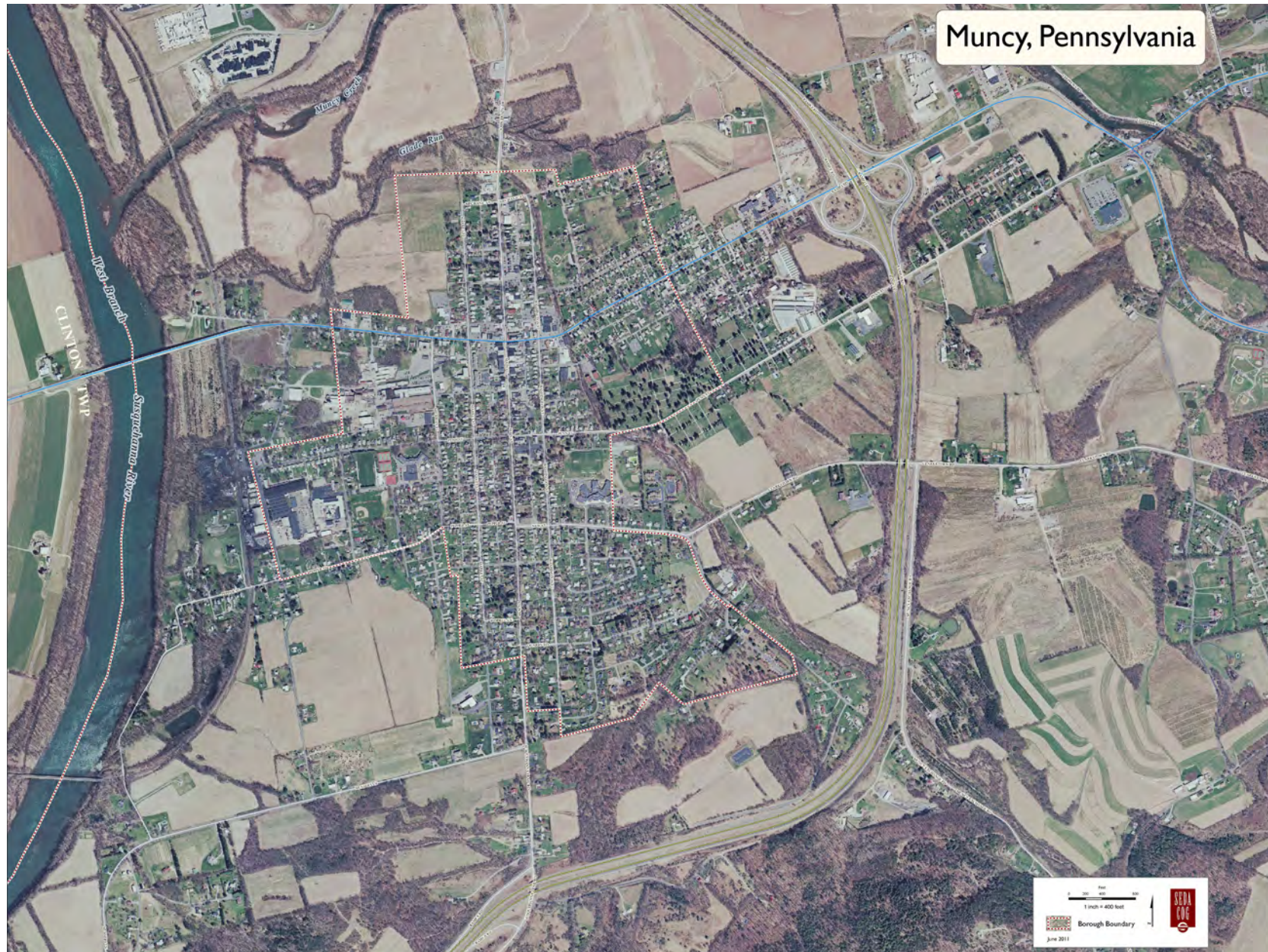
pedestrian connections between Muncy neighborhoods and schools, the downtown district, and identified park and recreation sites. Muncy is an important destination along the emerging Susquehanna Greenway and a key link between outlying communities and other Susquehanna riverfront recreation sites.

The Plan for Muncy Recreation Sites is a master plan built on the underlying concept of creating a safe, walkable and healthy community. It puts forth a vision for connecting downtown with nearby park and recreation sites. The plan moves Muncy one step closer to implementing previously developed regional goals and strategies for project implementation to create a pedestrian and bicycle-friendly downtown, improve recreational resources within the borough, and enhance access to parks and open spaces for the benefit of residents and visitors alike.

Community Context

Muncy is located on the West Branch of the Susquehanna River. With its potential for cross-bound connections linking the Montgomery-Hughesville and Montoursville-Warrior Run corridors it occupies a strategic location important to building the Susquehanna Greenway. Muncy is identified as a community hub in the Susquehanna Greenway Concept Plan and figures prominently in the Lycoming County Greenway and the Muncy-Hughesville Pedestrian and Bicycle Master Plan. Muncy is the connecting link between the Susquehanna Greenway and the proposed Muncy Creek Greenway which extends east to Hughesville.

Muncy, Pennsylvania



Community Profile

Muncy Borough is a small Central Pennsylvania town located near the junction of Interstate Highway 180 and US Highway 220 along the West Branch of the Susquehanna River at the confluence with Muncy Creek in Lycoming County. Muncy is situated within the Williamsport Metropolitan Statistical Area approximately 15 miles south and east of the City of Williamsport.

The site of present day Muncy occupied a prominent place in Native American history. The area was settled in 1787 by Quakers emanating from Bucks County in southeastern Pennsylvania. The town was first named Pennsboro in honor of Pennsylvania's founder, William Penn. The first town lots were laid out in 1797 along today's Main Street. After over 2 centuries of growth and change, Muncy remains a compact and vital town with a strong sense of history and an equally strong sense of place. The Muncy Historic District was added to the National Register of Historic Places in 1980.

Muncy grew slowly in the shadow of Bald Eagle Mountain and remained a village for many years. The original land tract consisted of 300 acres—the present day land area of Muncy is .84 square miles. It was incorporated as a Borough in 1826. In 1827, with a population of less than 600 persons, the town was renamed Muncy to preserve historical associations and to perpetuate the name of the Indian tribe indigenous to the area.



Muncy's present population (2010) is 2,477. Like many of Pennsylvania's older boroughs, Muncy's population is declining—the Borough experienced a 7% drop in population since the year 2000. But Muncy remains densely populated with 2,935 persons per square mile. There are 1,049 households in Muncy. The average household size is 2.4 persons and the median household income is slightly under \$42,000.

The Borough population is somewhat evenly spread out by age group. The median age of Borough residents is just under 40 years of age which is somewhat younger than the median age for all Pennsylvanian residents. Just over half of Muncy's total population is married. 97% of Muncy's residents are white.

Approximately 21.5% of Muncy's population is age 60 and over. About 27.5 % of the Borough population falls between ages 40-59. The 20-39 age group comprises another 25% of the Borough population. Children under the age of 10 account for 13% of the Borough population as do children and adolescents in the 10-19 age group.

Healthy Living

These data suggest no specific direction or priorities related to recreational development within the Borough. Rather, they suggest that new facilities and programming investments should be made with the broadest cross section of community needs and resident's abilities in mind and with a fundamental view toward enhancing everyday opportunities for active and healthy living.

Restraint in new municipal investment in single purpose youth-centered play areas and athletic fields may be warranted. These needs might be better served by school district and private facilities with scarce municipal funds better used for establishing safer bicycle and pedestrian access to existing recreation destinations.

The past decade has seen substantive changes in public attitudes toward outdoor recreation and these attitudes are reflected in the use of established facilities. These are likely to have continued bearing on the need for new or enhanced recreation sites and this would appear to be an opportune moment for examining the

rationale underlying Borough park investment. New priorities may be called-for and should be weighed in formulating Borough spending decisions relating to present and future facilities.

Creating the opportunity for healthy living in Muncy requires a shift of focus in recreation thinking—with less spending directed to automobile-dependent destinations and more dedicated to integrating recreation destinations with normal everyday life and activity patterns. Enriching the public realm through enhanced streetscape design for safer walking and bicycling will generate more social connection and interaction among all age groups.

The Muncy townscape is rich with such opportunities. Linking neighborhoods to public recreations sites via attractive, safe and walkable streets will create new opportunities for social connection, for individual and group exercise, physical fitness and mental health. Understanding downtown Muncy in a crossroads context for connecting neighborhood uses and activities is an essential ingredient in the investment mix. Doing so will also build opportunities for business development and jobs within the Borough.

Realizing the opportunity for healthy living requires that obstacles—perception, experience, attitudes, and environment—be identified and addressed and this plan does that with its additional focus on downtown streetscape design and intersection enhancements. It also requires the making of better destinations for active and passive recreation and social activity in the context of a stronger public realm. This is possible through integrated community planning and design. With new perspectives, the Borough can satisfy multiple objectives important to present day and future living in Muncy.

SITE INFORMATION AND ANALYSIS

A Plan for Muncy Recreation Sites



SITE INFORMATION AND ANALYSIS

Recreation Sites Context

Muncy is a compact community with clearly defined beginnings and endings. It remains largely surrounded by undeveloped open spaces which separate the Borough from nearby and neighboring communities like Hughesville and Pennsdale. With its easy connections to the West Branch Susquehanna River and Muncy Creek, Muncy has tangible assets of place with the potential for even greater recreation use and development.

Muncy's principal public recreation sites are located adjacent to its public schools. These include the normal complement of athletic facilities for team and field sports. Private pleasure grounds and other nearby municipal parks are well used by Muncy residents. But other Borough-owned existing and potential recreation sites would benefit from new thinking relevant to public use and design to serve a broader demographic range of community residents.

Muncy occupies a mix of low-lying flood-prone lands and uplands. Borough-owned open spaces and recreation sites are shoe-horned into low-lying flood-prone residential neighborhoods divided by Main Street (PA Route 405) at the northern extremities of the town. While the use of these lands is most appropriate, public use would be improved by the establishment of stronger, safer, and more welcoming pedestrian connections between neighborhoods, schools and the downtown.

Improving Muncy's recreation sites and pedestrian access to these sites is an overarching aim of the Plan for Muncy Recreation Sites. By improving pedestrian access to these existing public open spaces and recreation sites, the Borough can reduce the need for recreation-linked automobile usage and even more importantly, the

need for new public expenditures for park and recreation site parking facilities. Reinvestment in these established but scattered recreation sites is an economical approach to meet community needs for active outdoor recreation, including the need for passive recreational use and wholesome social activity for people of all ages and abilities. Where appropriate, clustering uses will create new resident interest in these sites and new opportunities for enhanced use in keeping with today's requirements.

Site Conditions

Green Street Park

Green Street Park is primarily used by Little League Baseball teams. While its ball field is reasonably well-care for, other site features, including basketball, playground and pavilion fixtures, are outdated and not well-sited with respect to family access and use.

Green Street Park consists of several closely spaced land parcels separated by private residential lots. The southernmost parcel is most developed. The northernmost parcel is undifferentiated in design and lacks any layout plan to define its highest and best recreational use. The park setting is enhanced by the wooded and leafy backdrop of the Glade Run corridor. And the Park's location, tucked into a neighborhood at the north end of Muncy Borough, makes it a walkable destination for people of all ages and abilities living in town.

On the whole, Green Street Park does not live up to its potential as a recreational amenity for the Borough—something that this plan seeks to address. In developing the new park master plan consideration was given to youth and adult field sport fields, nature trails, picnic and event accommodations and regional trail connections.



Scattered Sites

As part of a federally funded flood property buy-out program, the Borough acquired title to 6 formerly residential lots located west of N. Main Street and 1 lot located on N. Main Street. Over the years these have been largely neglected with the result that these lots have not achieved their full public-use potential. Some of these lot parcels are maintained by mowing. Others are maintained in a natural condition with no specific uses accommodated.

These lots present a challenge with regard to development for recreational use owing to their limited size and situation among other house lots with homes still extant. The Plan for Muncy Recreation Sites proposes active uses for 4 relatively contiguous lots. No active public recreation use is feasible or presently advisable on the remaining lots owing to their general location, areal limitations and other site-related factors.

Downtown Muncy

Downtown Muncy is the focus of economic and social activity in the community and a crossroad destination in the wider Muncy area. Muncy's key downtown streets—Main and Water streets—are heavily traveled vehicular corridors made even more dangerous by increasing volumes of through truck traffic serving the natural gas industry in Lycoming County and elsewhere. The focus of this effort is on a four-square block area of downtown Muncy centered at Main and Water streets.

Downtown Muncy retains a mix of features that make it a vibrant place. But the appearance, functionality and safety of historic downtown streets is also compromised by modern motor vehicle use. These concerns are addressed by proposals for parklet development and important corrections to streetscape design—

better sidewalks and curbs, street trees and street lighting, and enhanced intersection designs—to more safely accommodate the primary needs of bicyclists and pedestrians navigating the town and accessing the Borough's public open spaces and recreation sites.

Community Connections

Public open space, parks and recreation sites do not exist in a vacuum. In addition to the standard issues relating to site and facility design, it is also important to consider site connections within the community and its wider area. The full use and realization of facility investments is also tied to facility accessibility.

One of the intrinsic benefits of Muncy's traditional town design relates to its grid iron street layout and sidewalk plan and the near unencumbered connectivity it provides motorists, bicyclists and pedestrians in town navigation. Recent regional studies have articulated a concept and priorities for linking walk-bike destinations through connected greenways, street and sidewalk systems. The Plan for Muncy Recreation Sites proposes design solutions for core areas of this emerging transportation framework.

COMMUNITY NEEDS

A Plan for Muncy Recreation Sites



COMMUNITY NEEDS

Community recreation needs were determined through the planning process— with input from the project task force, public meetings, meetings with Borough officials and committee members, from key person interviews, informal on-site user surveys, county and PennDOT staff, and from review of currently available Lycoming County survey and planning data.

Available Recreation Areas and Facilities

While the Borough has an important stake and vested interest in outdoor recreation facility development, operations and maintenance, the Muncy School District is the major provider of outdoor facilities and programming for school-aged children and youth, including playgrounds and athletic fields.

School playgrounds have newer equipment and are well maintained. School recreation facilities and equipment comply with current standards with no deficiencies noted. Playground equipment and surfacing safety are typical concerns. School playgrounds have ADA-compliant parking facilities. Two playgrounds have ADA-compliant equipment.

Neighborhood schools function also as neighborhood and community centers. As such they play and will continue to play an important role in meeting community recreation needs. This is especially true in built-up towns like Muncy where schools are generally within acceptable walking and bicycling distance of residential neighborhoods.

In planning the type, location, and design of outdoor recreation areas within the Borough it is important to recognize the role school facilities play in meeting community needs in order to eliminate duplication of facilities and economize on public spending.

Municipal investments should be directed increasingly toward the conservation and preservation of open spaces and natural areas, especially those that address floodplain conservation and provide opportunities for connected trails and town pathways.

Limited municipal funds should be allocated to resources that serve the majority of the town population. Municipal playgrounds should be a top priority for replacement or enhancement to meet present day safety and accessibility standards. The borough should open communications with the school district and volunteer organizations to reduce duplication of services and promote a wiser use of limited resources

Recreation Programs

Recreation programs, while not the focus of this current study, are fundamentally important to insure the highest and best use of available recreation facilities whether owned and operated by the school district or the Borough. Quality programs go hand in hand with quality facilities and are an essential part of the Borough's underlying appeal and vitality.

The findings of county surveys speak to this point:

- ▶ Programs and special events are top reasons for visiting a public recreation area.
- ▶ Learning and social activities should be increased or improved.
- ▶ Fitness, concerts, and cultural arts top the list of desired park activities.
- ▶ More emphasis should be directed to individual orientation, group activities and environmental orientation which serve a wider spectrum of the population.

Green Street Park

Municipal facilities at Green Street Park require upgrading to meet current design and accessibility standards and to restore their value to community residents. Playground layout, equipment and surfacing are substandard and not maintained at the required level. With regard to playgrounds in general the county recommends annual playground inspections by qualified recreation specialists. Recreation program providers should be schooled in basic playground safety practices.

Because this playground is used most heavily in connection with family outings centered on Little League baseball games, the play area should be repositioned to establish clear sight lines between spectator stands and the play area and apparatus.

Green Street Park lacks basic amenities like public rest rooms and trash receptacles. The existing pavilion is too small to meet family picnicking needs or use for special group outings. The pavilion is too far removed from the parking area which lessens the potential for its use and makes it more difficult to police. There are no designed ADA-compliant parking spaces or pathways connecting parking areas with facilities such as the pavilion, playground and ball field seating areas.

Although public rest rooms would enhance the utility of Green Street Park, it is not feasible for the Borough to construct or maintain rest rooms on this flood-prone site. Site use is and will remain limited by location and parking availability.

The Borough may wish to consider new recreational programming to increase public use of Green Street Park:

- ▶ Coordinate with community organizations and private businesses to offer recreation programs designed to increase knowledge and skills in a wide variety of interest areas for a mix of age groups and to promote family-centered recreation.
- ▶ Coordinate with community organizations to organize special tournaments and festivals in the park. Promote collaboration between organizations and downtown businesses to capitalize on the economic advantages of special park activities.
- ▶ Coordinate with Muncy Valley Hospital/ Susquehanna health to promote active healthy living and park use for related youth and adult programming.

FEMA Lots

These scattered Borough-owned flood-prone lots are located among other residential lots on N. Market and N. Main streets. They were acquired through the federal disaster assistance program which was used to demolish irreparably flood-damaged homes. Under deed restriction, permanent building construction is forbidden on these so-called “FEMA Lots”.

These lots have been kept as unimproved open spaces and include a combination of mowed grass and naturalized lots which are gradually reverting to a fully natural state. They are valuable as bird and wildlife habitat but several in combination have potential for more active public use which is consistent with public needs identified through the planning process.

Although no scientific polling was completed, Borough residents involved in the planning process support open space protection, particularly as it relates to the preservation of natural areas, wildlife habitat, and historic site context. Interest was also expressed in dog exercise parks and community gardens, active uses which were deemed to be appropriate for these sites and compatible with adjoining residential uses.

Downtown Streetscapes and Intersections

Preserving Muncy's historic charm is not without its difficulties. Muncy faces real and serious threats to its historic buildings, its image, and its property values as a result of increasing motor vehicle traffic, especially truck traffic connecting to industrial sites west of the Susquehanna River which use Water Street as a primary route for accessing the larger regional highway network.

The solution to this problem is not quick or simple. Nor is there any agreement on what that solution might be in the long term. In the short term, however, it is imperative that basic issues relating to bicycle and pedestrian safety be addressed in the core blocks of downtown Muncy radiating out from the signalized intersection of Water and Main streets.

Walking for pleasure and exercise walking for fitness are among the top activities that neighborhood residents engage in. And downtown Muncy is among the most highly frequented destinations for walking as well as a pass-through place for destinations such as the Borough Building, schools, eateries, parks and playgrounds.

Improvements to enhance pedestrian safety at Water Street and Main Street intersections are imperative to address dangerous conditions affecting residents and visitors, especially children, youth and the elderly. While truck traffic reduction is the ultimate aim, traffic calming through streetscape and intersection design is the immediate aim as it is also essential to maintaining Muncy's central business district, its visual character and historic "feel", and its attraction as a Susquehanna Greenway river town.

The intersection of E. Water and Washington streets is especially challenging and requires urgent design remediation. These conditions result from a perfect storm of traffic congestion on Water Street, active motor vehicle use on Washington Street, and the convergence of commercial land uses at this intersection—uses geared to traffic-generating convenience shopping and dining.

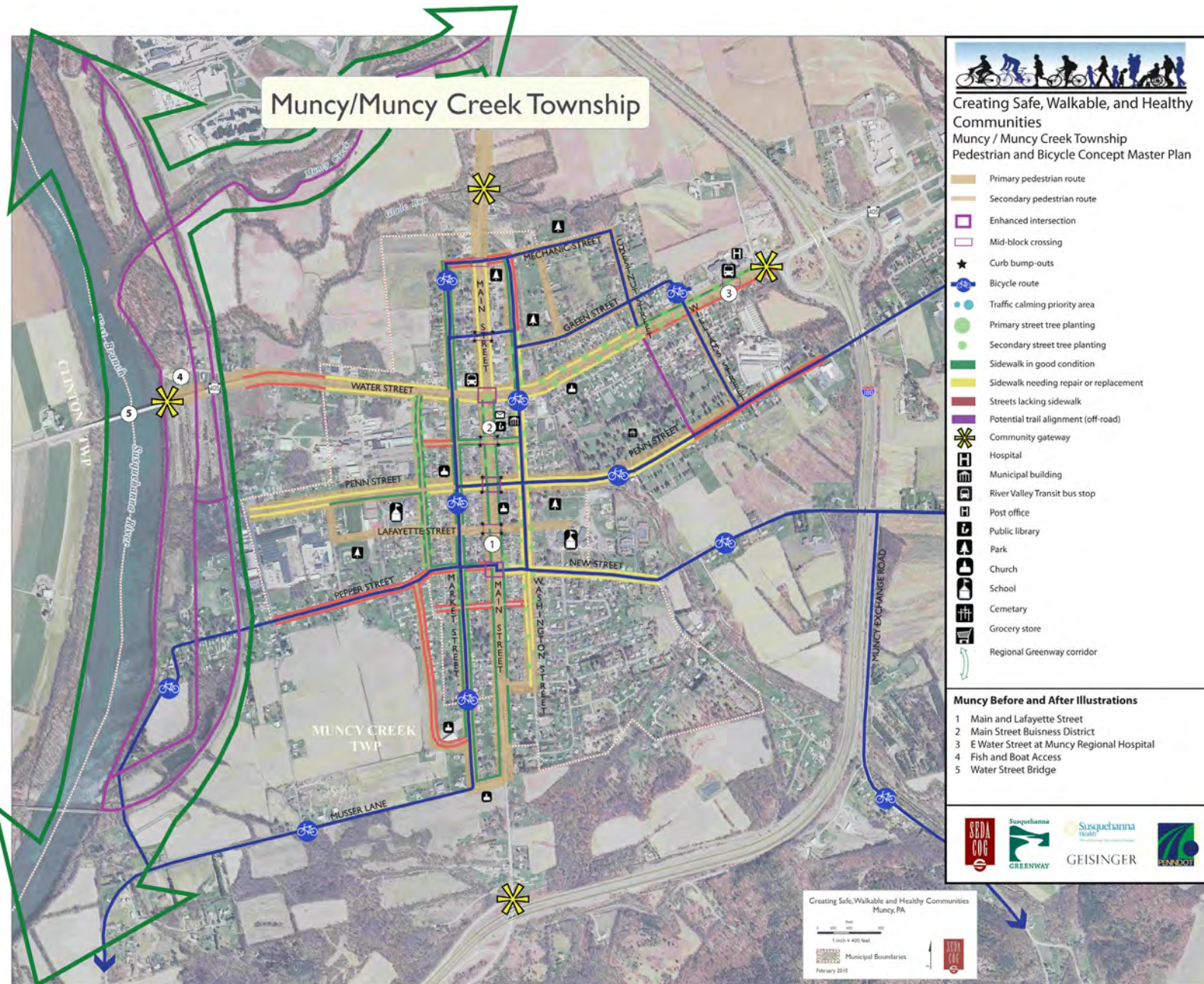
When combined with other confounding factors—truck trailer combinations and buses—utility pole locations, commercial signage, sidewalk and curbing deficiencies—it is uniformly agreed that this intersection is high on the list of those requiring remediation. These challenges are further compounded by the fact that the intersection is in the path used by school-aged children in their daily travel from home to school to downtown and to destinations like Green Street Park.

Beyond the need for intersection improvements, it would also be desirable to establish more passive parklets along Main Street for the use and enjoyment of older residents and visitors and to create still more public spaces for impromptu social interaction among town residents.

TRAIL CONNECTIONS CONCEPT PLAN

A Plan for Muncy Recreation Sites

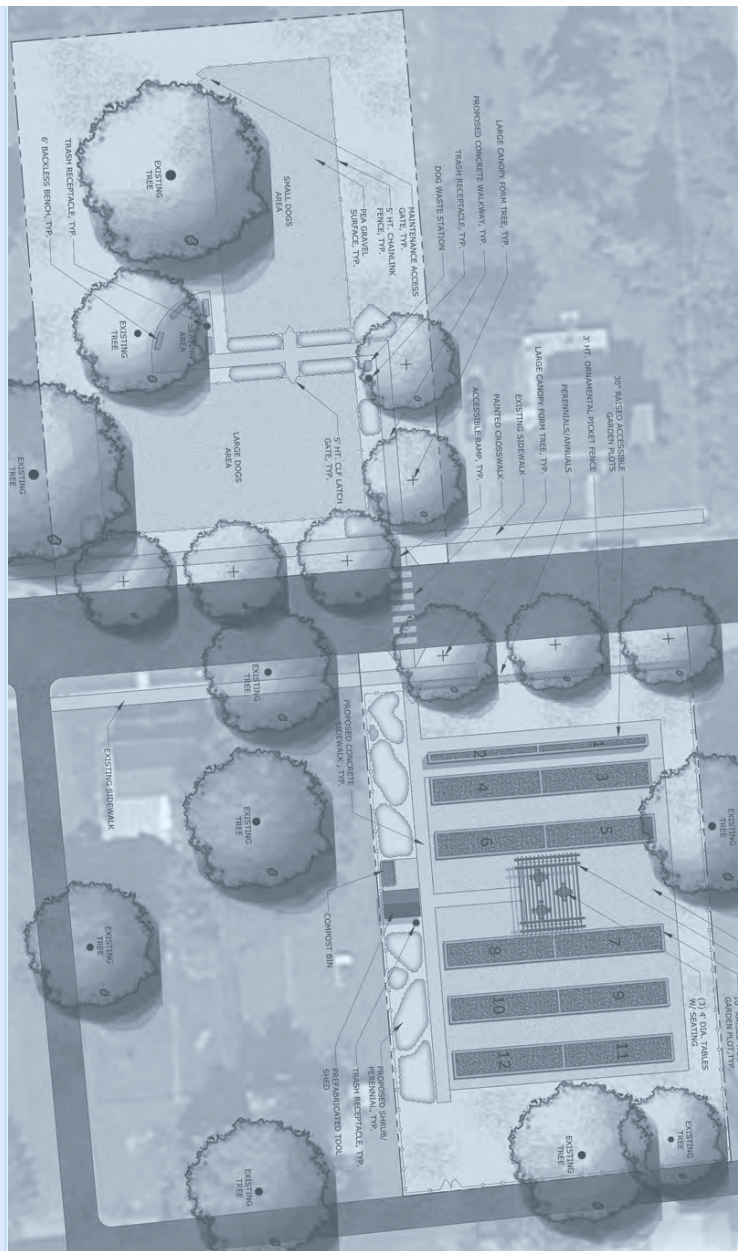




Muncy Pedestrian-Bike Concept Master Plan

MASTER SITE PLANS

A Plan for Muncy Recreation Sites



MASTER SITE PLANS

Master site plans have been developed to convey proposed uses and design treatments for five interconnected project sites within Muncy Borough. These include: 1) Green Street Park, 2) Muncy Veteran's Park, 3) Muncy Gardens (FEMA lots), 4) the Market Street Dog Park (FEMA lots), 5) Town Lot Reforestation (FEMA lots), and 6) Downtown Streetscapes.

The location, site context, proposed project scope, and areal extent of each master planned project are described in this section of the Plan for Muncy Recreation Sites. Proposed projects are illustrated in plan- and perspective view renderings with associated photographs depicting actual site conditions. Cost estimates related to each proposed project are also contained within this section. Scaled drawings are included with original reference copies of the plan.

A Plan for Muncy Recreation Sites—Exhibit B documents the public participation process, including a roster of project task force members, meeting agendas, and related local media coverage of selected community meetings. .

A Plan for Muncy Recreation Sites—Exhibit C includes the legal parcel descriptions for park and recreation sites, including Green Street Park and all FEMA lots. The parcel descriptions are photocopies of deed descriptions for each recreation site property.

A Plan for Muncy Recreation Sites concludes with recommendations for project implementation, including suggested strategies for park and trail development, recommended investment priorities and partners, and potential funding sources for development.

Green Street Park

Project Location and Extent (Illustration 1)

Green Street Park is located on the flood plain of Glade Run in north Muncy approximately 3 blocks from the intersection of Water and Main streets in downtown Muncy. It is bounded by Green Street to the south, Washington Street to the east, and Glade Run to the west. It extends north to the rear of a row of homes lining Mechanic Street. The property is 5.19 acres in size.



Illustration 1

Development Context (Illustration 2)

Green Street Park is advantageously located on a level site in a low density-low traffic residential area of Muncy. The park is bordered by private residences on all sides. Several residential properties encroach on the park at its southeast corner at the intersection of Green and Division streets. Several other privately owned residential parcels located midway on Division Street divide the park into its northern and southern halves.

The park is separated from homes along Washington Street by Glade Run which forms a naturalized and wooded riparian buffer between the park and private homes to the west. As a naturalized creek bed, the Glade Run corridor stands in marked contrast to the otherwise manicured character of adjoining residential lots.



Illustration 2

Green Street Park contains a regulation-sized Little League Baseball field and a second ball field open to community use for both youth and adult baseball and softball games. Brelsford Field includes a defined baseball diamond and dugouts and is fenced along the foul and home run lines. It includes well-maintained bleacher-style seating, a small storage shed, and a concession stand and rest rooms operated by Muncy Little League Baseball.

The park includes a small picnic pavilion located along Glade Run with associated children's play apparatus (swings, climber, and slide) and 2 paved areas for basketball shooting. While level-sited, the park does not comply with federal accessibility standards for parking, facility access, or equipment design. A small undelineated gravel parking lot is located along Division Street adjacent to Brelsford Field with parking for perhaps 15 cars. A grass service lane connects the parking area to the concession stand.

The site consists mainly of mowed lawns with isolated patches of deciduous trees and woody shrubs. The park is otherwise devoid of ornamental landscaping and identification or information signage.

Proposed Improvements (Illustration 3)

A mix of improvements is recommended for Green Street Park North and Green Street Park South. In combination, these will address access and safety issues and create a park setting which is more conducive to public use, site maintenance and policing. To aid understanding, the following list of improvements should be viewed in tandem with Illustration 3 which demarcates the location of proposed improvements.



Illustration 3

Proposed Improvements (Illustration 3)

1. Site Demolition-Preparation (South)
 - ▶ Remove Existing Pavilion
 - ▶ Remove Existing Play Apparatus
2. Riparian Land (North-South)
 - ▶ Selective Thinning of Glade Run Corridor
 - ▶ Stream Bank Stabilization-Restoration as Required
 - ▶ Riparian Buffer Tree Plantings
 - ▶ Nature Trail Installation
3. Site Drainage (North-South)
 - ▶ Bio Swale Construction (South Parking Lot)
 - ▶ Corrective Site Grading as Required
4. Parking (South—I 4 Spaces)
 - ▶ Improved Off Street Lot Delineation
 - ▶ New ADA-Compliant Parking Space (1)
 - ▶ Corrective Grading and Drainage as Required
5. Parking (North—I 5 Spaces)
 - ▶ New On-Street Parking Delineation and Curbing
 - ▶ New ADA-Compliant Parking Space (1)
6. Site Walks (North-South)
 - ▶ New Sidewalk (North Only)
 - ▶ New ADA-Compliant Pathways to Site Destinations (Ball Fields, Rest Rooms, Concessions, Pavilion, Play Area)
7. Fencing (North-South)
 - ▶ New Perimeter Fencing as Required
 - ▶ New Ornamental Fencing (Green Street Only)
8. Landscaping (North-South)
 - ▶ (15) Street Trees (Green-Division Streets)
 - ▶ Shade Tree Planting as Required
 - ▶ Ornamental Landscape Screening (South Only)
9. Little League Baseball Field (South)
 - ▶ Turf Restoration as Required
10. General Use Play Field (North)
 - ▶ Field-Diamond Layout for T-Ball—Softball
 - ▶ New Backstop Installation

- ▶ Turf Restoration-Establishment as Required
11. Play Area (South)
 - ▶ Play Area Relocation
 - ▶ New ADA-Compliant Play Apparatus and Safety Surfacing
 12. Pavilion (South)
 - ▶ Pavilion Relocation
 - ▶ New ADA-Compliant Pavilion Structure
 13. Site Furnishings (North-South)
 - ▶ New Bench Seating
 - ▶ New Picnic Tables (South Only)
 - ▶ New Trash Receptacles
 14. Signage (South)
 - ▶ Fabrication and Installation of Park Sign

Development Cost Estimates

Below is a summary of probable site development costs for the conceptual designs illustrated in the master site plan drawings. Separate cost estimates are provided for Green Street Park (North) and Green Street Park (South).

Green Street Park (North) Improvements

Budget Cost Estimates

ITEM	DESCRIPTION	COST ESTIMATE	COMMENTS
1	Project Administration-Management	\$1,500.00	Includes Administering Public Bid Process
2	Site Survey	\$2,000.00	
3	Design-Engineering Professional Services	\$5,500.00	
	Construction-Materials Costs (Items 4-10)		
4	Demolition-Site Preparation	\$3,000.00	
5	Parking Area	\$12,000.00	Includes ADA Space-Aisle
6	Walkway-Paths	\$5,800.00	
7	Landscape Improvements	\$12,000.00	General Landscaping, Ball Field, etc.
8	Riparian-Stream Restoration	\$7,500.00	
9	Site Furniture-Fencing	\$8,000.00	Trash Receptacles, Benches, Backstop, etc.
10	Signage	\$1,200.00	
	SUB TOTAL	\$58,500.00	
	CONTINGENCY	\$4,950.00	10% of Construction-Materials Costs
	TOTAL	\$63,450.00	

Green Street Park (South) Improvements

Budget Cost Estimates

ITEM	DESCRIPTION	COST ESTIMATE	COMMENTS
1	Project Administration-Management	\$5,000.00	Includes Administering Public Bid Process
2	Site Survey	\$6,000.00	
3	Design-Engineering Professional Services	\$18,000.00	
	Construction-Materials Costs (Items 4-13)		
4	Demolition-Site Preparation	\$4,000.00	
5	Parking Area	\$15,500.00	Includes ADA Ramps-Curbs
6	Pavilion	\$20,000.00	
7	Play Area	\$60,000.00	Equipment-Safety Surfacing
8	Walkway-Paths	\$7,000.00	
9	Landscape Improvements	\$28,000.00	General Landscaping, Little League Field, etc.
10	Bio-Swale	\$4,500.00	
11	Riparian-Stream Restoration	\$9,000.00	
12	Site Furniture-Fencing	\$17,000.00	Trash Receptacles, Benches, Bleachers, Tables, etc.
13	Signage	\$3,500.00	
	SUB TOTAL	\$197,500.00	10% of Construction-Materials Costs
	CONTINGENCY	\$16,850.00	
	TOTAL	\$214,350.00	

Muncy Veterans Parklet

Project Location and Extent

Muncy Veterans Park is a small parklet tucked between multi story commercial buildings in downtown Muncy. It is located on the east side of South Main Street between Water and Carpenter streets. The parklet measures 23.5 feet across in street frontage and 40 feet deep. It occupies 940 square feet of a larger commercial parcel extending east to Green Alley which is currently used for private parking.

Development Context (Illustration 4)

Muncy Veterans Parklet is a linking space on the path between private parking facilities and downtown Muncy business destinations. As such, it is well positioned for commemorative or memorial use and for conveying public-interest information about Muncy's river town heritage and businesses via appropriately designed and positioned signs and maps. It is suitably scaled for casual passive use by downtown visitors and as an adjunct space for occasional civic activities, town celebrations, etc.

The parklet space functions as an outdoor room and passageway framed by the Main Street sidewalk and the enveloping walls of adjacent commercial buildings. It would be well-adapted to use for impromptu meetings, table games, and for outdoor café-like uses—sitting, snacking, conversation—and as such it would make an ideal take-out space for adjoining commercial enterprises. Reinvestment in this site will add appeal to downtown Muncy as a walking or bicycling destination and enhance Muncy's enjoyment as a Susquehanna Greenway river town.

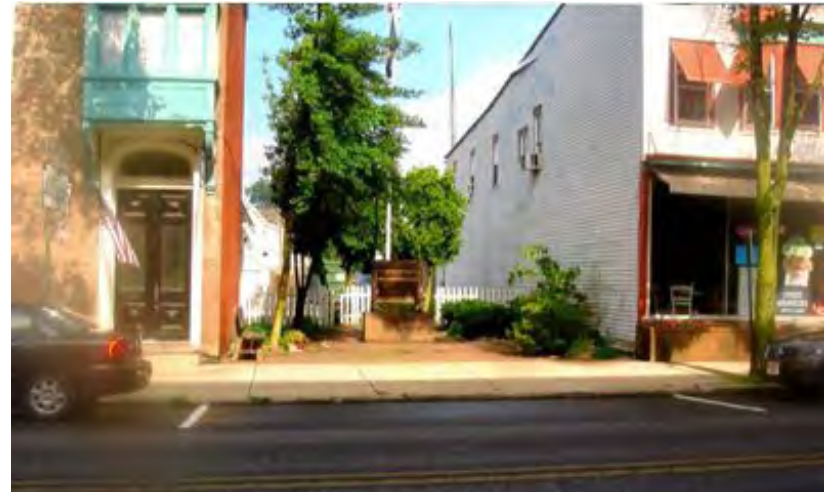


Illustration 4

Proposed Improvements (Illustrations 5-8)

A mix of improvements is proposed to renew the park's memorial and commemorative purposes, to enhance its utility and durability as an outdoor room, and to improve its aesthetic appeal. To aid understanding, the following list of improvements should be viewed in tandem with Illustrations 5-8 which illustrate a suggested scheme for proposed improvements.

I. Site Preparation

- ▶ Remove Existing Brick Paving-Unclassified Fill
- ▶ Remove Existing Flag Pole
- ▶ Remove and Store Existing Memorial Plaque
- ▶ Remove Existing Picket Fence
- ▶ Remove Existing Seating and Landscaping
- ▶ New Electrical Service

Proposed Improvements (Illustrations 5-8)

2. Paving

- ▶ Site Grading and Storm Drainage
- ▶ Install Paving Sub Base Stone
- ▶ New Concrete-Brick Pavements

3. Seat-Site Walls

- ▶ New Brick Veneer Seat Walls
- ▶ New Stone Veneer Site Walls
- ▶ New Recessed Wall Lighting

4. Landscaping

- ▶ Furnish and Place Topsoil in Planting Beds
- ▶ New Perennials, Groundcovers and Shrubbery
- ▶ Install Landscape Bed Edging
- ▶ Furnish and Install Mulch Planting Beds

5. Site Furnishings

- ▶ New Bench Seating (2), Game Tables-Seating (2)
- ▶ New Wood Pergola
- ▶ New Custom Designed Wood Trellises (2)
- ▶ New Flag Poles

6. Memorial-Commemorative Plaques

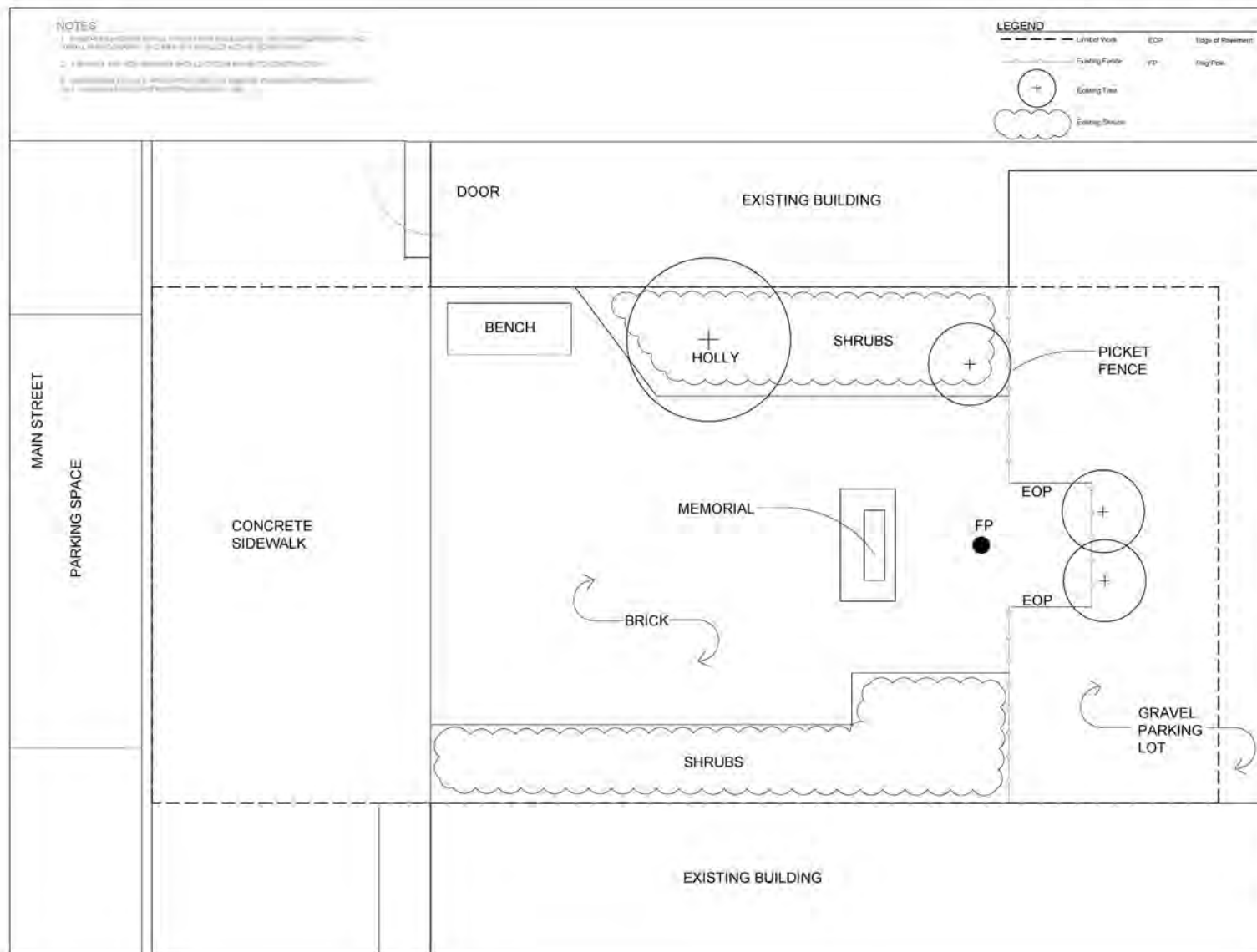
- ▶ Reset Existing Memorial Plaque
- ▶ Furnish and Install New Memorial Plaque
- ▶ New Granite Slab Memorial
- ▶ New Commemorative Stars



Illustration 5

Development Cost Estimates

A summary of probable site development costs for the conceptual design illustrated in the master plan drawings is found on pages 42-44.



Muncy Veterans Memorial Park Master Plan

Prepared For:
Muncy Borough
14 N. Washington Street
Muncy, PA 17756



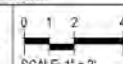
SEDA - Council of Governments
Community Resources/Cadre
201 Parkside Road
Lansburg, PA 17037
(717) 634-4411

Drawn By: ARV

Checked By: BA

Registration Seal

Scale & North Arrow



Revisions:

Date

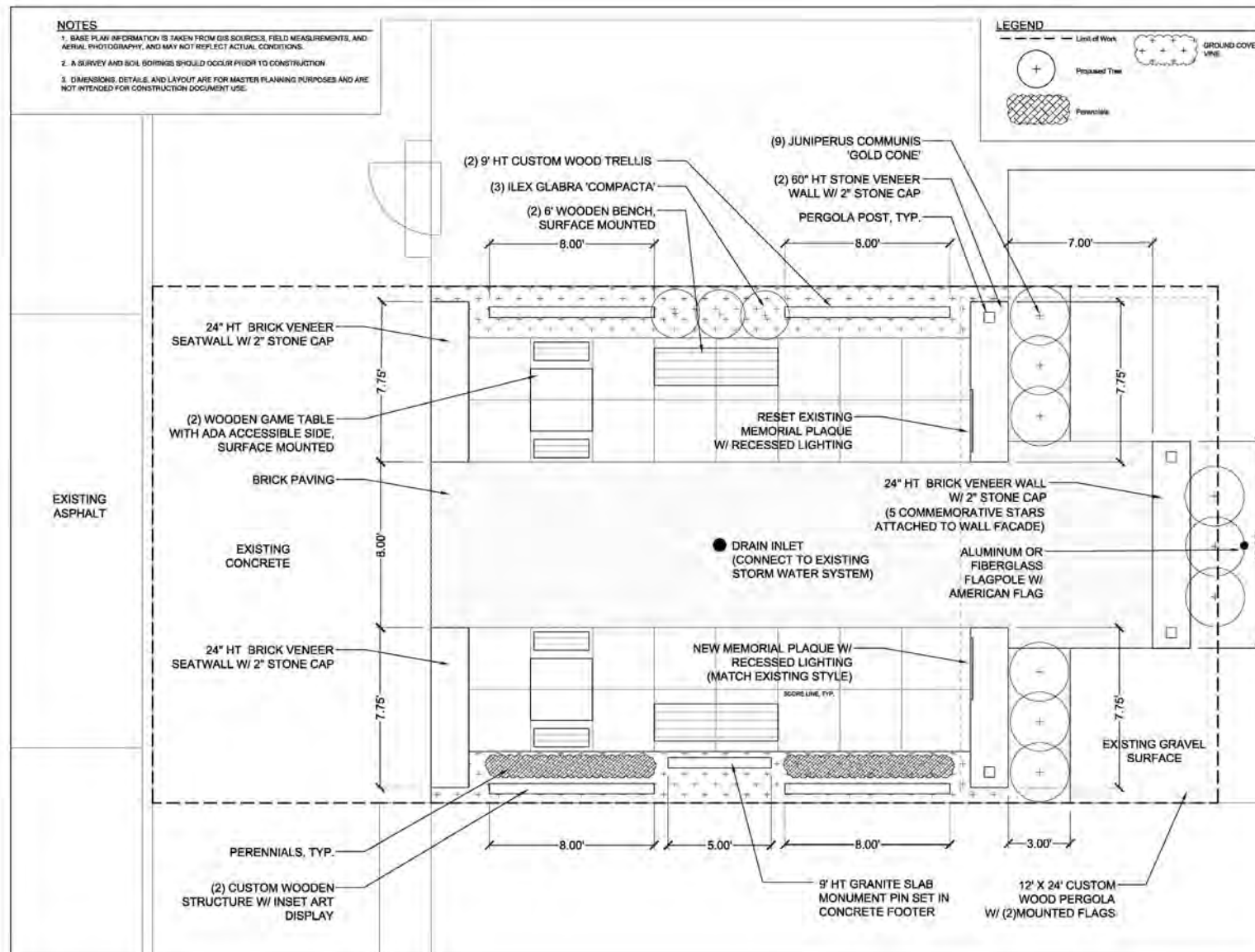
December 28, 2011

Sheet Title

Existing Conditions

Sheet Number

EX



Muncy Veterans Memorial Park Master Plan

Prepared For:
Muncy Borough
14 N. Washington Street
Muncy, PA 17756



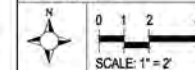
SEDA - Council of Governments
Community Resource Center
201 Farnham Road
Lewisburg, PA 17033
(717) 324-4481

Drawn By: ARW

Checked By: SA

Registration Seal

Scale & North Arrow



Revisions

Date

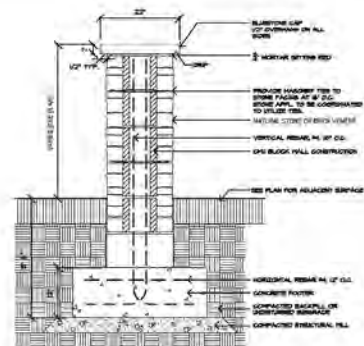
December 28, 2011

Sheet Title

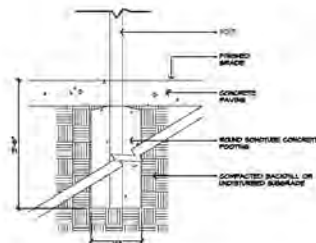
Layout, Materials, & Planting Plan

Sheet Number

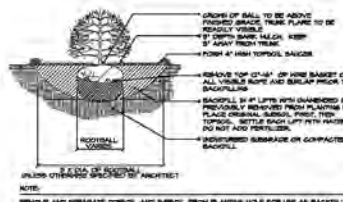
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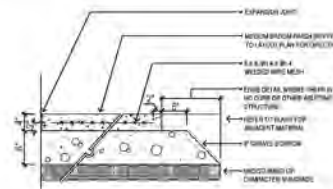
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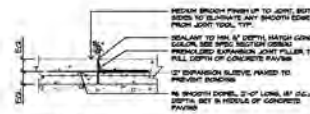
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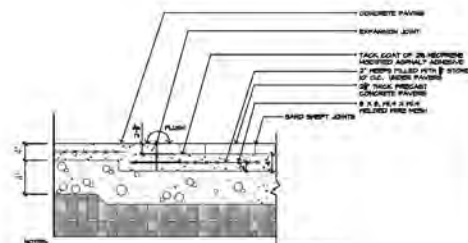
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SCALE 1/2\"/>



CONCRETE PAVING
SCALE 1/2\"/>



EXPANSION JOINT
SCALE 1/2\"/>



BRICK / CONCRETE UNIT PAVERS
SCALE 1/2\"/>

Muncy Veterans Memorial Park Master Plan

Prepared For:
Muncy Borough
14 N. Washington Street
Muncy, PA 17756



SEDA - Council of Governments
Community Resource Center
101 Furness Road
Lansburg, PA 17033 /
(717) 636-4441

Drawn By: ARW

Checked By: SA

Registration Seal

Scale & North Arrow



Revisions

Date

December 28, 2011

Sheet Title

Details

Sheet Number

L2

Veteran's Memorial Park

Budget Cost Estimates (Sheet 1)

Site Preparation

ITEM	DESCRIPTION	UNIT	QTY.	UNIT COST	COST EST. COST	COMMENTS
1	Excavation-Brick/Unclassified Fill	LS	1	\$2,000.00	\$2,000.00	
2	Flagpole Removal	LS	1	\$150.00	\$150.00	
3	Memorial	LS	1	\$500.00	\$500.00	Dismantle Plaque and Store
4	Fence Removal	LS	1	\$100.00	\$100.00	
5	Site Furniture-Landscaping Removal	LS	1	\$300.00	\$300.00	
ITEM TOTAL					\$3,050.00	

Paving

ITEM	DESCRIPTION	UNIT	QTY.	UNIT COST	COST EST. COST	COMMENTS
1	4" Thick Concrete	SY	35	\$60.00	\$2,100.00	Medium Broom Finish
2	Concrete Brick Pavers	SY	33	\$80.00	\$2,640.00	
3	2A Coarse Aggregate	CY	15	\$40.00	\$600.00	8" Deep
4	Fine Grading	SY	800	\$1.25	\$1,000.00	
ITEM TOTAL					\$6,340.00	

Seat-Site Walls

ITEM	DESCRIPTION	UNIT	QTY.	UNIT COST	COST EST. COST	COMMENTS
1	Concrete Seat Wall w/ Brick Veneer	LF	25.5	\$120.00	\$3,060.00	2' HT, Includes Stone Cap
2	Concrete Wall w/ Stone Veneer	SF	15.5	\$210.00	\$3,255.00	5' HT, Includes Stone Cap
3	Recessed Lights	EA	9	\$100.00	\$900.00	Uplighting for Commemorative Stars
4	2A Coarse Aggregate	CY	5	\$40.00	\$200.00	
ITEM TOTAL					\$7,415.00	

Veteran's Memorial Park

Budget Cost Estimates (Sheet 2)

Landscaping

ITEM	DESCRIPTION	UNIT	QTY.	UNIT COST	COST EST. COST	COMMENTS
1	Screened-Amended Topsoil	CY	7	\$40.00	\$280.00	12" Deep
2	Ground Mulch	CY	3	\$40.00	\$120.00	
3	Large Evergreen Shrubs	EA	9	\$100.00	\$900.00	
4	Small Evergreen Shrubs	CY	3	\$50.00	\$150.00	
5	Edging	LF	75	\$5.00	\$375.00	
6	Perennials-Groundcover	EA	30	\$5.00	\$150.00	
ITEM TOTAL					\$1,975.00	

Site Furnishings

ITEM	DESCRIPTION	UNIT	QTY.	UNIT COST	COST EST. COST	COMMENTS
1	6' Wood Bench	EA	2	\$800.00	\$1,600.00	
2	Game Table-Seat	EA	2	\$950.00	\$1,900.00	
3	Custom Wood Trellis	EA	2	\$600.00	\$1,200.00	
4	Mounted Flag Poles	EA	2	\$150.00	\$300.00	Includes Flags
5	12' x 24' Wood Pergola	LS	1	\$4,000.00	\$4,000.00	
ITEM TOTAL					\$9,000.00	

Memorials

ITEM	DESCRIPTION	UNIT	QTY.	UNIT COST	COST EST. COST	COMMENTS
1	New Memorial Plaque	LS	1	\$1,500.00	\$1,500.00	To Match Existing
2	5' x 9' Granite Slab Memorial	LS	1	\$5,000.00	\$5,000.00	Includes Delivery-Installation
3	Set Memorial Plaques	EA	7	\$75.00	\$525.00	
4	Commemorative Stars	EA	5	\$150.00	\$750.00	
ITEM TOTAL					\$7,775.00	

Veteran's Memorial Park

Budget Cost Estimates (Sheet 3)

Other

ITEM	DESCRIPTION	UNIT	QTY.	UNIT COST	COST EST. COST	COMMENTS
1	Drainage	LS	1	\$3,000.00	\$3,000.00	Could Vary
2	Electric	LS	1	\$2,500.00	\$2,500.00	Could Vary
	ITEM TOTAL				\$5,500.00	
	SUB TOTAL				\$41,055.00	
	CONTINGENCY				\$4,105.00	10% of Construction Cost
	TOTAL				\$45,160.00	

Note: These estimates are based on general price list and are subject to change depending upon specific elements selected. Estimates include shipping and labor, which may fluctuate with actual rates, fees, and conditions encountered.

Muncy Gardens

Project Location and Extent (Illustration 1)

The site of the proposed Muncy Gardens project is located on the east side of N. Market Street in North Muncy near the intersection with Mechanic Street. It consists of 2 contiguous FEMA lots (Parcel No.'s 39-01-310 and 39-01-311 with 130 feet of frontage on N. Market Street and extending 180 feet deep to N. McCarty Alley. The combined area of the Muncy Gardens site is .54 acres.

Development Context (Illustration 9)

Muncy Gardens is located on a flood prone residential street one block west of N. Main Street on the Susquehanna River flood plain. The level site is in permanent grass cover and is maintained by regular mowing. The low lying site is flooded periodically. No permanent structures are permitted under the Borough's zoning



Illustration 9

ordinance and none are present. The site is not promoted for park use and is unused for any municipally sanctioned recreational purposes. The property is flanked by pre-existing residential dwelling houses to the north and south. It faces west with a view across N. Market Street to another dwelling house and 2 similarly-sized former residential lots, now permanently deeded as municipal open space subject to the same building restrictions.



Illustration 10

N. Market Street is relatively wide low traffic volume street which is conducive to safe walking and bicycling although during peak traffic times the street is used as a runaround by motorists looking to avoid backups at the signalized intersection of Main and Water streets. On-street site parking is available on both sides of N. Market Street.

Proposed Improvements (Illustration 11)

Muncy Gardens presents challenges for sanctioned public recreation uses within the context of its flood-prone setting, spatial attributes and neighborhood character. The concept of a community garden space is one well-adapted to the above factors. Interest in community gardening is growing as they offer many benefits to individuals and to communities.

The American Community Gardening Association (ACGA) (www.communitygarden.org) is an advocate for community gardening. The ACGA website offers helpful advice on steps to start a community garden and garden programming. Community gardens grow flowers, vegetables or community. They may consist of one community plot or many individual plots. They are sited at schools, hospitals, and in neighborhoods.

ACGA cites the many benefits of community gardens which:

- ▶ Stimulates Social Interaction
- ▶ Beautifies Neighborhoods
- ▶ Produces Nutritious Food
- ▶ Reduces Family Food Budgets
- ▶ Conserves Resources
- ▶ Creates opportunity for recreation, exercise, therapy, and education
- ▶ Preserves Green Space
- ▶ Creates income opportunities and economic development
- ▶ Reduces heat from streets and parking lots
- ▶ Provides opportunities for intergenerational and cross-cultural connections

Various improvements are recommended for the Muncy Gardens site to create a needed, functional, accessible, and enjoyable community asset. The following list of improvements should be viewed in tandem with Illustration 11 which shows the positioning and interrelationship of garden components.

1. Site Preparation
 - ▶ Site Clearing and Preparation as Required
 - ▶ Sub-Surface Drainage as Required
2. Site Structures-Fixtures
 - ▶ (1) Wood Pergola
 - ▶ (8) 10" High Raised Bed Planters
 - ▶ (2) 30" High ADA-Compliant Raised Bed Planters
 - ▶ (1) Prefabricated Storage Shed
3. Sidewalks and Walkways
 - ▶ New Street Sidewalk-ADA Compliant Parking Space-Ramped Curb
 - ▶ New ADA-Compliant Site Walkways to Planting Beds, Pergola, and Storage Shed
4. Fencing
 - ▶ New Perimeter Decorative Fencing-Gates
5. Landscaping
 - ▶ New Pea Gravel Surfacing in Planting Bed Areas
 - ▶ New Ornamental Border Plantings
 - ▶ (3) Street Trees
6. Site Furnishings
 - ▶ (3) 4' Diameter Table-Chair Sets
 - ▶ (1) Trash Receptacle
 - ▶ (1) Compost Bin
7. Signage
 - ▶ (1) Park Sign

FEMA Lots Master Plan

Scale: 1" = 10'

April 17, 2012



Development Cost Estimates

Below is a summary of probable site development costs for the conceptual design illustrated in the master site plan drawings.

FEMA Lot—Muncy Gardens

Budget Cost Estimates

ITEM	DESCRIPTION	COST ESTIMATE	COMMENTS
1	Project Administration-Management	\$1,800.00	Includes Administering Public Bid Process
2	Site Survey	\$1,500.00	
3	Design-Engineering Professional Services	\$5,000.00	
	Construction-Materials Costs (Items 4-10)		
4	Site Preparation	\$2,000.00	
5	Site Structures-Fixtures	\$9,000.00	Includes Pergola,ADA-Compliant Planting Beds and Storage Shed
6	Walkways-Area Surfacing	\$9,000.00	Includes ADA-Compliant Sidewalk Ramp
7	Fencing	\$12,000.00	Picket Type Ornamental
8	Landscaping	\$13,000.00	Street Trees, Ornamental Borders, Gravel Surfacing
9	Site Furniture	\$7,500.00	Table-Chair Sets, Trash Receptacle, Compost Bin
10	Signage	\$500.00	
	SUB TOTAL	\$61,300.00	
	CONTINGENCY	\$5,300.00	10% of Construction-Materials Costs
	TOTAL	\$66,600.00	

Market Street Dog Park

Project Location and Extent

The site of the proposed Market Street Dog Park is located on the west side of N. Market Street in North Muncy near the intersection with Mechanic Street. It consists of 2 contiguous FEMA lots (Parcel No.'s 39-01-405 and 39-01-404 with 146 feet of frontage on N. Market Street and extending an average of 190 feet deep to an adjoining area of undeveloped farmland. The combined area of the Dog Park site is .63 acres.

Development Context (Illustration 9 and 12)

The site of the proposed Muncy Dog Park shares traits and context described above for the Muncy Gardens site which is located across N. Market Street from the site of the proposed dog park.

The site is in minimally elevated above the existing N. Market Street sidewalk. The site includes several paved areas which were originally used for court games. It is maintained in permanent grass cover by regular mowing. The site is flood prone. No permanent structures are permitted under the Borough's zoning ordinance and none are present. The site is not frequently used for municipally sanctioned recreational purposes.



Illustration 12

Proposed Improvements (Illustration 11)

Muncy residents expressed interest in a dog park during public meetings. This was corroborated through random questioning of Green Street Park users during field study for the project. Dog parks have proven to be popular requests and improvements in many urban areas, including the City of Williamsport. A survey conducted in connection with development of the Lycoming County Open Space and Recreation Plan indicated public support for more dog park development.

1. Site Preparation
 - ▶ Site Clearing and Preparation as Required
2. Walkways and Seating Area
 - ▶ New Street Sidewalk-ADA Compliant Parking Space-Ramped Curb
 - ▶ New ADA-Compliant Site Walkways to Dog Runs and Seating Area
3. Fencing
 - ▶ New 5' Chain Link Fencing-Gates
4. Landscaping
 - ▶ Pea Gravel Surfacing in Dog Runs
 - ▶ New Walkway Hedging
 - ▶ (5) Street and Shade Trees
5. Site Furnishings
 - ▶ (4) 6' Benches
 - ▶ (1) Trash Receptacle
 - ▶ (1) Dog Waste Station

6. Signage

- ▶ (1) Park Sign

7. Street Crosswalk

- ▶ (1) New Pedestrian Crosswalk

Development Cost Estimates

Below is a summary of probable site development costs for the conceptual design illustrated in the master site plan drawings.

FEMA Lot—Market Street Dog Park

Budget Cost Estimates

ITEM	DESCRIPTION	COST ESTIMATE	COMMENTS
1	Project Administration-Management	\$1,500.00	Includes Administering Public Bid Process
2	Site Survey	\$1,500.00	
3	Design-Engineering Professional Services	\$4,500	
	Construction-Materials Costs (Items 4-10)		
4	Site Preparation	\$1,500.00	
5	Walkways-Seating Area	\$6,000.00	Includes ADA-Compliant Sidewalk Ramp
6	Fencing	\$8,000.00	Chain Link Fence and Gates
7	Site Furniture	\$5,500.00	Dog Waste Station, Benches, Trash Receptacle
8	Landscaping	\$14,000.00	Street and Shade Trees, Hedging, Gravel Surfacing
9	Signage	\$600.00	
10	Street Crosswalk	\$500.00	Pavement Line Stripe Painting
	SUB TOTAL	\$43,600.00	
	CONTINGENCY	\$3,610.00	10% of Construction-Materials Costs
	TOTAL	\$47,210.00	

FEMA Town Lot Reforestation

Project Location and Extent (Illustration 1)

Because of their size and noncontiguous locations, three scattered FEMA lots have little value for active public recreational use. Two of these lots (39-01-206 and 39-01-130) are located at the intersection of Brady and N. Market streets, one on the west side and one on the east side of N. Market Street. The third lot (39-01-305) is located on the west side of N. Main Street between Mechanic and Grant streets. Individually these lots measure .31, .21, and .21 acres in size respectively.

These lots have little potential for public recreational use. Their highest and best use is in naturalized open space which contributes to the Borough's green infrastructure system. It is recommended that they either continue to be maintained in mowed lawn as they are at present or alternatively that they be allowed to naturalize and be planted with tree, shrub and wildflower species attractive to desired bird species.

Development Context (Illustration 9)

These three parcels are located among dwelling houses in a flood prone urban residential neighborhood. Any permanent building is restricted by deed restriction and the Borough zoning ordinance. Parking for these sites is accommodated by available on-street parking spaces in the vicinity of each lot.

Proposed Improvements

Proposed improvements are limited to site preparation and landscaping.

1. Site Preparation
 - ▶ Site Preparation as Required
2. Landscaping
 - ▶ Tree, Shrub and Wildflower Plantings

Development Cost Estimates

Below is a suggested budget for site preparation and planting.

FEMA Town Lot Reforestation

Budget Cost Estimates

ITEM	DESCRIPTION	BUDGET COST
1	Site Preparation	\$2,500.00
2	Landscaping	\$7,500.00
	SUB TOTAL	\$10,000.00
	CONTINGENCY	N/A
	TOTAL	\$10,000.00

Downtown Streetscapes

Project Location and Extent (Illustration 13)

The proposed streetscape improvements are located on Main and Water streets in downtown Muncy. They extend one block more or less in all directions from the intersection of Main and Water streets—from Noble Alley on N. Main Street to High Street on S. Main Street and from Market Street on W. Water Street to Washington Street on E. Water Street.

Development Context

The project area streetscapes comprise the core of Muncy's downtown business blocks. This area is regularly used by town residents and visitors for a variety of dining and shopping needs and business services. The intersection of Main and Water streets is an especially congested and signalized intersection.

Bicycle and pedestrian use of these streets is complicated by unexpectedly and unusually heavy motor vehicle traffic through the Main-Water Street intersection, including prolific and constant heavy truck traffic originating from or destined to large and active industrial sites west of Muncy.

As a Susquehanna Greenway river town with significant historic character and an appealing urban design Muncy is an appealing destination for town touring. Walking and bicycling are active pursuits by town residents and an increasing number of Greenway-connected visitors.



Illustration 13

Proposed Improvements (Illustrations 14-18)

The downtown streetscape project consists of streetscape improvements to enhance the function, safety and appearance of the core blocks in downtown Muncy. A range of improvements is proposed for each of four named street segments:

1. S. Main Street (High Street to Water Street)
2. N. Main Street (Noble Alley to Water Street)
3. E. Water Street (Washington Street Intersection)
4. W. Water Street ((N. Market Street to Main Street)

A variety of similar treatments are proposed for each of the above named street segments, including new curbing and sidewalks, street tree plantings, information and wayfinding signage, ornamental lighting, street furnishings, and intersection cross walk improvements.

The master plan drawings also illustrate suggested improvements to privately owned parking facilities and site designs where such improvements are integral to achieving overall results. In such cases, the illustrations are intended to suggest future direction for private action. The drawings do not constitute a proposed design nor do they mandate private improvements. It is hoped that these illustrations will point the way to future development collaboration involving the Borough and downtown property owners.

Demolition

- ▶ Remove Existing Sidewalks and Curbing as Required
- ▶ Remove-Relocate Existing Utility Poles and Overhead Utilities as Required
- ▶ Remove Existing Street Trees as Required
- ▶ Remove Existing Street Signage as Required

Hardscape Improvements

- ▶ New Concrete Curbing and Sidewalks as Indicated
- ▶ New Brick Pavers as Indicated
- ▶ New ADA-Compliant Curb Cuts and Ramps as Required
- ▶ Enhanced Parklet Seating Area (N. Main)

Street Work

- ▶ Street Milling as Required
- ▶ Pavement Line Striping
- ▶ Enhanced Brick Patterned Cross Walks and Crossing Zones

Landscape Improvements

- ▶ New Tree Lawn Areas as Indicated
- ▶ New Street Trees and Shrubbery as Indicated

Street Furniture

- ▶ Relocate Existing Information Kiosk (N. Main)
- ▶ New Bench Seating as Indicated
- ▶ New Trash Receptacles

Signage

- ▶ New Motor Vehicle Signage as Required
- ▶ New Wayfinding Signage

Ornamental Lighting

- ▶ New Ornamental Street Lighting as Indicated

Utilities

- ▶ New Underground Utilities as Required

Development Cost Estimates

A summary of probable site development costs is provided for each conceptual design illustrated in the master site plan drawings immediately following the site plan illustrations. Separate cost estimates are provided for the S. Main Street, N. Main Street, and W. Water Street streetscape improvements and the E. Water-Washington streets intersection.

South Main Street Streetscape Master Plan

Scale: 1" = 10'

April 17, 2012



S. Main St. Streetscape Improvements

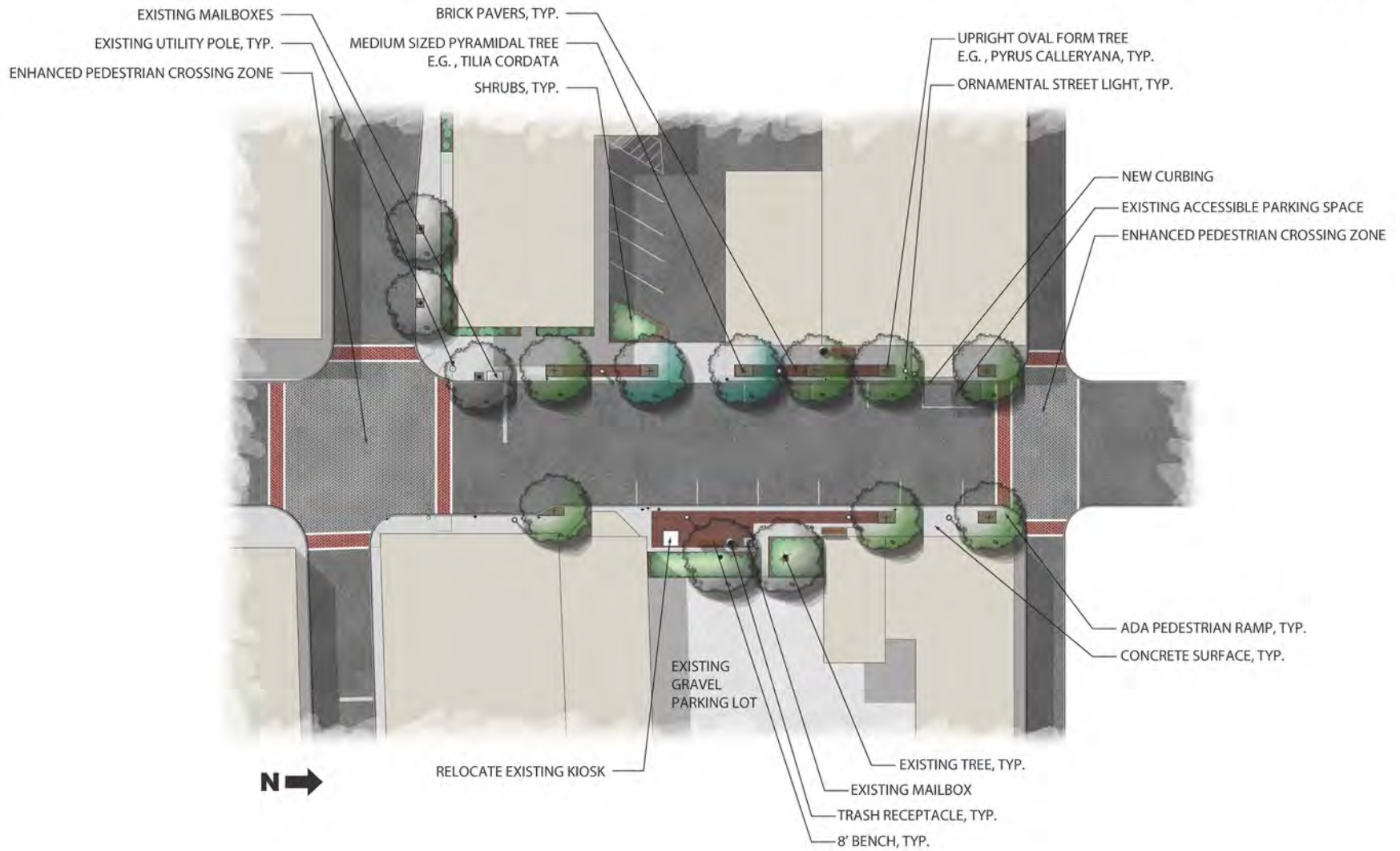
Budget Cost Estimates

ITEM	DESCRIPTION	COST ESTIMATE	COMMENTS
1	Project Administration-Management	\$9,000.00	Includes Administering Public Bid Process
2	Site Survey	\$8,000.00	
3	Design-Engineering Professional Services	\$60,000.00	
	Construction-Materials Costs (Items 4-12)		
4	Demolition	\$65,000.00	
5	Hardscape Improvements	\$170,000.00	Includes ADA Ramps-Curbs
6	Street Work	\$80,000.00	Asphalt Milling, Striping-Crosswalk Zones
7	Landscape Improvements	\$15,000.00	Trees, Shrubs, and Planting Supplies
8	Street Furniture	\$18,000.00	Trash Receptacles-Benches
9	Signage	\$10,000.00	Traffic Signs-Downtown Wayfinding Signs
10	Lighting	\$22,000.00	Pedestrian Lighting
11	Underground Electrical-Utilities	\$115,000.00	
12	Traffic Control	\$30,000.00	
	SUB TOTAL	\$602,000.00	
	CONTINGENCY	\$49,500.00	10% of Construction-Materials Costs
	TOTAL	\$651,500.00	

North Main Street Streetscape Master Plan

Scale: 1" = 10'

April 17, 2012



N. Main St. Streetscape Improvements

Budget Cost Estimates

ITEM	DESCRIPTION	COST ESTIMATE	COMMENTS
1	Project Administration-Management	\$6,000.00	Includes Administering Public Bid Process
2	Site Survey	\$4,000.00	
3	Design-Engineering Professional Services	\$20,000.00	
	Construction-Materials Costs (Items 4-12)		
4	Demolition	\$23,500.00	
5	Hardscape Improvements	\$65,000.00	Includes ADA Ramps-Curbs
6	Street Work	\$30,000.00	Asphalt Milling, Striping-Crosswalk Zones
7	Landscape Improvements	\$9,000.00	Trees, Shrubs, and Planting Supplies
8	Street Furniture	\$7,000.00	Trash Receptacles-Benches
9	Signage	\$4,000.00	Traffic Signs-Downtown Wayfinding Signs
10	Lighting	\$9,000.00	Pedestrian Lighting
11	Underground Electrical-Utilities	\$48,000.00	
12	Traffic Control	\$30,000.00	
	SUB TOTAL	\$255,500.00	
	CONTINGENCY	\$19,550.00	10% of Construction-Materials Costs
	TOTAL	\$275,050.00	

Washington Street & E. Water Street Master Plan

Scale: 1" = 20'

April 17, 2012





E. Water St.—Washington St. Intersection Improvements

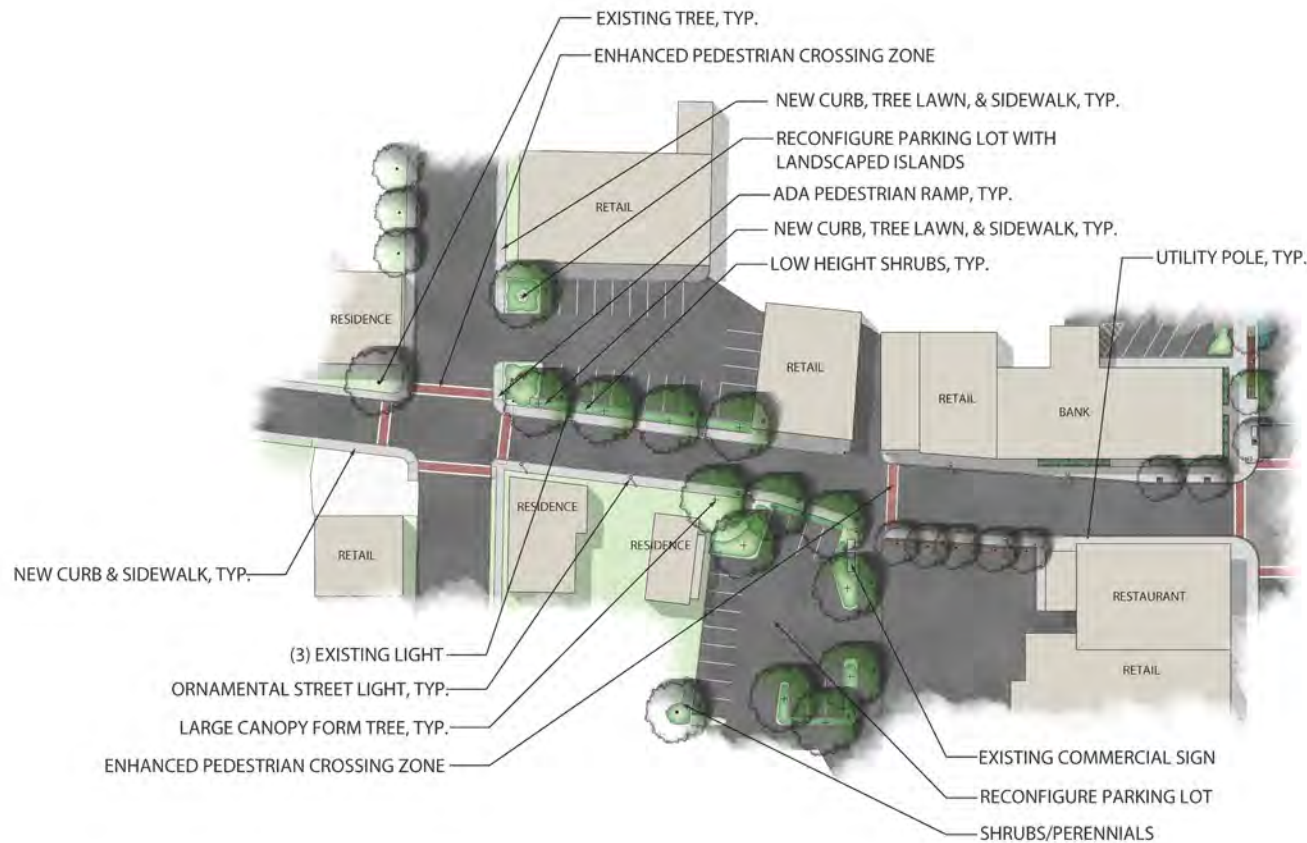
Budget Cost Estimates

ITEM	DESCRIPTION	COST ESTIMATE	COMMENTS
1	Project Administration-Management	\$15,000.00	Includes Administering Public Bid Process
2	Site Survey	\$10,000.00	
3	Design-Engineering Professional Services	\$50,000.00	
	Construction-Materials Costs (Items 4-11)		
4	Demolition	\$105,000.00	
5	Hardscape Improvements	\$240,000.00	Includes ADA Ramps-Curbs
6	Street Work	\$90,000.00	Asphalt Milling, Striping-Crosswalk Zones
7	Landscape Improvements	\$25,000.00	Trees, Shrubs, and Planting Supplies
8	Signage	\$4,500.00	Traffic Signs-Downtown Wayfinding Signs
9	Lighting	\$5,000.00	Pedestrian Lighting
10	Utility Adjustments	\$35,000.00	
11	Traffic Control	\$30,000.00	
	SUB TOTAL	\$609,500.00	
	CONTINGENCY	\$50,450.00	10% of Construction-Materials Costs
	TOTAL	\$659,950.00	

West Water Street Master Plan

Scale: 1" = 20'

April 17, 2012



W.Water St. Streetscape Improvements

Budget Cost Estimates

ITEM	DESCRIPTION	COST ESTIMATE	COMMENTS
1	Project Administration-Management	\$9,000.00	Includes Administering Public Bid Process
2	Site Survey	\$6,000.00	
3	Design-Engineering Professional Services	\$30,000.00	
	Construction-Materials Costs (Items 4-11)		
4	Demolition	\$50,000.00	
5	Hardscape Improvements	\$135,000.00	Includes ADA Ramps-Curbs
6	Street Work	\$65,000.00	Asphalt Milling, Striping-Crosswalk Zones
7	Landscape Improvements	\$4,000.00	Trees, Shrubs, and Planting Supplies
8	Signage	\$3,000.00	Traffic Signs-Downtown Wayfinding Signs
9	Lighting	\$11,000.00	Pedestrian Lighting
10	Utility Adjustments	\$22,000.00	
11	Traffic Control	\$25,000.00	
	SUB TOTAL	\$360,000.00	
	CONTINGENCY	\$29,000.00	10% of Construction-Materials Costs
	TOTAL	\$389,000.00	

PROJECT IMPLEMENTATION

A Plan for Muncy Recreation Sites



PROJECT IMPLEMENTATION

Implementation Strategies

A diverse mix of projects is outlined in A Plan for Muncy Recreation Sites, including a substantial agglomeration of town streetscape projects aimed at improving conditions for walking and bicycling and for enhancing the safety of outdoor exercise for Muncy residents and visitors of all ages and abilities.

This is a plan for long term action over the next 5-10 years. It includes necessary and beneficial projects which may be undertaken either simultaneously or in sequence depending on available funding opportunities and other circumstances, including municipal spending priorities yet to be established.

The projects identified in this plan are broadly defined as: 1) Green Street Park, 2) FEMA Lots, 3) Streetscapes, and 4) Muncy Veterans Memorial Parklet. With the exception of Veterans Parklet, the full realization of these projects will need to be carried out in phases. Implementation of A Plan for Muncy Recreation Sites requires critical judgment on the part of municipal officials and citizens to establish investment priorities, foster development partnerships, and source funding and financing for projects.

The plan establishes a framework to guide decision-making on public-private spending. Development decisions should be weighed in the context of all projects identified through the planning process. Because funding opportunities and other factors continually impact community visions and priorities it is also important to keep a flexible outlook relevant to changing town needs and circumstances.

Investment Priorities

The Borough must decide on investment priorities relevant to implementation of A Plan for Muncy Recreation Sites. The availability and timing of funding must be weighed and factored into community decisions as must the urgency of need relating to each proposed project.

Streetscape improvements rank highest in public spending priority because they affect the greatest number of residents and visitors and are needed to provide safe pedestrian access and bicycle accommodation leading to town destinations—downtown, Muncy schools, Green Street Park, and the proposed Muncy Gardens and Market Street Dog Park sites. Before the development of outlying industrial districts, Muncy's principal streets and intersections functioned equally well for all uses but this has changed with detrimental effects on walking and bicycling.

Improvements to existing recreation sites like Green Street Park are also important priorities for action. The value of past public investments in this site needs to be maintained. Substandard facilities need to be upgraded. And improvements are needed to address ADA compliance relating to parking facilities, park fixtures and equipment, and pathways to park destinations.

It is also important to weigh the future uses for FEMA lots and their value to Muncy residents. The community gardens and dog park projects have merit for Muncy. They fill stated and unmet needs, add value to the neighborhood, and make wise use of otherwise undevelopable flood prone properties. But because these lots are presently unimproved and proposed uses are more limited these projects may need to take a temporary back seat to other projects.

Following is a list of suggested investment priorities relating to each of the plan-proposed projects. While streetscape improvements top the list of spending priorities, other funding streams dedicated to park and recreation projects may and could be pursued simultaneously.

Streetscape Projects

Following are recommended priorities for investment in streetscape improvements:

1. E. Water Street-Washington Street Intersection—This intersection is hazardous to motorists, pedestrians and bicyclists owing to its substandard design. Improvements to this intersection are of paramount importance. The intersection is a major pedestrian-bicycle crossing point connecting to Green Street Park, downtown Muncy, and Muncy Elementary School.
2. S. Main Street—S. Main Street is Muncy's signature street and the blocks between Water and High Streets are among the most highly trafficked pedestrian streets in the Borough. Streetscape improvements are needed to address crosswalk traffic conflicts and beautification essential to promoting Muncy as a Susquehanna Greenway River Town and to create an enhanced setting for Muncy Veteran's Parklet.
3. W. Water Street—W. Water Street improvements will enhance the Susquehanna Greenway gateway entrance into downtown Muncy and address crosswalk traffic conflicts at N. Market Street which is an important safety link in the path to the proposed community gardens and dog park sites.
4. N. Main Street—N. Main Street improvements will complement those made to S. Main Street and complete the design symmetry of this streetscape project.

Green Street Park

Improvements to Green Street Park rank next in importance after improvements to the E. Water Street-Washington Street and S. Main Street projects. To the extent Borough or private matching funds are available this project may be pursued simultaneously with streetscape improvements using alternate funding sources.

1. Green Street Park (South)—Implementation priorities include play area relocation and parking improvements, including those required to achieve full ADA-compliance relating to accessible parking, site routes, and recreation equipment.
2. Green Street Park (North)—Implementation of improvements to the north sector of Green Street Park will enhance ball field availability in the Borough. The need for this additional improvement should be weighed against the need for investments in other facilities like the community gardens and dog park to establish time frames for action.

Veterans Parklet

The rehabilitation of Veteran's Parklet is a project used by the public but situated on privately owned property. As such it is not a significant investment priority for Borough spending. The Borough supports private spending to upgrade this important downtown streetscape site.

Market Street Dog Park

The Market Street Dog Park will satisfy local and regional demands for exercising pet dogs. It is an appropriate use for the FEMA lot site and will not burden the neighborhood with excessive traffic or parking demands. This project is likely to serve a wider number of town residents than the proposed community gardens site and is recommended as a higher priority for that reason.

Muncy Gardens

Muncy Gardens is an excellent project concept but a lower priority for Borough investment. Of all the above listed projects, Muncy Gardens may be one project that best lends itself to a public-private partnership implementation scheme.

FEMA Lot Reforestation

This low cost municipal improvement will yield aesthetic and environmental benefits to adjoining streets and homes. This project is the lowest priority for Borough investment. But it provides excellent opportunity for launching a Borough-initiated volunteer-led green infrastructure improvement program.

Partnerships

Partnerships are essential to implementing Muncy's plans for recreation site and streetscape improvements. Following is a list of potential partners relating to each of the listed projects.

Streetscape Projects

Downtown Property and Business Owners, Muncy Area Industries, PennDOT, PA DCED, Lycoming County MPO, Lycoming County Planning Commission, Muncy Shade Tree Commission.

Green Street Park

Muncy Little League, Muncy Shade Tree Commission, PA DCNR, PA DCED, Charitable Foundations, Recreational Equipment Manufacturers, Community Service Organizations and Volunteers.

Veterans Parklet

Military Service Organizations, Charitable Foundations, Downtown Business Owners, Community Volunteers.

Market Street Dog Park

Local Dog Enthusiasts, Pet Stores, Pet Supply Stores, Volunteers, Muncy Shade Tree Commission.

Muncy Gardens

Local Garden Clubs, Garden Supply Stores, Volunteers, Muncy Shade Tree Commission.

FEMA Lot Reforestation

Local Garden Clubs, Garden Supply Stores, Volunteers, Muncy Shade Tree Commission.

Funding

Funding for public works projects is especially challenging in the current economic climate. But a variety of public-private funding sources are available to help achieve the Borough's recreation site and streetscape development objectives. Detailed information about these sources is readily available through online resources some of which are listed below. Planning should begin through contacts with allied county and state agencies with the necessary understanding of project funding and financing.

Following is an overview of funding programs and technical assistance sources applicable to each proposed project.

Streetscape Projects

Municipal Revenues; Property Owner Contributions; Special Assessments and Fees; PA Act 13 Impact Fees (County, Local) www.pacounties.org; DCED Commonwealth Financing Authority (CFA) grants; Pennsylvania Infrastructure Investment Authority (PENNVEST) Grants; HUD Community Development Block Grants; PennDOT MAP-21 Grants; DCED Municipal Assistance Grants; PHMC Keystone Historic Preservation Grants www.phmc.info/historicpreservation; National Endowment for the Arts Creative Place Making Grants www.nea.gov; The Progress Fund Loans www.progressfund.org; PA Wilds Program Grants www.pawildsresources.org; Susquehanna Greenway Partnership Mini Grants www.susquehannagreenway.org; Chesapeake Bay Trust Green Streets, Green Jobs Grants www.cbtrust.org.

Green Street Park

Municipal Revenues; DCNR Bureau of Recreation and Conservation Grants www.dcnr.state.pa.us/brc/grants/index.aspx; DCNR TreeVitalize Grants www.treevitalize.net; Baseball for Tomorrow Grants web.mlbcommunity.org/index.jsp; KaBOOM Playground Grants www.kaboom.org; HUD Community Development Block Grants.

Veterans Parklet

Private Donations; Community Foundation Grants.

Market Street Dog Park

Municipal Revenues; Private Donations; Community Foundation Grants; DCNR Bureau of Recreation and Conservation Grants www.dcnr.state.pa.us/brc/grants/index.aspx; DCNR TreeVitalize Grants www.treevitalize.net.

Muncy Gardens

Municipal Revenues; Private Donations; Community Foundation Grants; DCNR Bureau of Recreation and Conservation Grants www.dcnr.state.pa.us/brc/grants/index.aspx; DCNR TreeVitalize Grants www.treevitalize.net.

FEMA Lot Reforestation

Municipal Revenues; Private Donations; Community Foundation Grants; DCNR TreeVitalize Grants www.treevitalize.net.

APPENDICES

A Plan for Muncy Recreation Sites

Appendix A—Creating Safe, Walkable, and Healthy Communities

Appendix B—Public Participation Summary

Appendix C—Recreation Site Parcel Descriptions



APPENDIX A

Creating Safe, Walkable, and Healthy Communities





Creating Safe, Walkable and Healthy Communities In the Middle Susquehanna Region

A participatory planning process to enhance the walking and biking environment
in Central Pennsylvania communities

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CONTENTS

This report is excerpted from SEDA-COG's wider regional study dealing with enhancing the walkability and bike-friendliness of the Muncy-Hughesville Berwick areas. This report summaries findings and recommendations of the SEDA-COG study relating specifically to the Borough of Muncy and establishes a broader context for Muncy's plan for recreation sites of which it is a part.

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OVERVIEW

Planning for the Susquehanna Greenway began in the summer of 2001. The Greenway went through several stages of development including visioning, concept design and strategic action planning, culminating with the formation of the non-profit Susquehanna Greenway Partnership in 2007. The concept design for the Susquehanna Greenway envisioned a network of interconnected communities, trails and natural areas. River towns and urban centers were shown as circles on the concept design, illustrating their role as hubs of activity. However, the concept design did not show how each individual river town / community would contribute to greenway and trail connections for the Susquehanna Greenway.

The Creating Safe, Walkable and Healthy Communities project provides technical planning assistance to Susquehanna River Towns to create pedestrian and bicycle master plans and project action strategies for each community. The project addresses major areas of concern regarding human health and increasing obesity rates. The Creating Safe, Walkable and Healthy Communities project evaluates each community to determine the current constraints to walking and biking.

Site visits, discussions and a facilitated design process produced concepts for streetscape improvements that improve pedestrian and bicycle connectivity, aesthetic beauty and economic vitality of the community. The project seeks collaboration between municipal governments, schools and health care providers to produce built environments that are safe for walking and biking and are supported by programs that encourage functional walking and biking to work, school, shopping and for recreation.

The Creating Safe, Walkable and Healthy Communities initiative has identified a wide range of projects in each community. Some can be acted upon immediately, while others require additional planning, design and funding for implementation. Making changes to the built environment will take time. It has taken generations to build the current infrastructure that supports automobile travel to the detriment of pedestrians and bicyclists. It will take time to create a more pedestrian and bicycle-friendly environment – but change must begin now.

The Creating Safe, Walkable and Healthy Communities project supports local efforts to build safe, vibrant, energy-efficient and sustainable communities. The project has established a long-term relationship with diverse of public/private interests creating a unique funding partnership for community greening and revitalization and ultimate long-term project sustainability. The project initiated a relationship with health care providers and will seek to establish a relationship with health insurers who see economic benefit from community design enhancements that encourage active lifestyles. Other potential partners include energy companies, resource conservation and environmental organizations, state agencies such as PennDOT, PA Department of Conservation and Natural Resources, PA Department of Environmental Protection, federal agencies such as Federal Highway Administration and other organizations that share green infrastructure goals and objectives.

WHY DO WE NEED PEDESTRIAN AND BICYCLE FRIENDLY COMMUNITIES?

For the last 60 years the United States has created a built environment focused on the automobile. The need to accommodate access, parking, storage and flow of vehicles has dominated community design decisions – all to the detriment of pedestrians and bicyclists. That has begun to change as many communities, as a quality of life indicator, compete to be the most bicycle-friendly. Portland, Oregon; Boulder, Colorado; and Davis, California are often at the top of such lists. Being pedestrian and bike friendly helps attract economic opportunities. Pedestrian-friendly neighborhoods, vibrant streets and a healthy community life are all factors that attract young and highly educated people – the so-called and sought after “creative class.”

Communities in rural Pennsylvania do not make these lists of walkable and bike-friendly communities. The innovations of community design and planning have not found their way to this region; however, the region’s historic downtowns and neighborhoods provide a strong nucleus to build upon. Most Central Pennsylvania communities region retain their human-scale. One can easily walk or bike across town and, given better accommodation, these communities are well positioned to be re-designed to place pedestrians and bikes on equal footing with vehicular traffic, increasing the vibrancy and economic prospects of the community and the region.

Creating Safe, Walkable and Healthy Communities is a collaborative effort led by SEDA-COG to organize stakeholders and facilitate interaction among community residents, leaders, planners, agencies, public health advocates and healthcare

providers with linked interests and responsibilities for community and transportation planning and investment decision-making, public health investments, and related programming. This appendix extrapolates Muncy-Hughesville data from a larger regional study completed in 2011. It sets forth findings, principles, and action recommendations as a guide for walk-bike development in Muncy and the Muncy area. Participating partners included the involved municipal governments, PennDOT, the SEDA-COG RPO (Rural Planning Organization), employers, Susquehanna Health System and the Muncy Valley Hospital.

The project addresses impediments to safe walking and biking and identifies opportunities to meet public health aims and reduce vehicle-related energy consumption through a combination of smart-growth planning and community-health programming in the two project areas. The project raises regional awareness about active, healthy living and the potential for integrating walking and bicycling in daily life and work routines by engaging regional residents in active living programming. The project uses regional media to expand outreach and participation in related planning and programming.

ENVIRONMENTAL AND COMMUNITY CONTEXT

The project evaluated the existing built-environment of the Muncy / Hughesville area. A Walkability / Bikeability community audit was performed identifying elements that encourage walking and biking and elements that hinder these activities. The historic core community, surrounding neighborhoods, suburban fringe and rural resource areas were each evaluated for their connectivity to key community destinations such as: downtown business districts, schools, libraries, post offices, parks, grocery stores and shopping.

The Regional Context

The Middle Susquehanna Region finds itself at a crossroads. In many ways, the region has benefited from the circumstances of history and location that have spared the towns and landscape from falling among Pennsylvania's worst examples of sprawl and homogenized development.

Relative isolation and limited economic growth are not generally considered positive traits, but they have played important roles in leaving the region where we find it today – rooted in history and independence and boasting a unique collection of authentic and distinctive river towns.

Negative changes, however, are occurring within the Middle Susquehanna Region. Over the past 50 years, for example, malls and ever-expanding commercial strips have brought competition to once vital downtown cores and sapped them of their traditional importance. The decline of commercial centers within towns has been a blow not only to local economies but also to town culture, image and identity. Change is appearing in the rural landscape too. Although borough populations have remained relatively steady, growth

outside of the boroughs, in the townships, has occurred much more rapidly. Agricultural lands, woodlots and farmsteads are increasingly giving way to cookie-cutter housing developments and the spread of suburbia masked as “country living.” The Middle Susquehanna Region is a distinctive and special place, but its future remains largely uncharted. There is an urgent need to focus community attention and resources on downtown and historic neighborhoods.

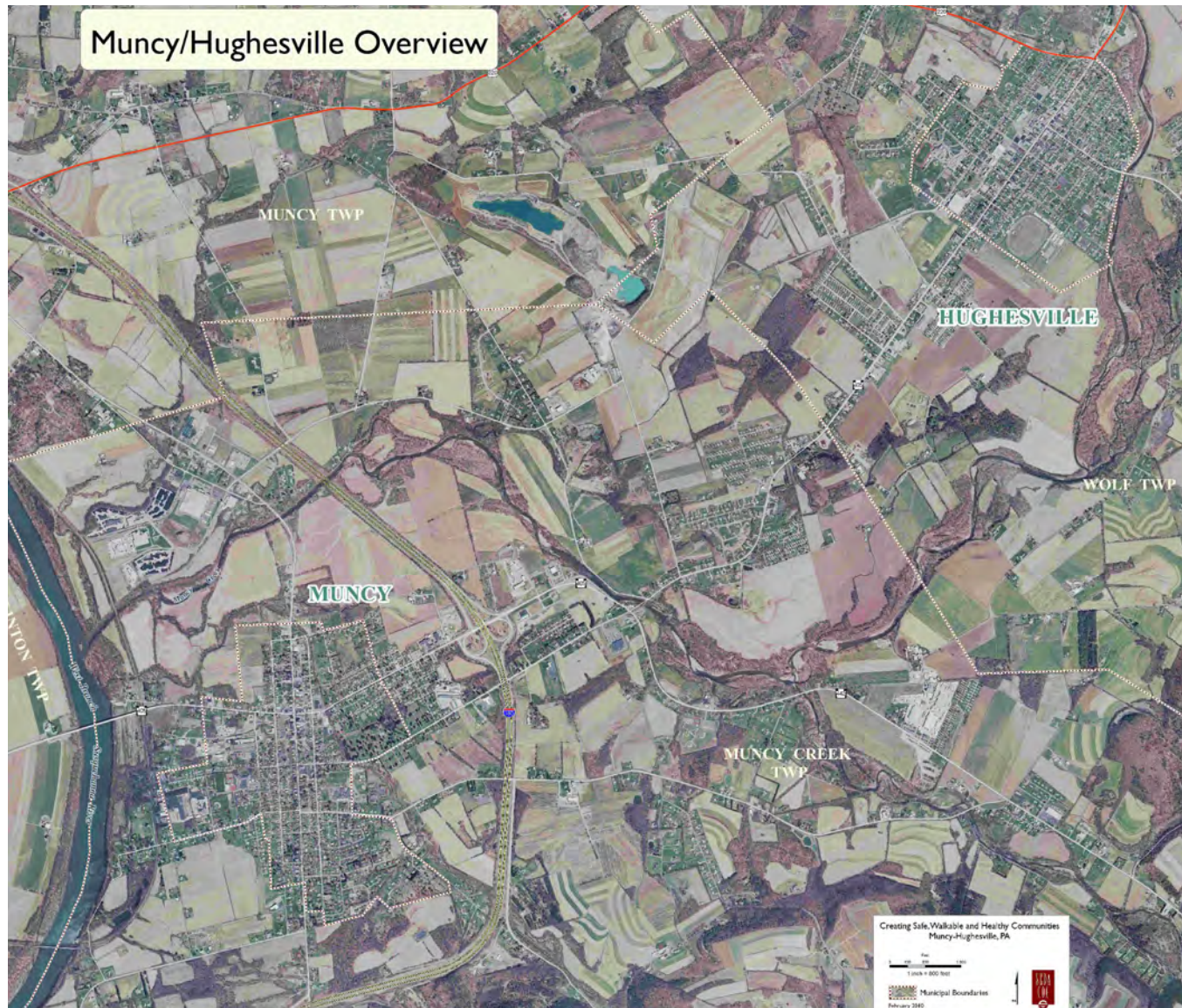
THE MUNCY / HUGHESVILLE AREA

The Muncy / Hughesville communities are connected to the West Branch Susquehanna River via the meandering Muncy Creek. Muncy (population 2,663) and Hughesville (population 2,220) are two smaller communities that are part of the Williamsport Metropolitan Statistical Area.

Muncy and Hughesville boroughs are small towns of significant historical character. The Historic Districts comprise both residential and commercial structures from the early 19th century. Both communities are fortunate in generally having a handsome and favorable appearance.

Although the downtowns have several thriving businesses and restaurants, the streetscape detracts from merchant success. Many curbs and sidewalks are in poor condition and there are many gaps in the street tree plantings. Both communities lack distinct community “gateways” and visual clues to suggest reduced traffic speed. Both communities are grappling with increased truck traffic associated with Marcellus Shale gas industry (*From: Regional Comprehensive Plan, The Municipal Partners, Muncy Borough*).

Truck traffic passing through both communities has noticeably increased due to gas industry activities, presenting a challenge for walking and biking in the downtown business districts and for students walking and biking to school. The presence and condition of the sidewalks varies widely in the boroughs, and sidewalks are absent in the townships. Opportunities to create pedestrian and bicycle connections between communities is challenging due to the location of I-180; however, there are opportunities to create connections along existing roadways or the Muncy Creek stream corridor.



This map illustrates the project study area - a multi-municipal community that includes Muncy and Hughesville Borough and Muncy Creek and Wolf Townships.

COMMUNITY AUDITS

The Creating Safe, Walkable and Healthy Communities project brought together residents, municipal officials, business interests and school and community advocates in the Muncy-Hughesville area. The stakeholders were guided through an interactive process of self evaluation – performing an audit to determine barriers to walking and biking in the community and building consensus for future actions by developing principals of walkable and bike-friendly communities. Important destinations were identified within the community including schools, post office, library, popular businesses, municipal buildings and major employers. Stakeholders identified “hot spots” – including areas that are pedestrian and bicycle-friendly and areas perceived as being unsafe.



Study Committee members identify important destinations and impediments to walking and biking in the community.

Stakeholders completed a walkability / bikeability community audit. The audit is an unbiased examination / evaluation of the pedestrian / bike environment to map areas of concern for pedestrians and bicyclists related to the safety, access, comfort and convenience of their use in the built environment. Using GIS mapping and field work, stakeholders evaluated existing conditions, destinations and barriers to walking and biking. The audit was also used to identify potential alternatives or solutions (such as engineering treatments, policy changes, or education and enforcement measures) to create better pedestrian and bicycle-friendly environments.

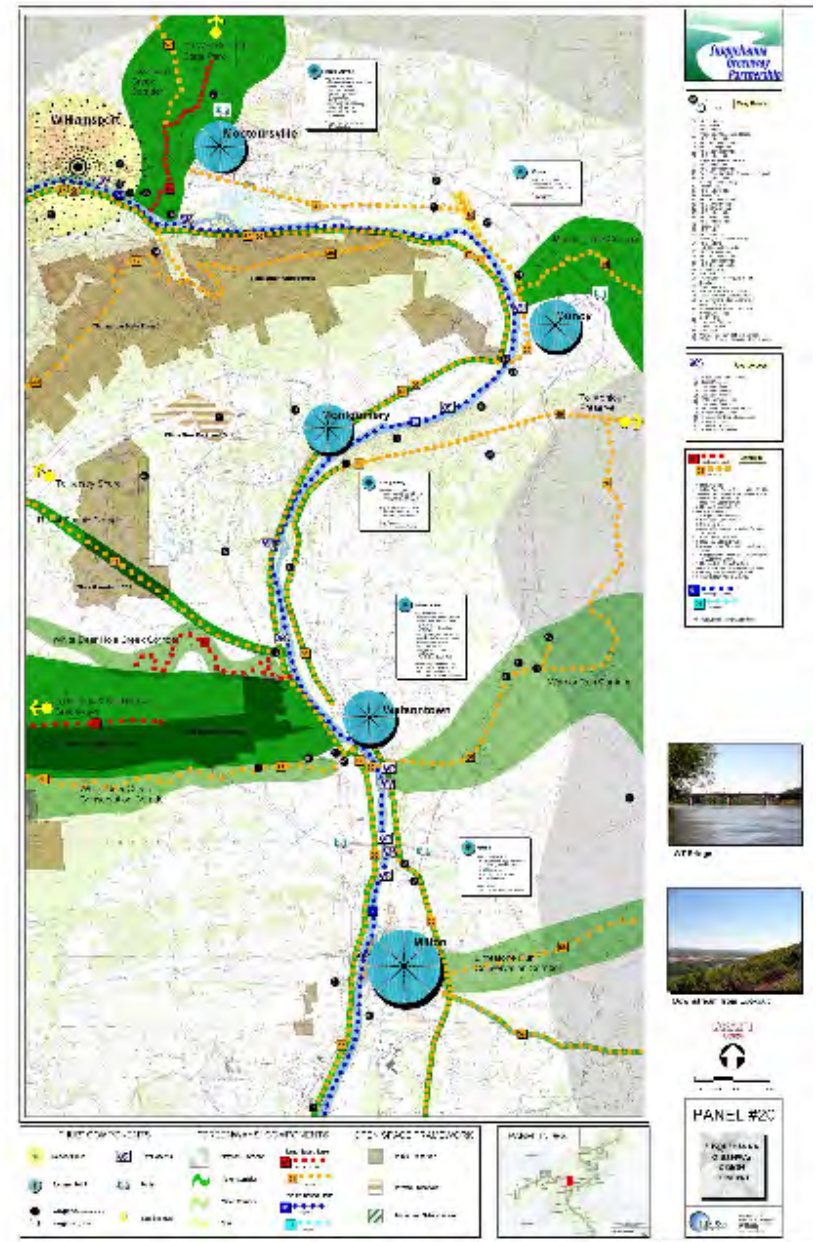
Insight gained from the field views helped to form the basis for the Pedestrian / Bicycle Master Plan and the before and after enhancement concepts that were developed to address problem “hot spots.”



Study Committee members conduct field view with representatives from PennDOT and county and regional transportation planners to examine existing conditions and strategize potential solutions.

REGIONAL GREENWAY CONCEPTS

Previous greenway studies, such as the Susquehanna Greenway concept plan and the Lycoming County Recreation, Parks and Open Space / Greenway Plan, illustrate proposed regional trail corridors in a conceptual manner. The goal of each plan is to create connections between Muncy and other communities. For the Muncy area, the Susquehanna Greenway – focused on the West Branch Susquehanna River corridor – proposes connections up-river to Montoursville / Williamsport, connecting to the existing Susquehanna River Walk, and down-river to Montgomery and communities in the Warrior Run School District. The Lycoming County plan envisioned trail corridors linking Muncy and Hughesville and continuing on to Picture Rocks, generally following the Muncy Creek stream corridor.



Susquehanna Greenway Concept Design panel map for the Muncy Area - Illustrating the concept of a Muncy Creek greenway corridor connecting to Hughesville.

MUNCY / HUGHESVILLE CONNECTIONS

The regional greenway connections concept for Muncy / Hughesville refines the Susquehanna Greenway and Lycoming County plan, exploring potential-road and natural resource-based routes to connect communities. Creating a pedestrian and bicycle trail connection between Muncy and Hughesville will require overcoming the physical barrier created by the I-180 highway, which limits where trails can pass under the highway to specific locations.

The connections concept proposes wide greenway corridors that emphasize a need to conserve the rural landscape character and natural resources and proposes potential trail alignment alternatives following roadways, field and forest edges and natural areas, to create connections between towns.

The trail alignments are conceptual and require private landowner participation to become formal public trails. The concept plan also proposes on-road bike routes that connect Muncy and Hughesville and other regional destinations via lower volume roadways such as Clarkstown Road, Lime Bluff Road and East Lime Bluff Road.



While route 405 represents the most direct connection between the communities of Muncy and Hughesville, it is not a safe environment for walking and biking.

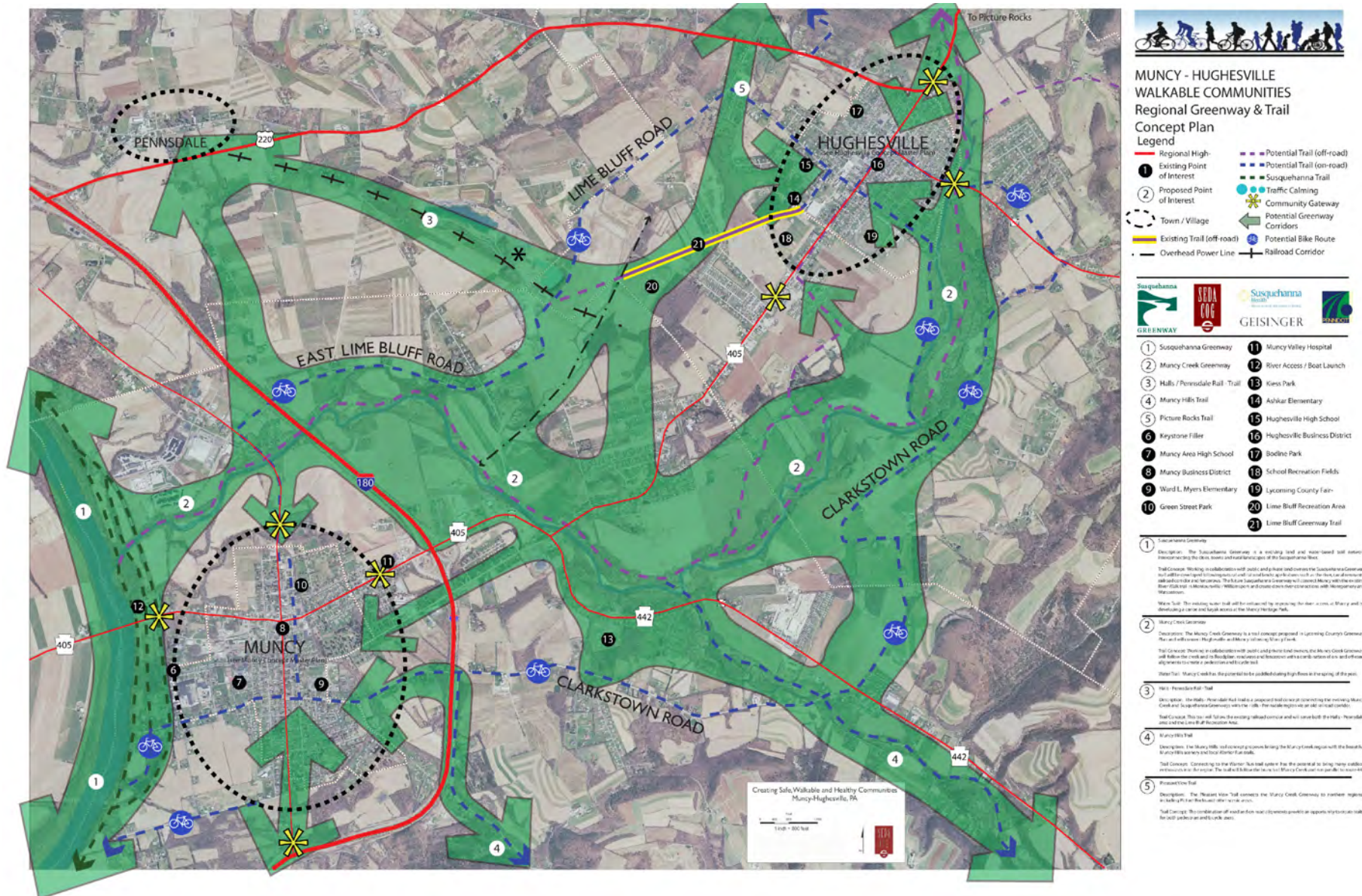


Clarkstown Road represents one alternative for a bike route to connect Muncy and Hughesville, a safer alternative to Route 405.



Rural roadways and the Muncy Creek corridor represent man-made and natural features that may be used for creating greenway and trail connections.

COMMUNITY PEDESTRIAN-BIKE CONCEPT MASTER PLAN



The Muncy - Hughesville Regional Greenway and Trail Concept Plan - Illustrates potential regional greenway trail connections between communities and to other destinations such as the City of Williamsport, Picture Rocks and the Warrior Run area.

MUNCY PEDESTRIAN / BICYCLE MASTER PLAN

The Muncy plan recognizes how traffic volume and speeds divide the community. Increasing truck traffic on Route 405 / Water Street and Main Street creates significant challenges to pedestrian and bicyclists seeking to cross, especially in areas with no signalized intersections. The worst conditions for pedestrians is caused by truck traffic at the Water Street and Main Street intersection in the heart of the downtown.

The plan proposes a network of trails to connect key destinations in the community. These destinations include the schools, downtown business district, parks, churches, library and municipal buildings, Muncy Valley Hospital, the West Branch Susquehanna River and Muncy Heritage Park.

The plan seeks creative solutions to creating a safe pedestrian-bike connection across Main Street linking the residential areas and schools and better connections with downtown businesses and institutions. The plan calls to enhance the Lafayette Street crossing to improve its safety as a safe route to school, linking the elementary and high school / middle school complex.

The plan calls for community gateways, street tree plantings and pedestrian crosswalks to lower traffic speed, enhance pedestrian safety and improve the economic prospects for downtown businesses. The gateway from the Muncy river bridge is viewed as an especially important area to improve public safety by reducing vehicular speed and providing for improved pedestrian facilities and connections to the river. Muncy is also connected to the larger region by River Valley Transit. Special consideration should be given to the area surrounding the bus stop to improve this connection for the elderly and residents with no access to an automobile.

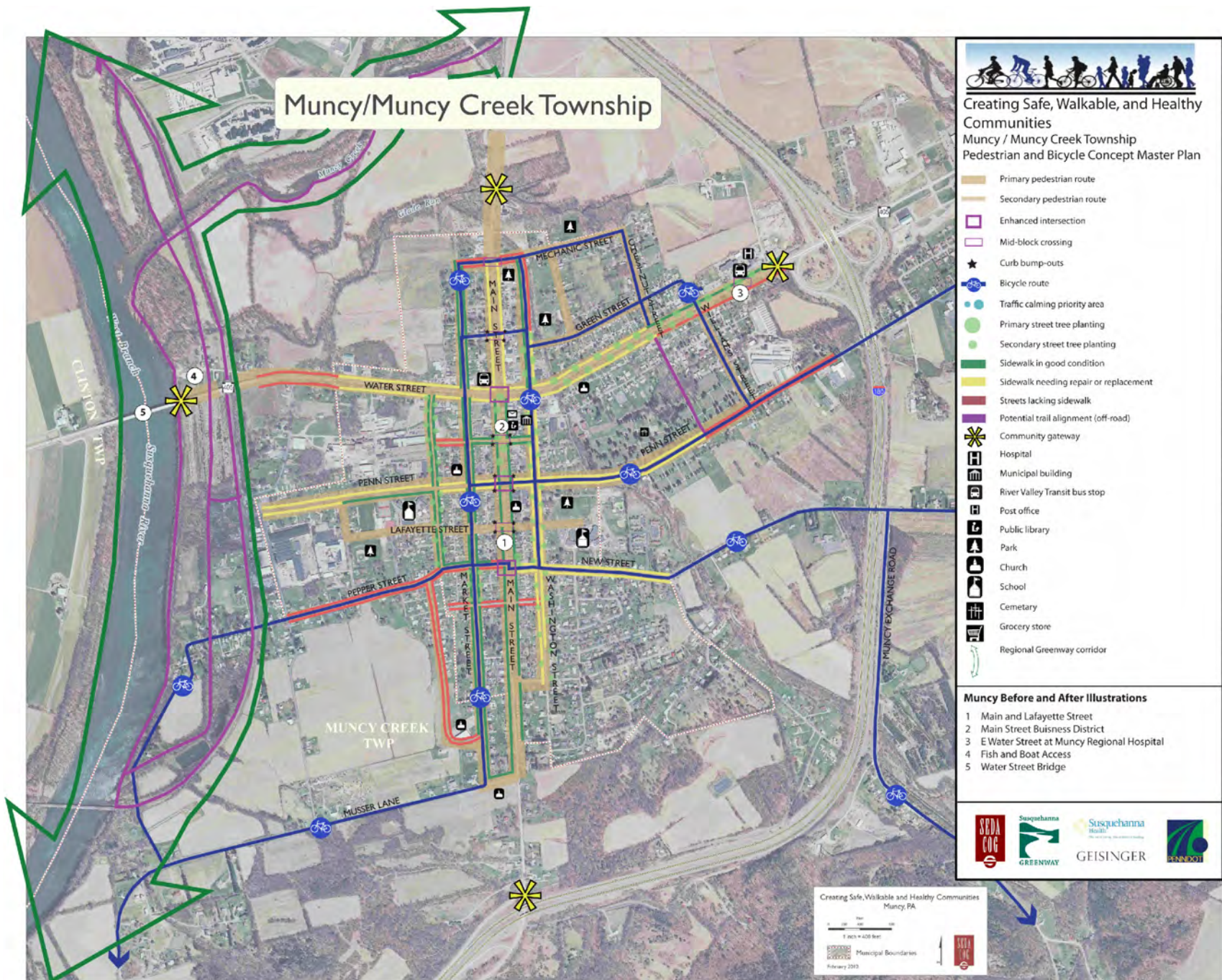
Like Hughesville, increasing traffic continues to deteriorate the safety conditions in the Muncy community. Turning truck traffic on the narrow downtown streets creates unsafe pedestrian conditions and traffic back-ups and delays, requiring a holistic, multi-modal approach to address the problem.



This section of Muncy's Main Street represents an excellent example of a quality streetscape with lawn strip, street trees, landscaping and architecture that relates to the street.



Muncy's Downtown Streetscape lacks consistent street tree plantings, quality cross walks, bike racks and other street amenities.



The Muncy / Muncy Creek Township Pedestrian and Bicycle Concept Master Plan - Illustrates sidewalk condition along priority routes, community gateway locations and locations where streetscape improvements are needed.

WALKABLE / BIKEABLE COMMUNITY PRINCIPLES

The following general principles were developed for consideration and adoption by Muncy Borough. The Walkable / Bikeable Community Principles describe the elements of a healthy, active and economically vibrant community for today and the future.



Maintain the Core – The historic downtown remains the center of community activity with a mix of shops, cafés, restaurants, schools, businesses and public institutions which make the town a regional destination.

Create People Places – There is an abundance of public spaces that people can meet and greet and socialize with nice landscaping, tree-lined streets, shade, seating, bike racks and lighting.

Access for All – The streetscape and important community destinations are accessible by both 8 and 80-year olds and by people with physical disabilities. Universal accessibility is provided for all designated routes for people of all ages and all abilities.

Connected Neighborhoods – Residential neighborhoods are connected by safe sidewalks and trails to the downtown as a result of a collaborative partnership between the borough and surrounding township. Revised planning documents create greenway, sidewalks and trail connections for new development and work to reconnect isolated residential neighborhoods.

Connect with Nature – The community's network of sidewalks and trails connects downtown, neighborhoods and schools with parks and natural areas. Residents are connected to, and immersed in, nature with connections to forest, fields, streams and rivers.

Promote Alternative Transportation – Create a connected regional community that does not require car ownership. Make public transit bus stops easily recognizable and prominent features within the community. Plan for housing and adjacent land uses that complement bus stop locations.

Use the Carrot (Incentives) – Establish an active shade tree commission to work with landowners and implement a sidewalk repair / replacement incentive program.

Use the Stick (Enforcement and Policies) – Take back the community by taking back the street. Enforce safe speed limits on main streets and in residential neighborhoods. Establish designated truck routes and plan accordingly to accommodate this traffic safely.

Community Leaders Recognize Importance of Walking and Biking - Elected officials, planning commission members and school boards recognize the importance of walking and biking for public health and the economic health of the community. Walking and biking promote social interactions essential to small-town character.

Do Whatever it Takes - Get involved and take personal responsibility to create a bicycle and pedestrian-friendly community. Participate on the planning commission, park committee or shade tree commission. Become an advocate for projects that improve the livability of your community.

COMMUNITY ENHANCEMENTS – POLICIES, PROGRAMS AND PROJECTS

The options for improving the walkability and bikeability of our communities can be categorized as policies, programs or projects. Examples of policies are enforcement of speed limits, implementing a municipal sidewalk policy or adopting a greenway plan to create trail connections across municipal boundaries. Programs can be initiated by a regional recreation authority, municipal government, school or health care provider to encourage walking and biking, especially in a social or group context. Projects are physical changes to the built environment that will enhance the safety and enjoyment of walking and biking in the community. Below are illustrations and descriptions of some of the community enhancements identified through the “walkable communities” planning process.

Policies

Policies are powerful tools to create and maintain safe walking and biking environments within our communities. Enforcement activities can help to change unsafe behaviors of drivers, bicyclists and pedestrians by increasing awareness of laws and lowering traffic speeds. Enforcement activities also teach pedestrians and bicyclists to walk and bicycle wisely and to pay attention to their surroundings. Sidewalk ordinances can create the physical connections, and a shade tree commission can create a comfortable and attractive streetscape to encourage walking and biking.

Programs

Programs can be designed to encourage and excite residents about walking and bicycling in their community. Schools, health care providers, businesses and community organizations can plan special events and programs such as a “walking school bus,” Bike / Walk to School / Work Day or

offer walking programs in the downtown business districts and adjacent neighborhoods. Encouragement strategies can be fun, inexpensive and easy. Programs and special events should be viewed as an introductory experience to walking and biking that can become an everyday activity. Most people lead busy lives, so it would be difficult to add 30 minutes or an hour of exercise to an already full schedule. However, if functional walking and biking can be made safe and enjoyable, people can integrate fitness as part of their daily activities. Replacing car trips with functional walking and biking trips would go a long way to improving the health of our communities and its residents. Well designed active-living programs can help make a lifestyle shift that includes more walking and biking.



Based on the field view and input from the study committee, PennDOT and regional transportation planners, the following before and after concept sketches were developed to address a wide range of pedestrian and bicycle safety issues. The proposed concepts illustrate a wide range of traffic calming tools to slow vehicular speeds and to improve pedestrian and bicycle safety. Potential projects include better sidewalks and streetscapes, improved bicycle accommodations and enhanced access for people of all ages and abilities. To safely walk or bicycle through a community, the routes must be well designed, well built and well maintained.

Muncy – Hughesville Region Muncy Creek Greenway



Potential Enhancements

- Muncy Creek Regional Greenway Feasibility Study
- Pedestrian and Bicycle Trail along Muncy Creek
- Crosswalks and Improved Neighborhood Access to Trail
- Signage, Bridge and Landscaping for Trail
- Demonstration Project - Partnership Between
Muncy Borough, Hughesville Borough, Wolf Township and Muncy Creek Township



Muncy Area Downtown Streetscape Enhancements



Potential Enhancements

- Street Tree and Landscape Plantings
- Crosswalks and Mid-Block Crosswalks
- Pedestrian Crosswalk Signage
- Bike Racks and Benches
- Implement an Adult Walking and Running Program
- Demonstration Project - Partnership Between
Main Street Program, Lycoming County,
Muncy Borough and Local Businesses



Muncy Area

Lafayette Street – Safe Routes to School



Potential Enhancements

- Street Tree and Landscape Plantings
- Crosswalks and Mid-Block Crosswalks
- Pedestrian Crosswalk Signage
- Bollards and Lighting
- Implement a Student Walking and Running Program
- Demonstration Project - Partnership Between
Muncy Area School District, Muncy Borough
and Lycoming County



Muncy / Muncy Creek Township Muncy Valley Hospital – Entrance and Community Gateway



Potential Enhancements

- Community Gateway Design
- Improved Emergency Room Access / Turning Lane
- Street Tree and Landscape Plantings
- Crosswalk
- Pedestrian Crosswalk Signage
- Simplify Signage to Reduce Visual Overload
- Implement a Hospital Employee and Resident Walking Program
- Demonstration Project - Partnership Between Muncy Valley Hospital, Muncy Creek Township and Lycoming County



IMPLEMENTATION STRATEGY

The “walkable communities” project comes at a time of increasing truck traffic and increased citizen concern for pedestrian and bicycle safety. The current economic climate is also challenging – with no transportation enhancement funding available for new community projects. The implementation strategy for the “walkable communities” project needs to be creative and pragmatic – building partnerships to stretch limited resources. Multi-municipal coordination and collaboration is a must, with local government priorities and actions guided by the Walkable / Bikeable Community Principles. Additional partnerships with schools, recreation authorities and local businesses must also be pursued. The following implementation strategy outlines community priorities and short, medium and long-term actions to create safe, walkable and healthy communities.

Muncy / Hughesville Community Priorities

Muncy Creek Greenway

Location: Muncy Creek stream corridor between Hughesville and Muncy

Elements: A contiguous trail crossing privately owned land using roadway edges, agricultural fields, floodplain and forests, to create a connection between Muncy and Hughesville.

Partners: Lycoming County, municipalities, East Lycoming Recreation Authority, and Susquehanna Greenway.

Funding Sources: PA DCNR, PennDOT, and Transportation Enhancement funding.

Muncy / Muncy Creek Township

Community Priorities

Community Gateways

Location: At the municipal or functional boundaries of the Muncy community along Route 405 / Water Street and Main Street / SR 2014.

Elements: Street tree planning, on-street parking, specialized paving, pedestrian signage, community gateway signage, landscaping.

Partners: Muncy Borough and Muncy Creek Township and downtown businesses.

Funding Sources: PA DCED, Transportation Enhancement funding, Muncy Borough and private.

Downtown Streetscape Enhancements

Location: Main Street through the middle of the downtown (Penn Street to Brady Street).

Elements: Crosswalks, street trees, mid-block crosswalks, pedestrian signage, bike racks, landscaping

Partners: Muncy Borough and Downtown Businesses.

Funding Sources: PennDOT, Transportation Enhancement funding, PA DCED, Main Street Program, Muncy Borough and Private.

Lafayette Street – Safe Routes to School

Location: Main Street through the middle of the downtown (Penn Street to Brady Street).

Elements: Crosswalks, speed table, street trees, pedestrian signage, landscaping, specialty paving and bollards.

Partners: Muncy Borough and downtown businesses.

Funding Sources: PennDOT, Transportation Enhancement funding, PA DCED, Main Street Program, Muncy Borough and private.

Muncy Valley Hospital – Entrance and Community Gateway

Location: Route 405 at Muncy Valley Hospital.

Elements: Crosswalks, speed table, street trees, pedestrian signage, landscaping, specialty paving and bollards.

Partners: Muncy Valley Hospital, Muncy Creek Township, PennDOT.

Funding Sources: PennDOT, Transportation Enhancement funding, Main Street, Muncy Creek Township and private.

Muncy / Muncy Creek Township

Implementation Strategy

Short-Term

Speed Enforcement

Muncy Borough and Muncy Creek Township partner to enforce speed limits at important safety areas.

Sidewalk Policy

Muncy Borough to revise sidewalk ordinance and initiate a sidewalk enhancement incentive program in partnership with residents in a prioritized area.

Shade Tree Commission

Revitalize the Borough Shade Tree Commission to oversee implementation of downtown streetscape master plan and solicit private donations of trees, bike racks and benches.

Route 405 Designated Truck Route

Designate Route 405 / Water Street as the truck route connecting the Montgomery area with the I-180 highway, eliminating turning truck traffic in the Muncy downtown.

Active Living Programming

Engage residents and students – form an active-living walking/ biking group that establishes personal goals and monitors results of physical activity.

Downtown Streetscape

Produce a master site plan for downtown streetscape enhancements on Main Street and seek funding for construction.

Muncy Creek and Susquehanna Greenway

The construction of regional greenway connection trails.

Park Master Plan

Produce master site plans for Green Street Park and the borough-owned FEMA properties that include improved neighborhood connections.

Lafayette Street – Safe Routes to School

Traffic and engineering study for safe routes to school corridor linking elementary school with high /middle school campus.

Medium-Term

Downtown Streetscape

Construction of Main Street streetscape enhancements.

Lafayette Street – Safe Routes to School

Construction of improved crosswalk, pedestrian signage, landscaping and bollards.

Muncy Valley Hospital – Entrance and Community Gateway

Produce a master plan that includes an enhanced pedestrian crossing, turning lanes for emergency room access and a community gateway.

River Access and Community Gateway

Produce a master site plan for Route 405 / Water Street river gateway that includes sidewalks and bike trail connections to the river, street trees, community gateway signage, directional signage and landscaping.

Long-Term

River Access and Community Gateways

Construction of Community Gateway on Route 404 / Water Street near the river bridge and Muncy Valley Hospital, with improved river access, pedestrian facilities, turning lanes, bike trails, street trees, pedestrian and community signage and landscaping.

REFERENCE MATERIALS

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Center For Disease Control - Behavioral Risk Factor Surveillance System, Pediatric Nutrition Surveillance System and Youth Risk Behavior Surveillance System

Complete Streets: Best Policy and Implementation Practices. 2010. McCann, Barbara and Runne, Suzanne, Editors. American Planning Association - Planning Advisory Service Report Number 559.

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Planning Active Communities. 2006. Morris, Myra, General Editor. American Planning Association - Planning Advisory Service Report Number 543/544.

Revitalizing River Towns of the Middle Susquehanna Region – Strategic Plan. 2009. SEDA-Council of Governments.

United State Department of Transportation – The National Bicycling and Walking Study – 15 Year Report.

World Class Streets: Remaking New York City's Public Realm.

Links - National Pedestrian and Bicycle Information

Pedestrian and Bicycle Information Center (PBIC)
www.pedbikeinfo.org

Active Living by Design (ALBD)
www.activelivingbydesign.org

National Center for Bicycling and Walking (NCBW)
www.bikewalk.org

How walkable is your neighborhood? Ask walk score.
www.walkscore.com

America Walks
www.americawalks.org

Safe Kids
www.usa.safekids.org

Keep Kids Alive Drive 25
www.keepkidsalivedrive25.org

Partnership for a Walkable America (PWA)
www.walkableamerica.org

APPENDIX B

Public Participation Summary



Getting closer to a walking and biking community

January 25, 2011

by Barbara C. Barrett - bbarrett@muncylunminary.com

HUGHESVILLE - Continuing plans are being discussed this month as the Lycoming County Planning and Community Development Department join forces with SEDA-COG to plan and develop a safe pedestrian and biking community within the East Lycoming area.

Borough officials, county commissioners, planners, and community members met at the Hughesville Library last Tuesday to discuss further developmental plans and to try to prioritize what projects to work on first.

Rebecca A. Burke, Chairperson for Lycoming County Commissioners, announced that the county is committed to partner with this initiative. Transportation planner, Mark Murawski said this project will lead to an extension of the Susquehanna River Walk. Jerry Walls, former Lycoming County transportation planner, who now serves with the Susquehanna Greenway Action plan that began in 2001, stated that Muncy makes an important hub for this kind of development since it is on the river. The Susquehanna Greenway has been established to develop the land and water corridor encompassing the Susquehanna River and the West Branch of the Susquehanna River, and to link the towns with their natural areas. Joining Muncy as an extension with the River Walk will add exceptional value to this project according to Walls.

Article Photos



County Commissioner, Rebecca Burke was on hand to answer questions and give support to the Walkable Communities Project that is being developed in conjunction with SEDA-COG and the County Planning Development Office for the Hughesville and Muncy areas.

Funding can come from various sources, federal and state for these cooperative partnerships to help us at a local level Murawski said. The Transportation Equity Act may be able to provide some funding for bicycle and walkable projects as opportunities to create a greener and more walkable community, both emerging markets according to Murawski. He expressed that this part of the county has strong solid support and will invest in its infrastructure. "We want to be able to change for the better," he added. "The next step will be a funding quest to get this done. The county will serve as gatekeeper to find the money to make these plans possible," Murawski said.

The planning process to revitalize the Hughesville and Muncy communities began about a year ago. A walk through was done by a study committee of community members over the summer months to designate some of the more troubled spots. These were the areas that made it difficult to make accessible connections safely by bicycle or walking to public buildings and businesses such as schools, banks, post offices, and grocery stores.

For example, one of the areas of grave concern that was identified earlier as a “hot spot” is the street in front of Muncy Hospital. “Some of the visual clutter can be eliminated with better signage,” said Brian Auman, Landscape Architect and Principal Planner with SEDA-COG.

The increase of truck traffic was also addressed by participating members. “We are establishing a dialogue with the gas companies to calm the trucks,” Murawski explained. “They do want to work with us,” he said in response for them to try to drive safely, use lower speeds during bad weather, especially since there are a lot of curved roads here. Muncy Police Chief Sutton stated that 250 trucks per day travel through Muncy just from Halliburton and will soon increase to 400 in the summer.

A way to calm the trucks is to install crosswalks on the main streets such as the section in front of the Muncy Hospital. Adding trees and landscaping with brick walkways will add a calming effect to the drivers, forcing them to slow down explained Auman who showed sample drawings of proposed crosswalks in some of the high traffic areas prioritized by the study committee. Nice streetscape plantings, crosswalks and bump-outs for pedestrian safety will slow down the rate of speed to a safer driving speed he said as a community planner.

“We want to connect townships and subdivisions to encourage walking. Ordinances can create easements to make it happen.” Auman said. Creating rich landscapes in the downtown areas changes how fast people will want to drive through town.

The intersection of Routes 220 and 405 in Hughesville was also designated as a major choking point and has to get improved. The trucks have to intersect that intersection to get where they are going, but this is going to be a 6 million dollar project announced Murawski. “We hope to find a good balance between the gas companies and the boroughs to finance this project,” he said.

Another priority project to add a safer connection that was identified is the Hughesville Race Street corridor. Pedestrian trails were suggested to be added behind the public parking lot which will link into the neighborhoods introducing the Muncy Creek Corridor.

“Most of the ideas are already in place,” replied Auman. “Let’s move them forward, and it is good to have the support of the county. It is conceptual right now, but a planning tool to move forward.”

The benefits for the project are immense, and will provide a huge impact down the line. Based on health alone and quality of life, the outcomes for environmental health and air quality will improve our local society. Data now shows that Pennsylvania ranks over 25% of the national obese rates, and some of the more rural areas are up to 45% of obesity rates. The goal here is to set up good physical exercise for all ages and to create opportunities for small town social interaction.

Other issues to consider are public safety and stopping distances between the vehicles. Roy Colley from Wolf Township pointed out that Hughesville has addressed some of the turning points already on the corner of Water and Main Streets, but more can be done to slow down the rate of speed through the Main Street corridor.

Bill Poulton, who chairs the Muncy Creek Planning Commission, said he would like to see the traffic slow down from the Muncy/Montgomery bridge as it enters Muncy. Linda Stein said a street scape project is well overdue for Muncy. "This could be a priority project because of the historical district," she said. "Make it more handicap accessible with curb ramps to address an older community."

Another area that was addressed as a priority project is Boak Ave. in Hughesville. Teachers commented that there is considerable foot traffic back and forth from the school and the athletic fields.

With the support of the residents and county officials, and actions to start, we can now adopt a plan of community principles to move forward said Auman to the group. "We will move forward with this process and present it at the next planning commission meeting," he said.

No designated funding is in place yet, but Murawski assured that the county is putting together a plan for funding on the federal, state and county levels. Once the priority projects are set, funding can be established. Most engineering costs, however, will not be included, so there will need to be working relationships with townships to help replace sidewalks and create streetscaping.

Walls also announced that we can work with the Railroad Corridor and the SEDA-COG Joint Rail Authority, although there are some choke points. "It is challenging to find a suitable biking system, to find a good route that is cost-effective," said Murawski. "These will be more localized projects," he added.

Commissioner Burke finalized that there are multiple components to getting this done. "We need to gather up the funding, use municipal budgets in conjunction with county funds and identify as many resources as possible.

The next meeting is scheduled for Thursday, Jan. 27 at 3:30 p.m. at the Muncy Valley Hospital.

Streetscape design plans underway for Muncy Business District

June 7, 2011

by Barbara Barrett - bbarrett@muncyluninary.com

MUNCY - With a standing room only crowd, an open discussion led to an overwhelming majority that agreed to do something to address the growing problem of truck traffic, as well as making other enhancements to the downtown business district of Muncy.

Hosted by the Muncy Professional Business Association, members from the SEDA-COG Community Resource Center and the Lycoming County Planning Commission assured business owners, borough council members, community residents and property owners that funds were available to come up with a master plan to improve the infrastructure of the Muncy business district. Rachelle Ricotta from County Planning said that most likely the funding sources will come from block grants in addition to a grant from DCNR.

Rich Cihanowzy from Carrs Rentals & Supplies addressed the group strongly and applauded, "This is a perfect opportunity - what we need to do now, and what we can't do with all of these people here to work together. If we don't do something now, what will our historic town look like ten years from now?" he asked in regard to the increasing truck traffic of 1,000 trips a day or more. "Don't settle for less," he implored. "Let's not just paint it. Give it the WOW factor!"

Article Photos



Rich Cihanowzy from Carrs Rentals & Supplies speaks strongly to business members about working together to address truck traffic during the Streetscape Master design planning meeting held Thursday evening at Orlando's with SEDA-COG and the County Planning Office.

Three district areas are to be addressed according to Brian Auman from SEDA-COG. "Green Street Park, the downtown business district and the 6 or 7 FEMA properties on the northeast part of town are areas to look at first," he said. "We have some real challenges with vehicular congestion," explained Auman. There are ways to calm the traffic and change driving behaviors. Physical techniques can be set up to influence traffic movements in neighborhoods.

Comments were made to improve the narrow streets, the short-timed traffic lights, overhead wiring, raised and cracked sidewalks and a monument that sits way back hardly noticed near Lafayette Street. Adding trees, community plantings, median strips and widening curbs were suggested by many. "Property owners need to get involved," said Dave Smith from the Bodine House. "There are a lot of rentals."

“There needs to be change,” said Curtis Pusey from the Muncy Zoning Hearing Board. “As a unified membership, we can make more of an impact,” said Keri Krause from Robin Real Estate and President of the MPBA. “Lighting can be much better - streetlights that make it more inviting,” commented Chris Johnson from Brick House Advertising.

“When I came here in 1983 many of the houses were restored, so we are not necessarily starting from zero, but the downtown looks decayed,” said Wayne McPherson. “Although some of the business owners have fixed up buildings such as Wayne Oden and Bennardi Dentistry, the potential is there for the rest.”

Auman further explained that once a master plan is in place to look at these areas, it will be easier to address the funding sources and maintain the business district. Three sub-groups were broken down into work sessions to address the following:

What’s needed to improve the downtown? What specific programs or elements are needed? And how do you calm the traffic and improve safety for pedestrians? The ideas kept flowing: local contractors working together, forming community gardens, planting beds, posting speed limit signs, addressing right-of-ways, detouring traffic to I-180, adding crossing guards and bike lanes, more unified street lighting, new sidewalks, speed control for narrow roads, rumble strips, speed bumps, better parking, more trees, ADA ramps, remove overhead wires, put up welcome signs and banners, restricted hours for trucks, brick pavers, median strips, re-addressing street ordinances, replace damaged trees, put up decorative fencing, bury the wires, use pavers that absorb water, add seating, and lower speed limits.

“We need to address the truck situation first. Let’s not make them dictate to us what our town is going to look like,” added Cihanowzy. Mike Longstreth from Alpaca Meadows said he is concerned about

the diesel fuel and the fumes and dust exposed during the day. “I have layers of dust on my windows by 4 p.m. and I clean them every morning,” he said. “There’s lots of black smoke. We need to re-route the trucks without turning Muncy into a ghost-town.”

All agreed that if something isn’t done soon, property values will go down, tourism will drop, and industry and business won’t want to come anymore. “A lot of design will come from this project,” said Auman. “We will try to get to the next level of planning.”

“Public investment will be the catalyst for private investment and Muncy’s signature streetscape project will draw people to this town,” Ricotta said. Members and businesses owners will be advised of a future planning session for the master design.

Muncy Downtown Streetscape project design unveiled

November 1, 2011

BY Barbara C. Barrett - bbarrett@muncyluninary.com

MUNCY - After several months of planning, architectural designs for a new Streetscape Project in downtown Muncy, were revealed by Brian Auman, Architect Planner with SEDA-COG. Meetings with County Transportation, Muncy Borough Council, Main Street Committee, and the Muncy Business Association have taken place for input and suggestions. Approved grants have allowed plans to move forward according to Linda Stein, committee member.

One of the key elements to the project is the remake of the small Veterans Park that sits back from Main Street, next to Providence Engineering, who owns the plot. The company also assisted in the grant process to redo the Veterans Park. "There is an easement with the American Legion," Stein said.

The design shows a small raised stage that will be incorporated to allow live music during Main Street events. It also allows for a steel bike rack and new curbing.

"Today we want to get an introduction of some basic ideas for the public to review. Nothing is final," announced Auman during Muncy's Last Friday event. Muncy's Keystone Fire Department building garage had the designs on display for the public while serving hot dogs and treats for children in costume.

Article Photos



Muncy residents survey the new design plans for a Streetscape Project on Main Street that were revealed at Muncy's Last Friday event. L to R: Michael Coppes, Brian Auman, Becky Fought and Linda Stein.

"We are moving in the direction of keeping a transition to the neighborhoods adding crosswalks and bump-outs," Auman added. Looking at the map, the entire strip along downtown Main Street is designed with underground utilities that include electric pump-outs for lighting. "We hope to open up sidewalks more," said Auman, "and limit movement on Water Street for the moving trucks."

A new brass commemorative plaque will also be added on the Veteran's Memorial because the existing one only goes up to the Korean War. "We need to recognize all those who served since then," said Becky Fought, Main Street Manager. It is a given consensus with all of the committees to improve the sidewalks assured Auman.

The committee is planning on taking the design to the Muncy Borough Council at their next meeting. “We want to put out our best ideas,” said Fought.

According to Auman, PennDot will have ultimate review and make comments on all concepts because it is a state route.” About a month ago general maps were revealed and the committee started taking recommendations from the community. Looking well into the future, one idea surfaced to have chargers put in with the underground wiring for electric cars.

Helping to build the Susquehanna Greenway

February 8, 2011
The Luminary

MUNCY - Susquehanna Health has announced their commitment to the Walkable Communities Project during an unveiling of the master plans at a public event scheduled at the Muncy Valley Hospital.

“We are committed to this initiative to improve the health status in the community we serve,” announced Susan L. Browning, Director of Community Health and Benefit at Susquehanna Health.

Brian Auman, Landscape Architect with the project and representing SEDA-COG Community Resource Center, a partner in the initiative, said, “It is now evolving from concept to reality.” He assured that federal funds can be secured for these plans based on today’s high obesity rates, worse in rural areas. “With some street enhancements and coordinated connections between townships and boroughs, the people can make active lifestyle choices,” he said,

With five years in the making, this has been a long term vision to create a trail concept plan by developing a network of streets and trails with established bike and pedestrian routes according to Auman. Municipal and county officials have agreed to prioritize the project for funding purposes, adding to the infrastructure of keeping communities safe for walking and biking.

Article Photos



Muncy residents discuss the proposed plans that were unveiled for a walking and biking community at the Muncy Valley Hospital with Mark Murawski from County Planning.

Concept designs of adding more tree lined streets, and visual cues to slow people down amidst the increasing traffic and heavy trucks, were shown to improve the areas of most concern to residents.

Starting with Muncy Valley Hospital, a major gateway to Muncy, the traffic does not know when to slow down when entering from the beltway. The area needs to be more constricted to be able to see more distance away. Also coming off the bridge from Montgomery into Muncy presents a similar situation. The traffic is not cued enough to slow down in time to transition from 55 miles an hour to 25 miles.

In the Hughesville area, on Rt. 405 better connections and a re-alignment between Boak Ave. and Murray Farm Lane were discussed to cut back on speeding.

Wes Fahringer from DCNR said that he could help provide technical assistance and build partnerships to help with funding on these projects. "Muncy is a good site to plan to tie in with the County Greenway and open space plan," he said. "We can reconnect the people with the river." He added that they are looking at trails now as a form of transportation. As part of the greater Susquehanna Greenway, putting in trails is a high priority to fill gaps and link to Pine Creek and the River Trail. "Muncy is poised in a good position to do this, a sustainable enhancement to build an attractive community and encourage interaction."

A master plan for Green Street Park is in effect which will connect the hospital with an 8 minute walk to Green Street. "This will be a nice partnership between the boroughs," said Linda Stein. This is an active living plan to get involved with now concluded Auman.

Walkable Community project committee takes a field visit

May 21, 2010

by Barbara Barrett - bbarrett@muncyluninary.com

MUNCY - Three main areas were looked at by committee members and key partners, Seda-Cog and PennDot last Thursday in the Muncy community in order to improve pedestrian and bicycle safety, street scape design and community aesthetics. Brian Auman, Landscape Architect and Principal Planner for SEDA-Council of Governments planned a field visit with Christopher King, transportation planner with PennDot and Shawn Stille, a PennDot civil engineer to help assess the needs in the Main Street business district, the community gateway at MuncyValley Hospital, and the truck access area to the Industrial Park area.

The group met at the Borough parking lot at 4 p.m. and proceeded to the corner of E.Water and Main Streets to observe the traffic patterns, determine curb and sidewalk street scape improvements and implement better lighting.

“It is our hope to make a regional connection of alleyways and paths that will be safer for pedestrians and school traffic,” said Auman. Some areas such as Engletown Road to N. Penn near the boat launch by the river on Route 405 have no sidewalks or curbs. “That is not a safe area,” said Linda Stein, committee member.

Heavy traffic patterns were observed by the group as they discussed traffic flow in the downtown area while large freight trucks tried to make narrow turns onto Main Street from the intersection on Rt. 405 and Water Streets.

Article Photos



Committee members question the safety of a 'hot spot' in Muncy near the boat launch on Rt. 405 across from Engletown Rd. L to R: Tom Grbenick, Seda-Cog; Brian Auman, Seda-Cog; Gene Winters, resident; Linda Stein, Muncy Borough; Becky Fought, Main Street; Shawn Stille, PennDot and Chris King, PennDot.

“There are definitely some hot spots,” added Auman. “We surely don’t want to lose any buildings or the downtown urban appeal of the building’s architecture,” he said as he pointed out the narrowness of the streets and sidewalks. A suggestion was made to set up alternate traffic routes for large trucks, and Eugene Winters noted this may have been done in the past.

Another thought to slow down traffic was to add more trees along both sides of Main Street as they were placed on the east side of town but not the west. “Trees can psychologically slow down traffic,” said Tom Grbemick, Director of Community Resource Center for SEDA-COG.

It was suggested to add more trees along the hospital zone to help slow down traffic in that area. “More curb extensions could also be added,” suggested King from PennDot. There is an overhead light and a traffic signal to allow pedestrians to cross, and Grbemick pointed out the lack of sidewalks on the parking side of the hospital. King replied that the funding from PennDot is 80 percent and the rest of it has to come from municipalities. “This is why it is so important to partner with boroughs and townships,” emphasized Grbemick. “We need to think more than just Muncy. East Lycoming is all one area now. People need to start thinking regional,” he said. “Connecting sidewalks and paths to the river and national bike paths should be part of our long range goal,” explained Stein.

Key partners will take a multi community approach to attract business, industry and jobs according to Seda-Cog. It will be a partnership with schools, hospitals and businesses.

The project is part of a long range pilot planning design utilizing a federal grant and state funds with Susquehanna Greenways and other funding sources through collaborative partnerships with municipal boroughs and townships in the Muncy, Hughesville and Berwick communities.

Walkable Communities effort to begin next phase

November 30, 2010

by Barbara C. Barrett - bbarrett@muncyluninary.com

MUNCY - A review of concepts and a plan to move forward on the next phase of the walkable communities project was brought up for discussion recently during a group committee meeting held at the Muncy Library.

County officials, engineers, Main Street volunteers, teachers, park planners and borough residents joined SEDA-COG's representative, Brian Auman, Landscape Architect and Principal Planner to discuss funding options and prioritize projects.

Starting last May, the project began with concerned citizens meeting to discuss ways to keep communities safe and accessible to bicycle and pedestrian traffic. With many challenges to face, the group walked through some of the public corridors that needed to be addressed in the Muncy and Hughesville areas. Ways to create greenways and connections by using functional and recreational trails between these communities were presented by Auman last week for review and discussion.

He pointed out how the river bridge can provide visual cues for transition zones as a community gateway. More trees, streetscapes and cross paths can show the driver to "slow down" for schools, parks, and public buildings. "More brick pathways and posts can be added for crosswalks to make it even more noticeable," he said. For example, at the Muncy Hospital zone eliminate the visual clutter. Reduce bump-outs, add some trees and brick crosswalks to suggest slower traffic," Auman said as he showed a detailed map to the committee.

Article Photos



Committee members question the safety of a 'hot spot' in Muncy near the boat launch on Rt. 405 across from Engletown Rd. L to R: Tom Grbenick, Seda-Cog; Brian Auman, Seda-Cog; Gene Winters, resident; Linda Stein, Muncy Borough; Becky Fought, Main Street; Shawn Stille, PennDot and Chris King, PennDot.

A priority for the project seemed to be Murray Farm Lane and Boak Ave. in Hughesville on the east side of Rt. 405. "The streets do not align and a more formal intersection with brick cross paths and more sign-age is needed to direct pedestrians, especially students. A direct bicycle route to the school with a continuous sidewalk pattern will be extremely helpful according to Auman as he reviewed the plans with the members. There is a need to integrate traffic and designated parking between the school complex and the recreational areas. Greenways can be added to slow high speed traffic. "This creates connections in the neighborhoods and improves safety," he added.

Another area discussed was the Muncy Creek and Race Street corridor for a greenway project.

Implementation and funding is a priority to get started and “we need to select priorities,” recommended Linda Stein.

“There will definitely be an increase in trucks through here. We are expecting up to 25 more trucks per day with Moran Industries coming from Watsontown through here on Rt. 405 to the Old Mill Corridor,” noted Mark Murawski, transportation planner from the Lycoming County Planning office. “We want to be a biking and walking community but there is a magnitude of trucks from the energy companies,” said a group member.

There was a consensus for proper signs and traffic signals to be an early implementation at the busy intersections on the Rt. 405 interchange through Hughesville and Muncy to Montgomery.

However, funding is a challenge. “The light on the corner of Rt. 405 and 220 is a 6 million dollar project,” said Murawski. PennDot will not be able to support those funds.

It was noted that the Route 118 and 405 intersection in Hughesville is also a problem area. It is difficult for the trucks to make a left turn. “Hughesville is a direct hit for these trucks to get to these well sites,” said Gene Winters with the Lime Bluff Recreation Commission. This led to great discussion on weight restrictions for the trucks. The law (State Vehicle Motor Code) now states that legal loads do not need special permits to run these state roads. Most of the water and drilling trucks are of legal sizes according to Murawski. “The legislature would have to amend the vehicle code,” he said. However, local ordinances can be established for the noise. “You have the ability to control that part of it,” Murawski added.

Who has the money to fix the problem the group inquired.

Severance taxes from the gas industry does not look favorable with the new administration, and can the trucks fix this they wanted to know. “Even with the improvements, how can we keep these intersections from breaking down again 3 or ten years from now?” they asked.

Although funding looks like a current dismal situation right now, Murawski suggested to go ahead and designate some existing funds that may possibly be left over from WATTS (county transportation funds) that were allocated for community and transportation enhancements like the River Walk and Little League. “Once the existing projects in the works are finished, then costs will be known and the financial need to cover it after these projects are completed. There may be little money left for new projects, but some funds to jump start a project,” Murawski said. With the Federal Transportation Bill still in Congress, no funds are being replenished.

“In the long run we will need local consensus to deal with these projects. The municipalities, we all need to work together and cooperate to get the money to work on these projects.” A future meeting is projected for early spring at the County Planning Office.

Muncy DCNR Grant

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Mark Murawski

PennDOT:

Chris King chriking@state.pa.us
368-4222

Field Sports:

Michael Diehl Med071574@live.com
651-5508

Community Members At Large :

Christine Dorward drdorward@hotmail.com

Marcus Myers myersml@mac.com

Mark Simmons zq8lowvibz@yahoo.com

Dennis Ringling
971-5833 dringlin@pct.edu

Curtis Pusey
447-7383 csvintage64@yahoo.com

Tom Taber
546-8346 ttaberl@comcast.net

Nella Storm
546-3757 nellastorm@windstream.net

Steve Jaquith
546-6959 steve.jaquith@gmail.com

(Note: These principles were the adopted by Muncy Borough, not those in the Walkable report.)

Walkable Communities Principles

Community Leaders recognize the benefits of Walking and Biking, such as:

- ▶ Good physical exercise for all ages
- ▶ Economic, alternative transportation
- ▶ Opportunities for small-town social interaction

Municipal Officials support the mobility of residents by endorsing alternative modes of transportation involving:

- ▶ Safe sidewalk conditions in identified pedestrian zones
- ▶ Local bike routes for accessing community destinations
- ▶ The proposed Susquehanna Greenway bike trail for accessing regional destinations
- ▶ Establishment of safe, convenient bus stop locations to serve regional transit needs

Municipal Officials recognize the importance of a lively downtown and that walking/biking to this central location helps air quality, frees vehicle parking space, and strengthens the local economy.

Municipal Officials support the school district student wellness programs in combating obesity and diabetes by encouraging walking/biking to school.

Municipal Officials support the efforts of major employers by encouraging use of public parks for employee Physical Fitness programs.

Municipal Officials support efforts to revise the PA Motor Vehicle Code in promoting parity among all modes of transportation. Community Leaders recognize the importance of recreation and are mindful that walking/biking to nearby streams, river and parks can greatly enhance the local quality of life.

RESOLUTION

WHEREAS, Muncy Borough has received a DCNR grant, and
WHEREAS, the preliminary grant administration was delayed due to personnel transition in the Borough, and
WHEREAS, there is need to expedite the grant, including adjustments to the scope of work and the consultant selection process, and

WHEREAS, the Borough wishes to move forward to meet the grant contract timeline,

NOW THEREFORE BE IT RESOLVED:

THAT the scope of work be revised to feature Master Site Planning, and

THAT the RFP process be waived and SEDA-COG be appointed as consultant, and

THAT Rachelle Ricotta (County) be appointed as project coordinator replacing Ed Coup (prior Borough Manager)

(Note: This resolution was finalized and adopted by Borough Council.)

Green Street Park

You are invited to a special meeting focusing on the future of Green Street Park. The purpose is to review the current conditions at the Park and discuss possible improvements.

This meeting is sponsored by Muncy Borough as part of a State grant to create master plans for public locations in the Borough including:

- ▶ The Downtown
- ▶ Green Street Park
- ▶ FEMA lots

The meeting for Green Street Park will be held this Monday January 30 @7pm. Meeting location is the Margaret Waldron Building across from the Muncy Post Office. We hope neighbors will be in attendance and participate in planning for the Park. Please come and bring your best ideas!

Muncy Borough

PA Wilds Grant Application
(narrative only)

#7.) Muncy Borough is part of the Lycoming County Regional Main Street Program. In addition, the Borough has received 2011 designation as an accredited National Trust Main Street Program.

#8.) Veterans Park is a pocket park in the center of Muncy's downtown. Only 25 feet wide and comprising a solitary bench and a few shrubs, it nevertheless is a place to sit while eating an ice cream cone purchased from the adjacent store. It's traditional role is that of honoring Veterans of past wars, a bronze plaque and planter occupying the center of the space. Veterans Park is owned by Providence Engineering (PEC), with the local American Legion holding a perpetual open space easement. This central location invites greater use, both for individuals and for special events. "Last Friday," a recent initiative of Main Street and MPBA, has attracted a flurry of community activity in this area and inadvertently has drawn attention to the Park's poor condition. This pocket park needs to be updated.

#9.) The Borough has received a DCNR grant to develop the downtown streetscape master plan. Veterans Park is a component of the streetscape. The streetscape itself has been identified as highest priority by:

- ▶ Muncy Main Street Program
- ▶ Muncy Professional & Business Association (MPBA) Survey
- ▶ SEDA-COG Walkable Communities Program
- ▶ Lycoming County Comprehensive Plan

The Lycoming County Comprehensive Plan emphasizes Muncy's historic district. The downtown is in the historic district, and the County Plan notes the need to build upon this asset by improving the downtown infrastructure. Muncy Borough's location is also

noted as a:

- ▶ River town as part of the Susquehanna Greenway
- ▶ Gateway location to the PA Wilds
- ▶ Gateway to the Lumber Heritage Region

#10.) Streetscape master plan: DCNR planning process currently underway

Veterans Park: Preliminary coordination with all parties

#11.) The overarching task is to link the DCNR streetscape master plan with quick implementation of the pocket park component (Plan B). Landscape architect tasks for the Park would include:

- ▶ Community meetings with reps from Main St, PEC, Boro, Veterans, MPBA
- ▶ Park Plan alternatives (3)
- ▶ Final park design/engineering of selected Alternative
- ▶ Rendering of park design
- ▶ Cost Estimate for construction

Option: The Engineering contract for the streetscape project would be added --in the event of the PA Wilds grant combining Park design and Streetscape engineering . (Plan A)

#12.) Nothing definite. Providence Engineering, the owner, may be involved. We are consulting with SEDA-COG regarding selection of landscape architect.

#13.) N/A

#14.) A cash match of \$2500, provided by Muncy Bank & Trust, has been provided to the Main Street Program for this project. Additional funds and in-kind engineering are under consideration. We anticipate that the local veterans' organizations also will engage in fundraising for the Park. For the option of engineering for the streetscape, additional Borough funds would be allocated to the local match.

#15.) The timeframe is flexible, however, we intend to focus upon the pocket park as soon as a design professional can be secured. The local intention is that this design grant would "jump start" the streetscape project by enabling the Veterans Park component to proceed quickly to implementation.

#16.) The design grant scope of work, which will include documentation for funding solicitation for construction, will be fast-tracked. Upon completion of the design documents, a grant request will be submitted to the First Community Foundation, our local foundation headquartered in Williamsport PA. We are optimistic about securing funding for construction because it will be leveraged by this design grant, the Borough's current DCNR planning grant, the Main Street Program and contributions of our local veterans.

#17.)

- ▶ Plan A: \$40,000 Engineering for entire downtown streetscape, including final design for Veterans Park
- ▶ Plan B: \$5,000 Design for Veterans Park only

#18.) Costs for comparable, recent streetscape development in nearby boroughs average \$35,000 for the engineering. Design cost of \$5,000 for the Park was estimated by SEDA-COG.

This is identification of needed Borough infrastructure resulting from Muncy's designation as a growth area and receiving impact related to the gas industry. This is response to request by Lycoming County and by Rep. Garth Everett to provide Muncy prospective for utilization of gas impact fee.

Background

Lycoming County, the State, and SEDA-COG have invested funds in several local planning projects and this public investment needs to be protected by producing tangible results. Such planning included:

- ▶ The Main Street Program
- ▶ Walkable Communities Program
- ▶ Muncy's DCNR Master Planning Grant
- ▶ Montgomery's Old Mills Corridor Study
- ▶ Lycoming County Comprehensive Plan, Muncy component
- ▶ Susquehanna Greenway Partnership

Transportation and street design have emerged from these studies as both economic and community development issues. Water withdrawal facilities along the Susquehanna River-- along with development along Route 405 by Moran Industries, Halliburton and Moxie Energy --will generate more than a thousand trucks per day through Muncy's downtown! These new transportation realities must be addressed with links to the planning efforts noted above. In addition, WATS has resolved to prioritize transportation projects in conjunction with the gas industry impact.

Traffic calming is needed. A downtown streetscape project has been identified to address this need and as a means to attract private investment. This project was reinforced by the Walkable Communities final report. Currently, the DCNR grant is in progress with development of a downtown master plan.

Revenues will come to Lycoming County to address community impacts from the gas industry. Therefore, Muncy's proposal below is timely and fortuitous, particularly when it can be based upon sound planning and municipal support.

Proposal

Water Street infrastructure

Route 405 (Water Street) has become the local truck route for the gas industry, resulting in a reduced pavement life cycle and new safety hazards for Borough residents. In anticipation of PennDOT reconstruction, Muncy Borough would propose incorporating the following improvements between the Susquehanna River Bridge and the Route 180 interchange:

- ▶ Safety and design improvements at Washington/ Water Street intersection
- ▶ Improved signaling and facilities at the downtown Water/ Main intersection
- ▶ Traffic calming/potential reconfiguring at the river bridge and at the hospital entrance

Main Street infrastructure

Muncy Borough proposes downtown streetscape improvements of Main Street between the Post Office and the Fort Brady Hotel, including:

- ▶ Traffic calming treatments as proposed by the DCNR master plan
- ▶ New curbs, sidewalks
- ▶ New lighting with wires underground
- ▶ Alternative options for alternative energy usage
- ▶ Feasibility study for streetscape gas light conversion
- ▶ Feasibility study for "smart curbs" featuring plug-in infrastructure

Funding: Private/Public Partnership

As a truck route, Water Street's improvements are identified as a joint PennDOT/gas impact fee project. On Main Street, the gas light proposal would respond to the gas industry's need for a high-visibility public relations project. These projects can be considered and prioritized by WATS, with creative leveraging of funds from Borough, County, State and the gas companies.

You're Invited!

Your business is located in downtown Muncy, and therefore you are very important to the community.

- ▶ You provide goods, services and jobs
- ▶ You attract commerce to our local economy
- ▶ You give life to the center of our community

We want to help you do all these things. Specifically, we want to make improvements to the area in front of your business. The “streetscape” needs sprucing up. We believe that if the public areas are in good shape, it attracts private investment. This means that businesses will want to expand and new development will fill empty storefronts. Good for everyone!

What needs to be fixed or improved out front -- to make your place of business more attractive? We want your specific suggestions. You are invited to a meeting. Bring your ideas and suggestions. A design consultant will be present to listen and take notes. Soon thereafter, the best ideas will be converted into drawings and plans. Come to:

- ▶ Orlies Deli
- ▶ Thursday, June 2
- ▶ 7pm

Sponsored by Muncy Borough, the Main Street Program and the Muncy Professional & Business Association.

APPENDIX C

Recreation Site Parcel Descriptions

Bing Map - Birdseye View



Exhibit A

In reference to the Deed between [property owner] participating in the FEMA acquisition project ("the Grantor") and [the Village/City/County], ("the Grantee"):

WHEREAS, The Robert T. Stafford Disaster Relief and Emergency Assistance Act, Public Law 93-288, as amended ("The Stafford Act"), identifies the use of disaster relief funds under Section 404 (Hazard Mitigation Grant Program, "HMGP"), including the acquisition and relocation of structures in the floodplain;

WHEREAS, Section 404 of the Stafford Act provides a process for a Community, through the State, to make application for funding to be used to acquire interests in property, including the purchase of structures in the floodplain, to demolish and/or remove the buildings, and to convert the land use into perpetual open space;

WHEREAS, the [State] has made such application and has entered into a FEMA-State Agreement dated [date] and herein incorporated by reference;

WHEREAS, the [Village/City/County], acting by and through the [Village/City/County] Board, has entered into a cooperative grant agreement with [State] dated [date] ("Grant Agreement"), [OPTIONAL include the following if the agreement is attached to the deed: and herein incorporated by reference];

WHEREAS, the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. § 206.434), and the FEMA-State Agreement require that the Grantee agree to conditions which are intended to restrict the use of the land to open space in perpetuity in order to protect and preserve natural floodplain values; and

NOW, THEREFORE, the grant is made subject to the following terms and conditions:

1. Terms. Pursuant to the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. 206.434), as they read now and may be amended in the future, and the FEMA-State Agreement, the following conditions and restrictions shall apply in perpetuity to each property described in the attached deed and acquired by the Grantee pursuant to the Stafford Act § 404 acquisition program:
 - a. Compatible uses. The land shall be used only for purposes compatible with open space, recreational, or wetlands management practices; in general, such uses include parks for outdoor recreational activities, nature reserves, unimproved pervious parking lots and other uses described in 44 C.F.R. § 206.434, as it reads now and may be amended in the future.
 - b. Structures. No new structures or improvements shall be erected on the property other than:
 - i. A public facility that is open on all sides and functionally related to the open space use;
 - ii. A public rest room; or

- iii. A structure that is compatible with the uses described in Paragraph 1(a), above, and approved by the Director in writing prior to the commencement of the construction of the structure.

Any structures built on the property according to this paragraph shall be floodproofed or elevated to the Base Flood Elevation plus one foot of freeboard.

- c. Disaster Assistance. No future disaster assistance from any Federal source for any purpose related to the property may be sought, nor will such assistance be provided;
 - d. Transfer. The Grantee agrees that it shall convey any interest in the property only with prior approval of the transferee from the Regional Director of FEMA and only to another public entity or to an organization qualified under Section 170(h) of the Internal Revenue Code of 1954, as amended, and applicable regulations promulgated thereunder. However, the Grantee may convey a lease to a private individual or entity for purposes compatible with the uses described in Paragraph 1(a), above, including agriculture, with the prior approval of the Regional Director.

If title to the property is transferred to a public entity other than a qualified state or federal agency with a conservation mission, it must be conveyed subject to a Conservation Easement that shall be recorded with the deed and shall incorporate all terms and conditions set forth herein, including the easement holder's responsibility to enforce the easement. This shall be accomplished by one of the following means:

- i. The Grantee shall convey, in accordance with section (d), above, a conservation easement to someone other than the title holder, or
 - ii. At the time of title transfer, the Grantee shall retain such conservation easement, and record it with the deed.
2. Inspection. FEMA, its representatives, and assigns, including [State], shall have the right to enter upon the property, at reasonable times and with reasonable notice, for the purpose of inspecting the property to ensure compliance with the terms of the grant.
3. Monitoring and Reporting. Every two (2) years on [date], the Grantee, through [State], shall submit to the FEMA Regional Director a report certifying that the Grantee has inspected the subject property within the month preceding the report, and that the property continues to be maintained consistent with the provisions of the grant.
4. Enforcement. If the subject property is not maintained according to the terms of the grant, the Grantee, [State], and FEMA, its representatives, and assigns are responsible for taking measures to bring the property back into compliance.
 - a. The State will notify the Grantee in writing and advise the Grantee that it has 60 days to correct the violation.
 - b. If the Grantee fails to demonstrate a good faith effort to come into compliance with the terms of the grant within the 60-day period, the State shall enforce the terms of

the grant by taking any measures it deems appropriate, including but not limited to bringing an action at law or in equity in a court of competent jurisdiction.

- c. FEMA, its representatives and assigns may enforce the terms of the grant by taking any measures it deems appropriate, including but not limited to the following:

- i. Requiring transfer of title in accordance with Paragraph 1(d). The Grantee shall bear the costs of bringing the property back into compliance with the terms of the grant; or
- ii. Bringing an action at law or in equity in a court of competent jurisdiction against the State or the Grantee.

5. Severability. Should any provision of this grant or the application thereof to any person or circumstance be found to be invalid or unenforceable, the rest and remainder of the provisions of this grant and their application shall not be affected and shall remain valid and enforceable.

[Signed by Grantor(s) and Grantee, witnesses and notarization in accordance with local law.]

Grantor's Signature

Date

Name (printed or typed)

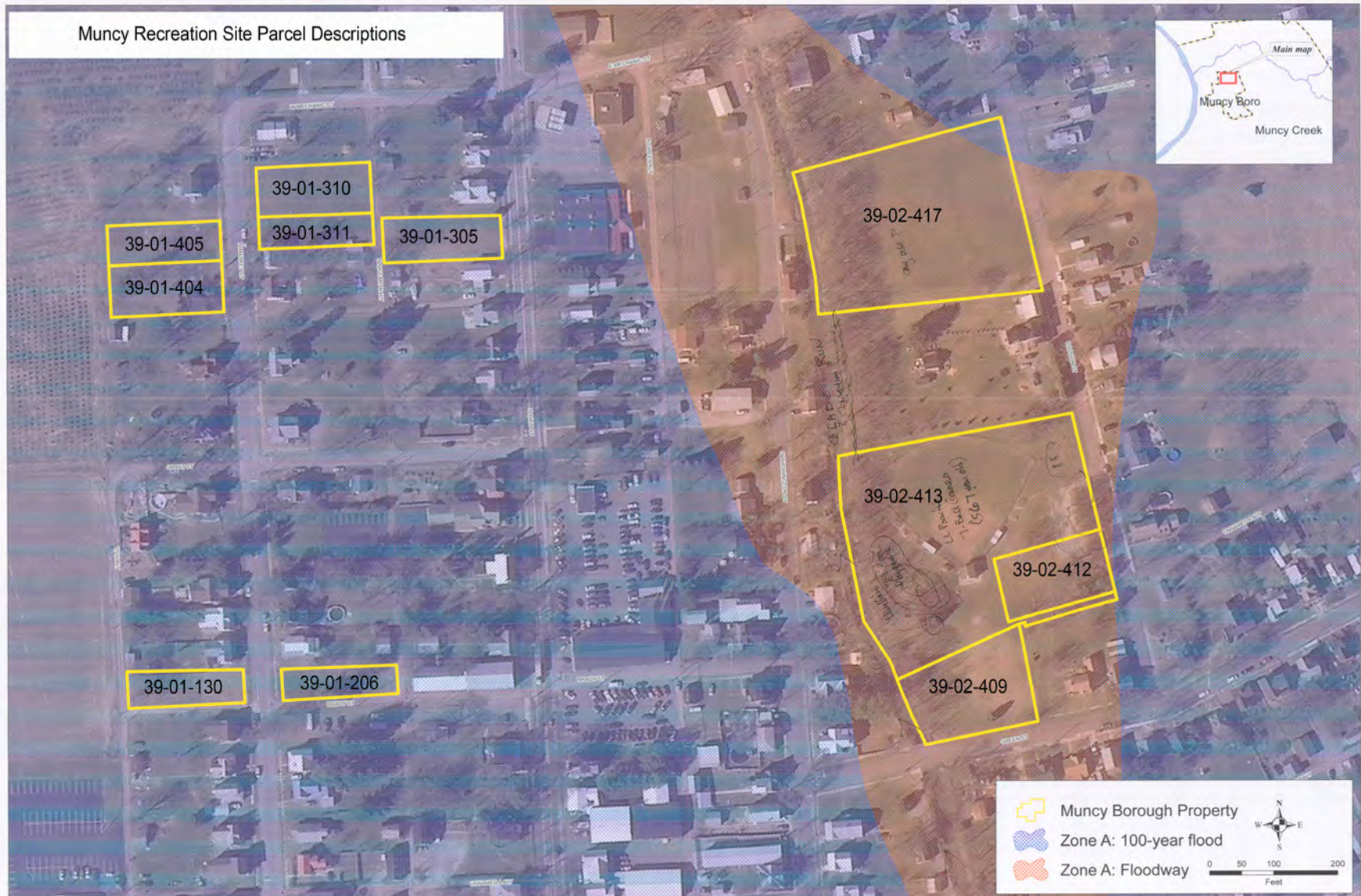
Grantee's Signature

Date

Grantee's Name

Grantee's Title

Muncy Recreation Site Parcel Descriptions



Market Street Dog Park Lots



THIS INDENTURE,

Made the *5th* day of *February* the year two thousand two (2002)

BETWEEN BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the First Part, GRANTOR

A N D

BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the Second Part, GRANTEE,

WITNESSETH, That in consideration of ONE-----

-----(\$1.00)----- DOLLAR,

in hand paid, the receipt whereof is hereby acknowledged, the said Grantor does hereby grant and convey to the said Grantee, its successors and assigns,

ALL that certain piece, parcel and lot of land situate in the Third Ward of the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, bounded and described as follows:

BEGINNING on the North by a lot now or formerly of Lester B. Grange and wife; in the East by Market Street; on the South by lot now or formerly of Ray Baker; on the West by an alley; fronting 60 feet on Market Street and extending in depth of 180 feet from

Market street on the east to an alley on the west.

The premises herein conveyed is also described in a survey dated April 21, 1980, by Daniel F. Vassallo, R.S., as follows:

BEGINNING at an iron pin on the western line of North Market Street, said beginning point being North seven (07) degrees thirty (30) minutes East, three hundred two (302) feet from the intersection of the Western line of said North Market Street and the northern line of Grant Street; thence from the said place of beginning and along the Northern line of land now or formerly of Fred C. and Marie E. Barnes, North eighty-two (82) degrees thirty (30) minutes West, one hundred seventy four (174) feet to an iron pin on the eastern line of an alley; thence along the eastern line of said alley, North seven (07) degrees thirty (30) minutes East, sixty (60) feet to an iron pin; thence along the southern line of land now or formerly of Carol J. Eck, single, South eighty-two (82) degrees thirty (30) minutes East, one hundred seventy-four (174) feet to an iron pin on the western line of the aforesaid North Market Street; thence along the western line of said North Market Street, South seven (07) degrees thirty (30) minutes West, sixty (60) feet to the place of beginning.

BEING the same premises granted and conveyed to Dwight D. Shoemaker and Rebecca H. Shoemaker, his wife, by deed of Burnell G. Cooper and Mary E. Cooper, his wife, dated May 14, 1980 and which is recorded in the Register and Recorder's Office of Lycoming County in Record Book 942, Page 131.

FOR IDENTIFICATION PURPOSES ONLY, being known as all of Tax Parcel No. 39-01-405 in the office of the Lycoming County Tax Assessor.

THE PURPOSE AND INTENT of this deed is to correct the inadvertent omission from the deed to the Grantor/Grantee as recited above, of the Stafford Act restrictions set forth below, and this deed is, therefore, a corrective deed only, which is exempt from Pennsylvania Realty Transfer Tax.

THIS CONVEYANCE is expressly subject to rights outstanding in third parties for existing easements for public roads and highways, public utilities, railroads and pipelines.

The Grantee accepts this conveyance and, by causing its duly authorized representative to sign this instrument on its behalf, agrees to hold the herein described real estate subject to the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. §206.434), as they now read and may be amended in the future, and the Grant Agreement, which documents and regulations

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dog park

THIS INDENTURE,

Made the *5th* day of *February* in the year two thousand two (2002)

BETWEEN BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the First Part, GRANTOR

A N D

BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the Second Part, GRANTEE,

WITNESSETH, That in consideration of ONE-----
----- (\$1.00)----- DOLLAR,
in hand paid, the receipt whereof is hereby acknowledged, the said Grantor does hereby grant and convey to the said Grantee, its successors and assigns,

ALL that certain piece, parcel and lot of land situate in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, bounded and described as follows:

BEGINNING at a point on North Market Street in line of land of the late J. P. Grange and said North Market Street; thence extending south along the west side of said North Market Street eighty-six (86) feet or more to an alley; thence extending west along said alley one hundred ninety-five (195) feet or more to the west side of alley; thence extending north along west side of an alley eighty-six (86) feet or more to line of land of the J. P. Grange;

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thence extending east along said land of the late J. P. Grange one hundred ninety-five (195) feet or more to the place of beginning. Containing sixteen thousand seven hundred seventy (16,770) square feet of land or more.

BEING the same premises granted and conveyed to Borough of Muncy by deed of Fred C. Barnes and Marie E. Barnes, his wife, dated May 25, 2000 and which is recorded in the Register and Recorder's Office of Lycoming County in Record Book 3549, Page 307.

FOR IDENTIFICATION PURPOSES ONLY, being known as all of Tax Parcel No. 39-01-404 in the office of the Lycoming County Tax Assessor.

THE PURPOSE AND INTENT of this deed is to correct the inadvertent omission from the deed to the Grantor/Grantee as recited above of the Stafford Act restrictions set forth below, and this deed is, therefore, a corrective deed only, which is exempt from Pennsylvania Realty Transfer Tax.

THIS CONVEYANCE is expressly subject to rights outstanding in third parties for existing easements for public roads and highways, public utilities, railroads and pipelines.

The Grantee accepts this conveyance and, by causing its duly authorized representative to sign this instrument on its behalf, agrees to hold the herein described real estate subject to the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. §206.434), as they now read and may be amended in the future, and the Grant Agreement, which documents and regulations include, among other provisions, the following conditions and restrictions: (1) The Grantee agrees that the land shall be used only for purposes compatible with open space, recreational, or wetlands management practices; (2) The Grantee agrees that no new structure or improvements shall be erected on the premises other than a restroom or a public facility that is open on all sides and functionally related to the open space use; (3) The Grantee acknowledges that no future disaster assistance from any Federal source for any purpose related to the property may be sought, nor will such assistance be provided; (4) The Grantee agrees that it shall convey the property, or any interest therein, only to another public entity and only with prior approval from FEMA and the Regional Director of FEMA. Such conveyance shall be made expressly subject to the above referenced conditions and restrictions which shall run with the property in perpetuity.

And the said Grantor does hereby WARRANT SPECIALLY the property hereby conveyed.

Market Street Community Garden Lots



BK4083PG175

39-01-310
Lam ga

THIS INDENTURE,

Made the 5th day of February the year two thousand

two (2002)

BETWEEN BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the First Part, GRANTOR

A N D

BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the Second Part, GRANTEE,

WITNESSETH, That in consideration of ONE-----
-----(\$1.00)-----DOLLAR,

in hand paid, the receipt whereof is hereby acknowledged, the said Grantor does hereby grant and convey to the said Grantee, its successors and assigns,

ALL that certain piece, parcel and lot of land situate in the Third Ward of the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, bounded and described as follows:

ON the North one hundred eighty (180) feet, more or less, by lot now or formerly of Robert L. McLaughlin; on the East eighty (80) feet by McCarty Alley; on the South one hundred eighty (180) feet, more or less, by lot now or formerly of Gertrude Everett; and on the West eighty (80) feet by Market Street.

BK4083PG176

The above premises are more particularly bounded and described in accordance with a survey of Daniel F. Vassallo, Registered Surveyor, dated November 11, 1978, as follows:

BEGINNING at an existing iron pin on the Eastern line of North Market Street, North seven (07) degrees thirty (30) minutes East, three hundred sixty-six and no hundredths (366.00) feet from the intersection of the Eastern line of said North Market Street and the Northern line of Grant Street; thence from the said place of beginning and continuing along the Eastern line of said North Market Street North seven (07) degrees thirty (30) minutes East, eighty and no hundredths (80.00) feet to an iron pin; thence along the Southern line of land of Carl Reed South eighty-one (81) degrees ten (10) minutes East, one hundred eighty and seventy-five hundredths (180.75) feet to an iron pin on the Western line of McCarty Alley; thence along the Western line of said McCarty Alley South seven (07) degrees thirty (30) minutes West eighty and no hundredths (80.00) feet to an existing iron pipe; thence along the Northern line of land of Allen Frey North eighty-one (81) degrees ten (10) minutes West, one hundred eighty and seventy-five hundredths (180.75) feet to the place of beginning. Known as 215 North Market Street.

BEING the same premises granted and conveyed to Borough of Muncy by deed of Stephen G. Crawford and Carol E. Crawford, his wife, dated March 7, 2000 and which is recorded in the Register and Recorder's Office of Lycoming County in Deed Book 3498, Page 154.

FOR IDENTIFICATION PURPOSES ONLY, being known as all of Tax Parcel No. 39-01-310 in the office of the Lycoming County Tax Assessor.

THE PURPOSE AND INTENT of this deed is to correct the inadvertent omission from the deed to the Grantor/Grantee as recited above, of the Stafford Act restrictions set forth below and this deed is, therefore, a corrective deed only, which is exempt from Pennsylvania Realty Transfer Tax.

THIS CONVEYANCE is expressly subject to rights outstanding in third parties for existing easements for public roads and highways, public utilities, railroads and pipelines.

The Grantee accepts this conveyance and, by causing its duly authorized representative to sign this instrument on its behalf, agrees to hold the herein described real estate subject to the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. §206.434), as they now read and may be amended in the future, and the Grant Agreement, which documents and regulations include, among other provisions, the following conditions and

BK4083PG177

restrictions: (1) The Grantee agrees that the land shall be used only for purposes compatible with open space, recreational, or wetlands management practices; (2) The Grantee agrees that no new structure or improvements shall be erected on the premises other than a restroom or a public facility that is open on all sides and functionally related to the open space use; (3) The Grantee acknowledges that no future disaster assistance from any Federal source for any purpose related to the property may be sought, nor will such assistance be provided; (4) The Grantee agrees that it shall convey the property, or any interest therein, only to another public entity and only with prior approval from FEMA and the Regional Director of FEMA. Such conveyance shall be made expressly subject to the above referenced conditions and restrictions which shall run with the property in perpetuity.

And the said Grantor does hereby WARRANT SPECIALLY the property hereby conveyed.

IN WITNESS WHEREOF, said Grantor has hereunto set its hand and seal the day and year first above written.

ATTEST:

BOROUGH OF MUNCY

Helen A. Hutchins
Secretary

By: Michael J. McAlleer
President, Borough of Muncy
Council

COMMONWEALTH OF PENNSYLVANIA)

COUNTY OF LYCOMING)

:SS

On this 5th day of February, 2002, before me, a Notary Public, the undersigned officer, personally appeared Michael J. McAlleer, who acknowledged himself/herself to be the President of said Borough of Muncy, and that he/she, as such officer, being authorized so to do, execute the foregoing

3

BK4083PG165

THIS INDENTURE,

Made the 5th day of February in the year two thousand two (2002)

BETWEEN BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the First Part, GRANTOR

AND

BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the Second Part, GRANTEE,

WITNESSETH, That in consideration of ONE-----
----- (\$1.00)----- DOLLAR,
in hand paid, the receipt whereof is hereby acknowledged, the said Grantor does hereby grant and convey to the said Grantee, its successors and assigns,

ALL that certain piece, parcel and lot of land situate in the Third Ward of the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, bounded and described as follows:

BOUNDED on the North by land now or formerly of Bertha I. Wilt, bounded on the East by McCarty Alley; bounded on the South by land now or formerly of Bessie A. Powell, et al., and bounded on the West by North Market Street (formerly incorrectly referred to as South Market Street); being 50 feet in width on North Market Street and extending at that width 180 feet, more or less, to McCarty Alley aforesaid;

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AND FURTHER described by a survey made by Earl Calvin Tressler, dated the 26th day of April, 1977 as follows:

BEGINNING at an existing old iron pin along McCarty Alley; thence North seventy-six (76°) degrees twenty-five (25') minutes West one hundred eighty-two (182.0) feet to an iron pin; thence North twenty-three (23°) degrees thirty-five (35') minutes East fifty (50.0) feet along North Market Street to an iron pin; thence South seventy-six (76°) degrees twenty-five (25') minutes East, one hundred eighty-two (182.0) feet to an iron pin; thence South twenty-three (23°) degrees thirty-five (35') minutes West fifty (50.0) feet along McCarty Alley to an existing old iron pin, the point and place of beginning.

BEING the same premises granted and conveyed to Borough of Muncy by deed of Judy L. Showers, Widow, dated March 7th, 2000 and which is recorded in the Register and Recorder's Office of Lycoming County in Record Book 3498, Page 146.

FOR IDENTIFICATION PURPOSES ONLY, being known as all of Tax Parcel No. 39-001-311 in the office of the Lycoming County Tax Assessor.

THE PURPOSE AND INTENT of this deed is to correct the inadvertent omission from the deed to the Grantor/Grantee as recited above of the Stafford Act restrictions set forth below, and this deed is, therefore, a corrective deed only, which is exempt from Pennsylvania Realty Transfer Tax.

THIS CONVEYANCE is expressly subject to rights outstanding in third parties for existing easements for public roads and highways, public utilities, railroads and pipelines.

The Grantee accepts this conveyance and, by causing its duly authorized representative to sign this instrument on its behalf, agrees to hold the herein described real estate subject to the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. §206.434), as they now read and may be amended in the future, and the Grant Agreement, which documents and regulations include, among other provisions, the following conditions and restrictions: (1) The Grantee agrees that the land shall be used only for purposes compatible with open space, recreational, or wetlands management practices; (2) The Grantee agrees that no new structure or improvements shall be erected on the premises other than a restroom or a public facility that is open on all sides and functionally related to the open space use; (3) The Grantee acknowledges that no future disaster assistance from any Federal source for any purpose related to the property may be sought, nor will such assistance be provided; (4) The Grantee agrees that it

Market - Main Street Open Space Lots



THIS INDENTURE,

Made the 5th day of February the year two thousand two (2002)

BETWEEN BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the First Part, GRANTOR

A N D

BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the Second Part, GRANTEE,

WITNESSETH, That in consideration of ONE -----
----- (\$1.00) ----- DOLLAR,
in hand paid, the receipt whereof is hereby acknowledged, the said Grantor does hereby grant and convey to the said Grantee, its successors and assigns,

ALL that certain piece, parcel and lot of land situate in the Third Ward of the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, bounded and described as follows, to-wit:

BEGINNING at a post on Main Street; thence by lands now or formerly of Mae Laird Brown North eighty-eight and three-fourths (88 3/4) degrees West one hundred ninety-two (192) feet, more or

less, to a post and alley; thence by said alley North one degree (01) East seventy (70) feet to a post; thence by lands now or formerly of Burdell Houseknecht and Ted Hoback South eighty-eight and three-fourths (88 3/4) degrees East one hundred ninety-four (194) feet, more or less, to a post on Main Street; thence Southerly along the west side of Main Street to the place of beginning.

BEING the same premises granted and conveyed to Borough of Muncy by deed of Darlene H. Webb, formerly Darlene H. Norton, and James E. Webb, her husband, dated March 28, 2000 and which is recorded in the Register and Recorder's Office of Lycoming County in Deed Book 3511, Page 354.

FOR IDENTIFICATION PURPOSES ONLY, being known as all of Tax Parcel No. 39-01-305 in the office of the Lycoming County Tax Assessor.

THE PURPOSE AND INTENT of this deed is to correct the inadvertent omission from the deed to the Grantor/Grantee as recited above, of the Stafford Act restrictions set forth below, and this deed is, therefore, a corrective deed only, which is exempt from Pennsylvania Realty Transfer Tax.

THIS CONVEYANCE is expressly subject to rights outstanding in third parties for existing easements for public roads and highways, public utilities, railroads and pipelines.

The Grantee accepts this conveyance and, by causing its duly authorized representative to sign this instrument on its behalf, agrees to hold the herein described real estate subject to the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. §206.434), as they now read and may be amended in the future, and the Grant Agreement, which documents and regulations include, among other provisions, the following conditions and restrictions: (1) The Grantee agrees that the land shall be used only for purposes compatible with open space, recreational, or wetlands management practices; (2) The Grantee agrees that no new structure or improvements shall be erected on the premises other than a restroom or a public facility that is open on all sides and functionally related to the open space use; (3) The Grantee acknowledges that no future disaster assistance from any Federal source for any purpose related to the property may be sought, nor will such assistance be provided; (4) The Grantee agrees that it shall convey the property, or any interest therein, only to another public entity and only with prior approval from PEMA and the Regional Director of FEMA. Such conveyance shall be made

THIS INDENTURE,

Made the *5th* day of *February* in the year two thousand two (2002)

BETWEEN BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the First Part, GRANTOR

A N D

BOROUGH OF MUNCY, a Pennsylvania Municipal Corporation with its office at 14 North Washington Street in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, Party of the Second Part, GRANTEE,

WITNESSETH, That in consideration of ONE-----
----- (\$1.00) ----- DOLLAR,
in hand paid, the receipt whereof is hereby acknowledged, the said Grantor does hereby grant and convey to the said Grantee, its successors and assigns,

ALL that certain piece, parcel and lot of land situate in the Third Ward of the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, bounded and described as follows:

BOUNDED on the North by land now or formerly of Erma McManigal, Single, and extending thereon one hundred eighty-three (183) feet, more or less; on the East by McCarty Alley and extending thereon fifty (50) feet, more or less; on the South by an alley 183 feet, more or less, and on the West by North Market Street in the Borough of Muncy, aforesaid fifty (50) feet.

BEING the same premises granted and conveyed to Borough of Muncy by deed of Kimberly I. Warner and Donald L. Warner, her husband, dated January 4, 2000 and which is recorded in the Register and Recorder's Office of Lycoming County in Record Book 3478, Page 46.

FOR IDENTIFICATION PURPOSES ONLY, being known as Real Estate Tax Parcel No. 39-1-206 in the office of the Lycoming County Tax Assessor.

THE PURPOSE AND INTENT of this deed is to correct the inadvertent omission from the deed to the Grantor/Grantee as recited above, of the Stafford Act restrictions set forth below, and this deed is, therefore, a corrective deed only, which is exempt from Pennsylvania Realty Transfer Tax.

THIS CONVEYANCE is expressly subject to rights outstanding in third parties for existing easements for public roads and highways, public utilities, railroads and pipelines.

The Grantee accepts this conveyance and, by causing its duly authorized representative to sign this instrument on its behalf, agrees to hold the herein described real estate subject to the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. §206.434), as they now read and may be amended in the future, and the Grant Agreement, which documents and regulations include, among other provisions, the following conditions and restrictions: (1) The Grantee agrees that the land shall be used only for purposes compatible with open space, recreational, or wetlands management practices; (2) The Grantee agrees that no new structure or improvements shall be erected on the premises other than a restroom or a public facility that is open on all sides and functionally related to the open space use; (3) The Grantee acknowledges that no future disaster assistance from any Federal source for any purpose related to the property may be sought, nor will such assistance be provided; (4) The Grantee agrees that it shall convey the property, or any interest therein, only to another public entity and only with prior approval from FEMA and the Regional Director of FEMA. Such conveyance shall be made expressly subject to the above referenced conditions and restrictions which shall run with the property in perpetuity.

And the said Grantor does hereby WARRANT SPECIALLY the property hereby conveyed.

IN WITNESS WHEREOF, said Grantor has hereunto set its hand

WHEREAS, the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. § 206.434), and the FEMA-State Agreement require that the Grantee agree to conditions which are intended to restrict the use of the land to open space in perpetuity in order to protect and preserve natural floodplain values; and

NOW THEREFORE WITNESSETH, That in consideration of **ONE AND 00/100 (\$1.00) DOLLAR**, in hand paid, the receipt whereof is hereby acknowledged, the said Grantor does hereby grant and convey to the said Grantee, its successors and assigns,

ALL that certain piece, parcel and lot of land situate on the West side of North Market Street, in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, bounded and described as follows:

On the north one hundred eighty-two (182) feet to the same more or less, by the lot now or formerly of Charles Gowers; on the east fifty (50) feet be the same more or less by Market Street; on the south one hundred eighty-two (182) feet be the same more or less by an alley; and on the west fifty (50) feet be the same more or less by an alley; containing nine thousand one hundred (9,100) square feet of land be the same more or less.

BEING the same premises granted and conveyed to the Borough of Muncy by deed of Michael J. Conner and Vickie L. Conner, his wife, by dated November 20, 2008 and recorded in the Register and Recorder's Office of Lycoming County in Record Book 6507, Page 275.

This is a Corrective Deed between the Borough of Muncy and the Borough of Muncy and is therefore exempt from all realty transfer tax.

FOR IDENTIFICATION PURPOSES ONLY, being known as all of Tax Parcel No. 39-01-130 in the office of the Lycoming County Tax Assessor.

THIS grant is made subject to the following terms and conditions:

1. Terms. Pursuant to the terms of the Stafford Act, regulations promulgated thereunder (44 C.F.R. § 206.434), as they read now and may be amended in the future, and the FEMA-State Agreement, the following conditions and restrictions shall apply in perpetuity to each property described in the attached deed and acquired by the Grantee pursuant to the Stafford Act § 404 acquisition program:

Compatible Uses. The land shall be used only for purposes compatible with open space, recreational, or wetlands management practices; in general, such uses include parks for outdoor recreational activities, nature reserves, unimproved pervious parking lots and other uses described in 44 C.F.R. § 206.434, as it reads now and may be amended in the future.

Green Street Park Lots



BK36156076

EXHIBIT "A"

Attached to and made part of a mortgage dated Aug 21 2000 between
Allen Snyder, mortgagor(s), and
 FNB Bank, National Association, Williamsport, PA

ALL that certain piece, parcel and lot of land situate in the
 ship of Muncy, County of Lycoming and Commonwealth of Penn-
 sylvania, more particularly bounded and described as follows:

BEGINNING at an iron pin in the eastern line of Township No.
 No. 54, said pin being also the northwest corner of land of
 Fred Coburn. Thence along the eastern line of Township No.
 No. 54, North eighteen degrees twenty-five minutes East, a
 hundred fifty and zero hundredths feet (N 18° 25' E 150.00
 to an iron pin) thence along line of Grantors herein by the
 sum (2) following courses and distances:

- 1) South eighty-two degrees zero minutes East, two hundred
 and forty hundredths feet (S 82° 00' E 240
 Ft.) to an iron pin;
- 2) South eighteen degrees twenty-five minutes West, a
 hundred fifty and zero hundredths feet (S 18° 25'
 150.00 Ft.) to an iron pin.

Thence along the northern line of land of Fred Coburn, North
 eighty-two degrees zero minutes East, two hundred ninety and
 forty hundredths feet (N 82° 00' E 290.40 Ft.) to the place
 of beginning.

CONTAINING 1.00 Acre

BEING a part of the same premises granted and conveyed only
 Grantors herein by deed dated Jan-01-1981/2000 JLM: MNOH INST. NO.: 12825
 at us, and recorded in Lycoming County Deed Book 978, Page

Lycoming County, PA
 OFFICE OF THE Register and Recorder of Deeds

RECEIPT NO :	013010	TYPE DOC :	MTG
REC FEE	:		13.00
LRTT	:		0.00
SRIT	:		0.00
WRIT TAX	:		0.50
DATE:	08/31/2000	TIME:	11:50A
INST NO.:			

Lycoming County, PA
 OFFICE OF THE Register and Recorder of Deeds

RECEIPT NO :	013010	TYPE DOC :	CO REC FUND
REC FEE	:		1.00
LRTT	:		0.00
SRIT	:		0.00
WRIT TAX	:		0.00
DATE:	08/31/2000	TIME:	11:50A
INST NO.:			

Lycoming County, PA
 OFFICE OF THE Register and Recorder of Deeds

RECEIPT NO :	013010	TYPE DOC :	RE REC FUND
REC FEE	:		1.00
LRTT	:		0.00
SRIT	:		0.00
WRIT TAX	:		0.00
DATE:	08/31/2000	TIME:	11:50A
INST NO.:			

PA. WARRANTY DEED-111

This Deed

BOOK 735 PAGE 73

Made the 21st day of August,
 Nineteen hundred and seventy-five (1975).

Between JAMES L. MUFFLY, trading as Tanglewood Construction
 Company, of Muncy Creek Township, County of Lycoming and Commonwealth
 of Pennsylvania, and SHIRLEY S. MUFFLY, his wife, of R. D. #1, Muncy
 Pennsylvania, GRANTORS, parties of the first part,

A N D

BOROUGH OF MUNCY, a municipal corporation existing under the law
 of the Commonwealth of Pennsylvania, GRANTEE, party of the second
 part,

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF REVENUE

10.00
 REALTY TAX
 AMT. 10.00
 PAID 8-8-75
 COL'D BY MLM

FILED
 LYCOMING COUNTY
 AUG 8 2 59 PM '75
 MARY S. MUSSER
 RECORDER OF DEEDS

Witnesseth, That in consideration of

ONE THOUSAND (\$1,000.00)

Dollars,

in hand paid, the receipt whereof is hereby acknowledged, the said grantors do hereby grant
 and convey to the said grantee

ALL that certain piece, parcel and lot of land situate in the
 Borough of Muncy, County of Lycoming and Commonwealth of
 Pennsylvania, bounded and described as follows:

BEGINNING at an iron pin at the intersection of the western
 line of Division Street with the southern line of the first
 alley south of Mechanic Street; thence along the western
 line of Division Street south 3 degrees 30 minutes east
 269.0 feet to an iron pin; thence along line of land of
 Fred A. Taylor north 85 degrees 27 minutes 30 seconds west
 330.12 feet to an iron pin; thence north 85 degrees 23
 minutes west 19.57 feet to a point in the center of Glade
 Run; thence downstream along the center of Glade Run north
 0 degrees 05 minutes east 219.83 feet to a point; thence
 along the southern line of the first alley south of
 Mechanic Street north 86 degrees 25 minutes east 332.60
 feet to the place of beginning. Containing 1.91 acres.

EXCEPTING AND RESERVING right-of-way for Borough storm
 sewer.

BRING the same premises conveyed unto James L. Muffly,
 trading as Tanglewood Construction Company, by deed of
 David W. W. Snyder and Mary Etta B. Snyder, his wife,
 and Brady F. Snyder and Beatrice M. Snyder, his wife,
 and Harold L. Snyder and Grace L. Snyder, his wife,
 dated June 12, 1968, and recorded in Lycoming County
 in Deed Book 541 page 217 on August 12, 1968.

BK3615PG056

This Indenture:

Made the 1st day of August, in the year 2000.

Between KEYSTONE HOOK AND LADDER COMPANY, a/k/a KEYSTONE HOOK AND LADDER COMPANY OF MUNCY #1, a Pennsylvania non-profit corporation of Muncy, Pennsylvania, GRANTOR, party of the first part,

A

N

D

BOROUGH OF MUNCY, a municipality of the Commonwealth of Pennsylvania, GRANTEE, party of the second part

Witnesseth, That the said party of the first part, for and in consideration of the sum of ONE (\$1.00) DOLLAR

unto it well and truly paid by the said party of the second part, at or before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, enfeoffed, released, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, enfeoff, release, convey and confirm, unto the said party of the second part, its successors and assigns, forever:

All THOSE two (2) certain pieces, parcels or lots of land situate in the Borough of Muncy, County of Lycoming and Commonwealth of Pennsylvania, more particularly bounded and described as follows:

PARCEL NO. 1:

ON the east by Division Street, extending thereon one hundred (100) feet; on the south one hundred seventy-five (175) feet by a proposed twelve (12) foot alley; on the west one hundred (100) feet by land now or formerly of the Keystone Hook And Ladder Company; and on the north one hundred seventy-five (175) feet by other lands now or formerly of Keystone Hook And Ladder Company. Containing two (2) town lots.

BEING the same premises conveyed unto Grantor by Deed of Robert B. Zarr, et ux, dated March 1, 1951 and recorded in Lycoming County in Deed Book 375, page 439.

For identification purposes only, being known as Parcel No. 39-02-412 in the office of the Lycoming County Tax Assessor.

PARCEL NO. 2:

BEGINNING at a post on the west side of Division Street; thence south along said Division Street four (4) degrees east two hundred and two (202) feet

BK3615PG057

to a point; thence by land now or formerly of Louise Hess south eighty-seven (87) degrees west one hundred and seventy-five (175) feet to a point; thence also by said land south four (4) degrees east one hundred (100) feet to a point; thence south eighty-seven (87) degrees west, two hundred ten (210) feet to a point in the center of Glade Run; thence down the center of Glade Run by lot formerly of Elizabeth L. Petrikin three and one-fourth (3-1/4) degrees west one hundred fifty (150) feet to a point; thence continuing down the center of said Run north two and one-fourth (2-1/4) degrees east one hundred sixty-two (162) feet to a point; thence by land now or formerly of William R. Hill, north eighty-eight (88) degrees east three hundred sixty-nine and six-tenths (369.6) feet to the place of beginning. Containing two and twenty-eight one-hundredths (2.28) acres, more or less.

BEING the same premises conveyed unto the Grantor by Deed of Harry K. Gundrum dated March 25, 1950 and recorded in Lycoming County in Deed Book 367, page 499.

For identification purposes only, being known as Parcel No. 39-02-413 in the office of the Lycoming County Tax Assessor.

Lycoming County, PA
OFFICE OF THE Register and Recorder of Deeds
RECEIPT NO : 013008 TYPE DOC : DEED
REC FEE : 13.50
LRTT : 0.00
SRTT : 0.00
WRIT TAX : 0.50

DATE: 08/30/2000 TIME: 04:53P INST NO.:

Lycoming County, PA
OFFICE OF THE Register and Recorder of Deeds
RECEIPT NO : 013008 TYPE DOC : CD REC FUND
REC FEE : 1.00
LRTT : 0.00
SRTT : 0.00
WRIT TAX : 0.00

DATE: 08/30/2000 TIME: 04:53P INST NO.:

Lycoming County, PA
OFFICE OF THE Register and Recorder of Deeds
RECEIPT NO : 013008 TYPE DOC : RE REC FUND
REC FEE : 1.00
LRTT : 0.00
SRTT : 0.00
WRIT TAX : 0.00

FILED
LYCOMING COUNTY
AUG 30 4 41 PM '00
JANET WILF
RECORDS & DEEDS

Together with all and singular the improvements, ways, waters, water courses, rights, liberties, privileges, hereditaments and appurtenances whatsoever thereunto belonging, or in anywise appertaining, and the reversions and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, property, claim and demand whatsoever of the said party of the first part, its successors and assigns, in law, equity, or otherwise, howsoever, in and to the same, and every part thereof.

