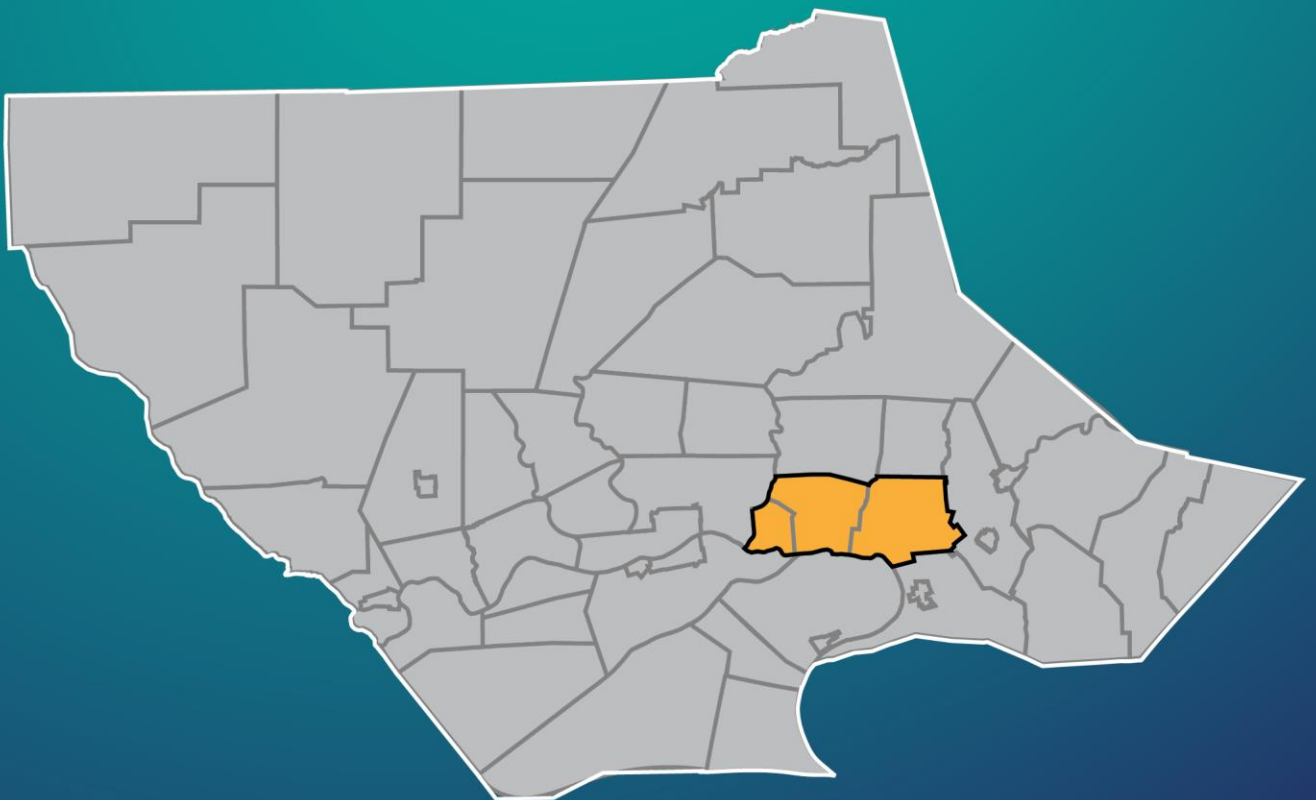




**2016 MULTI-MUNICIPAL
COMPREHENSIVE PLAN REVIEW
AND
IMPLEMENTATION STRATEGY**
Montoursville / Muncy Planning Area
Lycoming County, Pennsylvania



Plan Adoptions

MONTOURSVILLE BOROUGH COUNCIL – Adopted <MONTH DAY, YEAR>

FAIRFIELD TOWNSHIP BOARD OF SUPERVISORS – Adopted <MONTH DAY, YEAR>

MUNCY TOWNSHIP BOARD OF SUPERVISORS – Adopted <MONTH DAY, YEAR>

Acknowledgements

Montoursville-Muncy Planning Area Advisory Team (PAT)

DAVID HINES, REPRESENTATIVE OF MONTOURSVILLE BOROUGH
STEVE RUSH, REPRESENTATIVE OF MONTOURSVILLE BOROUGH
GRANT HETLER, REPRESENTATIVE OF FAIRFIELD TOWNSHIP
TOM SHAECK, REPRESENTATIVE OF MUNCY TOWNSHIP
PAUL WENTZLER, REPRESENTATIVE OF MUNCY TOWNSHIP
GREG GILBERT, REPRESENTATIVE OF MUNCY TOWNSHIP
RONALD SMITH, REPRESENTATIVE OF MONTOURSVILLE BOROUGH AND WATER WORKS
CHRISTINE WEIGLE, REPRESENTATIVE OF LCWSA
JOHN BICKHART, REPRESENTATIVE OF LCWSA
TOM HART, REPRESENTATIVE OF WMAA
BILL MCCLEARY, REPRESENTATIVE OF MONTOURSVILLE AREA SCHOOL DISTRICT
FRANK JANKOWSKI, REPRESENTATIVE OF MUNCY AREA SCHOOL DISTRICT
VINCE MATTEO, REPRESENTATIVE OF WILLIAMSPORT LYCOMING CHAMBER OF COMMERCE
JIM SLOTTERBACK, REPRESENTATIVE OF SUSQUEHUNNA REGIONAL EMS
BILL POULTON, REPRESENTATIVE OF MUNCY HISTORICAL SOCIETY

Lycoming County Department of Planning and Community Development

KURT HAUSAMMANN JR., AICP, DIRECTOR/ LCPD PAT LEAD
KIM WHEELER, AICP, DEPUTY DIRECTOR
MEGAN LEHMAN, AICP, LEAD PLANNER
THOMAS KRAJEWSKI, SUBDIVISION AND LAND DEVELOPMENT ADMINISTRATOR/LCPD PAT ASSISTANT

Consultant

TETRA TECH, INC., HARRISBURG, PA

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Chapter 1: Plan Overview

Introduction

This 2016 Montoursville-Muncy Planning Area Comprehensive Plan Review and Implementation Strategy has been shaped by the issues currently identified as priorities within this multi-municipal planning area.

THIS 2016 MONTOURSVILLE-MUNCY COMPREHENSIVE PLAN REVIEW AND IMPLEMENTATION STRATEGY is the culmination of months of planning, information and data gathering, trend analysis, collaboration, deliberation, task coordination, visioning, and prioritization that teamed dozens of public- and private-sector leaders and stakeholders from within and beyond the Montoursville-Muncy Planning Area. Their skill sets, expertise, and institutional and individual insights have resulted in this focused, collaborative blueprint for both growing and preserving quality of life in this area of Lycoming County, Pennsylvania.

From Borough neighborhoods to rural subdivisions and homesteads, residents of the Montoursville-Muncy Planning Area find a wide variety of living environments.

They shop Broad Street in Montoursville as well as the Lycoming Mall and commercial complexes. They have ready access to major transportation modes, namely I-180, US 220, and the Williamsport Regional Airport for regional travel, as well as River Valley Transit for local transit. Residents also find excellent recreational opportunities, such as the bicycle-pedestrian trail at Indian Park and access to the West Branch Susquehanna River. In addition to these modern conveniences, this Planning Area retains its heritage and scenic character through active agricultural landscapes, including several Century Farms, and historic sites, such as the Quaker Meeting House in the Village of Pennsdale – one of the first Quaker settlements outside of south eastern Pennsylvania.

An exhaustive comprehensive planning effort for the Montoursville-Muncy Planning Area was last conducted ten years ago and resulted in a multi-municipal plan that was completed and adopted in 2006. During the 2016 review process, the issues, priorities, and key recommendations in the 2006 document were revalidated as a planning baseline for the 2016 update. The 2016 Plan translates the adopted 2006 Plan into a set of achievable goals by providing a succinct implementation strategy to address the current priorities of the Montoursville-Muncy Planning Area.

The 2006 Comprehensive Plan identified the Montoursville-Muncy Planning Area as the fastest developing growth area in the County for the next 10 years. Based upon this analysis and prediction the County invested in infrastructure in this corridor including water and sewer extensions and transportation improvements such as the full interchange at the Lycoming Mall. Having the infrastructure in place prepared the corridor for the arrival of the Marcellus Shale gas industry in 2008 as well as the associated increase in demand for land to locate their facilities. As a result of the rapidly growing shale gas industry, several companies located their regional headquarters within this Planning Area, resulting in the creation of 3,700 new jobs at the height of the industry. Commercial and residential development has also occurred in this Planning Area since the 2006 Plan, including Lycoming Crossings, Mountainview, and Grey Fox Plaza developments.

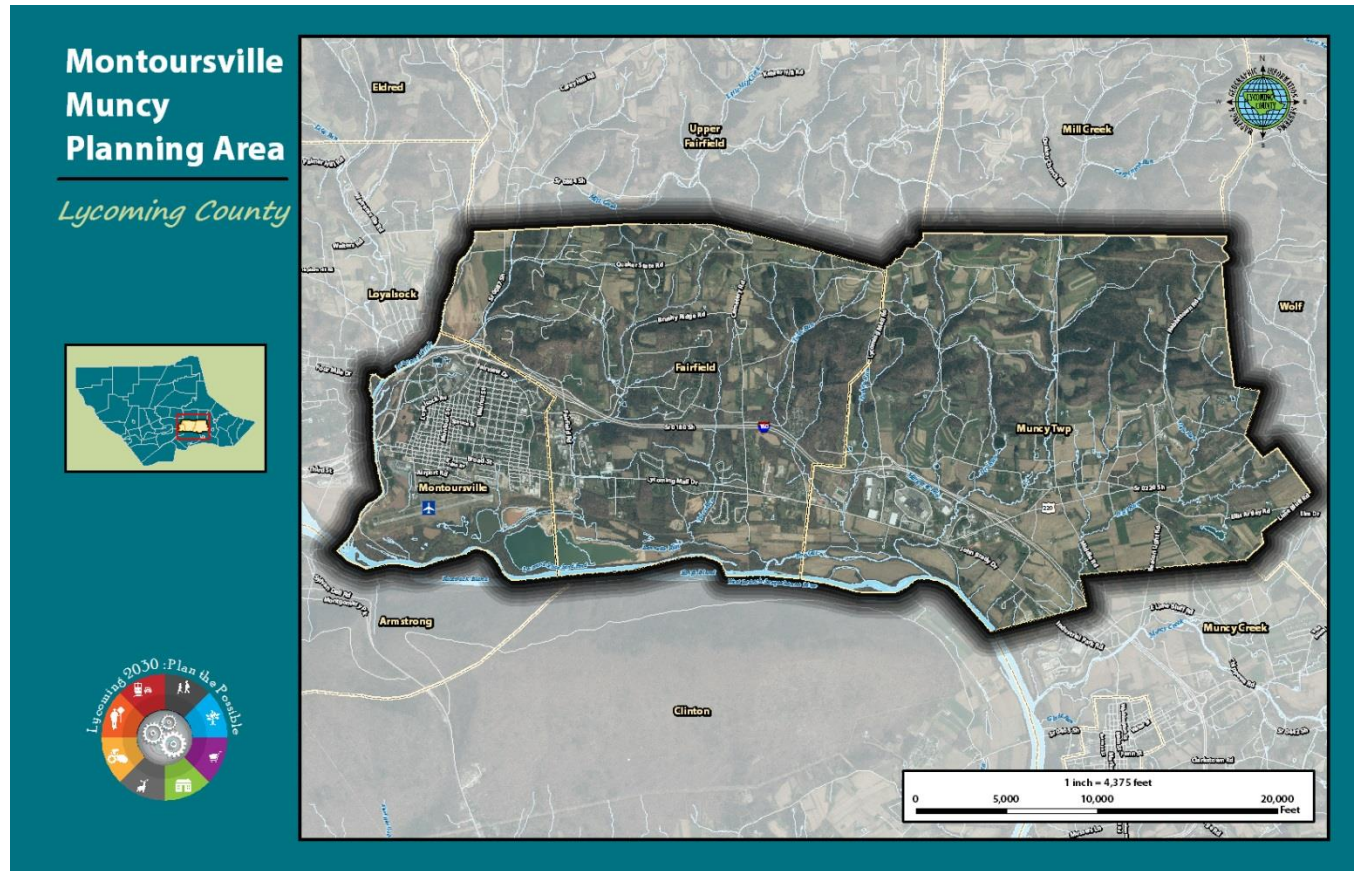
This 2016 Montoursville - Muncy Planning Area Comprehensive Plan Review and Implementation Strategy is a living document, inasmuch as it is meant to capture the current desires of those communities and provide targeted implementation strategies to achieve their goals. It satisfies the Municipalities Planning Code (MPC - Act of 1968, P.L. 805, No. 247 as reenacted and amended) requirement for reviewing the existing, adopted comprehensive plan every decade.

A key feature of this 2016 document is the set of well-defined priority issues and the key projects that best address those issues.

The municipal governments in the Montoursville-Muncy Planning Area include:

- Borough of Montoursville
- Township of Fairfield
- Township of Muncy

Montoursville-Muncy Planning Area Map



Montoursville-Muncy Summary Profile

GEOGRAPHY

Location: Lycoming County, Northcentral Pennsylvania, USA

Total Area: 32.2 square miles or 20,608 acres

Floodplain Area: 5.2 square miles

Major Watersheds: Susquehanna River Basin, Loyalsock Creek watershed

Land Cover as Percentage of Total Area (University of Vermont Spatial Analysis Laboratory): 41% tree canopy, 47% otherwise vegetated, 9% developed, 3% water and wetlands

POPULATION

Population (2010 Census): 8,496 persons; no change since 2000

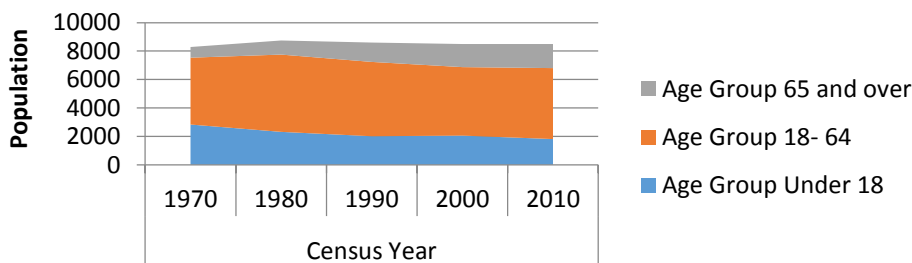
Median Ages, 2014 American Community Survey Estimates

Township of Fairfield	44.7
Borough of Montoursville	46.1
Township of Muncy	46.2

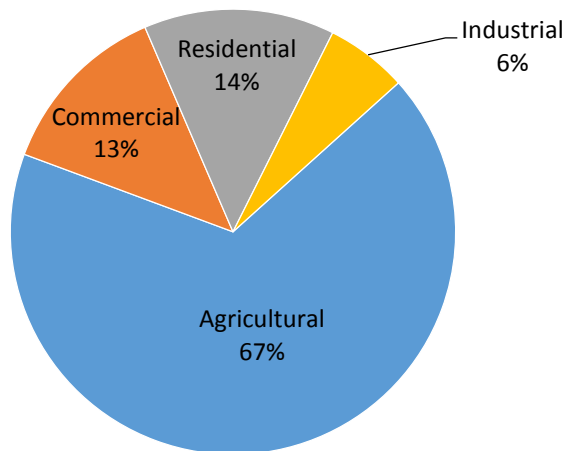
Population in Each Census, 1960-2010

Year	1960	1970	1980	1990	2000	2010
Fairfield	869	1,420	2,291	2,580	2,659	2,792
Montoursville	5,211	5,985	5,403	4,983	4,777	4,615
Muncy Twp	907	880	1,051	1,036	1,059	1,089
TOTAL	6,987	8,285	8,745	8,599	8,495	8,496

Population Composition by Age, 1960-2010



Current zoning as percentage of total area



INFRASTRUCTURE AND FACILITIES

Locally-Owned Roads (PennDOT data): 98 miles

State-Owned Roads (PennDOT data): 65.7 miles

Major Transportation Routes: I-180, US-220, PA- 2014

School Districts: Montoursville Area, Muncy

Water and Sewer Providers: Lycoming County Water and Sewer Authority, Montoursville Water Works

Housing Units (2014 American Community Survey Estimate): 3,885

ECONOMY

Median Household Income, 2014 American Community Survey Estimates

Township of Fairfield	\$59,350.00
Borough of Montoursville	\$44,342.00
Township of Muncy	\$48,438.00

Top county employers with presence in planning area (PA Dept. of Labor & Industry):

- State Government (PennDOT)
- Wal-Mart Associates Inc.
- Montoursville Area School District
- Kellogg USA Inc.
- Advanced Drainage Systems Inc.

Plan Organization

The plan is designed to be succinct, focused, and action-oriented with emphasis placed on the implementation steps.

This document incorporates a review of the 2006 Montoursville-Muncy Comprehensive Plan with emphasis placed on developing implementable strategies to address the current set of prioritized issues. This review is organized into 3 sections:










The Implementation Strategy section identifies issues in descending priority order. This section includes a discussion of each current priority issue for the Montoursville-Muncy Planning Area as well as an initial “top viable project” identified for each issue, and a limited list of additional projects. For each priority issue, an implementation plan is provided for the “top viable project.” The Montoursville-Muncy Planning Advisory Team (PAT) will continue to meet at least twice a year to evaluate implementation progress. After the top project is completed, the PAT will convene to develop an implementation plan for another project on the list and create a Project Delivery Team (PDT) to begin implementation of that project. The PDT will include those individuals responsible for planning and executing a particular project. The PDT will provide status updates on implementation at each PAT meeting.

The Growth Area and Future Land Use Maps section provides a detailed look at any areas of the multi-municipal Montoursville-Muncy for which the PAT has recommended changes in the designated growth area boundaries, future growth area boundaries, and/or future land uses. Otherwise, it is assumed that the future land use and growth area designations will remain the same as in the adopted 2006 plan.

The Appendices are packaged into a separate document and include the following items:

- a. Plan Process
- b. PAT Meeting Notes and Results
- c. Results of Quantitative Research and Analysis
- d. Results of Qualitative Research and Analysis
- e. Reference Maps
- f. Plan Consistency
- g. Plan References

The Current Priority Issues

Issue		Comprehensive Plan Topical Areas								
		Agriculture	Community Development	Community Facilities & Infrastructure	Economic Development	Heritage, Culture & the Arts	Land Use	Natural Resources	Public Safety	Transportation & Mobility
										
1	Fragmentation of local government		X	X	X	X			X	
2	Insufficient volunteerism and civic engagement,		X			X			X	
3	Multi-modal transportation system deficiencies	X	X	X	X	X	X	X	X	X
4	Current land use regulations vs community visions	X	X	X	X	X	X	X	X	X
5	Cultural and historic resources are not adequately documented, protected, and promoted.	X			X	X	X	X		

Chapter 2: Implementation Strategy

Priority Issue #1



Fragmentation of local government in Pennsylvania is a barrier to efficient delivery of some public services.

Back Story The majority of Pennsylvania counties are “fragmented” into a large number of small municipalities. In fact, there are 2,562 local governments in Pennsylvania--Lycoming County has 52 of them. In Pennsylvania many government rules, regulations and policies are left to the most local level of government to administer. Likewise, many services are provided separately by each municipality. The replication of services from one municipality to the next places a manpower stressor on local communities. This fragmentation can also result in a lost opportunity for improved cost efficiency and enhanced service delivery.

Government at the Township, Borough and City level is the most local form of government in Pennsylvania. As such, it allows citizens easy accessibility to government officials. This enables the maximum degree of local citizen dialogue related to policy-making, service delivery, and taxation. In general, this form of government is viewed as being accessible, accountable and effective. However, while small governments provide accessibility and accountability, many examples exist around the Commonwealth that highlight the shortfalls of Pennsylvania’s fragmented structure of government.

For example, many municipalities find it difficult to recruit adequate numbers of citizens and trained professionals, to serve on their legislative bodies, boards and commissions. Additionally, all local governments are required to provide certain capital-intensive services, such as water, sewer, and fire protection, as well as managing administrative functions. This could be considered redundant overhead in areas with small populations and tax base. Over time, expectations of local governments have changed both from the State government and citizen perspectives. There are growing responsibilities assumed by local governments that are not always easily handled by the traditional structure(s) of local government. However, there have been many creative solutions that PA municipalities have structured to meet the needs presented to them.

Pennsylvania has built up an array of viable regional-scaled entities, such as: regional council of governments (COGs), metropolitan and rural planning organizations (MPOs and RPOs), and various other regional planning-type councils, commissions and organizations. In addition, there have been a growing number of multi-municipal cooperatives, joint efforts, and mergers related to the provision of police, fire, EMS, zoning, codes, sewer, water, stormwater and other infrastructure and public work programs.

A good local example of multiple municipalities joining forces to work towards a common goal is the six multi-municipal comprehensive planning efforts in Lycoming County including the Montoursville-Muncy Planning

Area. Another excellent example is the Lycoming County MS4 Coalition. MS4 (Municipal Separate Storm Sewer System) is an unfunded Federal mandate of the Environmental Protection Agency that requires designated municipalities to prepare Chesapeake Bay Pollution Reduction Plans (CBPRP's) that define how they will reduce sediment and nutrient levels, including nitrogen and phosphorous. The MS4 program is permitted and enforced at the state level through the PA Department of Environmental Protection. To lessen the municipal cost burden of the MS4 program, in 2011, nine municipalities and one college came together to form the Lycoming County MS4 Coalition. Together they fund a county staff position, the MS4 Planner, that manages all of their permits and completes the required six minimum control measures. The Coalition allows them to share cost in permit fees, training, implementation of best management practices and consultant fees. The Coalition has operated successfully since its formation, keeping the participants in regulatory compliance, while maintaining effective economies of scale.

During the 2016 Comprehensive Plan update, the Montoursville-Muncy PAT members acknowledged that fragmented government services have impacts in their planning area. Of particular concern was the ability to provide adequate and essential emergency services for Police, Fire, and Emergency Medical Service (EMS) due to a decrease in volunteer capacity, intensive certification requirements and the lack of sustainable financial resources. While Montoursville-Muncy PAT members were concerned about all three areas of emergency service, EMS was the focus of more intense analysis and discussion.

Priority Issue Overview The Fire and EMS Agencies, that serve this Planning Area, as well as the three municipal governments themselves were increasingly concerned with their ability to provide adequate levels of emergency medical services to the residents of these municipalities. Adequate levels are dictated by the 2009 Pennsylvania EMS System Act 37 (EMS Act) which establishes requirements for service coverage and certification standards. As in other small rural communities around the state, the local emergency medical service providers are also experiencing declining numbers of volunteers. In short, Fire and EMS Agencies are more challenged to provide these essential and required services because of four interrelated factors:

- Increasing service requirements—greater time commitment for training
- Decreasing staff capacity—fewer volunteers
- Increasing cost to provide certification training and essential equipment
- Funding limitations to support the above

While this issue was not specifically identified in the 2006 Montoursville-Muncy Comprehensive Plan, it was addressed as a "Strategic Action" within Montoursville-Muncy's 2006 Community Infrastructure Plan (Chapter 5-19) under Strategy #5 "Maintain viability of Volunteer Fire Companies." This issue was also indirectly addressed as a "Strategic Action" within Montoursville - Muncy's 2006 Community and Economic Development Plan (Chapter 2-30) under Strategy #3 "Establish a County Partnership Forum that will meet on a regular basis to create strategic partnerships and coordinate the mutual initiatives among these partnerships to achieve economy of scale and program efficiencies." To date, no progress has been made on either of these two Strategic Actions.

Increasing Certification Requirements and Decreasing Volunteer base –The provisions of the EMS Act, which took effect on April 10, 2014, state that all EMS Agencies, including those located throughout Lycoming County, are required to provide 24 hours a day and seven days a week coverage in order to respond to a request for EMS assistance that is dispatched. The EMS Act does permit the EMS Agencies to provide less than 24 hours a day, seven days a week services, if they participate in a County-level EMS Response Plan approved by the Pennsylvania Department of Health.¹

The EMS Act created 14 Regional EMS Councils. The Lycoming County Board of Commissioners are the Pennsylvania Department of Health’s contract holders for the Regional EMS Council that serves the Counties of Lycoming, Tioga and Sullivan.

In addition to requirements of the EMS Act, local municipal codes also regulate the provision of emergency services. Fairfield Township and Muncy Township are both Townships of the Second Class. The Second Class Township Code requires a township to “...be responsible for ensuring that fire and emergency medical services are provided within the township by the means and to the extent determined by the township, including appropriate financial and administrative assistance for these services.”² Montoursville Borough is governed by a code that states that the Borough will “...be responsible for ensuring that fire and emergency medical services are provided within the borough by the means and to the extent determined by the borough, including appropriate financial and administrative assistance for these services.”³ In addition, these two Townships and one Borough are also required by their respective Codes to consult with these emergency service providers to discuss the needs within their municipalities.

According to the EMS Act, all EMS certification examinations recognized by the Commonwealth are required to align with the National EMS Education Standards. To comply with these standards, Emergency Medical Technician (EMT) certification requires 150 hours of training plus co-requisites including two on-line courses and a 2.5 hour Haz-Mat Awareness class. The Cost of training is over \$900. Currently, a Basic Life Support Ambulance must be staffed by one person trained to EMT or higher and one Emergency Medical Responder (EMR). The EMR may be the driver if they are credentialed as the driver as well. This requires an additional 16 hour driving course. If the EMR is not a certified driver, a third person is required to staff the unit who is a certified driver of the unit, by their respective company. The cost to equip a fire fighter is in excess of ten thousand dollars. There is currently no state mandate for structural fire fighters, however, many VFCs have internal standard operating guidelines/policies that do require specific training programs to become an “interior firefighter” except for HAZMAT class. The most common requirement is completion of the PA Fire Fighter I certification. The extensive training hours and costs required to be a volunteer fireman or EMS personnel are making it very difficult for new recruits to commit the time required to become certified while meeting the demands of a career and family.

¹ HEALTH AND SAFETY (35 PA.C.S.) and VEHICLE CODE (75 PA.C.S.) - OMNIBUS AMENDMENTS
Act of Aug. 18, 2009, P.L. 308, No. 37

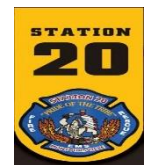
² The Township Second Class Township Code, Act of May 1, 1933 (P.L. 103, No. 69), as enacted and amended

³ The Borough Code, Act of February 1, 1966 (1965 P.L. 1656, No. 581), as enacted and amended

The cost and time required to secure increased training and needed equipment is compounded by lower volunteer recruitment numbers resulting in decreased capacity to provide Code-required services. This is a statewide issue. Since 1985 the number of volunteers in Pennsylvania has declined from 152,000 to 70,000. There are 2,462 fire companies in PA and 90% of them are volunteer companies. Across the state, volunteer agencies are being challenged to maintain services while suffering from a declining pool of volunteers. The lack of volunteers has hit the volunteer fire departments and emergency service agencies especially hard. EMS is provided to over 1,200 plus square miles in Lycoming County through several service methods including: hospital based life support services, paid and volunteer fire department based units, paid duty crews, and all volunteer crews.

Capacity - Currently the following emergency medical service agencies provide services to these municipalities:

- Montoursville Borough: Willing Hand Hose Company
- Fairfield Township: Willing Hand Hose Company EMS
- Muncy Township: Pennsdale Volunteer Fire Department EMS
- Paramedic Services to PAT – UPMC/Susquehanna Regional EMS



Trends - For the five year period between 2012 and 2016, the call volumes for the two counties served by the Lycoming/Sullivan 911 Center have declined but there has been an increase in the number of Fire/EMS Incidents during this period. The types of 911 calls have also been changing. In recent years there has been a significant increases in personal care and assistance requests as opposed to traditional emergency situations.

Lycoming/Sullivan County 911 Center Activity 2012 - 2016 YTD

	2012	2013	2014	2015	2016
Fire/EMS Incidents	17,378	16,915	17,314	18,856	18,601
Police Incidents	43,068	40,403	41,397	42,532	43,773
Total 911 Calls	61,598	59,836	60,628	58,223	56,295
Working Fires	126	97	125	113	137
2nd Alarm Fires	19	18	27	11	12
3rd Alarm Fires	1	2	3	2	2
MVA w/entrapment	74	46	80	75	64
Water Rescues	19	11	17	11	20

The Montoursville-Muncy PAT identified some potential strategic approaches for addressing this issue including:

- Sharing of services or joint efforts for the provision of zoning, subdivision and land development, stormwater, building codes, police, fire, EMS, and other services
- Developing partnerships and working cooperatively to implement projects and programs in the Central Business District of Montoursville
- Expanding the role of the West Branch COG to include services similar to Pine Creek COG
- Participating in the Countywide EMS Response Plan

Key Implications If the three municipalities in the Montoursville-Muncy Planning Area and the Fire and EMS Agencies do not find ways to more effectively work together to provide 24/7 EMS services in their municipalities, the following five impacts are possible:

- Further increases to program administrative costs for municipalities
- Residents of these municipalities will not be provided the required and adequate level of EMS service needed
- The municipalities may not meet the requirements of Pennsylvania EMS System Act 37 of 2009 and their respective Municipal Codes.
- The municipalities may be required to hire emergency service personnel which would create a substantial cost burden and other related fiscal challenges.
- Municipalities may be forced to cut other existing programs and services that local residents rely on.

Top Viable Project of Regional Significance for this Issue**EXAMINE COST EFFECTIVENESS AND PERSONNEL EFFICIENCY OF FIRE AND EMS SERVICES IN THE MONTOURSVILLE-MUNCY PLANNING AREA AS A PREREQUISITE TO THE COUNTY EMS RESPONSE PLAN**

The three municipalities and their respective Fire and EMS agencies will work together to evaluate their abilities to provide an adequate and efficient level of EMS services to the residents of this Planning Area and meet the service requirements of the EMS Act. The agencies will examine and assess their individual and collective resources, services, capacity, management structures, training requirements, costs, and funding potentials in support of the proposed *Countywide EMS Response Plan*.

The Fire and EMS Agencies of the Montoursville-Muncy Planning Area will work with the municipal governments of Montoursville Borough, Fairfield Township, and Muncy Township to identify specific shortcomings and needs within these municipalities. They will also help provide the necessary data and information to a third party consultant to support the development of the Countywide EMS Response Plan and assist with its implementation.

The following is a sample of the types of data and information that the third-party consultant will need in order to adequately complete the assessment and make viable recommendations to the county's EMS Response and Staffing Task Force. It is recommended that the planning area municipalities and EMS agencies begin collecting this information prior to the hiring of the consultant.

Volunteer Fire Departments and EMS Providers located in or serving the PAT

- Service area
- Service calls (increase or decrease or missed) – trend over last 5 yrs?
- Response time
- What are there gaps of providing 24/7 service?

- # of paid staff and volunteers
- Average salary of employee
- Identify the changes from volunteer to paid programs (EMS)
- Average age of volunteer (Are the youth and/or younger residents volunteering?)

- Annual budget (expense and revenue)
- Level of financial commitment from local governments
- Funding received from County and for what purpose
- Who and how are operations managed?
- What reporting methods are used by each? Same, different?

- Costs for equipment / technology
- Training costs (trend over time)

- Training time commitment (trend over time)
- Facility costs

- Statutory requirements for training (provide statute/name and identify any changes that have occurred)
- Other training requirements?
- Training consortium in county provided for fire departments? If yes, what is the amount of subsidy to whom and how much?

- Are there any specific examples of problems related to provision of services?

It is expected that the countywide plan will provide a framework for how EMS Agencies will collectively manage, administer and provide services in these three municipalities, and the other parts of Lycoming County, if or when they are unable to provide 24/7 staffing coverage. The Plan will include recommended formal agreements among the participating Agencies and municipalities and additional strategies for how they will provide adequate service coverage throughout this 3-municipality area and the Lycoming County.

HOW PROJECT ADDRESSES THE ISSUE

Montoursville Borough, Fairfield Township and Muncy Township are committed to protecting the health, safety and welfare of their residents as well as meeting the requirements of their respective municipal codes for providing EMS services and the requirements of Pennsylvania's EMS Systems Act 37. However, the large expanse of rural territory combined with low density population along with changing demographics and family responsibilities makes it difficult for the traditional structure of EMS service delivery to remain effective in the 21st century.

Responding to these concerns, the Lycoming County Department of Public Safety has begun working with the EMS Response and Staffing Task Force to address the requirements and challenges of providing sufficient service to these three municipalities and other municipalities in the County. The development of an ***EMS Response Plan*** in Lycoming County will meet the requirements of Act 37 as well as provide a blueprint for how each EMS Agency will assist in the provision required and critically important EMS services.

Once funding can be secured to develop the Countywide EMS Response Plan, a consultant will be hired. In advance of that, the local PAT members can begin the dialogue and collect the needed data and information. This will help ensure a coordinated and effective planning process.

PROJECT LEADERSHIP

Lead Agency - Montoursville Borough and the Willing Hand Hose Company; Fairfield Township and the Willing Hand Hose Company EMS; Muncy Township and the Pennsdale Volunteer Fire Department EMS

Lycoming County Commissioners, Department of Public Safety (DPS) and Department of Planning and Community Development (PCD) will participate and support this effort.

Other Partners – Fire Chief’s Board and Hospitals.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	FORM PLANNING ADVISORY TEAM (PAT) STEERING COMMITTEE	JUNE 2017	FIRE RESPONDERS EMS UNITS MUNICIPAL OFFICIALS PCD & DPS STAFFS
2	CONVENE STEERING COMMITTEE TO DEFINE THE SHORTCOMING AND NEEDS OF THE FIRE AND EMS SERVICE PROVIDERS IN PAT	JUNE 2017 – DECEMBER 2017	STEERING COMMITTEE PCD & DPS STAFF
3	DEFINE LIST OF DATA NEEDS AND BEGIN COLLECTION OF INFORMATION IDENTIFY FUNDING NEEDS AND POTENTIAL FUNDING SOURCES	JUNE 2017 – DECEMBER 2017	STEERING COMMITTEE
4	PARTICIPATE IN THE EMS RESPONSE PLAN FOR LYCOMING COUNTY	SEPTEMBER 2017 – AUGUST 2018	ALL
5	FORMULATE SOLUTIONS	JANUARY 2018 – JUNE 2018	STEERING COMMITTEE PCD & DPS STAFFS CONSULTANTS
6	BEGIN IMPLEMENTATION OF AGREED UPON SOLUTIONS	ON-GOING	LOCAL GOVERNMENTS STEERING COMMITTEE OTHERS – TBD

FUNDING/FINANCING STRATEGY

Applicable potential funding sources will be developed by the Steering Committee in the Jan-Jun 2018 timeframe

Additional Projects, Programs and Initiatives for this Issue

There are no additional projects for this issue

Priority Issue #2



Volunteerism and civic engagement, particularly among young people, are insufficient to sustain community institutions and services.

Back Story In Pennsylvania, smaller municipalities rely heavily on volunteers to provide services to their citizens and to serve on appointed boards. Volunteers are relied on for a variety of essential community functions including local fire and Emergency Medical Services (EMS) and assisting municipalities by serving on boards such as municipal planning commissions, zoning hearing boards, and municipal authorities. However, volunteerism and civic engagement, particularly among young people, has been an issue since at least the 1980s. As stated in Issue #1, since 1985 the number of fire and EMS volunteers statewide has declined from 152,000 to 70,000. It has been recognized by municipal officials at the local level that this is consistent with what they've seen in their municipalities, in fact one municipality even reported that they couldn't man an EMS unit at all times.

Local appointed boards are filled mostly with older citizens (many of which are in their late 50s and older according to municipal secretaries within the PATs). While this may not have been a major problem in the past, the issue is becoming more apparent as technology is dividing the population. The issue involves attracting, communicating with, engaging and retaining young men and women to serve as volunteers on boards experiencing aging memberships.

Priority Issue Overview

According to a report published by the Pew Research Center in 2016, newspaper circulation has declined 10 out of the last 12 years. ([reference](#)) Meanwhile, the Pew Research Center reported in 2015 that 61% of millennials (those born between 1981 and 1996) reported getting political news primarily on Facebook in a given week. In comparison, 60% of internet using Baby Boomers (those born between 1946 and 1964) reported getting political news primarily through local TV. ([reference](#)) So while municipalities generally communicate through the newspaper, the public is not buying as many newspapers resulting in a growing communication gap between government and the public.

In April 2016 the County Planning Department held a Youth Focus Group meeting which included about 25 students from 7 school districts within Lycoming and Sullivan Counties. Students at the focus group offered five insightful observations:

- They did not fully comprehend the roles and responsibilities of local government (before the focus group meeting)
- They believe the single greatest way to make a difference in their community was through active participation in local government

- They wanted the older generations to know that they are ready to step up into leadership positions in government and in the community
- They are confident in their ability and interest in doing so
- They feel that the older generations does not realizes how they feel.

The Montoursville-Muncy PAT identified strategic approaches for addressing this issue including:

- Utilize social media and the internet to engage public
- Actively recruit EMS and Fire Service volunteers
- Provide funding for training programs
- Regionalize services/merging districts

Key Implications To attract and engage youth requires an adjustment in how the local boards communicate with the communities they serve. The internet is pulling younger people away from traditional local news outlets, thus local governments are losing one of their most effective methods for communicating with their citizens. Municipalities within this PAT communicate mostly through the newspaper (which in most cases is required by law). Montoursville Borough has a webpage and Muncy Township has a Facebook account, however, improvements can still be made in these areas to provide more information and reach a wider audience.

As the means of communication changes, citizens' not inclined to using traditional means may become less informed on important local decisions and may miss the opportunity to voice their concerns and participate in government decision making until after a program or project is implemented. Yet, there is evidence that youth want to be actively engaged. As stated at the Youth Focus Group, youth desire to be informed, present, and involved in the decision making process with local government and educational institutions.

This particular issue was not identified in the 2006 Montoursville-Muncy Comprehensive Plan, however, it was addressed as a Strategic Action within the Montoursville - Muncy Community Infrastructure Plan (Chapter 5-19) under Strategy #5 "Maintain viability of Volunteer Fire Companies." At this time, no progress has been made on this Strategic Action.

While the structure of local government in Pennsylvania presents some challenges for providing services, it also provides the key benefit of allowing citizens to directly participate in local government decision making by serving on boards and voicing their concerns directly to government representatives. However, if local governments are not effectively communicating with their citizens and civic engagement continues to decline then these benefits will rapidly diminish. Local government officials need to find solutions to solve this problem so that local government remains relevant in the 21st Century.

Top Viable Project of Regional Significance for this Issue

CREATE A PUBLIC AND YOUTH ENGAGEMENT COMMITTEE

Municipal officials will work together to create a PAT level committee tasked with engaging the public and youth in local government. The main objectives of this committee will be to develop a Youth Ambassador Program to introduce youth to local government and create Public Engagement Guidelines including Social Media Outreach Guidelines. The committee should also research other tools for civic engagement.

HOW PROJECT ADDRESSES THE ISSUE

While the Public and Youth Engagement Committee should examine multiple ideas for engaging the public and youth in local government, there are two particular strategies which the committee could start examining.

The Youth Ambassador Program This program recruits local teens to participate in local government decision making and planning. According to a report published in November 2011 by the Center for the Study of Social Policy titled “Promoting Youth Civic Engagement,” youth civic engagement leads to reduced risky behavior, increased success in school, and greater civic participation later in life. Also stated in the report was that “children and teens who have opportunities for involvement in extracurricular activities and community institutions are more likely to vote and participate in other forms of civic engagement as young adults.” (Promoting Youth Civic Engagement, Page 3) Additionally, a report published by the National League of Cities in 2010 titled “Authentic Youth Civic Engagement” noted that “youth input can redirect city investments away from programs and facilities that would be underutilized into areas that reflect the needs of youth and their families.” (Authentic Youth Civic Engagement, Page 3) In addition to these benefits, the report also indicates that youth that participate in youth civic engagement programs are more likely to graduate, adopt productive attitudes about their role in the community, and avoid risky behavior and that communities which engage youth in government are frequently rated among the top places for young people to live and more attractive to businesses. Below is a list of boards within this Planning Area which could incorporate youth members as either a full member or an advisor to the board.

MONTOURSVILLE	FAIRFIELD TOWNSHIP	MUNCY TOWNSHIP
BOROUGH COUNCIL	BOARD OF SUPERVISORS	BOARD OF SUPERVISORS
PLANNING COMMISSION	PLANNING COMMISSION	PLANNING COMMISSION
ZONING HEARING BOARD	ZONING HEARING BOARD	
PROPERTY MAINTENANCE BOARD	VACANCY BOARD	
CIVIL SERVICE COMMISSION		
RECREATION BOARD		
MONTOURSVILLE MEMORIAL GARDENS COMMITTEE		

The City of Lacey, Washington has implemented a program that allows for high school students to act as full-voting member of their Board of Park Commissioners, the Lacey Historical Commission, and the Lacey Library Board.

Lacey, Washington high school students who wish to serve as full-voting member of their Board of Park Commissioners, the Lacey Historical Commission, and the Lacey Library Board⁴ must meet the following criteria: 16 years of age by September 1st of the respective term year, a resident of the City of Lacey or the Lacey Urban Growth Area, attend a school (public, private or homeschool) within the North Thurston School District, and be able to attend monthly board meetings, occasional joint planning sessions, and appropriate preparation time. Upon election, the Youth Commissioner is given equal powers to standard Commissioners, except for counting towards a quorum. Students may serve two consecutive 1-year terms on a given board or run for a separate commission position in the second year. This program has been seen as a success in Lacey. The Board of Park Commissioners has seen a Youth Commissioner serve as the Vice-Chair of the Board since 2015. Exit statements by three of the most recent “retired” Youth Commissioners have indicated the

program has helped prepare them for college.

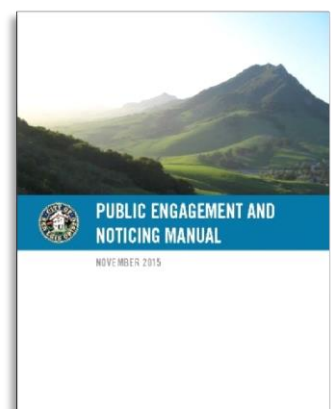
The Public Engagement Guidelines These guidelines would outline best management practices for engaging and communicating with the general public. Different communication strategies should be identified depending on what needs to be accomplished. Sometimes the municipality may wish to:

- *Inform* the citizens about new services and programs, upcoming events in the community, or temporary service disruptions.
- *Consult* with the public to gather information or opinions from citizens.
- *Collaborate* with the public to identify alternatives and creative ideas to address community-wide concerns.

Specific protocols should be developed so that municipalities will know how best to communicate with the public to achieve maximum results. One specific area which the committee should focus on would be the expanded use of social media to engage the public.

Social media platforms such as Facebook and Twitter utilize algorithms to determine what users see. Learning how to use these digital tools to reach a wider audience should be an important aspect of these guidelines.

In November 2015, the City of San Luis Obispo in California adopted a Public Engagement and Noticing Manual to provide guidance to various departments within the city on how to best engage the public.⁵ The manual identifies best practices depending on whether the communication objective is to Inform, Consult, or Collaborate. The Montoursville – Muncy Public & Youth Engagement committee could use this manual as a template for their own guidance documentation.



⁴ <http://www.ci.lacey.wa.us/city-government/city-council/city-council-2/boards-commissions/board-of-park-commissioners/apply-as-youth-representative-parks-board>

⁵ <http://slocity.org/Home/Components/News/News/471>

PROJECT LEADERSHIP

Lead Agency – Montoursville Borough Officials, Fairfield Township Officials, Muncy Township Officials

Other Partners – Montoursville Area School District, Muncy Area School District, Lycoming County Department of Planning and Community Development (PCD)

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	FORM PUBLIC AND YOUTH ENGAGEMENT COMMITTEE TO IDENTIFY METHODS FOR ENGAGING PUBLIC IN LOCAL GOVERNMENT	SEPTEMBER 2017	PCD STAFF – LEAD MUNICIPAL OFFICIALS
2	IDENTIFY AND PURSUE POTENTIAL FUNDING STREAMS	NOVEMBER 2017 – JANUARY 2018	PCD STAFF
3	DEVELOP YOUTH AMBASSADOR’S PROGRAM -- START WITH PCD SCHOOL OUTREACH	SEPTEMBER 2017 – JANUARY 2018	PUBLIC AND YOUTH ENGAGEMENT COMMITTEE
4	DEVELOP PUBLIC ENGAGEMENT & SOCIAL MEDIA OUTREACH GUIDELINES	JANUARY 2018 – MARCH 2018	PUBLIC AND YOUTH ENGAGEMENT COMMITTEE
5	RESEARCH AND DEVELOP ADDITIONAL CIVIC ENGAGEMENT TOOLS	ON-GOING	PUBLIC AND YOUTH ENGAGEMENT COMMITTEE
6	BEGIN IMPLEMENTATION OF AGREED UPON SOLUTIONS	ON-GOING	PUBLIC AND YOUTH ENGAGEMENT COMMITTEE

FUNDING/FINANCING STRATEGY

To be pursued in November 2017 - January timeframe.

Additional Projects, Programs and Initiatives for this Issue

No additional projects identified at this time.

Priority Issue #3



Our multi-modal transportation system, particularly the airport, has deficiencies in safety, physical condition, and availability of facilities in some areas of Lycoming County.

Back Story The Montoursville - Muncy Planning Area is blessed with an interconnected multi-modal transportation system that provides safe and efficient access to major regional markets as well as access to the local community. The major highway route in this area is I-180 which is a four lane highway on the National Highway System. I-180 will become increasingly important once the Central Susquehanna Valley Transportation Project (CSVT) is completed. CSVT is currently being constructed in Snyder, Union, and Northumberland Counties near Shamokin Dam. CSVT will allow motorists to bypass the Selinsgrove Strip area of US 15 and will connect to S.R. 147 (which becomes I-180 north of I-80). It is anticipated the CSVT bypass will allow travelers to more easily access S.R. 147 which is a four lane limited access highway from the future intersection of the bypass and S.R. 147 to Williamsport and beyond. This will provide a much-needed option to US 15 which is a two lane highway. As a result it is anticipated that traffic will choose S.R. 147 which will result in increased traffic on I-180. The Montoursville - Muncy Planning Area is also served by an excellent public transit system consisting of River Valley Transit (the fixed route provider) and STEP (the shared ride provider). The Lycoming Valley Railroad and Norfolk Southern provide shortline and Class 1 rail service to area industries, such as Jersey Shore Steel and long haul freight operations, especially coal transport along the Harrisburg-Buffalo Mainline.

The needs of the Airport were well-documented in the 2006 Montoursville - Muncy Comprehensive Plan. Chapter 4 in the 2006 Plan recommended maintenance and improvements, where needed, for roadways, rail lines, and the airport; increased bicycle and pedestrian facilities; and maintenance of public transit systems. Strategy #2 (pg. 4-10) in that Plan deals specifically with the airport and recommended the runway be extended to accommodate larger air passenger and cargo planes. This strategic action was accomplished in 2009. Strategic actions 2c and 2d recommend improved connectivity between the airport and other modes of transportation. These strategic actions require further action, as defined in the Project of Regional Significance section, below. Additionally, strategic actions 2b and 2e to 2j contained recommendations to increase demand for the airport including ideas such as a demand analysis to identify destinations where Williamsport area residents want to travel, continuation of the Fare Watch Program, and continuing efforts to attract additional carriers and improve connections to major east coast hubs. Again, further action is warranted.

Transportation systems are relied upon everyday as residents commute to work and school, take an evening jog, access goods and services or visit neighbors, friends and relatives. These systems allow us to function and enjoy life. Transportation systems are also critical components of a strong economy by providing local businesses with access to regional and national markets. This transportation system however requires constant maintenance to provide the level of service needed. Additionally, expansion or improvements to this transportation systems may be required to accommodate the changing demands of residents and businesses.

Priority Issue Overview

While progress has been made on a number of previously identified transportation initiatives, the Montoursville – Muncy PAT members identified a number of key concerns that still require attention: deficiencies with the existing Williamsport Regional Airport terminal building, existing traffic problems on Fairfield Road, and future development along John Brady Drive. This PAT also listed a number of strategic approaches for addressing the overall transportation issues impacting their Planning Area:

- Support the Airport Authority in construction of a new terminal at Williamsport Regional Airport
- Evaluate subdivision and land development and zoning ordinance standards to encourage the construction of new developments and neighborhoods which provide pedestrian connections
- Identify future transportation improvements that may be needed to accommodate and encourage industrial development in appropriate growth areas in the region
- Develop recreation facilities and connect them into the regional recreation network through bike-ped trails

John Brady Drive is a two-lane road leading from Muncy Borough to an intersection with Lycoming Mall Drive in Muncy Township. The road currently serves as a primary route between Muncy Borough, the Lycoming Mall and Montoursville Borough. Land adjacent to John Brady Drive was identified as Growth Area in the 2006 Montoursville-Muncy Comprehensive Plan and local zoning was subsequently changed to allow denser development in this location. Muncy Township officials are concerned that increasing density of development along John Brady Drive will result in numerous driveways with direct access to John Brady Drive. Numerous access points to this primary transportation route can cause a number of issues including traffic congestion and safety concerns. In December 2015 the Muncy Area CAMP (Corridor Access Management Plan) was completed. The plan evaluated projected level of service in 2034 for existing intersections in Muncy Township, Wolf Township, Muncy Creek Township, Hughesville Borough, and Muncy Borough. The report indicated that many intersections along the John Brady Drive corridor would be either failing or have a poor level of service by that time. This indicates that further development along this corridor with uncoordinated driveway locations could result in poor levels of service at those driveway locations as well.

Located within Montoursville Borough, the Airport provides local residents and businesses access to commercial air service to Philadelphia with connections to numerous other global market destinations. The Williamsport Regional Airport is an important component of the regional multi-modal transit network and serves a 13 county region in Northcentral PA offering three daily round trip flights to the Philadelphia International Airport operated by American Airlines. During the past 15 years, the Airport Authority has invested over \$27 million in major capital improvement projects to modernize the airport, including extending the main runway and improving safety for aircraft takeoffs and landings. However, the airport terminal building is in a serious state of disrepair and technical obsolescence.

The airport was the top priority at the start of the comprehensive plan process in the Montoursville-Muncy planning area because it was still in the planning process. During the comprehensive plan process bids were let and a contract awarded for construction of the new terminal. Now that the project is underway, it has been re-positioned as the planning area's second most important priority because it is now guaranteed to move forward. It is a very important project but now it has been confirmed to happen.

Key Implications If development within the John Brady Drive corridor is not properly coordinated and numerous driveways with direct access to the road which are not properly aligned are built within this corridor, it could result in safety and traffic congestion.

With very limited capacity to accommodate additional airlines and passengers, the airport has limited ability to respond to future growth opportunities and stimulate economic investment in our region. The existing terminal building was constructed in 1947 and has serious physical deficiencies including the roof system, plumbing, electrical and HVAC systems, which results in high costs for future maintenance and repairs. From an air service standpoint, the existing terminal is functionally obsolete and no longer adequately serves current aviation demand and restricts airline recruitment efforts. The existing screening facilities can not adequately manage current jet capacities. With the ongoing retirement of turboprop aircraft by the airline industry and the conversion to larger 50 – 90 seat regional jets, future air service may be in jeopardy if modernization improvements are not completed at the Williamsport Regional Airport.

First Top Viable Project of Regional Significance for this Issue

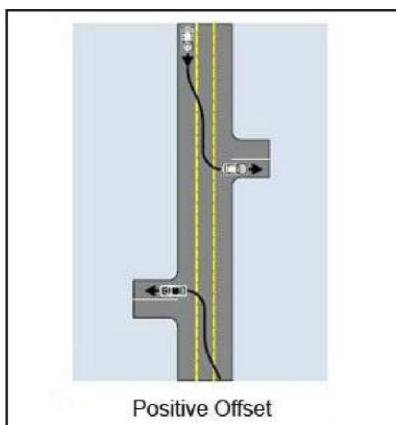
DEVELOP JOHN BRADY DRIVE ACCESS CONTROLS

Muncy Township supervisors are concerned that concentrated uncoordinated development along John Brady Drive could result in numerous access points to this primary transportation route and potentially cause a number of issues including traffic congestion and safety concerns. This project will create access control standards for this corridor to mitigate these concerns. A number of potential access control options will be identified and evaluated. This project will be divided into two parts.

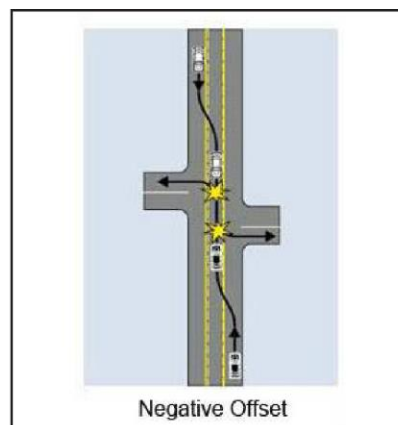
- PCD Staff, Muncy Township officials, the Williamsport Lycoming Chamber of Commerce, and PennDOT will review current land use requirements to ensure that they are consistent with the recommendations of the Appendix I of the Muncy Area CAMP.
- PCD Staff, Muncy Township officials, the Williamsport Lycoming Chamber of Commerce, and PennDOT will explore the possibility of overlay districts to allow flexibility between rural areas and growth areas.

HOW PROJECT ADDRESSES THE ISSUE

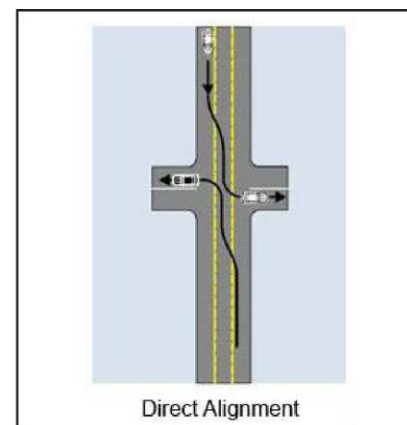
The first step in developing access controls for John Brady Drive is to review the local land use ordinances (specifically the Subdivision and Land Development Ordinance). In addition to suggested intersection improvements for the corridor, the Muncy Area CAMP study also included recommended road/driveway alignment recommendations. The team reviewing the land use ordinances should make sure that the ordinances are consistent with the recommendations of the Muncy Area CAMP study. The review team should ensure that the ordinance prevents Negative Offset intersections and encourages Positive Offset intersections and Direct Alignment intersections. The review team may also want to consider separate standards for driveways intersecting with major roadways and driveways intersecting with minor roadways and internal driveways. Driveway standards developed for major roadways will not always be applicable for low volume developments with internal intersections.



Positive Offset "Preferred"



Negative Offset Creates an Overlap for Left Turns Exiting the Major Roadway



Direct Alignment Provides Drivers Access Without Using the Same Median Area Prior to Turning

Road/Street Design & Redesign Guidelines – Muncy Corridor Access Management Plan

PROJECT LEADERSHIP

Lead Agency – Lycoming County Department of Planning and Community Development (PCD)

Other Partners – PennDOT, Muncy Township, Major landowners adjacent to John Brady Drive, Williamsport Lycoming Chamber of Commerce

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	REVIEW LAND USE ORDINANCES TO ENSURE CONSISTENCY WITH THE MUNCY AREA CAMP	LATE 2017 – EARLY 2018	PCD – LEAD MUNCY TOWNSHIP WILLIAMSPORT LYCOMING CHAMBER OF COMMERCE PENNDOT
2	EXPLORE POSSIBILITY OF OVERLAY DISTRICT OR OTHER WAYS WHICH DIFFERENTIATE BETWEEN RURAL AREA DRIVEWAYS AND GROWTH AREA DRIVEWAYS	EARLY 2018	PCD – LEAD MUNCY TOWNSHIP PENNDOT WILLIAMSPORT LYCOMING CHAMBER OF COMMERCE MAJOR LANDOWNERS
3	IMPLEMENT BEST MANAGEMENT LAND USE POLICY BASED ON ABOVE EVALUATIONS	MID 2018	PCD – LEAD

FUNDING/FINANCING STRATEGY

No funding needed

Second Top Viable Project of Regional Significance for this Issue

SUPPORT THE AIRPORT AUTHORITY IN CONSTRUCTION OF THE NEW TERMINAL AND NEW ACCESS STREET AT WILLIAMSPORT REGIONAL AIRPORT

To address existing facility deficiencies and position the airport for long-term viability, this project will create a new 30,000 square foot terminal facility which is modern and energy efficient and has space to house two additional airlines. This



project will include state of the art passenger processing and security systems with a secured hold room that will comfortably accommodate up to 200 passengers which is over five times the capacity of the current hold area.

This project is consistent with the Williamsport Area Transportation Study Long Range Transportation Plan adopted by the Williamsport Metropolitan Planning Organization in December 2013. The need for this project is also supported in an FAA approved Airport Terminal Replacement Feasibility Study approved by the Federal Aviation Administration in 2014.

HOW PROJECT ADDRESSES THE ISSUE

The Williamsport Regional Airport Terminal Building Replacement addresses the above noted deficiencies in physical facilities and airline operations and services. By addressing these current limitations, the airport's value as a transportation facility, quality of life asset, and economic driver will be expanded.

This project has the potential to positively impact the regional economy by providing the opportunity to add more flights to more destinations at competitive air fares by stimulating more airline competition. The current annual economic impact of the airport is approximately \$66 million based on a PennDOT Bureau of Aviation commissioned study supporting 253 jobs directly related to airport operations and tenants. It is anticipated that this project will create opportunities to expand the positive economic impacts of the airport. A modern full service airport can also help recruit additional industries to the area as well as better support current employer air service needs, especially with the likely resurgence of Marcellus Shale activity. This project will include a building design which will allow for future expansion to ensure the facility is able to continually respond to changing demand and operational needs.

This project will also improve ingress and egress at the terminal through a separate but related project that will extend Montour Street to connect with Airport Road and provide a second access to the airport.

PROJECT LEADERSHIP

Lead Agency – Williamsport Municipal Airport Authority

Other Partners – County of Lycoming, PennDOT Bureau of Aviation, Federal Aviation Administration, Federal Highway Administration, First Community Foundation Partnership, PA Department of Community and Economic Development, Williamsport-Lycoming Chamber of Commerce, Senator Gene Yaw, Representative Garth Everett

STEPS FOR SUCCESS

The Airport Authority has completed several initial implementation steps including final designs for the expanded facility, environmental clearance and secured funding for the \$ 16 million project. Construction is anticipated to begin in April, 2017 with construction completion in 2018. Therefore, the focus is to maintain strong support from the community at large and municipal officials represented on the PAT.



Artist rendition of the new airport terminal

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	ADVERTISE FOR BIDS	JANUARY 2017	AIRPORT AUTHORITY
2	AWARD CONSTRUCTION CONTRACTS	MARCH 2017	AIRPORT AUTHORITY
3	INITIATE CONSTRUCTION	APRIL 2017	AIRPORT AUTHORITY
4	COMPLETE CONSTRUCTION	JUNE 2018	AIRPORT AUTHORITY

FUNDING/FINANCING STRATEGY

Committed Funding Source	Amount
Act 13 (County of Lycoming)	\$ 3,000,000
State Transportation Capital Budget	\$ 5,000,000
Redevelopment Capital Assistance Program, (RACP)	\$ 3,000,000
Passenger Facility Charge	\$ 1,500,000
DCED Multi-Modal Transportation Funds	\$ 1,500,000
FHWA TEA-21 Earmark	\$ 1,172,000
First Community Foundation Partnership	\$ 1,000,000
Total	\$ 16,172,000

Additional Projects, Programs and Initiatives for this Issue

1. FAIRFIELD ROAD SAFETY IMPROVEMENTS

Fairfield Road is home to several businesses and industrial uses within this PAT. The road provides a direct connection to I-180 which makes it well-suited for industrial and business uses. Members of the PAT have stated that there are currently traffic congestion problems along this road. As additional development occurs nearby these traffic congestion issues may increase. Before any improvements to Fairfield Road are designed, a Traffic Impact Study would be completed to assess the extent of the problem. Project leadership will be provided by Lycoming County Transportation Planning, PennDOT, and Fairfield Township Officials.

2. PEDESTRIAN/BIKE TRAIL CONNECTING THE MONTOURSVILLE BIKEPATH TO THE LYCOMING MALL AND MUNCY BOROUGH

The Williamsport Riverwalk/Loyalsock Bikepath/Montoursville Bikepath is a heavily utilized asset within the County. The Bikepath includes over 7 miles of trail from the Maynard Street Bridge in Williamsport to Indian Park in Montoursville. The Bikepath provides residents and visitors with a recreation asset which allows them to safely walk, run, or bike without worrying about traffic. Providing this separation from vehicles reduces potential safety conflicts between pedestrians, bicyclists, and vehicles. This project would extend the existing Bikepath to connect with the Lycoming Mall and Muncy Borough. Extending the Bikepath and creating new connections will increase accessibility to this asset and provide more trail length to increase the enjoyment and benefits of this local asset. Project leadership will be provided by Lycoming County Transportation Planning and PA DCNR representatives et al.



Priority Issue #4



Current land use regulations and enforcement do not consistently and adequately meet community visions and respond to changing conditions.

Back Story Land use is intertwined with everything we do in our lives from where we live, work, play and recreate. Land uses are integral in maintaining our lifestyles, however, failure to plan for and mitigate potential negative impacts of incompatible land uses can substantially degrade a neighborhood and even an entire municipality or region. Land use regulations are an important tool for a community to achieve and maintain its vision. In order to have effective land use regulations, local governments need to review their ordinances regularly and amend them as needed to ensure consistency with the comprehensive plan, to address new land use practices, and to make adjustments when issues are found with the ordinance. With the rising costs of development, it is becoming increasingly more important for local governments to examine their regulations and find ways of minimizing the cost of development and encouraging desirable development practices without sacrificing the community’s vision. Land use ordinances can also set the stage to capture economic and community development opportunities.

Scenic beauty is very important to the citizens of the Montoursville - Muncy Planning Area as shown in the results from an online survey and intercept survey conducted by County Planning in 2016. The Montoursville/Muncy Planning Area is a gateway to the Loyalsock State Forest and the PA Wilds (particularly the S.R. 87 corridor) which attracts tourists from around the country making the preservation of scenic beauty important to the well-being of the Montoursville - Muncy Planning Area and the county as a whole. When faced with new development pressures it will be increasingly important to re-evaluate land use regulations to ensure that development practices protect local assets and align with community values.

The 2006 Montoursville – Muncy Multi-Municipal comprehensive plan (Chapter 3: Land Use and Resource Management Plan) covered a myriad of different issues ranging from ridgetop development to commercial development along I-180 to communications towers to industrial farming. Several Strategic Actions were proposed for these issues. To date, some of these Strategic Actions have been addressed, either partially or fully, including:

- “review and revise ordinances to ensure that they are consistent with the goals and objectives of the comprehensive plan,”
- “coordinate economic development and transportation and infrastructure planning with land use planning,”
- “utilize land management techniques and practices to protect natural resources.”

Lycoming County has implemented portions of this chapter in the County Zoning Ordinance which has jurisdiction in Muncy Township. The County has adopted steep slope and ridgetop development requirements

as well as limiting development north of I-180 that would require infrastructure improvements. The 2006 Montoursville - Muncy Multi-Municipal comprehensive plan has land use information which is still applicable today. Municipalities should review that plan to see where changes can be made in their land use ordinances. In light of planned infrastructure projects and changing development pressures since the 2006 Plan, development regulations and ordinances should be revisited to ensure continued protection of community assets, character, and quality of life.

Land use regulations have mostly been well implemented in the Montoursville - Muncy Planning Area over the past 10 years. However, community leaders and planners should stay vigilant in protecting what matters most to the citizens of their communities. Officials must stay abreast of changing trends which may affect land use such as new industry practices, new markets, and new infrastructure projects which change traffic patterns.

Priority Issue Overview There are two significant changes on the horizon that may have a profound impact on this planning area -- the upcoming Central Susquehanna Valley Transportation Project (CSVT) and the changing business base at the Lycoming Mall.

CSVT will be a bypass for US 15 near Shamokin Dam and allow motorists to more easily access S.R. 147 and from there I-180 and destinations throughout central Pennsylvania to central New York. CSVT may have a substantial impact on this Planning Area including increased traffic and new development opportunities and pressure.

An Environmental Impact Study, produced for the CSVT project, provides traffic projections for this project south of I-80. Based on these projections, it is possible that I-180 might see twice as many vehicles per day by 2044 than there is today. There are four interchanges within the planning area. Two in Muncy Township, one in Fairfield Township, and one in Montoursville Borough. Development of the two interchanges in Montoursville and Fairfield will be limited due to existing development, floodplain, or unsuitable topography.

The changing retail environment in the United States is also a trend which is impacting the planning area. The Montoursville – Muncy Planning Area is the retail center of the county. The planning area contains the Lycoming Mall and several large retailers such as Walmart, Target, Lowes, and Sam’s Club along with many other box stores. The mall has had two anchor stores announce that they were closing within the last year (JC Penney and Macy’s). Additionally, Sears has announced that they will be closing additional stores around the country as well which may eventually include the store in the Lycoming Mall.

A Brief History of Malls The first mall in the United States was built in 1956. Over the next 35 years 2,000 shopping malls would be built across the country causing many downtowns to fall into decline. By 1990 Walmart was ranked as America’s number one retailer and many other box stores began drawing business away from malls. Meanwhile, cities across America began to identify the need to revitalize downtowns which had become neglected and dangerous. By 1998 shopping mall construction had halted entirely. At the same time, internet shopping began to emerge and many teenagers began to spend their time on the internet rather than going to the mall to hang out. In February 2001 the Congress for New Urbanism commissioned a report which stated that 7% of

America's regional malls were greyfields or effectively "dead" while another 12% would probably fail in the next five years. (Appendix C.3: Hemlock Village: Columbia Mall Retrofit)

Given the national trends, the mall will need to accommodate a more mixed-use approach to sustain itself as a viable enterprise. Vacant buildings also exist in the planning area, most notable is the former Grizzly Industrial properties which are two large warehouses.

The Montoursville-Muncy Planning Area Team identified strategic approaches for addressing this issue including:

- Evaluate existing zoning, subdivision and land development, stormwater, and building codes to ensure they promote a vibrant and livable community and take into account future growth
- Identify opportunities for the development of pedestrian friendly communities
- Employ effective code enforcement to maintain and enhance property values
- Evaluate the redevelopment opportunities of vacant commercial/industrial sites to determine the redevelopment cost to make the sites viable for new development
- Evaluate areas in the municipalities for potential agricultural and conservation protection
- Identify areas for development of more concentrated and diverse developments where infrastructure is available or planned
- Evaluate future highway and municipal infrastructure needs on a regional basis related to the anticipated growth and development as part of the completion of the CSVT and other highway projects
- Identify housing needs in terms of potential new development and rehabilitation of existing housing.

Key Implications Failure to implement and enforce land use regulations will result in uncoordinated development and land use conflicts. Land use conflicts could cause decreases in property values which hurts the economic prosperity of the municipality. Additionally, uncoordinated development could result in public safety hazards and increased infrastructure costs. Land use regulations also protect local resources such as our community character and scenic views. In 2006, local zoning ordinances of most municipalities did not contain guidance regarding Natural Gas development. If the County and municipalities had not responded as quickly as they did with this industry, then many of the County's most spectacular landscapes may have been scarred for a long time. Additionally, it is imperative that the existing vacant stores in the planning area be filled. Vacancy will negatively impact the tax base for the municipal, school, and county governments and may even impact adjacent property values. These large businesses also make up a significant portion of the customer base for the local water and sewer provider. If these large businesses are not filled then water and sewer rates may rise as a result.

First Top Viable Project of Regional Significance for this Issue**EXPLORE RE-USE OPPORTUNITIES FOR VACANT COMMERCIAL AND INDUSTRIAL PROPERTIES**

With Macy's currently closing in the Lycoming Mall and announcements that JC Penney and Sears will be closing additional stores (with JC Penney identifying their Lycoming Mall store as one of the ones to close), Montoursville - Muncy PAT members acknowledge that the long-term viability of the mall is at risk. Another concern is the Grizzly Industrial property which is currently vacant. The Montoursville-Muncy PAT's municipalities will pursue the following tasks to proactively deal with the economic impacts of losing these stores and to encourage re-use of these buildings and others which are currently vacant or may be vacant in the future.

- Engage current Lycoming Mall ownership and owners of other vacant properties to determine the needs of the mall and to brainstorm innovative methods for making the Lycoming Mall and the other properties a place for vibrant business.
- Evaluate zoning use standards surrounding the mall and in areas of the planning area where other vacant commercial and industrial structures are located to ensure that all practical uses are allowed within the district and any revisions that could be made to the ordinances to incentivize redevelopment.
- Muncy Township will work with the Williamsport Lycoming Chamber of Commerce to identify potential businesses to locate within these structures or within Muncy Township's growth area.

HOW PROJECT ADDRESSES THE ISSUE

Vacant commercial and industrial properties provide an opportunity for the community and local entrepreneurs. Usually, these properties are already served by public water and sewer and have access and other infrastructure already built, and this is currently the case for the vacant properties. Additionally, these properties are usually in good locations either in the middle of a developed area or a location with good access to transportation infrastructure needed for the business. However, in spite of these assets, some of these properties will still be left vacant.

When these properties remain vacant, local officials should examine their local land use requirements to ensure that their requirements are not hindering the re-use of these properties. If local land use requirements are a problem, then local officials can explore changes that can be made to accommodate the re-use of these properties.

In addition to coming up with general re-use standards for the planning area, this project should also examine land use changes to encourage re-use of the Grizzly Industrial properties in Muncy Township. Additionally, malls are struggling and dying around the United States due to shifting trends in how people shop. This is putting the Lycoming Mall at threat of no longer being a viable retail use and could result in the mall becoming a giant vacant property. When a mall starts losing anchor stores, it significantly increases its probability that it becomes a dead mall. Changes to the Lycoming County Zoning Ordinance for the mall could allow a wider variety of uses on the parcel to encourage long term viability of this property. Parking standards could potentially be reduced to encourage re-use of the property.

Mall ownership should be engaged early in the process. The discussion with mall ownership should identify potential future uses which the owners envision along with other potential compatible uses. Other land uses controls which restrict re-use of the property should also be discussed.

In addition to reviewing the zoning ordinance requirements surrounding the mall, Muncy Township supervisors desire to partner with the Williamsport Lycoming Chamber of Commerce in recruitment and retention efforts for business and industry within the township. The Township supervisors would like to actively participate in economic development activities in any way they are able. Significant financial investment has been made in public infrastructure to include public sewer and water in the growth corridor. It is imperative that new business and industry is recruited to the township.

PROJECT LEADERSHIP

Lead Agency – Lycoming County Department of Planning and Community Development (PCD) will take lead to engage mall ownership, and other property owners of vacant properties in the planning area and evaluate zoning use standards. Muncy Township will take lead coordinating with the Williamsport Lycoming Chamber of Commerce.

Other Partners – Current Lycoming Mall Owners, Williamsport Lycoming Chamber of Commerce

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	ENGAGE MALL OWNERSHIP TO DISCUSS FUTURE OF THE MALL INCLUDING POTENTIAL FUTURE USES	FALL 2017	PCD STAFF – LEAD MUNCY TOWNSHIP CURRENT MALL OWNERS WILLIAMSPORT LYCOMING CHAMBER OF COMMERCE
2	REVIEW CURRENT ZONING USES ALLOWED WITHIN THE GROWTH AREA ZONING DISTRICTS TO ENSURE THEY ALLOW FOR RE-USE OF THE PROPERTIES ALSO REVIEW OTHER SECTIONS OF THE ZONING ORDINANCE FOR OTHER REGULATIONS WHICH COULD BE ADAPTED TO ENCOURAGE RE-USE OF VACANT BUILDINGS. (EX: EVALUATE POSSIBILITY OF REDUCING PARKING REQUIREMENTS)	FALL 2017	PCD STAFF – LEAD MUNCY TOWNSHIP WILLIAMSPORT LYCOMING CHAMBER OF COMMERCE
3	TOWNSHIP AND CHAMBER OF COMMERCE WILL COORDINATE IN EFFORTS TO RECRUIT AND RETAIN	FALL 2017 – EARLY 2018	MUNCY TOWNSHIP OFFICIALS – LEAD WILLIAMSPORT

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
	BUSINESSES WITHIN THE MUNCY TOWNSHIP GROWTH AREA		LYCOMING CHAMBER OF COMMERCE PCD STAFF

FUNDING/FINANCING STRATEGY

No funding needed

Second Top Viable Project of Regional Significance for this Issue**CSVT – I-180 INTERCHANGE ZONING REVIEWS AND TRAFFIC IMPACT STUDY**

Montoursville - Muncy PAT members acknowledge that the CSVT may create additional development pressure in this corridor. To proactively deal with the potential development pressure, the Montoursville-Muncy PAT's municipalities will review their current ordinances and determine if changes are needed to accommodate development pressure including the possibility of creating interchange overlay zoning districts. As part of their ordinance review, typical interchange uses should be examined and the municipalities should decide which uses they want to allow near interchanges. Additionally, infrastructure needs should be reviewed at the interchanges and improvement plans developed if needed.

HOW PROJECT ADDRESSES THE ISSUE

The future development of CSVT and the re-routing of U.S. 15 through the I-180 corridor will provide local municipalities with additional land development opportunities, particularly around interchanges. However, such opportunities also pose challenges:

- mitigating the potential negative impacts
- providing sufficient infrastructure to accommodate this growth
- ensuring that interchange development does not excessively drain business from our downtowns.

Current land use regulations do not specifically deal with highway interchange development activities. By creating interchange land use regulations, these three municipalities can provide for development of land near interchanges and ensure that negative impacts from growth near interchanges are mitigated. If interchange zoning districts are created, interchange zoning districts should be limited in size and scope as to protect the rural community character.

PROJECT LEADERSHIP

Lead Agency – Elected municipal officials of Montoursville Borough, Fairfield Township, and Muncy Township should review their land use requirements and determine if amendments are needed to accommodate interchange development. Local municipalities are best suited for determining the needs of their municipality and the desire or lack of desire for development. Elected officials may request the support and assistance of their respective planning commissions.

Other Partners – PCD will assist the municipalities in convening meetings with municipal officials to discuss current land use requirements near interchanges and potential changes in land use requirements so that they can effectively handle development pressure near interchanges. PCD staff will review and comment on proposed ordinance amendments. PCD will have a larger role in working with Muncy Township on incorporating interchange land use changes since Muncy Township is in the County Zoning and Subdivision and Land Development Partnerships.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	SECURE FUNDING & CONDUCT STUDY TO DETERMINE POTENTIAL LOCAL TRAFFIC IMPACTS CAUSED BY CSVT.	EARLY 2018	PCD STAFF – LEAD ELECTED MUNICIPAL OFFICIALS CONSULTANT
2	COMMUNITY VISIONING PROCESS TO DETERMINE HOW THE COMMUNITY WANTS TO SEE DEVELOPMENT TO OCCUR AT INTERCHANGES OUTPUT: A VISION STATEMENT DESCRIBING FUTURE INTERCHANGE DEVELOPMENT	LATE 2018	ELECTED MUNICIPAL OFFICIALS – LEAD MUNICIPAL ZONING OFFICERS MUNICIPAL PLANNING COMMISSIONS MUNICIPAL ZONING HEARING BOARD MEMBERS PCD STAFF
3	REVIEW CURRENT LAND USE REQUIREMENTS FOR AREAS WHICH WILL BE IMPACTED BY CSVT TO DETERMINE CONSISTENCY WITH COMMUNITY DEVELOPMENT GOALS AND DETERMINE IF CHANGES TO LAND USE REQUIREMENTS ARE NEEDED. OUTPUT: LIST OF AREAS WITH POTENTIAL CONFLICTS BETWEEN EXISTING LAND USE REQUIREMENTS AND POTENTIAL FUTURE DEVELOPMENT	EARLY 2019	ELECTED MUNICIPAL OFFICIALS – LEAD PCD STAFF MUNICIPAL ZONING OFFICERS MUNICIPAL PLANNING COMMISSIONS MUNICIPAL ZONING HEARING BOARD MEMBERS
4	CONVENE MEETINGS TO DISCUSS IDENTIFIED LAND USE CONCERNS NEAR INTERCHANGES AND POSSIBLE SOLUTIONS TO THOSE ISSUES. OUTPUT: LIST OF SOLUTIONS FOR EACH AREA IDENTIFIED	LATE 2019	ELECTED MUNICIPAL OFFICIALS – LEAD PCD STAFF PENNDOT MUNICIPAL ZONING OFFICERS MUNICIPAL PLANNING COMMISSIONS MUNICIPAL ZONING HEARING BOARD MEMBERS
5	REVIEW INFRASTRUCTURE NEEDS AND DETERMINE IF UPGRADES TO EXISTING	LATE 2019	PCD – LEAD

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
	<p>INFRASTRUCTURE ARE NEEDED.</p> <p>OUTPUT: UPDATED CAPITAL IMPROVEMENT PLANNING TO REFLECT IDENTIFIED INFRASTRUCTURE PROJECTS</p>		<p>ELECTED MUNICIPAL OFFICIALS</p> <p>LCWSA</p> <p>MONTOURSVILLE WATER WORKS</p>
6	<p>PREPARE DRAFT MODEL INTERCHANGE REGULATIONS (DISTRICTS, OVERLAYS, OTHER AMENDMENTS) TO SATISFY CONCERNS REGARDING INTERCHANGE DEVELOPMENT.</p> <p>OUTPUT: MODEL CODES AND ORDINANCES WHICH ADDRESS THE CONDITIONS AND NEEDS FOR EACH IDENTIFIED AREA</p>	MID 2020	<p>PCD - LEAD</p> <p>ELECTED MUNICIPAL OFFICIALS</p> <p>PENNDOT</p> <p>MUNICIPAL ZONING OFFICERS</p> <p>MUNICIPAL PLANNING COMMISSIONS</p> <p>MUNICIPAL ZONING HEARING BOARD MEMBERS</p> <p>CONSULTANT</p>
7	<p>REVIEW RECOMMENDED INTERCHANGE LAND USE REGULATIONS FOR MODIFICATION AND ADOPTION BY THE MUNICIPALITIES.</p> <p>OUTPUT: ADOPTION OF LAND DEVELOPMENT, SUB-DIVISION AND/OR ZONING ORDINANCES</p>	EARLY 2021	<p>ELECTED MUNICIPAL OFFICIALS – LEAD</p> <p>PCD STAFF</p> <p>PENNDOT</p> <p>MUNICIPAL ZONING OFFICERS</p> <p>MUNICIPAL PLANNING COMMISSIONS</p> <p>MUNICIPAL ZONING HEARING BOARD MEMBERS</p>

FUNDING/FINANCING STRATEGY

Step 1 in the Action Pan (above)

Additional Projects, Programs and Initiatives for this Issue

1. IDENTIFY OPPORTUNITIES FOR THE DEVELOPMENT OF PEDESTRIAN/BIKE FRIENDLY ROUTES

Recreation is important to the citizens of the Montoursville - Muncy Planning Area as shown in the public surveys conducted for this plan. Pedestrian and Bike friendly routes will help to promote recreation in the Montoursville - Muncy Planning Area. These routes should be identified to connect neighborhoods and communities together as well as providing access to local amenities such as parks, schools, libraries, and other such institutions. Montoursville’s downtown is a good example of what can be done to create a more pedestrian friendly neighborhood. The borough has installed crosswalks with signage in downtown to improve walkability. Similar techniques could be utilized in other parts of this Planning Area where improvements to neighborhood walkability is needed. At the larger scale, improvements may need to be made to primary routes throughout the Planning Area to make them safer for pedestrians and cyclists. These improvements should be targeted along collectors and arterial roadways in the Planning Area as these roadways usually provide the best connectivity but also the greatest risk of accidents. Roadway designs could include narrower lanes, lower speed limits, and clearly marked bicycle lanes or wide shoulders for cyclists. The table below lists roadways in each of the three municipalities within the Planning Area which may be good candidates for improvements to make them more pedestrian and bike friendly.



Wide shoulders allow cyclists to travel outside of the main travel lane.

Source: thirdwavecyclingblog

MONTOURSVILLE	FAIRFIELD TOWNSHIP	MUNCY TOWNSHIP
BROAD STREET	LYCOMING MALL DRIVE	LYCOMING MALL DRIVE
NORTH LOYALSOCK AVENUE	FAIRFIELD ROAD	JOHN BRADY DRIVE
WALNUT STREET	BRUSHY RIDGE ROAD	ROUTE 220
FAIRVIEW DRIVE	CEMETERY ROAD	QUAKER CHURCH ROAD
NORTH MONTOUR STREET	QUAKER STATE ROAD	
SPRUCE STREET	ROUTE 87	

Priority Issue #5



Significant historic and cultural resources are not adequately documented, protected, and promoted.

Back Story Lycoming County has a rich cultural history and contains many historic structures and sites . The Montoursville - Muncy Planning Area in particular has several historically significant structures and sites which should be protected in order to preserve our past for current and future generations. Although all three municipalities have historic properties within their boundaries, unfortunately, none of the municipalities have designated a historic district or adopted protective ordinances such as a historic preservation ordinance or demolition ordinance. In addition, these municipalities also lack current inventories of their historic sites and structures.

The Montoursville - Muncy Planning Area contains recognized structures such as The House of Many Stairs (which contains 11 stair cases), The Colonel Wallis Estate (one of the oldest buildings in the county), and The Quaker Meeting House. This Planning AreaPAT also contains one structure on the National Register of Historic Places and Locations, the Reading-Halls Station Bridge (#80003571) which is located along the private driveway used to access the Wallis Estate. Additional historic sites of varying types exist throughout the municipalities; however, there is a lack of formal identification or recognition of their importance or current conditions.

The 2006 Montoursville - Muncy multi-municipal plan in Chapter 3 “Land Use and Resource Management Plan” (page 3-12) documents the historical resource issue. The County also produced the Historical Preservation Plan in 1974. The County’s 1974 plan still contains a great amount of relevant information on historical preservation including an inventory of the historical buildings in the Planning Area (mapped below). This inventory has not been updated since that plan and does not represent a comprehensive list of historically and culturally



Church of Our Savior – Montoursville, PA

significant sites. The issue has not been fully addressed since the 2006 multi-municipal plan and additional steps are needed to protect local heritage, preserve historic and cultural assets and promote cultural activities.

The Montoursville-Muncy PAT identified strategic approaches for addressing this issue including:

- Adopt or amend regulations that encourage reuse and rehabilitation of old structures
- Increase public awareness of the cultural and historic resources unique to the area by promoting the implementation of the Lower West Branch Conservation Plan
- Enhance recognition of and access to historically and culturally significant assets where possible and appropriate
- Support historic and cultural organizations in their existing preservation efforts and explore opportunities to expand their capacity and effectiveness

Priority Issue Overview Without formal identification and assessment, these structures are at risk of deferred maintenance, deterioration or demolition. Identifying risks and preserving these structures and their settings is critical to the protection of the character of the county and the Montoursville - Muncy Planning Area.

New uses have been found for some of the structures including Mt. Equity which is now upscale apartments, the Pennsdale School House which has been converted into a residence, and the Hunter House property in Fairfield Township which now houses several small, locally owned businesses. To ensure the protection of local character and history, it is important to inventory additional historic assets within the planning areas, assess their conditions and pursue opportunities for preservation.

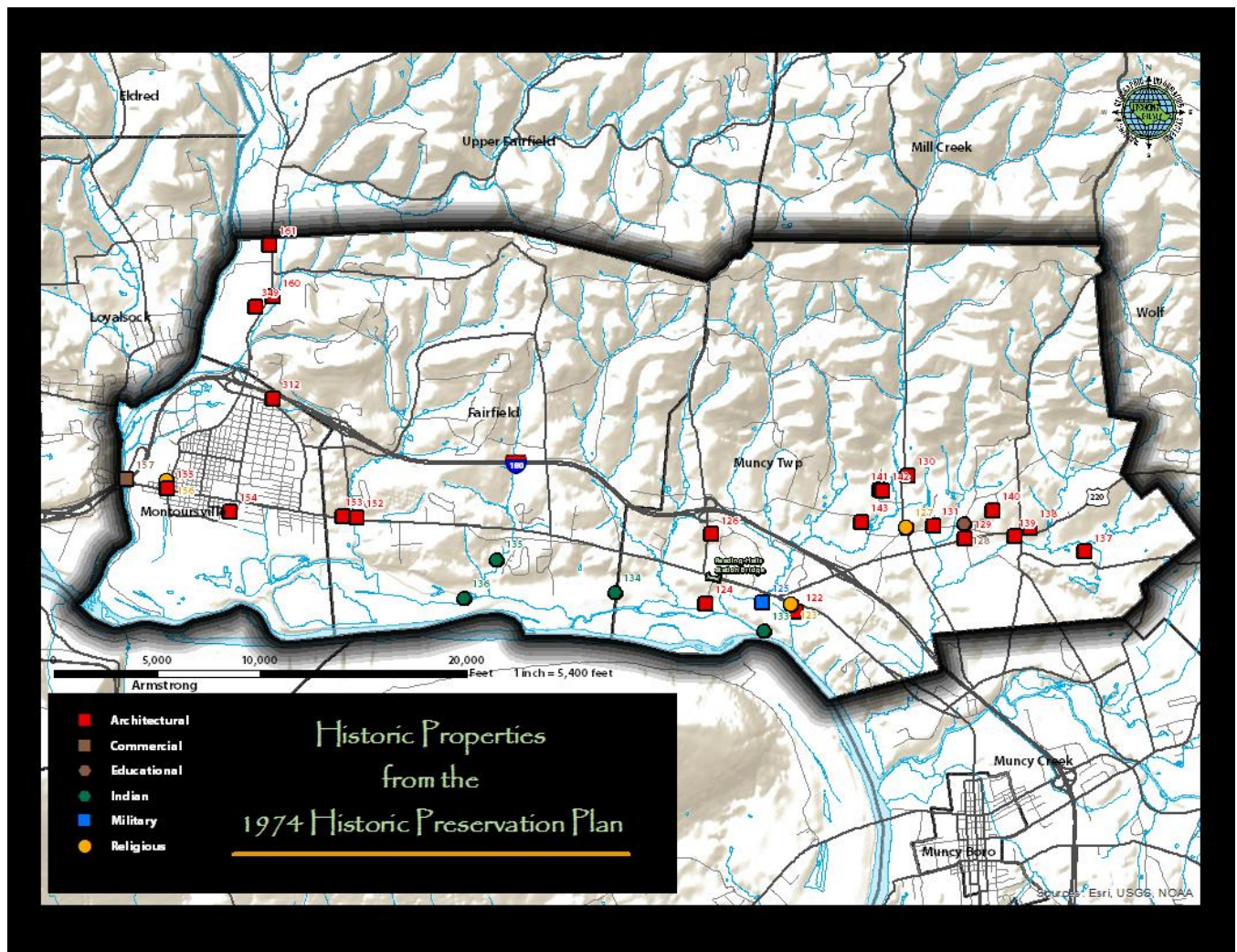
In terms of Cultural Resources, Loyalsock Creek and West Branch Susquehanna River were widely recognized as exceedingly important assets to the residents of this Planning Area. The ability to access these waterways and conserve these resources was deemed a priority to the Montoursville - Muncy citizens.

Key Implications If we do not protect our historic and cultural resources, then we risk losing them. The loss of these resources may have cascading impacts for the area including diminishing of the character and heritage of the Montoursville – Muncy Planning Area, decreased quality of life for residents, reduced recreational and educational opportunities, as well as potential ripple effects on local economies and land values. Historic and cultural resources help bring a sense of place to a community and give a community character. Additionally, the loss of historical and cultural resources could negatively impact the tax



Montoursville High School
Source: [wikimedia.org](https://www.wikimedia.org)

base through vacancies and reduced land values. Historic structures in good shape usually have higher property values because they are unique properties. These property values may also increase the value of neighboring properties. Identifying these properties now may also prevent future controversies if people want to demolish them in the future as well. For example, the Montoursville High School is a beautiful stone building built in 1956 which the school board was proposing to partly demolish to make way for a new school building. However, public outcry over the demolition of this historic structure was so great that the school board decided to renovate the historic portions of the building instead of demolishing it.



Top Viable Project of Regional Significance for this Issue**DOCUMENT, PROMOTE, AND PROTECT SIGNIFICANT CULTURAL AND HISTORICAL RESOURCES**

This project will create partnerships and implement tools that will improve the preservation of historically and culturally significant assets in the Montoursville - Muncy Planning Area and throughout Lycoming County. Through a partnership of local planning departments, Lycoming County PCD, and historical and cultural organizations, this project will explore opportunities for increased preservation through a variety of potential methods including: updating the County Planning Department's inventory of cultural and historical assets, delineation of historic districts, public education, improved access to historic assets, as well as incentives, and zoning and code ordinance revisions that foster the adaptive reuse of historic structures.

HOW PROJECT ADDRESSES THE ISSUE

The expertise of historical societies and agencies makes them best suited for determining which structures or sites are culturally or historically significant as well as how best to protect them. Non-regulatory tools should be considered first as these are least intrusive. Non-regulatory tools such as updated inventories, site assessments, outreach to private owners, and public education can help raise public awareness and result in voluntary preservation. In addition, opportunities to encourage and assist private owners with improvements that will better protect historic assets may be considered such as tax incentives, façade improvement programs, as well as technical assistance.

Historic preservation and demolition ordinances may also be considered as these are the most direct means for municipalities to protect their historical and cultural resources. These ordinances would allow municipal governments to regulate the demolition or alteration of any structures or sites which the municipality has identified as historically or culturally significant.

PROJECT LEADERSHIP

Lead Agency –Historical Organizations of Lycoming County with support from local planning commissions and Lycoming County PCD. Historical and cultural organizations are best suited to lead this project because they are most familiar with the cultural heritage in our county and how to best determine sites and structures in need of protection.

Other Partners – PCD Staff will provide assistance in forming a coalition. This is a countywide issue of importance therefore County staff will assist as necessary.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	<p>CREATE A COUNTY-WIDE HISTORICAL ADVISORY COMMITTEE WHICH WILL LEAD PRESERVATIONS EFFORTS.</p> <p>WORK WITH THE EXISTING ORGANIZATION HISTORICAL ORGANIZATIONS OF LYCOMING COUNTY.</p> <p>THE COMMITTEE WILL BE RESPONSIBLE FOR IDENTIFYING PRESERVATION NEEDS AND BEST MANAGEMENT PRACTICES REGARDING HISTORIC AND CULTURAL PRESERVATION.</p>	EARLY 2018	<p>LOCAL ZONING AND PLANNING OFFICIALS - LEAD</p> <p>HISTORICAL ORGANIZATIONS OF LYCOMING COUNTY</p> <p>MUSEUMS</p> <p>VOLUNTEERS</p> <p>LOCAL OFFICIALS</p> <p>PCD STAFF MEMBER</p>
2	<p>CONDUCT AN UPDATED INVENTORY AND MAP OF HISTORICALLY AND CULTURALLY SIGNIFICANT PROPERTIES. INVENTORY SHOULD INCLUDE LOCATION, OWNERSHIP STATUS, SITE CONDITIONS, AND POTENTIAL VULNERABILITIES.</p>	MID 2018	<p>HISTORICAL SOCIETIES AND AGENCIES</p> <p>PCD STAFF MEMBER</p>
3	<p>IDENTIFY NON-REGULATORY TOOLS FOR PRESERVATION AND ASSESS VIABILITY FOR IMPLEMENTATION. DISCUSS OPTIONS WITH LOCAL OFFICIALS TO DETERMINE APPROPRIATE METHODS. OPTIONS FOR CONSIDERATION SHOULD INCLUDE OUTREACH TO PRIVATE OWNERS, PUBLIC EDUCATION AND PROMOTION OF HISTORIC SITES, TAX INCENTIVES, FAÇADE IMPROVEMENT PROGRAMS, AS WELL AS TECHNICAL ASSISTANCE.</p>	MID - LATE 2018	<p>HISTORICAL SOCIETIES AND AGENCIES</p> <p>LOCAL OFFICIALS</p> <p>PCD STAFF MEMBER</p>
3	<p>REVIEW LOCAL ORDINANCES AND IDENTIFY OPPORTUNITIES FOR IMPROVED PROTECTION. DISCUSS VIABILITY OF REGULATORY TOOLS FOR PRESERVATION WITH EACH MUNICIPALITY.</p>	MID 2018	<p>LOCAL ZONING AND PLANNING OFFICIALS – LEAD</p> <p>PCD STAFF MEMBER</p> <p>HISTORICAL SOCIETIES AND AGENCIES</p>
4	<p>PREPARE MODEL PRESERVATION ORDINANCES FOR USE AND ADOPTION BY MUNICIPALITIES. EXAMINE POSSIBILITIES FOR PERFORMANCE BONUSES FOR HISTORIC PRESERVATION</p>	LATE 2018	<p>HISTORICAL ADVISORY COMMITTEE</p> <p>MUNICIPAL PLANNING COMMISSIONS</p>

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
5	DELINEATE HISTORIC DISTRICTS THROUGH THE ADOPTION OF ZONING AMENDMENT WHERE APPROPRIATE AND DESIRED BY LOCAL GOVERNMENT	LATE 2018	MUNICIPAL OFFICIALS HISTORICAL ADVISORY COMMITTEE
6	ADOPT STANDARDS FOR ADAPTIVE REUSE WHERE APPROPRIATE AND DESIRED BY LOCAL GOVERNMENT	LATE 2018	MUNICIPAL PLANNING COMMISSIONS HISTORICAL ADVISORY COMMITTEE
7	EDUCATION	ON-GOING	HISTORICAL SOCIETIES AND AGENCIES

FUNDING/FINANCING STRATEGY

Pennsylvania Historical & Museum Commission (Keystone Historic Preservation Project Grants)

Henry A. Jordan, M.D. Preservation Excellence Fund

Additional potential funding sources may be listed on the www.preservationpa.org website.

Additional Projects, Programs and Initiatives for this Issue

1. ENHANCE ACCESS TO THE LOYALSOCK CREEK AND SUSQUEHANNA RIVER

As evidenced by statements made during the public outreach process and especially in the surveys conducted by the County Planning Department and during the youth focus group, the residents of the Montoursville - Muncy Planning Area, deem outdoor recreation as a highly valued element of their culture. These residents have continuously declared outdoor recreation resources as one of the biggest reasons they like to live in Lycoming County.

The Loyalsock Creek and the surrounding area make up one of the county's most important natural and recreational resources. The Borough of Montoursville sits at the confluence of the Loyalsock Creek and the West Branch Susquehanna River and Fairfield Township abuts the creek north of Montoursville. There is a strong desire for a creek access at some point within this Planning Area so that people boating or floating down Loyalsock Creek can have safe, convenient egress location before entering the West Branch Susquehanna River. Municipal owned properties and buy-out properties should be examined as potential sites for creek access.

The best way to achieve this objective is by supporting the development of the Loyalsock Creek River Conservation Plan. This plan will identify significant natural, cultural and recreational features and opportunities within the watershed in Lycoming, Sullivan, Bradford and Wyoming Counties. The plan will provide an opportunity for local municipalities and community stakeholders to offer input and help develop a plan that can be used to maintain, improve, and enhance the Loyalsock Creek watershed. The plan is a voluntary guide to help local governments and various agencies understand the watershed and what the residents and public want to see happen in it. Once the plan is complete, projects in the watershed will be eligible for additional and priority funding through DCNR. This plan, among other objectives, will examine use of the creek and determine best locations for creek accesses through a combination of public feedback and input from municipalities and local agencies.

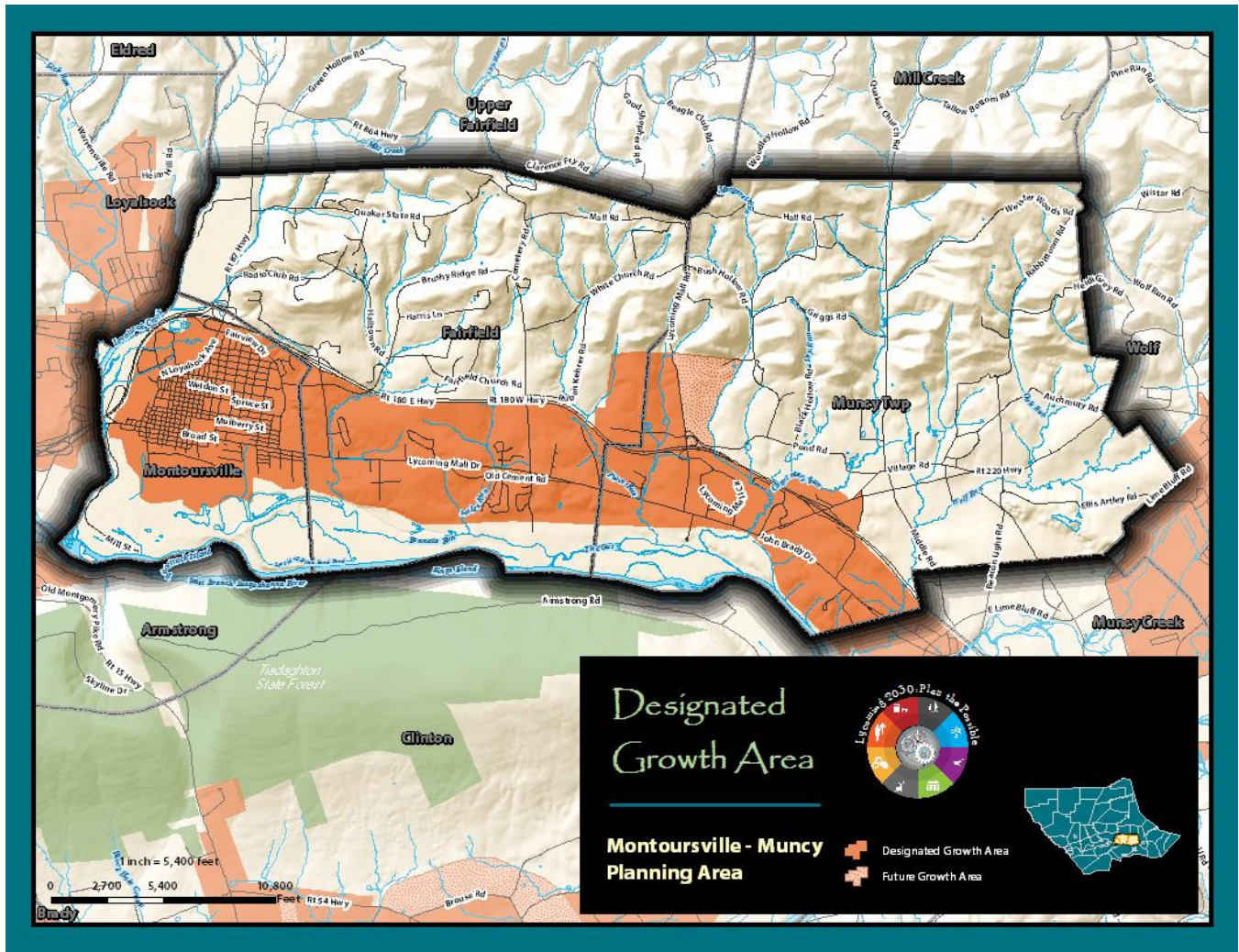
Project partners include (but are not limited to): Bradford, Sullivan, and Lycoming Counties (various representation); DCNR; Endless Mountains Heritage Region; Loyalsock Creek Watershed Association; Northcentral Pennsylvania Conservancy; and other organizations with a stake in the watershed.

2. IMPROVE THE BOAT LAUNCH TO THE SUSQUEHANNA RIVER

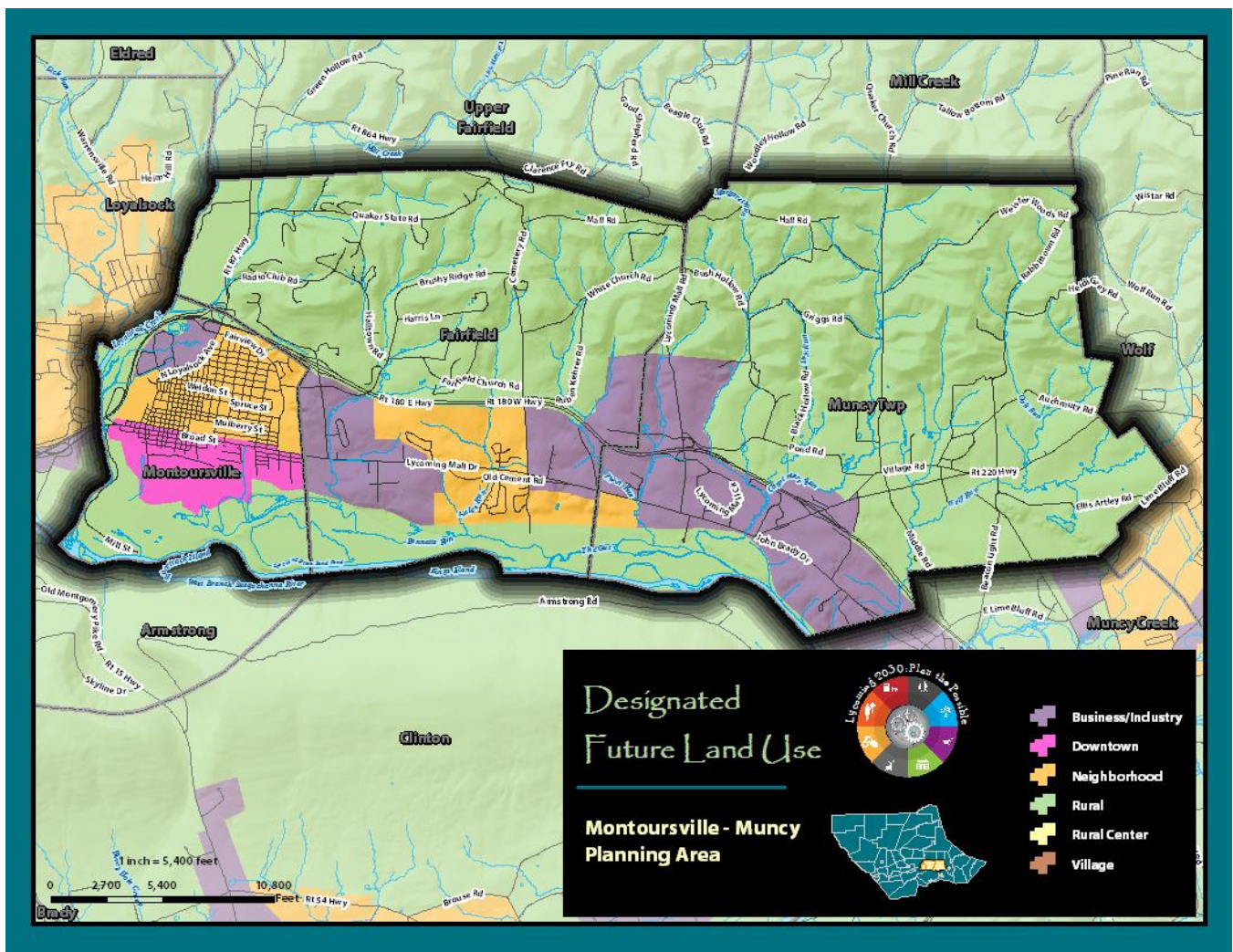
The public boat launch located at the southern end of Mill Street in Montoursville Borough is in need of improvement. This site provides ready access to the West Branch Susquehanna River and is a terminal egress point for boaters and floaters traveling downstream along Loyalsock Creek.

Chapter 3: Growth Area and Future Land Use Maps

Future Growth Area Map



Future Land Use Map



Appendices

Contents

A. Plan Process

B. PAT Meeting Notes and Results

C. Results of Research and Analysis

1. Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts
2. Montoursville-Muncy Planning Area Profile
3. Hemlock Village: Columbia Mall Retrofit

D. Plan Consistency & Plan References

A. Plan Process

Although Article III of the Municipalities Planning Code (MPC) establishes parameters and requirements for comprehensive planning in PA, the process itself is largely left in the hands of the municipalities preparing the plan. This plan is the 10-year update to the 2006 Multi-municipal Comprehensive Plan for the Montoursville-Muncy Planning Area.

As in the preparation of the 2006 Plan, a Planning Advisory Team (or PAT) was established to help guide the process and content related to this plan. The advisory team's purpose was to provide input, feedback, and pertinent information pertaining to the development of the Comprehensive Plan, as well as to present issues and concerns facing the future of Lycoming County. This PAT had broad representation from various sectors in the community, including: municipal government, municipal authorities and other entities, public safety agencies, education and health institutions, community organizations and other relevant institutions within this Planning Area. The full list of participants can be found in the front chapter of this document. The Montoursville-Muncy PAT met for five meetings between September 2015 and April 2017. Meeting notes can be found in the next section of the Appendices.

Lycoming County Planning and Community Development (PCD) staff facilitated the process on behalf of the municipalities in this planning area. The beginning of the planning process was marked by four public outreach meetings around the county to inform the public about the process and also collect feedback on current issues. Meetings were held in Trout Run (Lewis Township), Jersey Shore Borough, Hughesville Borough and the City of Williamsport in September 2015.

As part of the 2016 Comprehensive Plan community outreach strategy, Lycoming County conducted a series of focus group meetings in spring of 2016 with key stakeholders representing a cross-section of the County. Each meeting concentrated on a specific subject area and included participants from organizations with relevant subject matter expertise including local governments, County government, emergency service providers, utility providers, public authorities, non-profits, for-profit businesses, community leaders and others. Focus Group sessions were conducted on the following topics, Economic Development; Community Facilities and Infrastructure; Public Safety; Heritage, Culture and the Arts; Natural Resources, Agriculture and Forestry; Transportation; and Community Development. The findings of these meetings were incorporated into the identification of thematic local and county-wide issues and the development of priority projects and initiatives included in the 2016 Comprehensive Plan and Multi-Municipal Plans.

Staff also facilitated an on-line and intercept survey to the public that took place late Summer/early Fall 2016. The results relevant to this Planning Area are conveyed in the Quantitative Research section of the Appendices.

While the collection and analysis of demographic, workforce, economic, and social data are important to identifying and validating existing, sustained, and emerging issues and trends in the planning area and its individual municipalities, this document is focused on actionable, implementable strategies to address those issues currently seen as the greatest priorities. **This is an implementation-focused plan.**

To that end, the approach and construct of this review and implementation strategy were developed with the following characteristics and principles:

- Identification and prioritization of issues
- Broad, representative stakeholder involvement and issue vetting
- Citizen participation and ready access to information
- Commitments to implementation with clear actions, timelines, identification of responsible parties and prospective partners, and the identification of prospective funding
- User-friendly for a wide range of users
- Planning consistency – Integration with and connectivity to other planning documents, such as the Lycoming County Comprehensive Plan, the Lycoming County Hazard Mitigation Plan or the County Recreation, Open Space, and Greenway Plan

B. PAT Meeting Notes and Results

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
Muncy/Montoursville PAT

October 22, 2015—Meeting #1

6:30 PM – 8:30 PM, Montoursville Borough Building



Attendees:

Kurt Hausammann, Lycoming County PCD
Tom Krajewski, Lycoming County PCD
Paul Wentzler, Muncy Township
Tom Schaech, Muncy Township
Greg Gilbert, Muncy Township
Ron Smith, Montoursville Borough & Water Works
Steve Rush, Montoursville Borough Zoning Hearing Board
Dave Hines, Montoursville Borough Zoning Officer
Vince Matteo, Williamsport/Lycoming Chamber of Commerce

Christine Weigle, Lycoming County Water and Sewer Authority
John Bickhart, Lycoming County Water and Sewer Authority
Amy Fry, Public/ Lycoming County PCD

Agenda Item #1 – Welcome and Introductions

Kurt facilitated the meeting and began the discussion. He thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in. All members present introduced themselves, including their organization and role.

One binder was provided for each municipality with today's meeting materials. This binder should be retained as an archive of the PAT work and to house the municipality's final adopted copy of the completed plan. Other members were provided with meeting materials in a folder.

Agenda Item #2 – What is a Comprehensive Plan?

Kurt reviewed the PowerPoint slides regarding the intent and scope of a county comprehensive plan.

Agenda Item #3 – Roles, Responsibilities, & Operating Procedures of the PAT

Kurt reviewed the PowerPoint slides regarding the roles, responsibilities, and operating procedures of the PAT as provided in the packet.

Agenda Item #4 – Draft Comprehensive Plan Timeline

Kurt explained the expected timeline for the comprehensive plan update process as provided in the packet. The process is expected to conclude in Summer 2017.

Agenda Item #5 – Overview of 2006 Plan

Kurt provided a short summary of the major themes and conclusions from the 2006 Plan for this PAT.

Agenda Item #6 – Highlight of Accomplishments Since 2006

Kurt provided a short list of accomplishments that have taken place in this PAT area since the 2006 Plan was adopted. Members were asked to suggest other noteworthy accomplishments to include for future documentation. At this point John Bickhart asked if anyone had gone through the implementation section of the comprehensive plan and determined which of the items listed in the plan had been achieved.

Agenda Item #7 – SWOT Analysis and Prioritization

The PCD staff team conducted a SWOT analysis exercise in which members were asked to identify the PAT area's particular strengths, weaknesses, opportunities and threats. After all responses were documented, members were given the opportunity to prioritize the answers by using dot stickers (two per category). The results were later tabulated and documented by PCD staff in a separate document.

PAT members were allowed to leave after placing their dot stickers. PCD Staff did not set up a time for the next meeting before adjourning. The next meeting date will be coordinated with PAT members via email and homework will be assigned via email as well.

Kurt adjourned the meeting at 8:45 PM.

SWOT Analysis Notes

Lycoming County 2016 Comprehensive Plan Update

Muncy-Montoursville PAT, Staff Lead: Kurt Hausammann

Thursday, October 22, 2015 6:30 – 9:00 PM

Montoursville Borough bldg. 617 N. Loyalsock Ave. Montoursville



Strengths: 20 votes total

- 5 – A good place to raise your children
 - Good school districts
- 3 – Rural with nearby amenities
- 2 – Scenic Beauty
 - Outdoor recreation opportunities
- 2 – Highway System (I-180)
- 2 – Proactive and progressive county government
- 2 – Availability of Healthcare
- 1 – Rural quality of life but proximity to major urban areas
 - 3 hours from many big cities
- 1 – Airport easily accessible
 - Convenient for business (FedEx)
- 1 – Short commute times
- 1 – Rail service
- 0 – River Valley Transit
- 0 – Historic Resources/Heritage
- 0 – Little League
- 0 – Not Philly
 - Can move around easily
 - Traffic not bad
- 0 – Penn College
- 0 – Sense of community

Weaknesses: 20 votes total

- 6 – Drugs
- 4 – Available workforce lacks experience
 - Also drugs hurting workforce
- 3 – Floodplains
- 3 – Senior housing and affordable housing
- 2 – Lack of white collar job availability (not Philly)
- 1 – Insufficient rural fire and EMS services
- 1 – Traffic on smaller routes (John Brady Drive)
- 0 – Lack of asset management

- 0 – Retail theft
- 0 – Parochialism
- 0 – Improved permitting process
- 0 – No Residential access to natural gas
- 0 – Large developable tracts held by few people
- 0 – Williamsport levee recertification
- 0 – Airport
 - Lack of destinations
 - Philly not a good destination airport (too congested)

Opportunities: 19 votes total

- 5 – Make gas available to residences
- 5 – Planning and infrastructure in place
 - Need to bring people together
 - Public/private partnerships for development
- 4 – PA Industries benefit from natural gas
- 2 – Developable land within growth areas
- 2 – Susquehanna throughway
- 1 – River/trail recreation
- 0 – Infrastructure available for development
- 0 – Tourism

Threats: 19 votes total

- 8 – Tax structure in PA
 - Local governments can only tax property
- 4 – Chesapeake Bay
 - Large burden on small businesses
- 3 – Unplanned development/lack of planning
- 2 – Change in retail – internet shopping
 - Possible loss of mall
- 1 – Flood insurance

- 1 – Severance tax will hurt gas industry
- 0 – Fixed income effects on taxes
- 0 – Drugs
- 0 – Susquehanna Throughway
- 0 – News reporting negative
- 0 – Possible water pollution from gas exploration

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
Montoursville/Muncy PAT
January 28th — Meeting #2
6 – 8:00 pm, Montoursville Borough Building



Attendees:

Kurt Hausammann, Jr., AICP, PCD Director
Tom Krajewski, PCD
John Bickart, LCWSA
Christine Weigle, LCWSA
Steven Rush, Montoursville
Ronald Smith, Montoursville
Bill McCleary, Montoursville SD
Bill Poulton, Muncy Historical

Tom Schaech, Muncy Twp
Jim Slotterback, Susquehanna EMS
Vince Matteo, Chamber
Frank Jankowski, Muncy SD
Grant Hetler, Fairfield Twp

Agenda Item #1 – Welcome and Introductions

Kurt Hausammann and Tom Krajewski facilitated the meeting and began the discussion. They thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in. All members present introduced themselves, including their organization and role.

Meeting materials were distributed for the night's discussion which is to be added to the folders given out at the first meeting. These folders are to serve as the PAT member's record of our progress and discussions.

Agenda Item #2 – Reviewing Data and Issues

Kurt reviewed the PowerPoint slides reviewing the results of the SWOT analysis and received input regarding various notable outcomes of the SWOT summary.

Kurt reviewed the demographic information that has been gathered thus far from census data. A summary document was distributed to the group that showed **projections** based upon population and demographic trends. A demographic **forecast** which combines observations & assumptions with the **projections** presented in this meeting will be arrived at as a result of this planning process. John Bickart was very critical of the data source.

Agenda Item #3 – Facilitated Discussion on 2006 Plan Review

Kurt lead a discussion regarding the review of issues covered in the 2006 plan to see what is still relevant and what topics needed to be expanded.

Agenda Item #4 – Comprehensive Plan Update Process

Kurt then summed up the remainder of the presentation by touching on our updated meeting schedule, the organization and contents of the updated planning document, prioritization of projects, PAT members role/responsibilities, data needs and focus group information. The group identified several

important projects to the planning area. The projects noted were: John Brady Drive improvements, Fairfield Road improvements, and Interchange Zoning. Kurt asked the group to think about other projects or programs that could address the issues that have been identified for the next PAT meeting.

Agenda Item #5 – Next Steps

PAT members agreed that the same day of the month in April would work for the next meeting. **Next Meeting is May 26 at 6 pm in the Montoursville Borough Building.**

Meeting adjourned at 7:45 pm.

MONTOURSVILLE/MUNCY PAT - PRIORITIZED ISSUES (Keep)

Agriculture

Loss of farms
CAFO's

Community Development

Floodplains
Good schools
Inter municipal cooperation

Community Facilities

Stormwater Management
National gas distribution
Public water
Failing septics
Aging infrastructure

Economic Development

Exodus of younger generation
Low wages
Employment
Tax rates
Small business struggle

Heritage, Culture

Fewer younger families
Cultural resources

Natural Resources

Groundwater
Surface water quality
Pristine nature Susquehanna River
Scenic resources
Preservation of natural resources
Steep slope development
Air quality

Public Safety

Drugs
EMS
Fire
Police

Transportation

Joint Rail Authority-strength
Quality transportation

MONTOURSVILLE/MUNCY PAT – NON-ISSUES (Don't Keep)

Agriculture

Ag preservation
Industrial farms

Community Development

Strip housing development
Uniform construction code
Standardized land use inventory

Community Facilities

Sewer expansion
Broadband
Water system

Economic Development

Heritage, Culture

Natural Resources

Ridgetop development
Karst geology
River access

Public Safety

Interchange development

Transportation

High air transit costs
I-99
Public transit
Airport

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
Montoursville/Muncy PAT
May 26th — Meeting #3
6 – 8:00 pm, Montoursville Borough Building



Attendees:

Kurt Hausammann, Jr., AICP, PCD Director
Tom Krajewski, PCD
John Bickart, LCWSA
Steven Rush, Montoursville
Bill Poulton, Muncy Historical

Ronald Smith, Montoursville
Tom Schaech, Muncy Twp

Agenda Item #1 – Welcome and Introductions

Kurt Hausammann and Tom Krajewski facilitated the meeting and began the discussion. They thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in. All members present introduced themselves, including their organization and role.

Meeting materials were distributed for the night's discussion which is to be added to the folders given out at the first meeting. These folders are to serve as the PAT member's record of our progress and discussions.

Agenda Item #2 – Focus Groups Review

Kurt reviewed the focus group outcomes. A short discussion was held concerning the identified issues.

Agenda Item #3 – Reviewing Priority Issues Discussion and Prioritization

Kurt reviewed the PowerPoint slides reviewing the priority issues. After discussion of the priority issues the Pat members voted for the prioritization of the issues.

Agenda Item #4 – Blue Board Exercise

Kurt led the blue board exercise. PAT members applied strategies from the 2006 plan to the priority issues as identified in item 2.

Agenda Item #5 – Power Point Slides for Heritage Plan

Kurt Reviewed the power point slides pertaining to the Heritage Plan and Cultural Resources. Members discussed the slides and the need for coordination between the historical societies. Bill Poulton informed the group that there are meetings between the historical societies.

Agenda Item #6 – Outreach

Summer outreach activities and events were discussed. A couple of events ere suggested by the group.

Agenda Item #7 – Next Steps

Next Meeting is September 22 at 6 pm in the Montoursville Borough Building.

Meeting adjourned at 7:45 pm.



Muncy/Montoursville Planning Area Team (PAT)

PAT Meeting #3, May 24, 2016

Summary of Priority Issues with Strategic Actions

Priority Issue # 1: Interagency Partnerships, regionalization of services need to be explored (6 votes)

Strategic Actions

- Work Locally and cooperate in the implementation of the Central Business District, Revitalization and Community Gateway Initiatives
- Evaluate existing zoning and subdivision and land development, and building codes to ensure that they meet the quality of life and growth needs of the community

Priority Issue # 2: Lack of Volunteerism and Civic Engagement among younger Population (5 votes)

Strategic Actions

- EMS and Fire Service need volunteers to keep operating
- Funds for training needed

Priority Issue # 3: Transportation system needs to be maintained and improved (3 votes)

Strategic Actions

- Evaluate ordinance standards to encourage the development of communities with the opportunity for pedestrian connections.
- Support the Airport Authority in Construction of the new terminal at Williamsport Regional Airport.
- Develop recreation facilities and connect them into the regional recreation network through bike-ped trails.
- Identify future transportation improvements that may be needed to accommodate growth of land zoned industrial in the region.
- Fairfield Road Improvements
- John Brady Drive safety improvements

Priority Issue # 4: CSVT – Current zoning and land use need to be reviewed (1 vote)

Strategic Actions

- Evaluate existing zoning subdivision and land development and building codes to ensure they are conducive to the promotion of a vibrant and livable community.
- Interchange overlay zoning
- Identify opportunities for the development of pedestrian friendly communities in the township.
- Employ good code enforcement to maintain and enhance property values.
- Evaluate the redevelopment opportunities of vacant industrial sites to determine the redevelopment cost to make this site viable for new development.
- Evaluate areas in the Township for potential agricultural and conservation protection.
- Identify areas for development of more concentrated and diverse developments where infrastructure is available or planned.
- Evaluate on a regional basis to identify future highway and municipal infrastructure needs related to the anticipated growth and development as part of the completion of the Susquehanna Throughway and other highway projects.
- Identify housing needs in terms of potential new development and rehabilitation of existing housing stock

Priority Issue # 5: Cultural and Historic Resources need to be Protected and Enhanced (1 vote)

Strategic Actions

- Develop a bicycle-pedestrian plan to prioritize and program improvements
- Increase public awareness of the cultural and historic resources unique to the area by promoting the implementation of the Lower West Branch Conservation Plan.
- Make regulations conducive to reuse and rehab old structures
- Improve the boat launch to the Susquehanna River
- Enhance access to Loyalsock Creek

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
Montoursville/Muncy PAT
September 22 — Meeting #4
6 – 8:00 pm, Montoursville Borough Building



Attendees:

Kurt Hausammann, Jr., AICP, PCD Director
Tom Krajewski, PCD
John Bickart, LCWSA
Amy Fry, PCD
Ronald Smith, Montoursville

Tom Schaech, Muncy Twp
Greg Gilbert, Muncy Twp
Muncy School District

Agenda Item #1 – Welcome and Introductions

Kurt Hausammann and Tom Krajewski facilitated the meeting and began the discussion. They thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in.

Meeting materials were distributed for the night's discussion which is to be added to the folders given out at the first meeting. These folders are to serve as the PAT member's record of our progress and discussions.

Agenda Item #2 – Review MMP Contents

Kurt reviewed the MMP contents. A short discussion was held concerning the identified issues.

Agenda Item #3 – Review of Priority Issues Discussion and Draft Project List

Kurt reviewed the draft project list. A very good discussion was held concerning the projects. Selection of the priority project for each issue was identified and voted on.

Agenda Item #4 – Top Viable Projects

Projects Identified were: Create a steering committee for Priority issue number 1 and 2, Airport terminal for issue #3, Create interchange zoning regulations for issue #4, Coordination with historical societies for issues #5.

Agenda Item #5 - Review Growth Map Boundaries

Kurt Reviewed the Growth Area Map with the group. No changes were recommended.

Agenda Item #6 – Review Future Land Use Map

Minor changes were recommended to the Future Land Use Map. Recommended to change are near the airport in Montoursville from Downtown to Commercial.

Agenda Item #7 – Next Steps

Next Meeting is January 26 at 6 pm in the Montoursville Borough Building.

Meeting adjourned at 7:30 pm.

MEMBERS:

Howard Fry III, Chairman
Christopher E. Keiser, Vice-Chairman
Carl Nolan, Secretary
Larry Allison, Jr.
James Crawford
James Dunn
George Logue, Jr.
Michael Sherman
Brett Taylor



LYCOMING COUNTY PLANNING COMMISSION

“Building Partnerships”

Kurt Hausammann, Jr., AICP, Executive Director

McCormick Law Firm,
J. Michael Wiley, Solicitor

Voice: (570) 320-2130
Fax: (570) 320-2135

Location:
Executive Plaza - 330 Pine Street
Williamsport Pennsylvania 17701

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

PAT #4 - Thematic Issues & Projects List

Below is a list of the top Thematic Issues and the top Projects identified to remedy those issues. The top projects are bolded.

1. Fragmentation of local government in Pennsylvania is a barrier to efficient delivery of some public services.
 - a. **Create a Steering Committee coordinated by County PCD and DPS.**
2. Volunteerism and civic engagement, particularly among young people, are insufficient to sustain community institutions and services.
 - a. **Create a Steering Committee coordinated by County PCD**
3. Our multi-modal transportation system, particularly the airport, has deficiencies in safety, physical condition, and availability of facilities in some areas of the County
 - a. Ped/ Bike trail connecting Montoursville trail to Lycoming Mall area
 - b. Ped/Bike trail connecting Mall area to Muncy Borough
 - c. **Support the Airport Authority in Construction of the new terminal at Williamsport Regional Airport and construction of new access street**
 - d. Develop John Brady Drive access controls
 - e. Fairfield Road Safety Improvements
4. Current land use regulations and enforcement do not consistently and adequately meet community visions and respond to changing conditions.
 - a. **CSVT - Create Interchange overlay zoning Districts**
 - b. Identify opportunities for the development of pedestrian/Bike friendly routes
 - c. Explore Re-use opportunities for vacant commercial and industrial properties
5. Significant Cultural and historical resources are not adequately documented, protected, and promoted
 - a. **Coordination with Historical Society Association. Hold public awareness events for cultural and historic resources. Review Codes and zoning ordinances – insure that they are conducive to rehab and reuse**

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
Montoursville-Muncy PAT
March 23rd — Meeting #5
6 – 8:00 pm, Montoursville Borough Building



Attendees:

Kurt Hausammann, Jr., AICP, PCD Director
Tom Krajewski, PCD
John Bickart, LCWSA
Christine Weigle, LCWSA
Dave Hines, Montoursville Borough Zoning Officer
Ron Smith, Montoursville Borough & Water Works

Bill Poulton, Muncy Historical Society
Frank Jankowski, Muncy School District
Tom Schaech, Muncy Township
Greg Gilbert, Muncy Township
Amy Fry, Public/Lycoming County PCD
Jim Slotterback, Susquehanna Regional EMS
Robert Wein, Fairfield Township Secretary
Jeremy Harris, Fairfield Township Supervisor

Agenda Item #1 – Welcome

Kurt Hausammann & Tom Krajewski facilitated the meeting and began the discussion. They thanked the members of the PAT for their continued interest and attendance, and asked that everyone sign-in.

After introductions, meeting materials were distributed for the night's discussion which is to be added to the folders given out at initial meeting.

Agenda Item #2 – Timeline

Kurt discussed the following:

- **Plan Edits and Comments**
 - It was announced at our last meeting that PAT comments would be due to PCD by 4/14. **We're extending this comment period to May 28th to provide everyone additional time.**
- **Public Meeting** – April 20, 6pm at County Commissioners Public Conference Room
 - Public meeting for all PAT plans hosted by the LCPC
 - PAT members are encouraged, but not required to attend
 - PAT leads will brief LCPC board members on priority issues and projects selected by each PAT
 - This public meeting will fulfill Section 302 (a.1) of the MPC which requires at least 1 public meeting and a 45 day comment period (read below) before forwarding the draft Comp Plan to governing bodies to consider adoption.
- **45 Day Public Review Period**
 - Draft plans will be distributed to contiguous municipalities, school districts and the general public
 - Minor edits will be considered during the review period; any significant changes to document will require an additional public hearing

- **Joint Public Hearing** – May 23, 2017 (*tentative*)
 - PCD to cover advertising costs
 - **Quorum of elected municipal officials MUST be present or separate municipal meeting will be needed**
 - This public hearing will fulfill Section 302 (b) of the MPC which requires at least 1 public hearing prior to adoption. Minor revisions can be made if the PAT deems necessary without having to hold a 2nd hearing.
- **July/August Adoption**
 - For each Montoursville-Muncy planning area municipality at a regularly scheduled mtg.

Agenda Item #3 – Plan Review

Kurt & Tom summarized each section of the draft plan including each top viable project with all PAT members. The group then discussed/amended text as deemed necessary. Any changes that were made to the plan are captured in red text in the attached document.

- Comments and suggestions have been addressed in attached plan
- Of note:
 - The “Develop John Brady Drive Access Controls” project was elevated above the “Support the Airport Authority in construction of the new terminal and new access street at Williamsport Regional Airport” project because the airport terminal construction is nearly complete.
 - The “Explore re-use opportunities for vacant commercial and industrial properties” project was elevated above the “CSV T – I-180 interchange zoning reviews and traffic impact study” project because of recent anchor store closings in the mall.
 - For the “Document, promote, and protect significant cultural and historical resources” project, the lead agency was changed to the Historical Organizations of Lycoming County since it is an existing body.

Agenda Item #4 – Next Steps

- As covered above in Item #2, the LCPC will be holding a public meeting on April 20th in the 1st floor Commissioners Boardroom located at 330 Pine Street, Williamsport. This meeting is optional for PAT members.
- After gathering dates of availability for each municipality we will hold a public hearing on or around May 23rd to kick off the 45 day review period as required by the MPC.

Meeting adjourned at 8:00 pm.

C. Results of Research and Analysis

- 1. Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts*

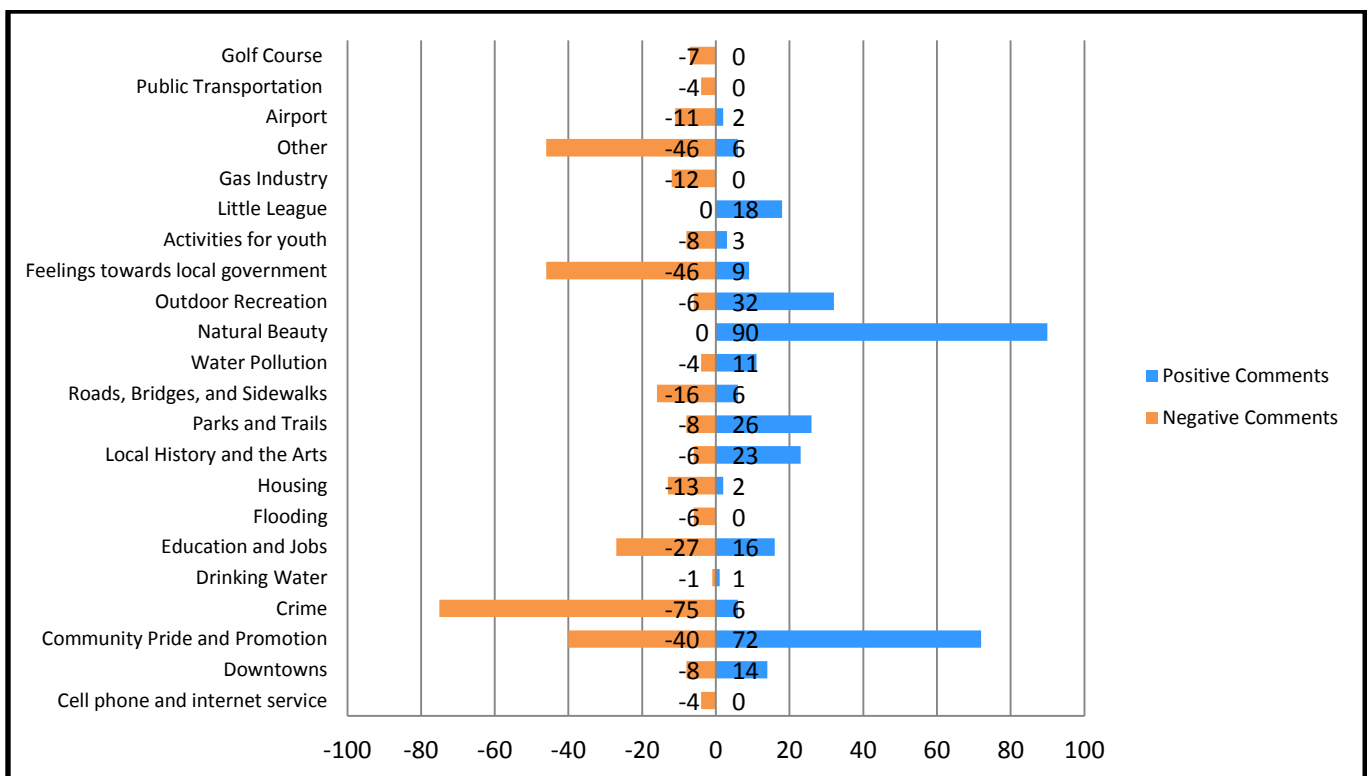
Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts

Planning Area Specific Analysis for the Montoursville-Muncy Planning Area

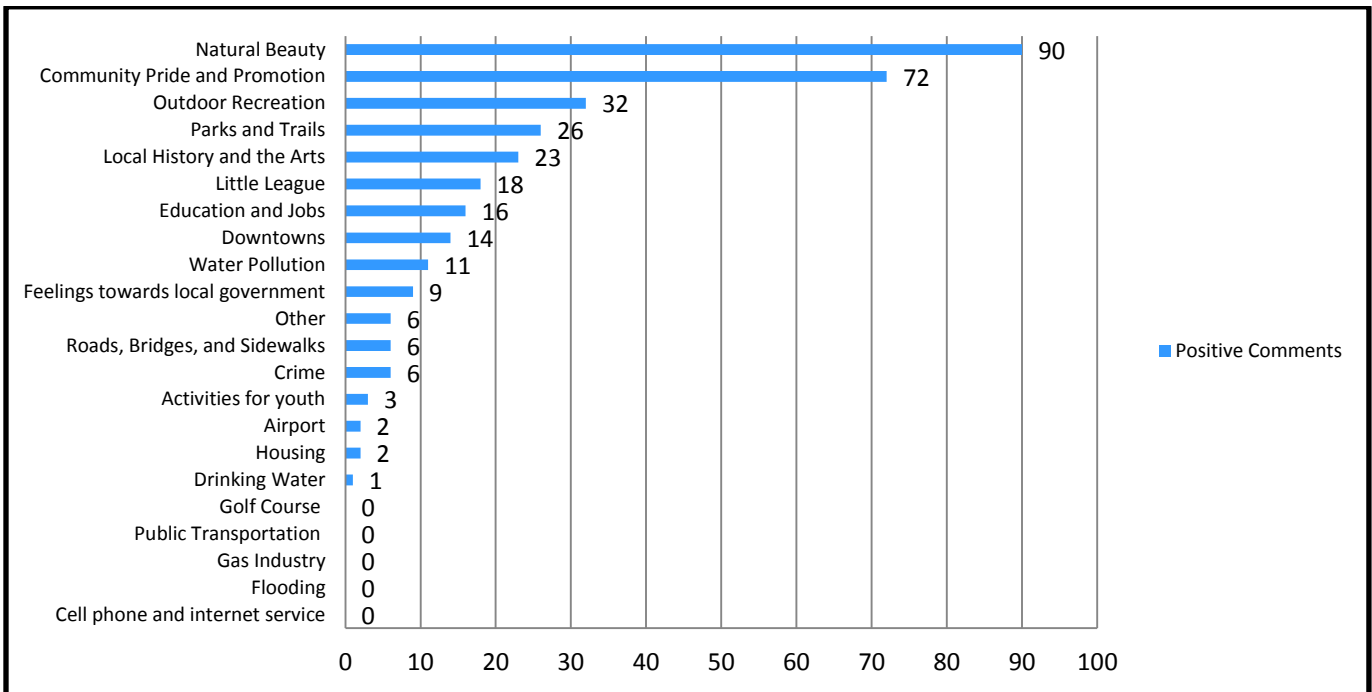
In the summer of 2016, the Lycoming County Department of Planning and Community Development (PCD) conducted several public outreach efforts where they collected data to determine which topics were most important to members of the public and what they liked and didn't like about Lycoming County. These outreach efforts were mainly centered around two specific methods. First, from May to August, PCD staff members conducted "Intercept Surveys" where they went to public events and conducted one-on-one survey sessions. Then from August 12th through September 18th the county hosted a survey online. All survey respondents were asked to provide home zip codes. The survey results were then separated by Planning Area based on which zip codes intersected with the Planning Area. Below is the combined analysis from the two surveys gathered from the 17754 and 17756 zip codes. The 17737 zip code briefly crosses into the Planning Area but was excluded because of the small area which it intersects with. 221 people participated in the online survey and 35 participated in the intercept survey for a total of 256 survey respondents.

Qualitative Analysis for 17754 and 17756 Zip Codes

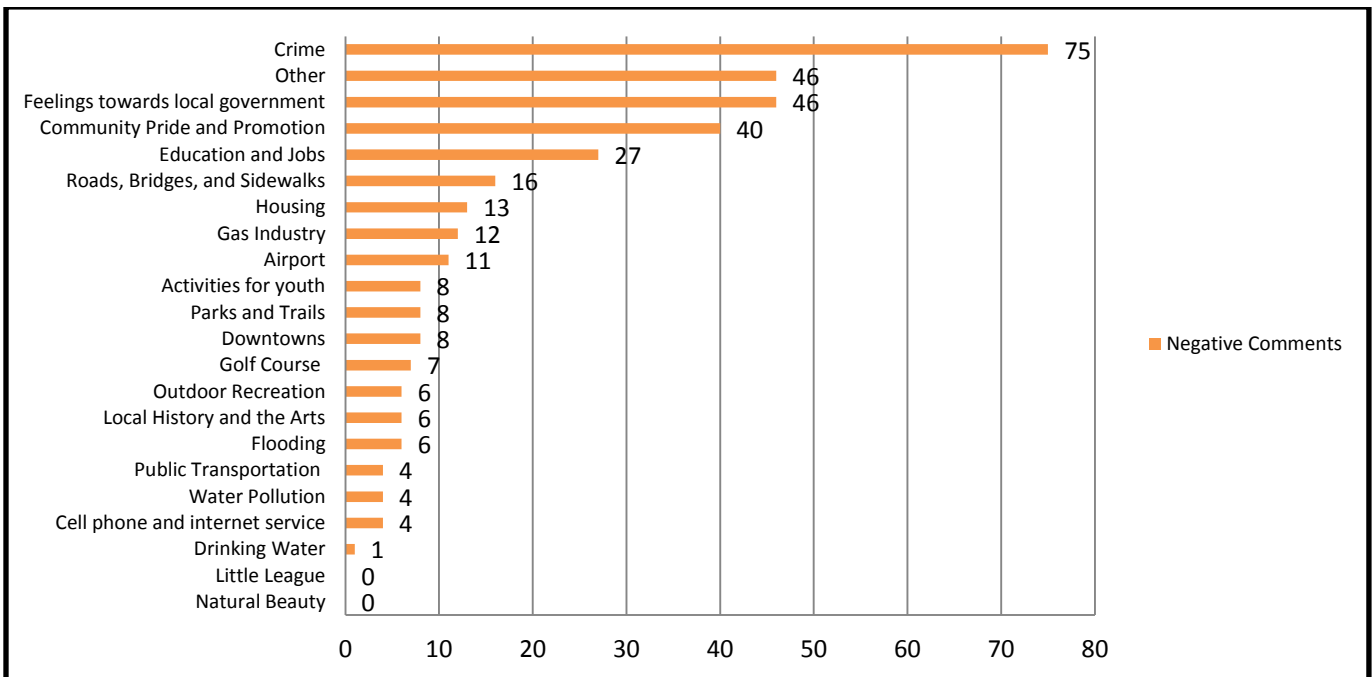
The online and intercept surveys both had open ended questions which allowed people to give their thoughts and opinions on the County. The first question asked "What do you like about Lycoming County and want to make sure lasts well into the future?" The second question was "What don't you like about Lycoming County and wish were different?" The responses from these two questions were analyzed by the department and comments were quantified into 22 separate categories (listed below). Comments which said something positive about the subject were separated from comments which said something negative about the subject. Positive numbers reflect positive comments and negative numbers reflect negative comments.



Qualitative Analysis for 17754 and 17756 Zip Codes continued



Culture, recreation, and scenic beauty were the themes of the top 6 most commented on categories by citizens of the Montoursville-Muncy planning area. This is consistent with feedback received throughout the county. Many citizens believe these topics are important to their quality of life and do not want to see them negatively changed.

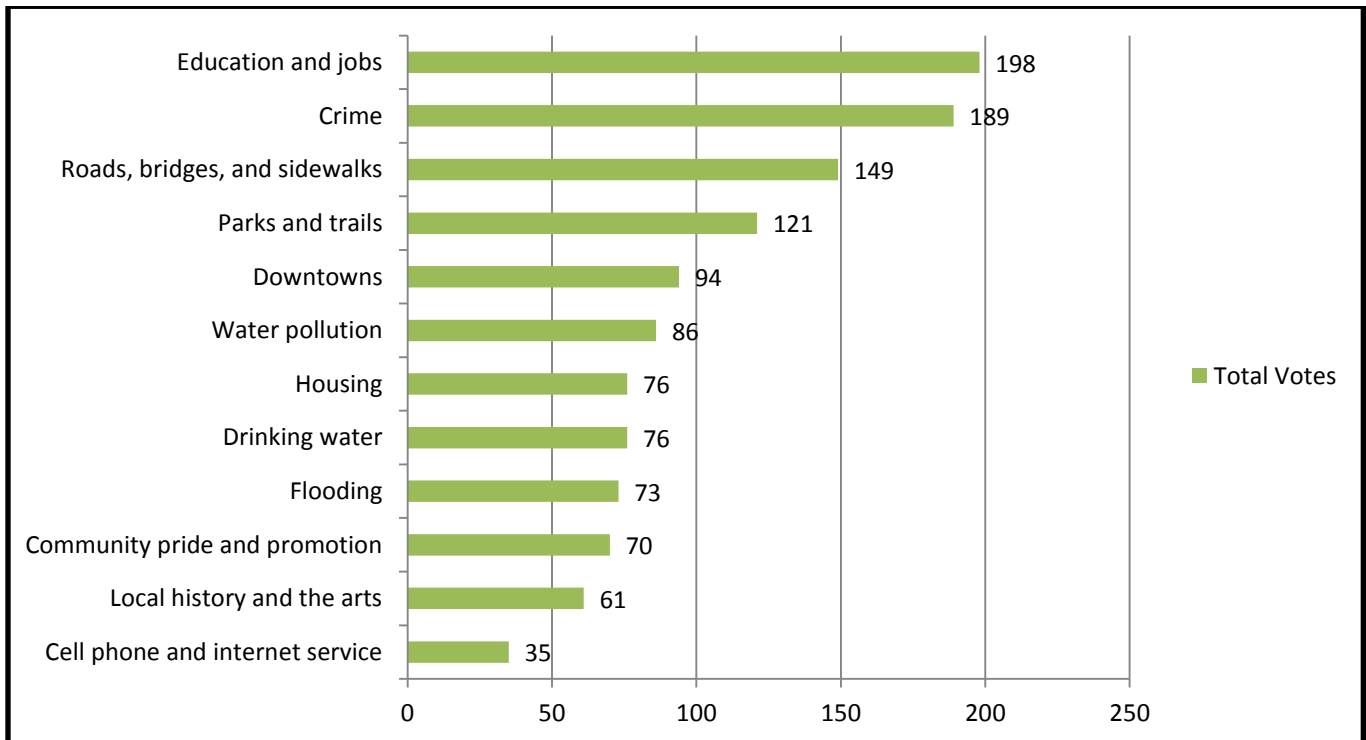


The most important topic which citizens of the Montoursville-Muncy planning area identified as something they want to see changed was crime. Additionally, citizens are also unhappy with government, however, the reasons varied from people who believed government was doing too much to those who thought it wasn't doing enough. Citizens also identified education and jobs and community pride/promotion as important topics. The other category was a variety of responses which covered topics including the landfill, emergency services, and even putting mayo on a cheese steak.

Lycobucks Exercise for 17754 and 17756 Zip Codes

This part of the survey allowed participants to take 5 theoretical dollars to allocate them towards their top priorities if they were in charge of making decisions. Participants could use all of the money towards one category or spread it out across up to five categories. Twelve separate categories were provided (listed in the graph below). Below is a graph showing how survey participants within the planning area responded to this portion of the exercise.

Survey participants identified education and jobs and crime as the two most important priorities. Next came roads, bridges, and sidewalks followed by parks and trails. The priority of least concern was cell phone and internet service. Local history and the arts and community pride and promotion were viewed as the least important priorities.



C. Results of Research and Analysis

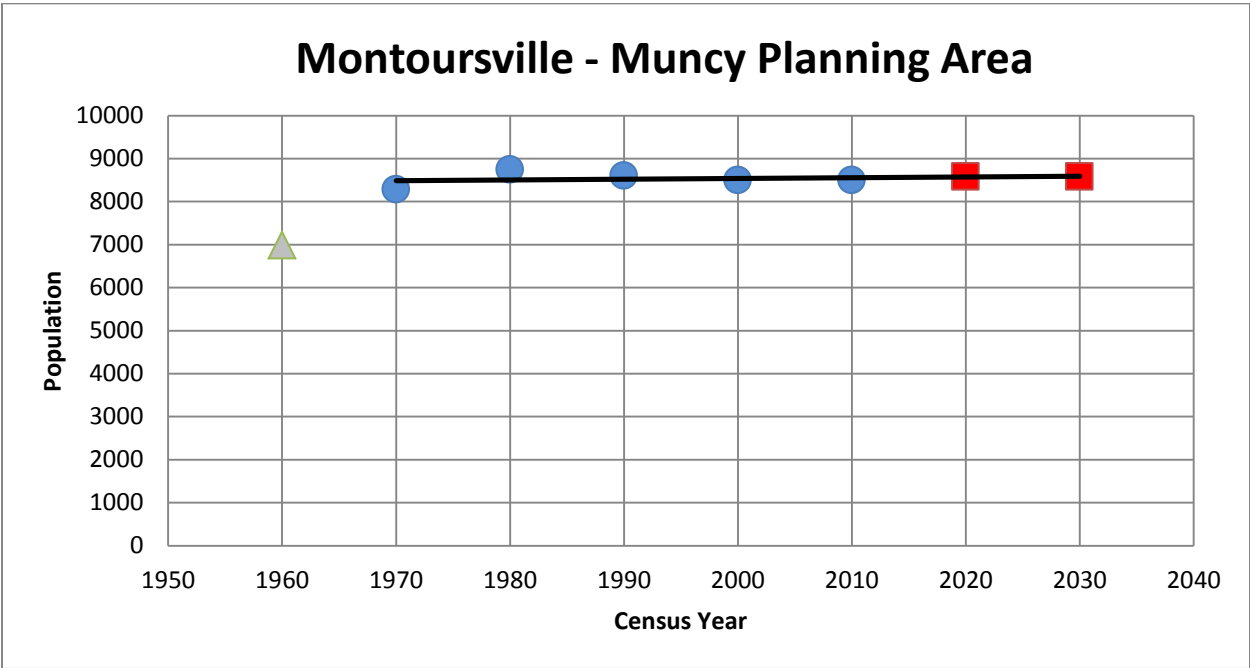
2. Montoursville-Muncy Planning Area Profile



Montoursville-Muncy Planning Area Profile

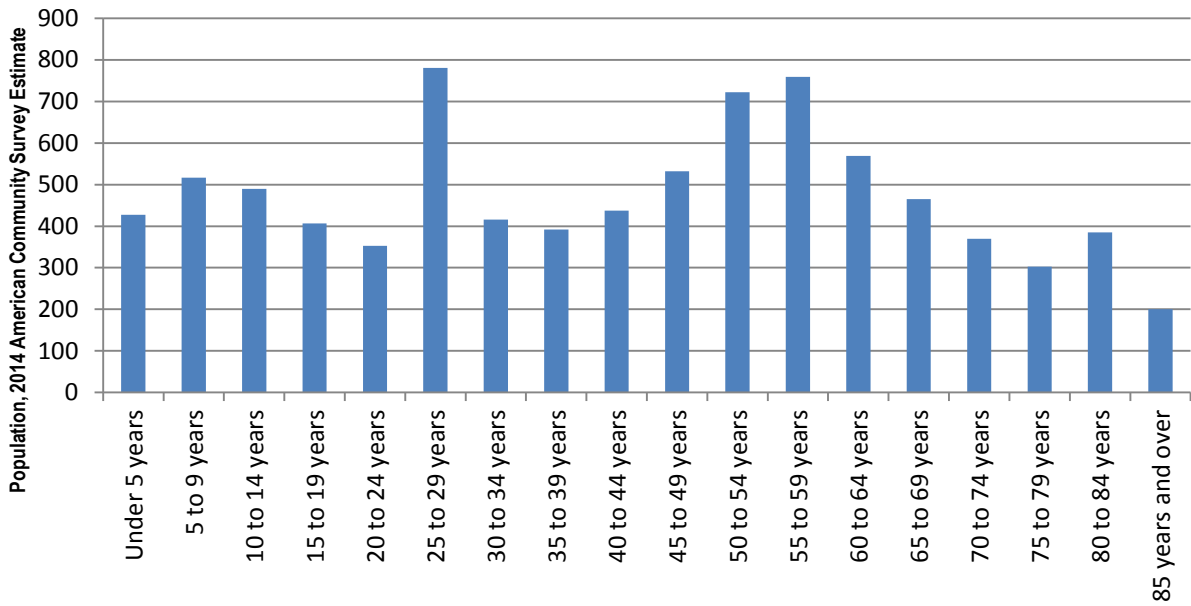
Population change and projections

- Census Count of Population Used to Calculate Population Change Projection
- ▲ Census Count of Population Excluded From Calculations
- Projected Future Population Count
- Best Fit Population Change Trend Based on 30-50 Years of Census Population Counts



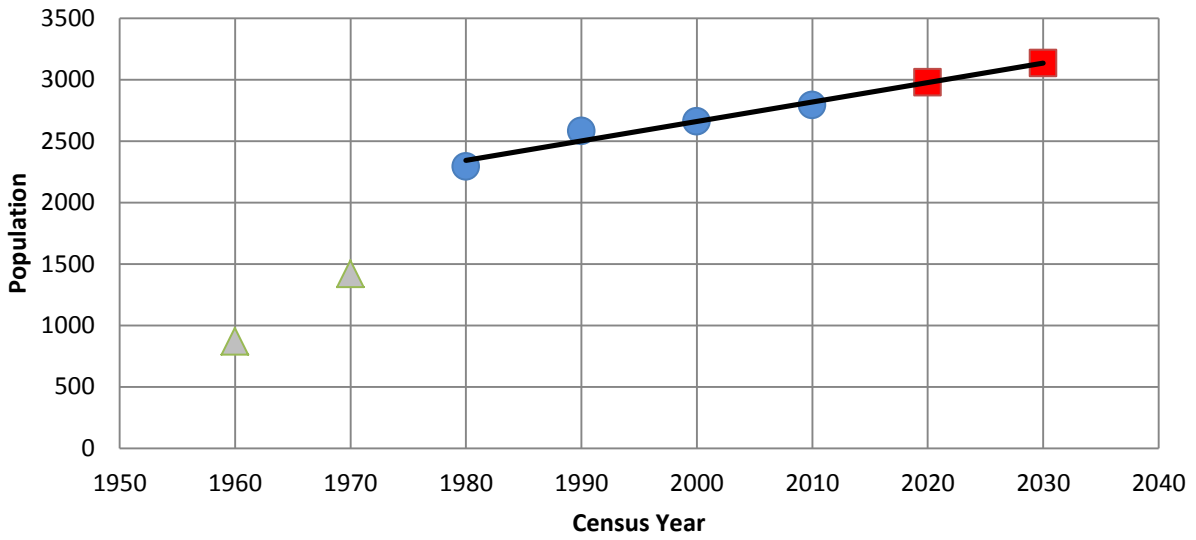
	1960	1970	1980	1990	2000	2010	2020	2030
Fairfield	869	1420	2291	2580	2659	2792	2976	3134
Montoursville	5211	5985	5403	4983	4777	4615	4460	4259
Muncy Twp	907	880	1051	1036	1059	1089	1147	1188
TOTAL	6987	8285	8745	8599	8495	8496	8583	8581

Population by Age Group, 2014

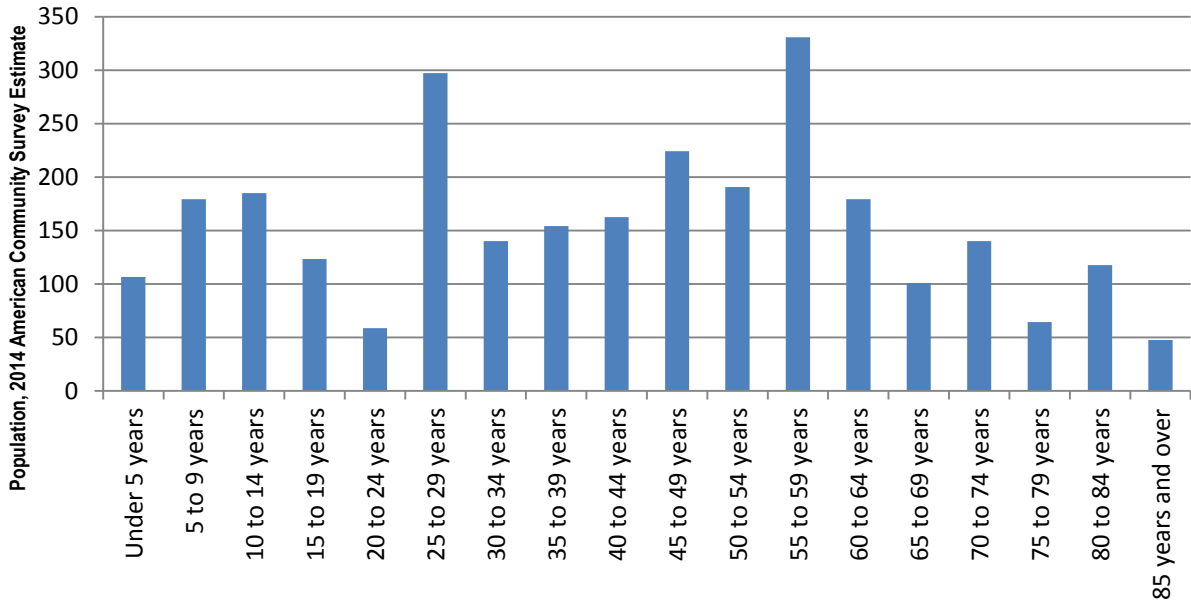


	Median age, 2014 American Community Survey Estimate
TOWNSHIP OF FAIRFIELD	44.7
BOROUGH OF MONTOURSVILLE	46.1
TOWNSHIP OF MUNCY	46.2

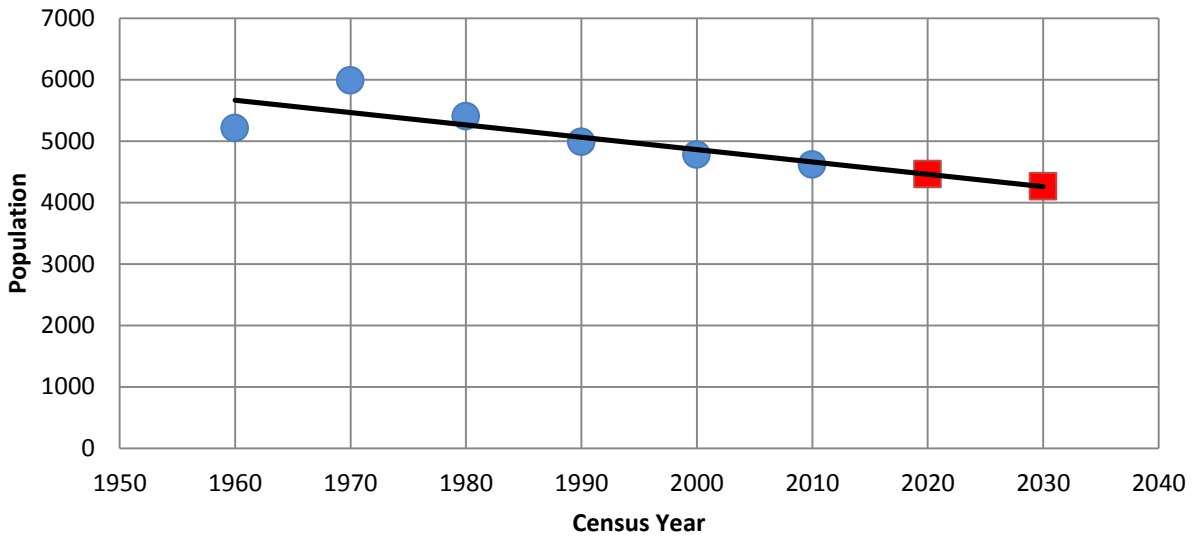
Fairfield Township



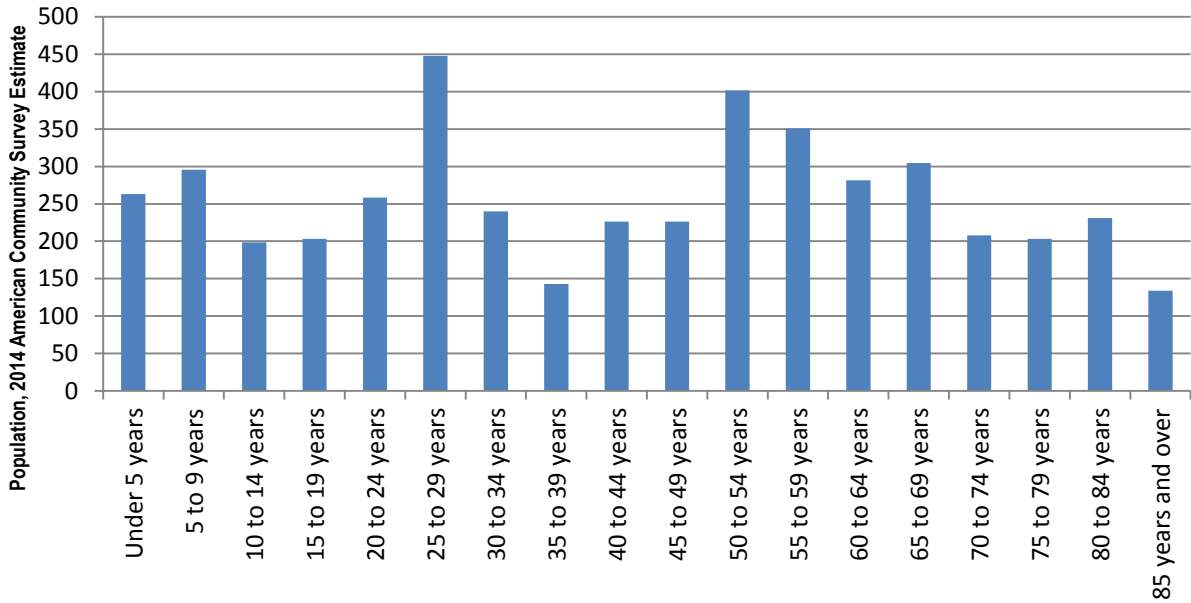
Population by Age Group, 2014



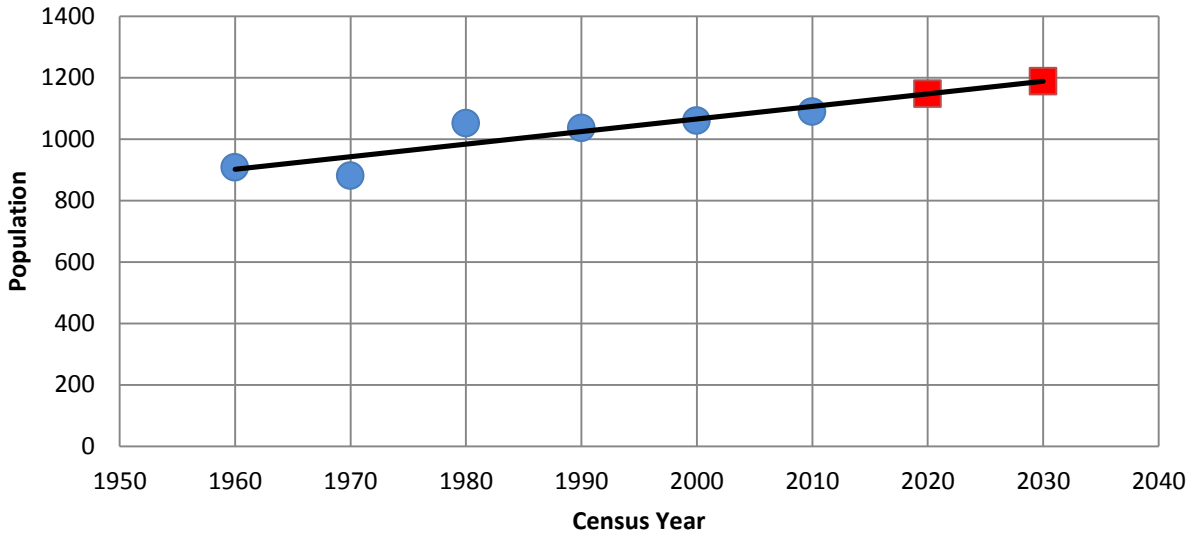
Montoursville Borough



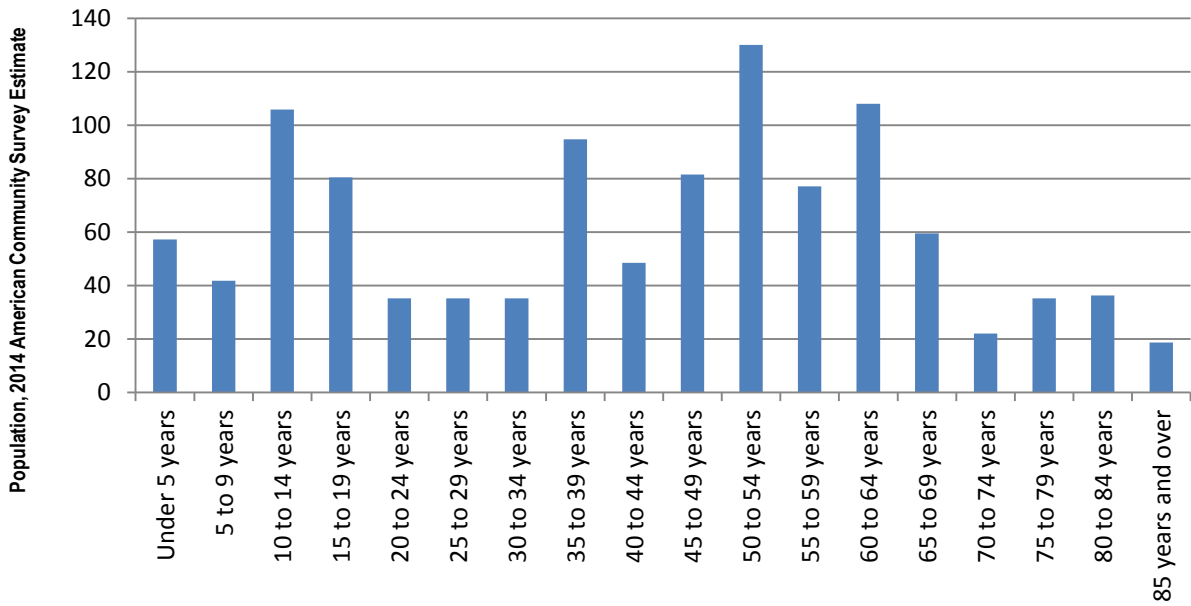
Population by Age Group, 2014



Muncy Township



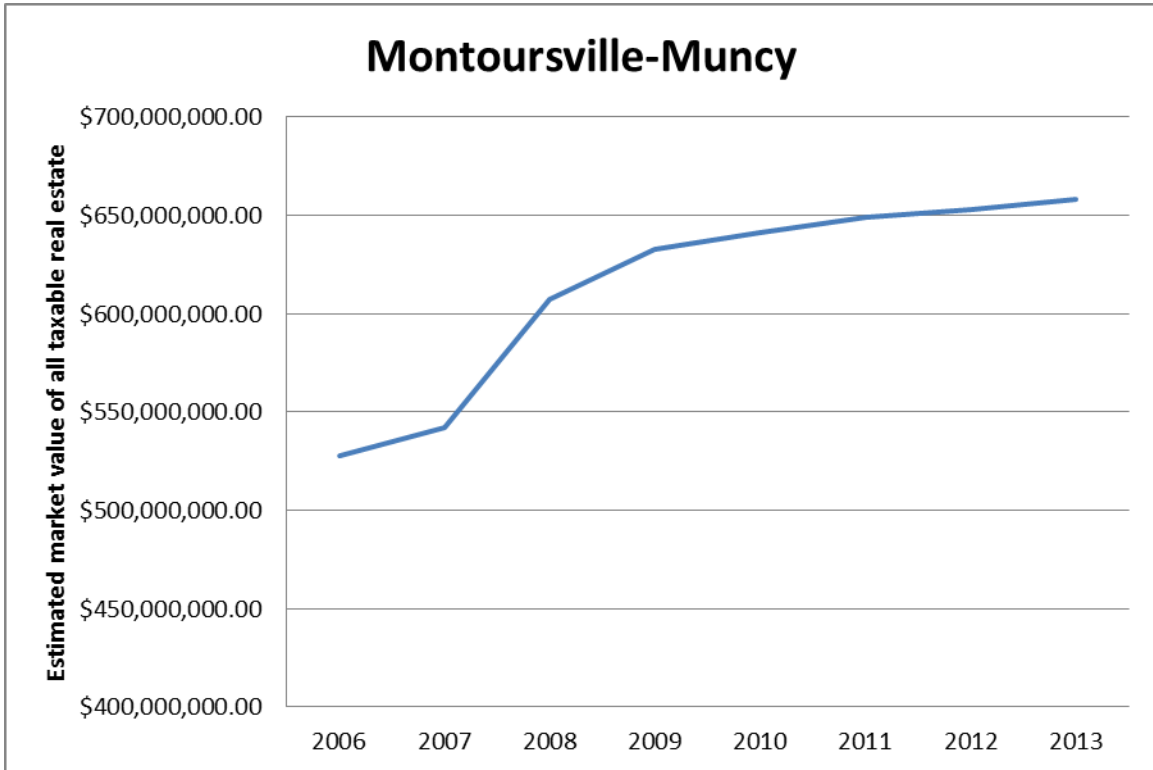
Population by Age Group, 2014



Housing

Taxable real estate market value

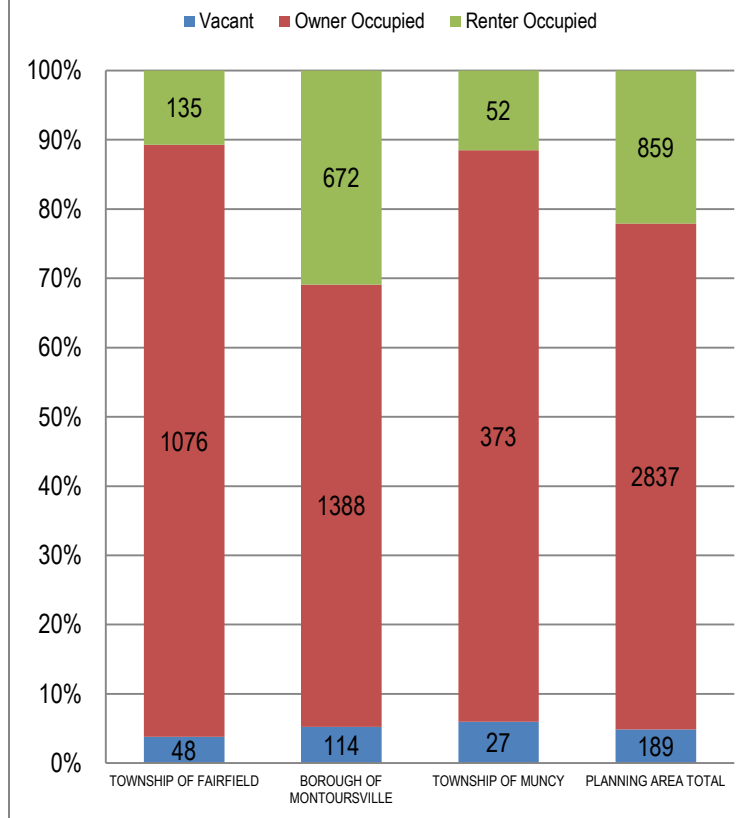
Data source: State Tax Equalization Board



Municipality	2006	2007	2008	2009	2010	2011	2012	2013
Fairfield Township	\$162,525,500.00	\$171,037,160.54	\$189,195,324.56	\$196,845,884.73	\$203,674,781.48	\$208,687,356.76	\$214,709,880.01	\$218,587,997.65
Montoursville Borough	\$216,445,000.00	\$215,981,900.48	\$238,393,438.08	\$235,520,667.08	\$247,771,757.31	\$249,620,867.37	\$258,833,849.97	\$259,373,577.94
Muncy Township	\$148,414,200.00	\$154,921,597.40	\$179,604,576.38	\$200,475,940.88	\$189,509,530.82	\$190,493,350.77	\$179,528,981.61	\$179,999,249.55
Montoursville-Muncy TOTAL	\$527,384,700.00	\$541,940,658.42	\$607,193,339.02	\$632,842,492.69	\$640,956,069.61	\$648,801,574.90	\$653,072,711.59	\$657,960,825.14

Municipality	Percent change, 2006-2013	Dollar change, 2006-2013
Fairfield Township	34%	\$56,062,497.65
Montoursville Borough	20%	\$42,928,577.94
Muncy Township	21%	\$31,585,049.55
Montoursville-Muncy TOTAL	25%	\$130,576,125.14

Housing Occupancy, 2014 American Community Survey Estimates



Note: "Vacant" housing units include the following

- For rent
- Rented but not yet occupied
- For sale
- Sold but not yet occupied
- Seasonal, recreational or occasional use

	Median Household Income	Median Annual Housing Costs for Homeowner with Mortgage, 2014	Annual Housing Costs for Homeowner with Mortgage as Percentage of Median Family Income	Median Annual Housing Rental Costs, 2014	Annual Housing Rental Costs as Percentage of Median Family Income
TOWNSHIP OF FAIRFIELD	\$59,350.00	\$15,972.00	26.9%	\$11,916.00	20.1%
BOROUGH OF MONTOURSVILLE	\$44,342.00	\$14,508.00	32.7%	\$8,988.00	20.3%
TOWNSHIP OF MUNCY	\$48,438.00	\$16,608.00	34.3%	\$8,004.00	16.5%

2014 American Community Survey Estimates

	2014 American Community Survey Estimate, Household Median Income
Lycoming County	\$45,877.00
Pennsylvania	\$53,115.00

	Median Year of Construction of Housing Units
TOWNSHIP OF FAIRFIELD	1984
BOROUGH OF MONTOURSVILLE	1954
TOWNSHIP OF MUNCY	1971

2014 American Community Survey Estimates

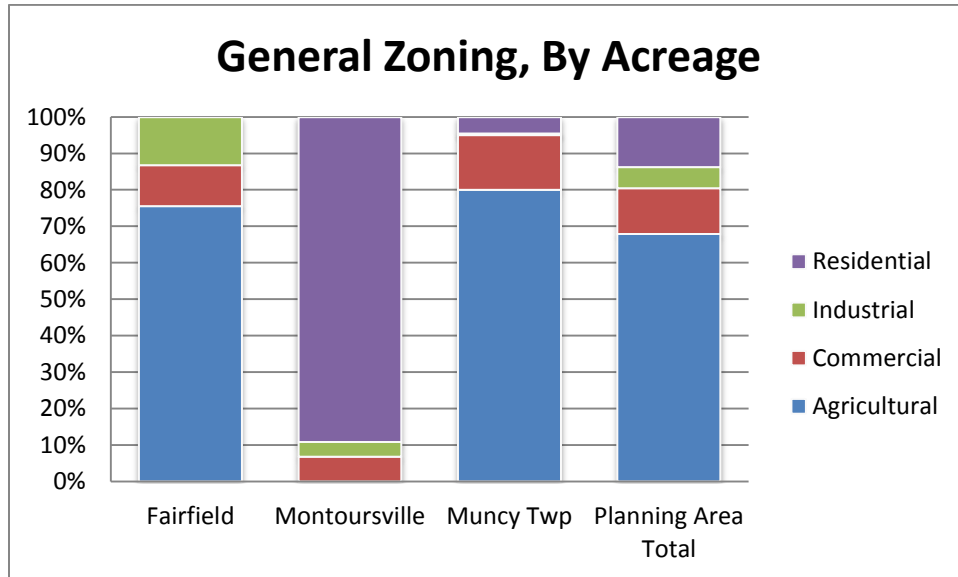
Floodplain and Flood Insurance

Data Sources: FEMA National Flood Insurance Program Policy and Claim Statistics and Lycoming County

	Flood Insurance Policies	Insured Amount	Total Premiums	Total Flood Insurance Claims	Total Flood Insurance Payments	Total Number of Tax Parcels	Parcels Containing Regulatory Floodplain	Percent Containing Floodplain
TOWNSHIP OF FAIRFIELD	10	\$1,934,200.00	\$11,661.00	48	\$1,557,182.68	1196	109	9.1%
BOROUGH OF MONTOURSVILLE	34	\$4,417,800.00	\$33,021.00	138	\$2,662,880.54	2059	131	6.4%
TOWNSHIP OF MUNCY	8	\$1,051,300.00	\$4,039.00	5	\$88,676.70	631	71	11.3%
TOTAL	52	\$7,403,300.00	\$48,721.00	191	\$4,308,739.92	3886	311	8.0%

Current Zoning

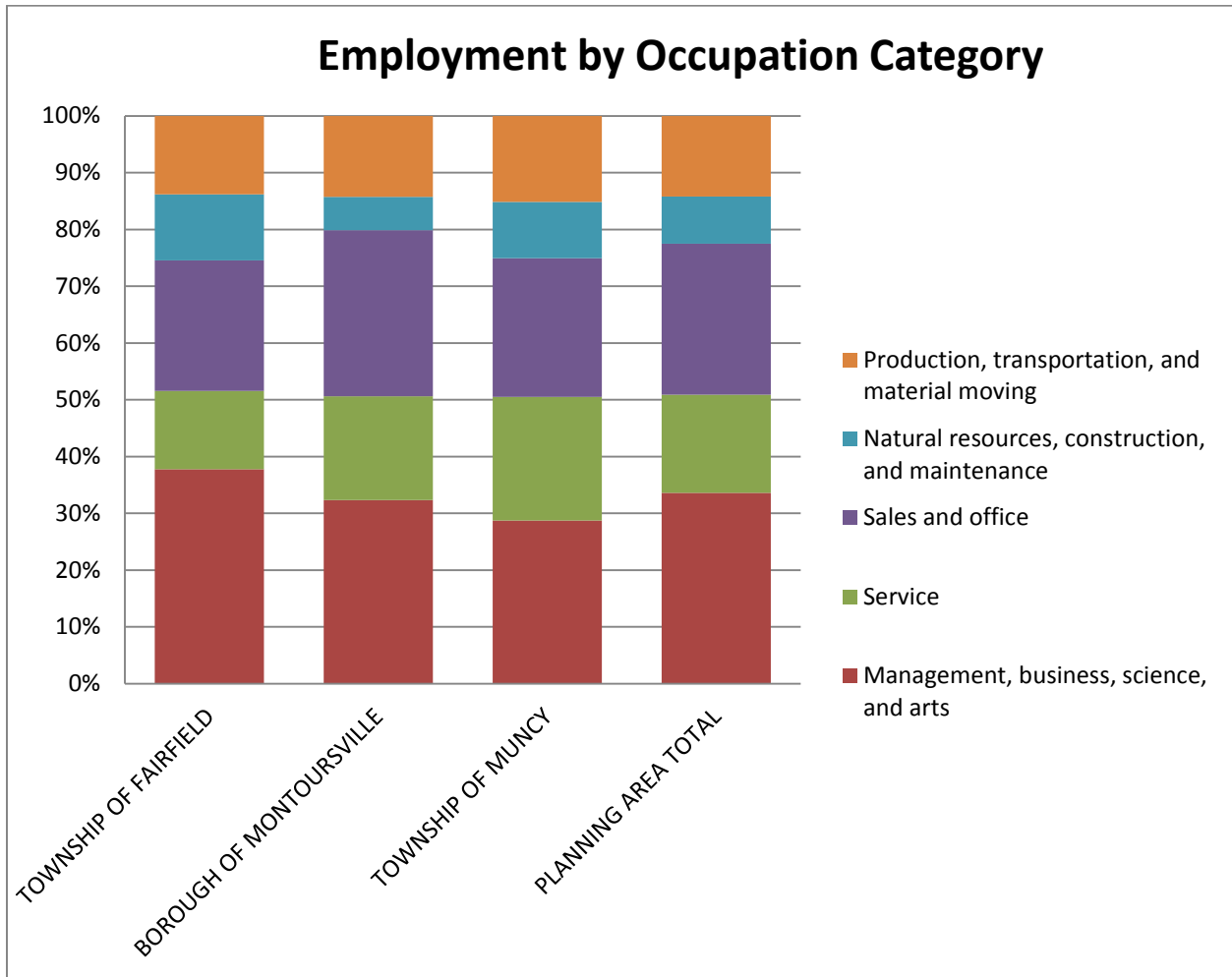
Data Source: Lycoming County Planning Dept. Data



	Vacant Land (Acres)	
	Zoned Commercial	Zoned Industrial
TOWNSHIP OF FAIRFIELD	255.88	222.18
BOROUGH OF MONTOURSVILLE	13.14	16.51
TOWNSHIP OF MUNCY	552.24	
TOTAL	821.26	238.69

Employment

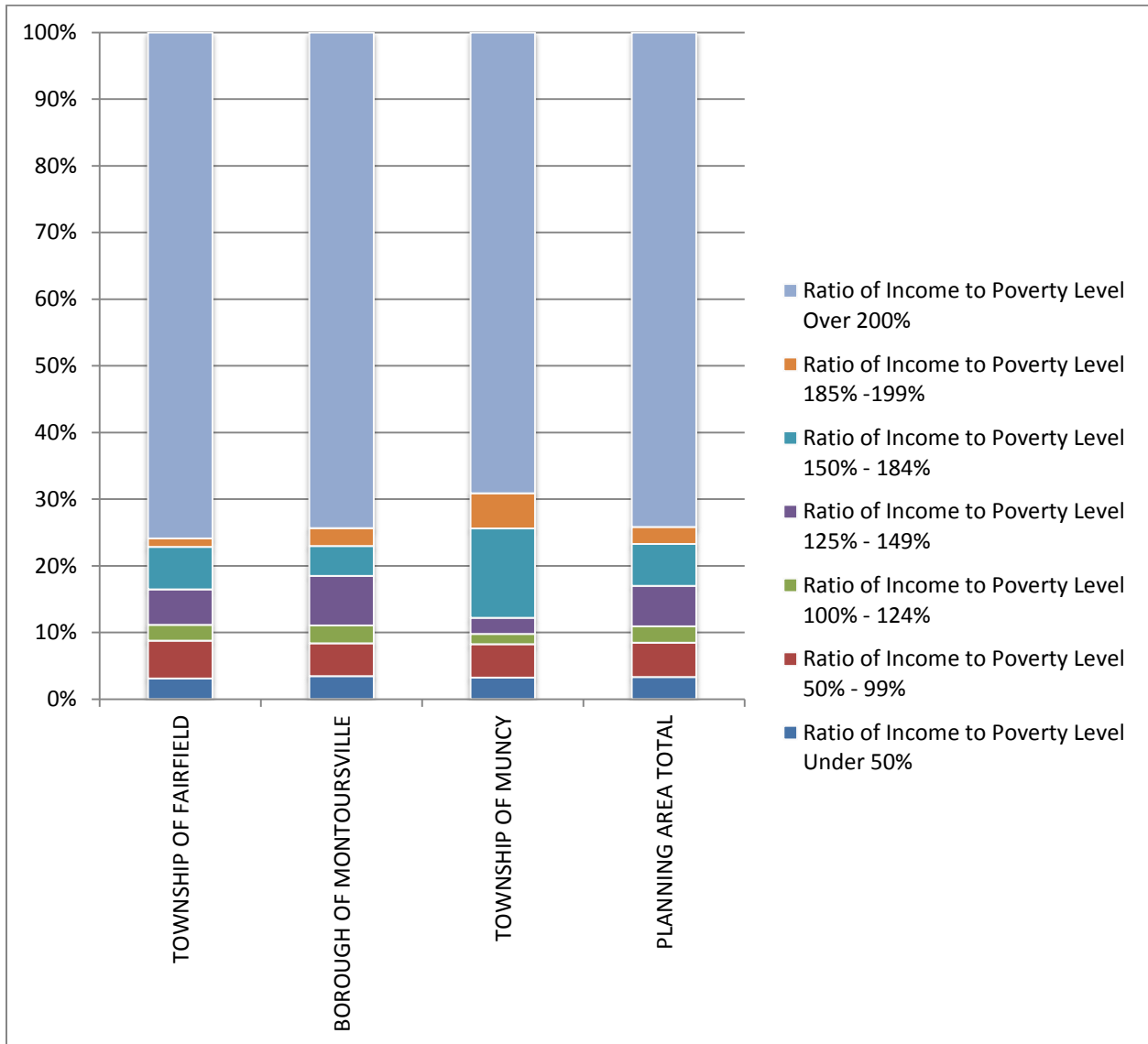
2014 American Community Survey Estimates



Poverty

2014 American Community Survey Estimates

Federal Poverty Level for Individuals in 2014: \$11,670



C. Results of Research and Analysis

3. Hemlock Village: Columbia Mall Retrofit

Introduction

The Susquehanna Greenway Partnership (SGP) was asked by Hemlock Township of Columbia County, Pennsylvania to design plans to assist in recovery from flooding in 2011. While some of the project concerns designing an open space plan for land which was bought out by FEMA (Federal Emergency Management Agency) in Fernville, the township has also requested that the SGP identify areas for growth in the township to replace housing lost by the flood. While there is land already available for development within the township the Columbia Mall was identified for redevelopment because of its preexisting access to utilities and roads. Redeveloping the mall into a mixed use lifestyle center will create a place where people can live, work, and interact with each other. The building itself offers some excellent spaces to create amenities which the surround area currently lacks while the space surrounding it also provides area to create a more urbanized setting within the Buckhorn area and replace housing lost by the flood. This report outlines a plan for the reuse of the mall and redevelopment of the area outside of the mall.

History of Retail in America

Prior to the malls, strip malls, and big box stores, downtowns dominated the retail scene in the United States and in the center of these retail districts were the department stores. Department stores got their start in the mid-1800s (125downtowns.info). By the early 1900s there was a department store in the downtown of every American city. These department stores offered everything that you could want such as clothing, sporting goods, appliances, jewelry, restaurants, and some even had services such as post offices. Some of these department stores were very large such as the Marshall Field's flagship store (Figure 1) which covered an entire city block and included a 13-story skylit atrium and the Hudson's store in Detroit which had 25 floors of retail. However, with the dawn of the automobile age, retail began to rapidly transform.

In 1927 a developer named Jessie Clyde Nichols designed and built the Country Club Plaza which was a retail center designed to attract customers to it by car, the first of its kind (Hinshaw, 2012). However, unlike many of the malls that would follow the Country Club Plaza, it was designed into blocks about the same size as other blocks in the surrounding neighborhood and placed all of its parking in garages covered by first floor retail and were designed to fit with the surrounding architecture instead of one large building surrounded by a sea of asphalt. The Country Club Plaza includes wide sidewalks with large trees, elegant Deco architecture, fine restaurants, hotels, and high rise housing. However, the stock market crash in 1929, the Great Depression which followed, and World War II prevented this retail model from catching on across the United States. By the time the soldiers came back a new retail model was being hailed as the future of retail, designed to go hand-in-hand with the new suburbs which began sprawling across the country side and the cars everyone had parked in their driveways.

In the spring of 1952, Victor Gruen (who was a "b-list" architect at the time and refugee from Vienna during World War II) published a treatise in a magazine called *Progressive Architecture*. In this manifest he outlined a model which would dominate retail over the next forty years. "...Two or three department stores anchoring the ends of parallel rows of smaller stores that face towards an interior, covered passageway." His designs were meant to mimic the pedestrian districts of historic European city centers (Dunham-Jones and Williamson, 113). At the time the suburbs did not have true downtowns and Gruen sought to make where a place for people to congregate and socialize with one another. He envisioned not just retail but civic centers with services such as post offices, libraries, day cares, and community halls. Gruen's enclosed shopping centers were designed to exile cars which he believed were noisy and anti-

social. Developers and city officials were enthralled by this new design. In 1956, Gruen was commissioned to build the first mall, the Southdale Mall in Edina, Minnesota (Economist, 2007). Gruen believed his vision would revitalize cities and contain sprawl, however, his malls ended up accomplishing the opposite.

Over the next forty years an estimated 2,000 shopping malls would be built in the United States. Most downtowns lost all of their department stores and many smaller operations closed as well causing downtowns to fall into decline. Eventually, developers swapped out Gruen's community amenities for more profitable uses. Malls grew bigger and bigger as did their role in American culture. Access to malls was optimized for cars and developers were told that a minimum of three square feet per one square foot of space used for human activities was a must causing parking lots to sprawl around the malls effectively cutting off any pedestrian access. Malls became the centers of suburban culture through the 60s, 70s, and 80s. Malls across the United States were the sites of many first dates and even marriage proposals. Malls were popular destinations for teenagers as well as their parents during this period; however, those trends would not last.

By 1990 Walmart was ranked as the America's number one retailer and many other box stores began crowding in on the turf of shopping malls by offering everything you could want in one store with "everyday low prices" (walmart.com). Meanwhile, cities across America began to identify the need to revitalize downtowns which had become neglected and dangerous. Demographic changes began to affect the suburbs of the United States also. While their parents were attracted by great deals in convenient locations, many of the baby boomers' children had begun to leave home while younger generations began to wait to have children. Figure 2 shows a population pyramid of the United States in 1990. It's quite noticeable that in the 1990s the population was contracting with fewer teenagers than the generation before them. Homes without children began to increase even in the suburbs.

By 1998 shopping mall construction had halted entirely. Meanwhile, internet shopping began to emerge and many teenagers began to spend their time on the internet rather than going to the mall to hang out. In a February 2001 the Congress for New Urbanism commissioned a report which stated that 7% of America's regional malls were greyfields or effectively "dead" while another 12% would probably fail in the next five years. The study also found that smaller malls were more vulnerable than larger ones with the average greyfield mall containing 63 stores on 46 acres of land while "healthy" malls had 124 stores on 71 acres (the Columbia Mall contains 49 stores on 37.56 acres).

New Uses for a New Era

While shopping malls in America have become vacant many urban designers, developers, and architects have begun to identify them as prime locations for redevelopment. Most malls have several characteristics that make them desirable for redevelopment. They are typically easily accessible, already have utility connections, and they are on large flat parcels of land which are easier to build on. They also tend to be in centralized locations in their respective communities. While urban planners strive to increase urbanization to help combat suburban sprawl; which has caused environmental and social problems such as increased runoff caused by impervious surfaces, obesity caused by a dearth of pedestrian accessible public spaces, and air pollution and traffic congestion caused by reliance on cars; they have identified dead malls and other greyfields as important areas to urbanize because of their central locations and preexisting services. Developers have started constructing new "lifestyle centers" which incorporate a mix of commercial and residential land uses with two to three story buildings usually containing

retail or restaurants on the first floor with apartments, condos, lofts, or offices on the upper floors. Ironically, many of these new urban centers are closely mimicking the one suburban shopping center that got it right, the Country Club Plaza (which continues to thrive with every storefront filled with national chains as well as local stores). Probably one of the most notable examples of this is Belmar in Lakewood, Colorado.

Before Belmar existed the land it would one day come to locate contained a mall. This was no ordinary mall though. This was the Villa Italia, the largest mall west of the Mississippi and east of California. The Villa Italia was extremely popular with its surround residents who lacked a downtown, so much so that it even hosted several hundred proms and all day festivals. However, by the 90s the mall began to decline and by 2001 the anchor stores JC Penney and Montgomery Ward had packed their bags. In 2003 the mall was demolished to make way for Belmar. Belmar is a mixed use development designed to give Lakewood a real downtown center and features 1.2 million square feet of retail, 1,300 residential units, and office space. It also includes plenty of open space and an outdoor ice skating rink in the winter. It was designed to have a higher density than the typical suburban neighborhood and includes wide paths in order to facilitate pedestrianism. Unlike most traditional downtowns, Belmar has ample parking. Belmar has fared the recession quite well and 85% of their retail space has been leased while 94% of their rental units have been occupied. Additionally, property values in Belmar are the highest in Jefferson County. However, one of the most notable features of Belmar's redevelopment is its retail selection. Unlike what you would expect in most downtowns, Belmar features many chain stores you would expect to see in a mall such as Footlocker, GameStop, Victoria's Secret, Guess, Bath and Body Works, and many others in addition to other commercial services such as doctor's offices.

Another example of retrofitting a mall into a more urbanized mixed-use center is the Mashpee Commons in Mashpee, Massachusetts. This Cape Cod town currently has a population over 14,000 people and was once home to the Wampanoag Indians. In 1968 a strip shopping center was built at the intersection of two major local roads. However, by 1986, the shopping center already had a plan for retrofitting. The plan would include a grid of mixed use buildings, a public library, church, senior housing, and a medical office building. This retrofit also shares many similarities with Belmar and the Country Club Plaza such as ample parking, local and national chain stores facing towards the streets, residential units, and dining choices. Unlike Belmar, however, the Mashpee Commons opted for colonial architecture instead of a more modern look which makes it appear much like a typical Cape Cod town.

Not all retrofits need to demolish the existing structures and start all over from scratch. Many mall structures have been preserved and reused for mixed-use space, apartments, churches, medical clinics, schools, and government offices. In San Antonio, the owner of a local web hosting company called Rackspace decided to use an old mall as the headquarters of his business when his offices became too cramped (Murphy, 2012). The new offices were completely renovated and added a food court and even a slide to get there (Figure 3). While this was just a single use structure, it has impacted the community around it by increasing property values and attracting businesses to sell things to Rackspace employees.

Dead malls offer excellent opportunities to increase population density (which has benefits such as conserving space). Through redevelopment, they can be changed into communities where people can live, work, and interact with each other. They also provide economic benefits to localities and improve the tax base.

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D. Plan Consistency & Plan References

The 2006 Montoursville-Muncy Multi-municipal Comprehensive Plan describes the Relationship and Consistency with County Functional Plans and Consistency with Regional Planning in Chapters 7 and 8 respectively. These sections are still relevant today with the exception of the following updates:

Muncy Area Corridor Access Management Plan (2015)

The Muncy Area Corridor Access Management Plan (Muncy Area CAMP) was adopted December 17, 2015. The purpose of the plan was to evaluate transportation improvement needs in a study area consisting of Hughesville, Muncy Borough, Muncy Creek Township, Muncy Township, and Wolf Township. Existing land use was inventoried and mapped along with future land use and growth assumptions allowed under county and local land use ordinances. The study showed that, based on forecasted growth over 20 years, 20 study area intersections would be deficient in terms of level of service and would need upgrades to meet future traffic needs. These improvements are listed in the plan shown as Table 7 (pages 18-19). Access management recommendations were also provided to limit the number of driveways onto main roads to improve safety and traffic flows.

Lycoming County 2013-2033 Long Range Transportation Plan (2013)

The Lycoming County 2013-2033 Long Range Transportation Plan was adopted in 2013 and prepared by the Lycoming County Department of Planning and Community Development. The Transportation Plan was created to comply with state policies and federal regulations which state that air quality attainment areas, such as Lycoming County, must update their plans every five years. The Plan identifies transportation issues and needs by evaluation of physical condition and operational assets of all modes of transportation in Lycoming County. The WATS committee conducted public meetings, trend analysis, and inventory review. Recommendations include many bridge replacements and rehabs and road improvements such as resurfacing, reconstruction, and intersection improvement.

Lycoming County Hazard Mitigation Plan (2010 & 2015)

The Lycoming County Hazard Mitigation Plan was adopted in 2010 and a new plan was adopted in 2015. Both plans were prepared by Michael Baker, Jr., Inc. of Philadelphia. Due to suffering floods, winter storms, tornadoes, Lycoming County recognized the need for a long-term plan addressing such hazards. Public participation included written surveys, public meetings, and the opportunity to review and comment on the existing Plan. Recommendations include improvement of public awareness/ education programs, natural resource protection, and structural projects such as relocation or elevation of possible at-risk structures.

County Recreation, Parks, & Open Space/Greenway Plan (2006)

Adopted in 2006 and prepared by the Lycoming County Planning Commission, the Lycoming County Recreation, Parks, & Open Space/Greenway Plan is a continuation of the original 1974 County Recreation Plan which aimed to incorporate recreational values into everyday life with the mission of improving the quality of life through health, individual happiness, creativity and community vigor. The Planning Commission utilized both a county wide survey as well as public meetings to help determine the primary visions and goals of the public, as well as implementation strategies for the Comprehensive Plan. Resulting from the Recreational Survey, most participants felt that the County government should be more involved with local Municipalities in developing recreational services, and were mostly

interested in recreational trails, ice skating, environmental education that involves the preservation of nature, and youth-focused activities. The plan proposed the creation of the Lycoming County Recreation Council, the expansion of recreation programs throughout the municipalities, and selecting Greenway implementation projects like connecting the Susquehanna Trail and Greenway from Pine Creek to Union County and expanding the Lycoming Creek Bikeway past Trout Run.

5-County Solid Waste Plan (2013)

The County Commissioners of the Five-County Region encompassing Columbia, Montour, Lycoming, Union and Snyder Counties underwent a comprehensive, multi-year effort to create a Regional Solid Waste Plan. Lycoming County acted as the lead agency for much of the development of the Plan. The process involved extensive stakeholder and public involvement. The Plan was to meet the collective waste capacity needs of the region for a ten year period, as required by Pennsylvania law. It achieved this objective through a “modified flow control” approach that allows waste haulers to transport to any landfill or transfer station facility that responded to a Solicitation of Interest, met the requirements of the plan, and entered into a waste capacity disposal agreement with the Region. The Regional Plan, accepted by DEP on February 26, 2013, complies with the requirements of Act 101 (the Pennsylvania Municipal Waste Planning, Recycling and Waste Reduction Act of 1988), and appropriate amendments to that Act. A one-year implementation period followed the official DEP acceptance of the plan, which occurred on February 26, 2013. The five counties formed a Regional Steering Committee to carry out implementation of the plan.

Please visit www.lyco.org to view the full versions of these plans.