



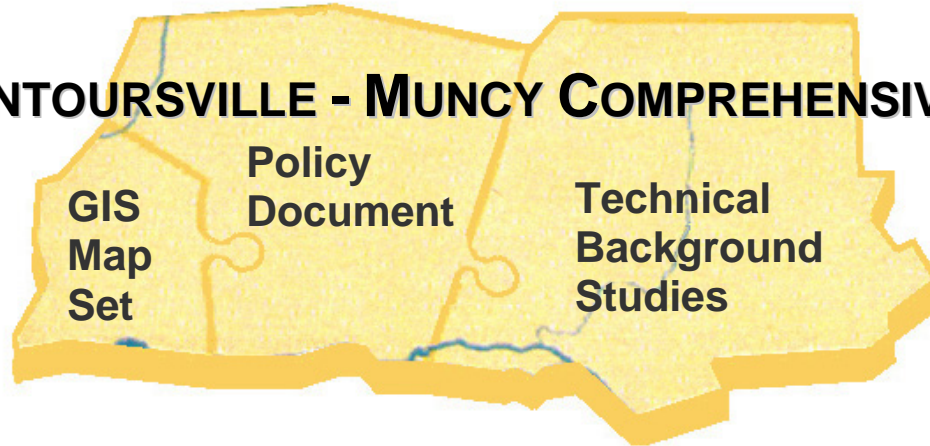
The Comprehensive Plan for the Montoursville–Muncy Planning Area

Fairfield Township, Montoursville Borough,
Muncy Township

Lycoming County, PA

Adopted January 17, 2005

MONTOURSVILLE - MUNCY COMPREHENSIVE PLAN



The Montoursville - Muncy Comprehensive Plan is comprised of three documents:

Policy Document

Plan of Regional Cooperation and Partnership
Relationship to Adjacent and Regional Municipalities
Plan Review, Maintenance and Approval

Technical Background Studies

Community Development Profile
Natural and Cultural Resources Profile
Land Use Profile
Transportation Profile
Community Facilities Profile
Utilities Profile

GIS Map Set

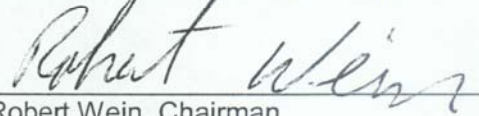
Resource Inventory Maps
Future Land Use Map
Future Transportation Map

FAIRFIELD TOWNSHIP, LYCOMING COUNTY

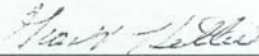
RESOLUTION 123004 – LYCOMING COUNTY COMPREHENSIVE PLAN FOR THE
MONTOURSVILLE-MUNCY PLANNING AREA

BE IT RESOLVED that, on this 30th day of December, 2004, the Supervisors of Fairfield Township, Lycoming County, after review of the plan, notice of a public hearing, and the holding of a public hearing to accept public comment, do hereby adopt the Lycoming County Comprehensive Plan for the Montoursville-Muncy Planning Area.

FAIRFIELD TOWNSHIP, LYCOMING COUNTY



Robert Wein, Chairman



Grant Hetler, Vice-Chairman


Ronald Springman, Secretary



Scott Slocum, Supervisor

RECEIVED

JAN 24 2005

Lycoming County
Economic Development &
Planning Services

RESOLUTION NO. 2005-03

**A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF
MONTOURSVILLE IN THE COMMONWEALTH OF PENNSYLVANIA
ADOPTING FOR THE MONTOURSVILLE / MUNCY MULTI-MUNICIPAL
COMPREHENSIVE PLAN**

WHEREAS, The Montoursville Borough Planning Commission serves as the official planning agency for the Borough of Montoursville; and

WHEREAS, The Lycoming County Planning Commission serves as the official planning agency for Lycoming County; and

WHEREAS, Pennsylvania Municipalities Planning Code (Act of 1968, P.L 805, No. 247, as reenacted and amended) empowers boroughs and townships of the first and second class, individually or jointly, to plan for their development and govern the same by zoning, subdivision and land development ordinances, and

WHEREAS, the Lycoming County Planning Commission, the Borough Council and the Planning Commission wanted to encourage maximum community input and thereby appointed the Montoursville / Muncy Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests, and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the Montoursville / Muncy Multi-municipal Comprehensive Plan consisting of Fairfield Township, Muncy Township, and Montoursville; and

WHEREAS, the Lycoming County Planning Commission has vigorously embraced the concept of multi-municipal comprehensive planning and has taken the lead in coordinating the preparation of the Multi-municipal Comprehensive Plan and has ensured that general consistency was achieved between the Multi-municipal Comprehensive Plan and Lycoming County Comprehensive Plan, as required by the MPC; and

WHEREAS, the Lycoming County Planning Commission was the administering agency of a Land Use Planning and Technical Assistance (LUPTAP) grant used to support the development of the Multi-municipal Comprehensive Plan; and

WHEREAS, the Lycoming County Board of Commissioners is providing Community Development Block Grant (CDBG) funds and staff support to the Multi-municipal Comprehensive Planning effort; and

WHEREAS, the Planning Advisory Team has conducted bi-monthly meetings to develop the Multi-Municipal Comprehensive Plan; and

WHEREAS, the Lycoming County Planning Commission and the Planning Advisory Team undertook a public involvement process by conducting a Key Person Focus Group Workshop to gain insights on existing conditions and issues concerning the functional planning areas of Community Development, Community Infrastructure, Transportation Infrastructure, Economic Development, Education, Natural/Cultural Resource Protection & Management, and Local Government; and

WHEREAS, the Multi-municipal Plan addresses many critical issues facing the Multi-municipal Comprehensive Planning Area, including land use, population, housing, economic development, transportation, community facilities and services, public utilities, and natural and cultural resources; and

NOW, THEREFORE, BE IT RESOLVED by the Montoursville Borough Council of the Borough of Montoursville, under the laws of the Commonwealth of Pennsylvania,

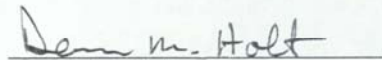
AND IT IS HEREBY RESOLVED:

1. That the Montoursville Borough Council recognize the Planning Commission of Montoursville as the official planning commission for the Borough of Montoursville and that such agency promote public interest in, and understanding of, the Multi-municipal Comprehensive Plan; and
2. That the Multi-municipal Plan submitted by the Planning Commission is hereby adopted by the Montoursville Borough Council.

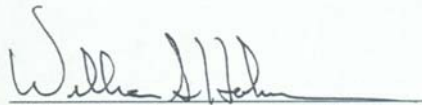
ADOPTED THIS 17th DAY OF JANUARY, 2005, by the Council of Montoursville Borough, Lycoming County, Pennsylvania.

ATTEST:

BOROUGH OF MONTOURSVILLE

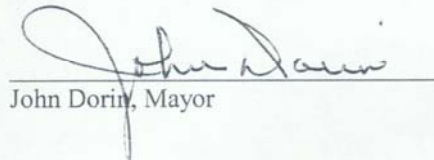


Dennis M. Holt,
Borough Secretary/Treasurer



William S. Holmes, Council President

BY:



John Dorin, Mayor

RESOLUTION NO. 120804B**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF MUNCY THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE MONTOURSVILLE / MUNCY MULTI-MUNICIPAL COMPREHENSIVE PLAN**

WHEREAS, The Muncy Township Planning Commission serves as the official planning agency for Muncy Township; and

WHEREAS, The Lycoming County Planning Commission serves as the official planning agency for Lycoming County; and

WHEREAS, Pennsylvania Municipalities Planning Code (Act of 1968, P.L. 805, No. 247, as reenacted and amended) empowers boroughs and townships of the first and second class, individually or jointly, to plan for their development and govern the same by zoning, subdivision and land development ordinances, and

WHEREAS, the Lycoming County Planning Commission, the Board of Supervisors and the Planning Commission wanted to encourage maximum community input and thereby appointed the Montoursville / Muncy Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests, and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the Montoursville / Muncy Multi-municipal Comprehensive Plan consisting of Fairfield Township, Muncy Township, and Montoursville Borough; and

WHEREAS, the Lycoming County Planning Commission has vigorously embraced the concept of multi-municipal comprehensive planning and has taken the lead in coordinating the preparation of the Multi-municipal Comprehensive Plan and has ensured that general consistency was achieved between the Multi-municipal Comprehensive Plan and Lycoming County Comprehensive Plan, as required by the MPC; and

WHEREAS, the Lycoming County Planning Commission was the administering agency of a Land Use Planning and Technical Assistance (LUPTAP) grant used to support the development of the Multi-municipal Comprehensive Plan; and

WHEREAS, the Lycoming County Board of Commissioners is providing Community Development Block Grant (CDBG) funds and staff support to the Multi-municipal Comprehensive Planning effort; and

WHEREAS, the Planning Advisory Team has conducted bi-monthly meetings to develop the Multi-Municipal Comprehensive Plan; and

WHEREAS, the Lycoming County Planning Commission and the Planning Advisory Team undertook a public involvement process by conducting a Key Person Focus Group Workshop to gain insights on existing conditions and issues concerning the functional planning areas of Community Development, Community Infrastructure, Transportation Infrastructure, Economic Development, Education, Natural/Cultural Resource Protection & Management, and Local Government; and

WHEREAS, the Multi-municipal Plan addresses many critical issues facing the Multi-municipal Comprehensive Planning Area, including land use, population, housing, economic development, transportation, community facilities and services, public utilities, and natural and cultural resources; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the Township of Muncy, under the laws of the Commonwealth of Pennsylvania, AND IT IS HEREBY RESOLVED:

1. That the Muncy Township Board of Supervisors recognize the Planning Commission of Muncy Township as the official planning commission for Muncy Township and that such agency promote public interest in, and understanding of, the Multi-municipal Comprehensive Plan; and
2. That the Multi-municipal Plan submitted by the Planning Commission is hereby adopted by the Muncy Township Board of Supervisors.

ADOPTED THIS 8 TH DAY OF December 2004.

BOARD OF SUPERVISORS OF MUNCY TOWNSHIP

Paul O. Wentzler (chairman)
Name, Title

(SEAL)

Jack S. McElroy Sec. Chairman
Name, Title

ATTEST:

Wendy J. Baxter
Name, Secretary

Kenneth W. Ampler
Name, Title

Garth D. Everett
Name, Solicitor **GARTH D. EVERETT**

The Comprehensive Plan for the Montoursville – Muncy Planning Area Lycoming County, PA

Adopted by the

**Fairfield Township Board of Supervisors
(December 30, 2004)**

**Montoursville Borough Council
(January 17, 2005)**

**Muncy Township Board of Supervisors
(December 8, 2004)**

This Comprehensive Plan was funded by the Pennsylvania Department of Community and Economic Development through the Land Use Planning and Technical Assistance Program, Lycoming County and the participating municipalities.

Prepared by

Montoursville-Muncy Planning Advisory Team

Kathie Hunter, Montoursville Borough Council
Chris King, Montoursville Borough Planning Commission
Donald Hill, Fairfield Township Planning Commission
Robert Wein, Fairfield Township Supervisor
Rodger Swartz, Muncy Township Planning Commission
Paul Wentzler, Muncy Township Supervisor
Chip Amer, Lycoming County Water and Sewer Authority

**Lycoming County Department of
Economic Development and Planning Services**

Jerry Walls, AICP, Executive Director
Kurt Hausammann, Jr., AICP, Deputy Director
Cliff Kanz, AICP
Allen Kaplan, P.G.
William Kelly
Kevin McJunkin, AICP
Mark Murawski
Mary Ellen Rodgers

Consultants

Gannett Fleming, Inc.
Delta Development Group
Larson Design Group



Comprehensive Plan

Preamble		P-1
Chapter 1	Introduction	1-1
	<i>Role and Purpose of the Comprehensive Plan</i>	
	<i>Relationship of the Comprehensive Plan to Other Policy and Action Plans</i>	
	<i>Definition and Overview of the Montoursville-Muncy Planning Area</i>	
	<i>The Planning Process</i>	
Chapter 2	Community and Economic Development Plan	2-1
	- <i>Includes community goals and objectives related to demographic, housing, and economic trends</i>	
	- <i>Outlines a strategic plan for a more balanced population by age, more diversified housing options, and a stronger, more diverse economy</i>	
Chapter 3	Land Use and Resource Management Plan	3-1
	- <i>Includes community goals and objectives related to land use and natural and cultural resources, including sensitive features, such as steep slopes and floodplains</i>	

	<ul style="list-style-type: none"> - <i>Outlines a strategic plan for land and resource stewardship, coordinated with infrastructure planning and development</i> 	
Chapter 4	Transportation Plan	4-1
	<ul style="list-style-type: none"> - <i>Includes community goals and objectives related to the movement of people and goods</i> - <i>Outlines a strategic plan for a multi-modal transportation network that improves mobility for people and the economy</i> 	
Chapter 5	Community Infrastructure Plan	5-1
	<ul style="list-style-type: none"> - <i>Includes community goals and objectives related to community facilities and services, and public utilities</i> - <i>Outlines a strategic plan for the effective delivery of services to Montoursville-Muncy Planning Area residents and businesses</i> 	
Chapter 6	Interrelationship of the Four Planning Elements	6-1
Chapter 7	Relationship and Consistency with County Plans	7-1
Chapter 8	Consistency with Local and Regional Planning	8-1
	<i>Relationship to Adjacent Municipalities and the Region</i>	
Chapter 9	Implementation	9-1
	<i>Plan of Regional Cooperation and Partnership: Responsibilities to the Planning Partnership</i>	
	<i>Plan Review and Maintenance</i>	
Appendix	Glossary, References, and Funding Programs	a-1
	Technical and Financial Resources for Implementation	a-11

List of Figures

Figure 1 Planning Areas of Lycoming County, PA.....1-3
 Figure 2 The Planning Process.....1-8
 Figure 3 Percent of Individuals Below the Poverty Level, Montoursville-Muncy Planning Area, 2000.....2-5
 Figure 4 Trends in Population, 1980-2000.....2-7
 Figure 5 Annual Median Income Trends, 1979-20062-7
 Figure 6 Lycoming County Wages vs. State Median by Industry, 20002-8
 Figure 7 Housing Diversity by Units in Structure, 20002-10
 Figure 8 Housing Diversity by Units in Structure, Montoursville-Muncy Planning Area, 20002-10
 Figure 9 Household Types, 1990.....2-11
 Figure 10 Household Types, 2000.....2-12
 Figure 11 Age of Housing Stock, 20002-13
 Figure 12 Age of Housing Stock, Montoursville-Muncy Planning Area, 20002-13
 Figure 13 Employment Change by Industry Sector, Lycoming County, 2000.....2-14
 Figure 14 Employment Change by Industry Sector, Pennsylvania, 20002-14
 Figure 15 Ridgetop Illustration from the Lycoming County Zoning Ordinance.....3-8

List of Matrices

Matrix 1 Potential Breadth of Impact of Community and Economic Development Strategies.....2-21
 Matrix 2 Potential Breadth of Impact of Land Use and Resource Management Strategies3-14
 Matrix 3 Potential Breadth of Impact of Transportation Strategies4-7
 Matrix 4 Potential Breadth of Impact of Community Facilities, Services and Infrastructure Strategies.....5-9
 Matrix 5 Key Issues Expressed by Planning Area Partnerships and Lycoming County.....8-2

List of Tables

Table 1 Population Change, 1970-20002-3
 Table 2 Resident Mobility, 1995-20002-3
 Table 3 Housing Affordability, 20002-4
 Table 4 Demographic Trends for the City of Williamsport and Surroundings.....2-18
 Table 5 Population Projections, 2010-20202-19
 Table 6 Population Forecasts, 2010-20202-20
 Table 7 Population Targets, 2010-2020.....2-20
 Table 8 Selected Land Use Regulation Inventory3-7
 Table 9 Recommended Uses and Development Guidance for Growth and Future Growth Areas3-32
 Table 10 Recommended Uses and Development Guidance for Rural Resource Areas.....3-33
 Table 11 Recommended Uses and Development Guidance for Special Resource Areas3-34
 Table 12 Acres of Developable Land within the Designated and Future Growth Areas of the Montoursville - Muncy Planning Area3-36
 Table 13 Acres of Developable Land outside the Designated and Future Growth Areas of the Montoursville - Muncy Planning Area3-37
 Table 14 Growth Scenario* Based on Population Projections versus Sewer Capacity in the Montoursville - Muncy Planning Area – Part 1.....5-7
 Table 15 Growth Scenario* Based on Population Projections versus Sewer Capacity in the Montoursville - Muncy Planning Area – Part 2.....5-7
 Table 16 Growth Scenario* Based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the Montoursville - Muncy Planning Area – Part 15-8
 Table 17 Growth Scenario* Based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the Montoursville - Muncy Planning Area – Part 25-8
 Table 18 Available Treatment Capacity at Local Sewer Treatment Plants5-8

INTENTIONALLY BLANK



The quality of life in north central Pennsylvania is like no other in Pennsylvania. The people, the economy, and the resources here are intimately entwined to provide safe environments for raising a family, invigorating settings for education, stimulating opportunities for business and industry, and scenic landscapes for recreation.

The Montoursville-Muncy Planning Area provides all of these settings in a town-and-country atmosphere. From Borough neighborhoods to rural subdivisions and homesteads, residents of the 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 Williamsport's City Bus for local transit. Residents also find excellent recreational opportunities, such as the bicycle-pedestrian trail at Indian Park and access to the Susquehanna River. In addition to these modern conveniences, the 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 the southeastern Pennsylvania.

These features contribute to the quality of life in the Montoursville-Muncy Planning Area today. Stakeholders have expressed that the quality of life is first and foremost their

reason for choosing to live here, and an asset to be preserved for future generations. As residents, businesses, community leaders, landowners, policy makers and policy enforcers continue to make daily decisions, we must remember that each decision is a choice that affects the quality of life and the future of the Planning Area.



Comprehensive Plan

Role and Purpose of the Comprehensive Plan

Relationship between the Comprehensive Plan and Other Plans

Overview of the Planning Process

Relevance of Statewide Planning Recommendations

Role and Purpose of the Comprehensive Plan

The Comprehensive Plan is a general policy guide for the physical development of the Montoursville-Muncy Growth Corridor. The Pennsylvania Municipalities Code (MPC), Act 247 of 1968, as reenacted and amended, requires the Comprehensive Plan to consider many factors that influence a community such as location, character and timing of future development.

The Comprehensive Plan evaluates existing land use, transportation systems, housing, community facilities and services, and natural and cultural resources of the Montoursville-Muncy Growth Corridor; within its boundaries as well as in the context of Lycoming County. The Plan projects future growth trends based on these analyses and proposes the best possible policies and implementation tools to accommodate expected growth while protecting the Planning Area's vast and precious resources.

What the Comprehensive Plan does

- Focuses on current trends and issues in Lycoming County and addresses these with innovative solutions.
- Provides the best possible projection on future conditions based on current patterns and strategies to create a more desirable and sustainable future.

The Pennsylvania Municipalities Planning Code, Act of 1968, P.L. 805, No. 247, as reenacted and amended empowers local municipalities, including County governments...

...to plan for their physical development,

...to develop a “blueprint” for housing, transportation, community facilities and utilities, and for land use.

...to establish community development goals and objectives that guide future growth and development.

- Directs future change through a vision of community potential.
- Establishes the framework for consistency between future land use policies and land use regulatory measures (i.e. zoning).
- Assists Federal, State, County, and Township officials in their decision making processes.

What the Comprehensive Plan does not do:

- Does not affect regulations of individual properties.
- Does not determine land development, neither public nor private.
- Does not preclude future analysis or decision making.

Relationship of the Comprehensive Plan to Other Policy and Plans

Local Policy and County Functional Plans

The Montoursville-Muncy Comprehensive Plan gives policy guidance and direction to local regulations and codes. The Plan makes policy recommendations for future updates to the following local ordinances and County functional plans and regulations in order to provide consistent planning among the various decision makers of the Montoursville-Muncy Growth Corridor:

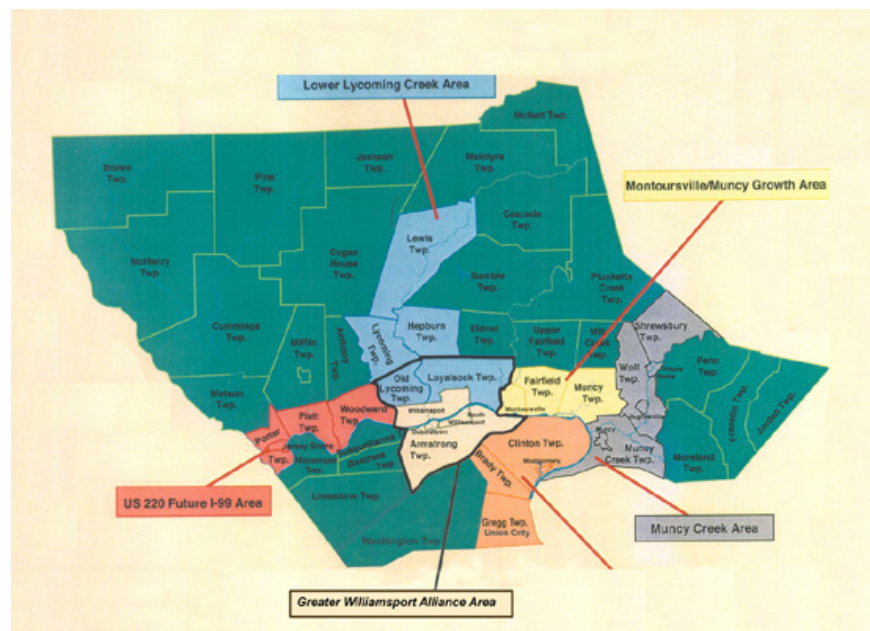
- Fairfield Township Zoning Ordinance
- Fairfield Township Subdivision and Land Development Ordinance
- Montoursville Borough Zoning Ordinance
- Montoursville Borough Subdivision and Land Development Ordinance
- Montoursville Wellhead Protection Plan
- Lycoming County Subdivision and Land Development Ordinance
- Act 537 Sewage Facilities Plans (systems-based)
- Act 167 Stormwater Management Plans (watershed-based)
- Lycoming County Water Supply Plan
- Hazard Reduction/Mitigation Plans

- Susquehanna River Greenway Plan
- Lycoming County Parks, Recreation, and Open Space Plan

Local Municipal and Multi-Municipal Comprehensive Plans

The Montoursville-Muncy Comprehensive Plan aims to achieve its established goals and objectives in a manner that is consistent with that of local municipal comprehensive plans, as required by the Pennsylvania MPC. The Plan has, in fact, been prepared concurrently with the preparation of the Lycoming County Comprehensive Plan Update and five other multi-municipal plans across Lycoming County and Union County. The Plan acknowledges and is consistent with the goals of the County Plan, while making specific recommendations for the Montoursville-Muncy Growth Corridor. Furthermore, the plan is consistent with the comprehensive plans of the adjacent multi-municipal Planning Areas, namely Lower Lycoming Creek, Muncy Creek, Greater Williamsport Alliance, and US 15 South, that have adopted their own comprehensive plans.

Figure 1 Planning Areas of Lycoming County, PA



Regional Plans

The Montoursville-Muncy Comprehensive Plan is not required by the MPC to be consistent with regional planning policy. It is in the best interest of the Planning Area to be aware of regional planning efforts and to be consistent, wherever possible. To this extent, representatives of regional planning efforts were

informed of and invited to participate in development of this Montoursville-Muncy Comprehensive Plan. Recommendations from the following plan(s) have been considered during the planning process:

- Lycoming County Hazard Mitigation Plan
- Lycoming County Water Supply Plan
- State Forest Management Plans
- Lycoming County Open Space, Recreation, and Greenways Plan
- Williamsport Area Transportation Study (WATS) Long Range Transportation Plan
- Lower West Branch Susquehanna River Conservation Plan

FAQ - Frequently Asked Questions

Is this the first Comprehensive Plan to be prepared for the Montoursville-Muncy Growth Corridor?

Yes. Though the individual municipalities have had previous comprehensive plans, this is the first multi-municipal plan for these communities.

Will the Montoursville-Muncy Comprehensive Plan be updated in the future?

The Municipalities Planning Code recommends that all comprehensive plans be reviewed and updated every ten years, or when significant change is anticipated or has occurred. The MPC enables municipal and multi-municipal planning efforts to amend a comprehensive plan to reflect minor changes in community planning policy.

How will the Plan be used?

The Plan will be used by local officials, citizen volunteers, land owners, and developers to compare proposed community changes to the Plan's vision and goals. The Plan will also be referenced by local and County officials and staff, and state agencies in making project and funding decisions.

Who is in charge of making this Plan work?

While planning commission members, municipal officials and municipal staff will implement this Plan, public support for the vision and recommendations will be important. This public includes residents, business owners, and organizations that have a direct interest in the future of the Montoursville-Muncy

Growth Corridor. With support from the public, these officials and community leaders can implement and uphold the recommended changes to public policy and program physical community improvements to benefit Planning Area residents.

Does this plan protect the Planning Area's natural areas and open space?

Declining open space and the need for coordinated management of natural resources were identified early as priority issues for the Montoursville-Muncy Growth Corridor. Through a variety of recommended strategic actions, this Plan proposes conservation of these areas. Lycoming County's Open Space, Recreation and Greenways Plan addresses this topic more specifically.

Definition and Overview of the Planning Area

The Montoursville-Muncy Planning Area consists of the Borough of Montoursville, and Muncy and Fairfield Townships. These three municipalities comprise the growth corridor extending eastward from Williamsport and share common interest in transportation and land use development of the I-180 corridor, in maintenance and future expansion of water

and sewer systems, and the commercial service centers of downtown Montoursville and the Lycoming Mall.

Muncy and Fairfield Townships are rural in character, with active farms, countryside living and various rural-based businesses. Several of the farms in the Planning Area date to the 1700s, when wealthy Philadelphia residents established summer homes and farms in the fertile river valleys where the Loyalsock and Muncy Creeks meet the Susquehanna River. These historic farms averaged 400 to 500 acres in size. The Muncy Farms located

Facts about the Montoursville-Muncy Planning Area

Location: Lycoming County,
Northcentral Pennsylvania, USA

Size: 32.41 square miles or 20,742 acres

Population (2000): 8,495 persons; 1.2% decrease since 1990

Community / Economic Profile:

Median Age: 41.1 years

1999 Median Household Income: \$ 39,011

Major Employers:

Wal-mart Associates, Inc.

Montoursville Area School District

School District: Montoursville Area, Muncy Area

Major Transportation Routes: I-180, US 220, PA 87, PA 864

Natural Setting:

Major watersheds:

Susquehanna River Basin

Loyalsock Creek

Muncy Creek

Woodlands: 35 % of total Planning Area

Agricultural: 37% of total Planning Area

across from the Lycoming Mall once stretched from its current location into the present City of Williamsport.

While regional population declined in from 1990 to 2000, this area has experienced significant growth in commercial development with the expansion of the Lycoming Mall in Muncy Township and regional service scale retail developments adjacent to Interstate 180. The region has significant cultural and environmental features—including one of the longest undeveloped stretches of the Susquehanna River. The municipalities of this region are interested in retaining their high quality of life while accommodating orderly growth and development.

Overview of the Planning Process

While Article III of the Pennsylvania Municipalities Planning Code (MPC)¹ establishes parameters for comprehensive planning, no particular method or process is specified. A logical four-phase process was used to prepare the Montoursville-Muncy Comprehensive Plan. This process enabled Planning Area representatives to answer four key questions that define this comprehensive plan:

- Where are we now?
- Where are we going?
- Where do we want to be?
- How do we get there?

These four questions were integral to this multi-phased planning process (see diagram on next page). Phase I (i.e., Technical Background Studies) provided the information necessary to understand the Planning Area's past and present (its trends) and determine the issues anticipated to impact its future. A series of future-thinking phases followed. During Phase II, a preferred vision statement for each key issue was defined—one that either accepted a trend or stated a preferred trend or condition. Phase III defined the goals, the specific desired outcomes (objectives), the physical and policy changes that would have the significant and measurable impact needed to fulfill the vision. Phase IV developed strategies and strategic tasks that would catalyze desired changes and outcomes. Finally, in Phase V, implementation tools (i.e. partners and funding source) were identified to assist the local municipalities in programming the necessary tasks and coordinating resources.

¹ Act of 1968, P.L. 805, No. 247, as reenacted and amended.

This strategic planning process is based on collective problem identification and consensus building for decisions regarding the Planning Area's future. Municipal and County staff and stakeholders were involved throughout the process to yield the following key outcomes:

- Clarifies and focuses on the key issues affecting Montoursville-Muncy Planning Area,
- Enables community leaders to see problem solving and outcomes as synergistic and achievable,
- Engages the community to realize the issues and strengths of their community,
- Provides a basis for action, and
- Creates multi-municipal ownership of the vision.

This same process was also used to prepare the Lycoming County Comprehensive Plan update and the five other multi-municipal plans. Therefore, it ensured a high level of consistency throughout the planning process and in the final comprehensive plan policies and documents. Figure 2 summarizes the planning process.

The four plans that follow are the result of extensive discussion and strategy development with the Montoursville-Muncy Planning Advisory Team (PAT), County-wide stakeholders, County Economic Development and Planning Services staff, and the public. Relationships among the topics were quickly recognized as these participants identified and discussed the issues the Montoursville-Muncy Planning Area faces. These relationships continued to be important as both outcomes and strategies were developed.

1. The Community and Economic Development Plan addresses issues relating to demographic, housing, and economic trends. (Chapter 2)
2. The Land Use and Resource Management Plan addresses issues relating to the designation and limitation of land uses, and to the preservation, conservation and on-going management of natural and cultural resources. (Chapter 3)
3. The Transportation Plan describes the preferred future for transportation systems as a multi-modal network, serving residents, business and industry, and even leisure and recreational travel. (Chapter 4)
4. The Community Infrastructure Plan addresses community services, as well as public utilities and privately developed

infrastructure, which facilitate growth and development. (Chapter 5)

Chapter 6 discusses the interrelationship of these four plans in protecting the Planning Area's quality of life. Chapter 7 characterizes the relationship between the Montoursville-Muncy Comprehensive Plan and Lycoming County's various functional plans. Chapter 8 describes the need and opportunities for consistency between this plan and adjacent multi-municipal, and county comprehensive plans. Finally, Chapter 9 discusses effective implementation and maintenance of this planning document.

Figure 2 The Planning Process

The Planning Process: Building Consensus and Cooperation One Step at a Time

Phase V – How do we get started?

Identifying Implementation Opportunities

Coordinating private and public, local and state resources to program strategic actions

Phase IV – How do we get there?

Discerning the Strategic Actions

Developing the steps of action needed to catalyze desired change

Setting the Objectives

Identifying physical and policy changes that will have significant, measurable impact

Establishing the Goals

Determining the desired outcomes for areas of planning emphasis

Phase III – Where do we want to be?

Creating the Vision

Characterizing a more desirable Lycoming County community

Phase II – Where are we going?

Validating Issues and Identifying Trends

Researching issues to determine whether they were perceptual or substantial, and identifying related trends

Phase I – Where are we now?

Defining the Issues

Listing issues of local concern and defining their relationships to quality of life

Relevance of Statewide Planning Recommendations

During the development of this comprehensive plan, the Brookings Institution's Center on Urban and Metropolitan Policy published a report, *Back to Prosperity: A Competitive Agenda for Renewing Pennsylvania*. The report states that Pennsylvania's future hangs in the balance; that policy decisions at state, county and local levels need to curtail sprawl and focus investment in communities that possess strong assets for the future.

The report identifies demographic and economic trends that have collectively affected Pennsylvania's ability to sustain livable communities and prosperous economies, including:

- **Cities, towns, and older suburbs are losing population.** The state ranks among the top five in the loss of young workers and out-migration.
- **While population is nearly stagnant (only 2.5 percent growth from 1982-1997), land consumption for urbanized uses is up 47 percent.** Pennsylvania ranked 6th in the acres of land urbanized between 1982 and 1997.
- **The economy is unfocused in its response to industrial change.** The state ranked among the lowest for percentage income growth (1990-2000), new business starts and growth (2001), and percentage employment growth (1992-2002).

The report concludes that Pennsylvania can once again be competitive “if it focuses its efforts; leverages the assets of cities, towns, and older townships; and overhauls its most outdated and counter-productive policies and practices.” This includes “get[ting] serious about planning and coordination,” by prioritizing investment in infrastructure, education, and select industries, redeveloping unproductive lands, and promoting cooperation.

Post-report commentary by the authors further states that the report is not a wake up call for urban communities alone—in fact, they state that older doesn't necessarily mean urban. Many rural areas have experienced the same trends, simply at smaller scales.

This report is relevant to Lycoming County, for the County parallels the state in many of these key trends. Like Pennsylvania, the County's older communities have struggled

with population declines. Residents have been moving from Williamsport, South Williamsport, Duboistown, Jersey Shore, Muncy and Montgomery to develop new neighborhoods in adjacent or nearby townships. Able to afford more property at lower tax rates, residents are developing larger properties than those they owned in the city, boroughs and older suburbs. The County has been moving in a positive direction by not focusing exclusively on large manufacturing employers but rather giving attention to a more diverse industry mix. By nurturing partnerships with Lycoming College and Penn College of Technology, new innovative business development opportunities should unfold.

Many of the strategies contained in this comprehensive plan update are similar to the ideas and recommendations outlined in the Brookings Report. Both documents recommend that communities, either at the state, county, or local level:

Plan for a more competitive, high-quality future...

...by requiring consistency between infrastructure and land use planning. Through the designation of growth boundaries and the prioritization of infrastructure improvements within these boundaries, this comprehensive plan implements this concept, and

...by promoting quality in multi-municipal planning processes. This comprehensive planning process accomplishes such quality through the extensive involvement of municipal officials, school district officials, and other stakeholders in addressing regional issues with consistent policy suitable for the multi-municipal region as a whole—not simply lumping disparate visions and solutions under one cover.

Invest in a High Road Economy...

...by investing in education and workforce training. This plan recognizes the opportunities that public school districts, private facilities, and institutions of higher learning play in developing a capable workforce, and

...by reforming the workforce training system. Industrial restructuring has left many skilled workers competing for the remaining jobs. Workforce training, as outlined in this plan, focuses on retraining for the jobs that are becoming available.

Promote Large-Scale Reinvestment in Older Communities...

...by identifying new brownfield uses for old financing tools. The state has restructured some old financing programs and introduced new ones to encourage redevelopment under Governor Rendell's Stimulus Package. Communities, such as Lycoming County and its municipalities, should consider

innovative applications to these programs. Framing improbable project candidates as a creative fit to the program may mean the difference between a successful loan or grant application and an unchanged community eyesore,

...by applying more tax incentives to attract brownfield projects,

...by encouraging the rehabilitation of older buildings, specifically including home improvements, and

...by making Main Street and small town revitalization central to economic development initiatives. Downtowns represent not only business services and retail shops, but also the social center and cultural identity for many communities. These social and cultural elements can be important factors to companies looking for quality communities for their workforce.

Prepare the Ground for Reform...

...by promoting and creating incentives for regional collaboration. The six multi-municipal plans underway in Lycoming County are a demonstration of the County's commitment to promoting regional collaboration. The recommendations for continued use of councils of government to provide efficiency for services and supplies are further evidence of the acceptance of collaboration throughout the County.

In conclusion, Lycoming County is well on its way to implementing its County and multi-municipal comprehensive plans as well as many of the recommendations presented in the Brookings Report. By continuing to employ the policies within the comprehensive plans, the County and its municipalities will be able to advance their visions for diverse, prosperous, and livable communities.

INTENTIONALLY BLANK



Comprehensive Plan

Defining the Issues,
Validating Issues, and
Identifying Trends

Creating the Vision,
Establishing the Goals, and
Setting the Objectives

Discerning the Strategic
Actions

The Community and Economic Development Plan draws upon issues related to the demographic composition, housing availability, and economic conditions in the Montoursville-Muncy Planning Area to outline a strategic plan for a more balanced population by age, more diversified housing options, and a stronger, more diverse economy.

Defining the Issues, Validating Issues, and Identifying Trends

Many important issues that could potentially impact the community in terms of social and economic conditions were identified in relation to the Planning Area or to the broader region. The following issues were noted by the Planning Advisory Team and the Lycoming County Planning Commission, as being of particular importance within the Montoursville-Muncy Growth Corridor:

- 1. Exodus of Younger Generation with Increasing Elderly Population** - This is a concern because as an area ages the social fabric of the community becomes less stable. Fewer younger workers, who generate a greater proportion of the tax base required to support necessary community services required by older individuals, can create the potential for budget

deficits and adversely impact the provision of community services to all individuals.

2. **Low Wages and Income** - can adversely impact on the stability of the working population and generation of tax revenues to support community service needs.
3. **Lack of Employment Opportunities and Lower Paying Jobs** - This is a concern because employment is generally the key factor that dictates where younger workers will make their home.
4. **Loss of Farms** - is a concern not only due to the contribution farming makes to the economy but also the impact on the character of the community.
5. **Housing Stock and Diversity** - This is a concern due to the increasing elderly population needing affordable choices to go with a changing lifestyle. It is also important to younger families with limited budgets.
6. **High Air Transit Costs** - is a concern for both business development and for a quality of life that attracts and keeps people in the area.
7. **High Utility Costs** - is a concern for business development.
8. **Tax Rates** - were noted as being affordable and this is a positive aspect for a stable community.
9. **Increasing Crime and Drug Use** - were noted as social service concerns as well as a community image concern for business development.

These conditions and trends are analyzed in detail in the Technical Background Studies Document, Community Development Profile. The following tables have been excerpted from the profile to highlight a few statistical indicators of community composition. These tables demonstrate:

- From 1970 to 2000, population in the Planning Area grew from 8,285 to 8,495. During this period, Montoursville Borough's population decreased by 582 persons, or by -9.7 percent, while Fairfield and Muncy Townships' populations increased by 61.3 percent (871 persons) and 19.4 percent (171 persons), respectively. These trends are in response to the closure of Sylvania.

- Most recently, population in the Planning Area declined from 8,599 to 8,495. Montoursville Borough’s population decreased by 1,208, or by -20.2 percent, while Fairfield and Muncy Townships’ populations increased by 87.3 percent (1,239 persons) and 20.3 percent (179 persons), respectively.

Table 1 Population Change, 1970-2000

Population Change 1970-2000								
Municipality	Total Population				Population Change			
	1970	1980	1990	2000	1990-2000		1970-2000	
					#	%	#	%
Pennsylvania	11,800,766	11,863,895	11,881,643	12,281,054	399,411	3.40%	480,288	4.10%
Lycoming County	113,296	118,416	118,710	120,044	1,334	1.10%	6,748	6.00%
Montoursville/Muncy Planning Area	8,285	8,745	8,599	8,495	-104	-1.20%	210	2.50%
Fairfield Township	1,420	2,291	2,580	2,659	79	3.10%	1,239	87.30%
Montoursville Borough	5,985	5,403	4,983	4,777	-206	-4.10%	-1,208	-20.20%
Muncy Township	880	1,051	1,036	1,059	23	2.20%	179	20.30%

Source: U.S. Census Bureau

- At 29.2 percent, the Montoursville/Muncy Planning Area boasts the second lowest mobility rate of Lycoming County’s planning area, suggesting that a relatively greater share of the Planning Area’s residents are long-term or permanent. Higher rates of mobility are indicative of a transient community and therefore, infer that the residents of a particular community are not as socially tied to their neighborhood, as long-term or permanent residents would be.
- Analyses of rental housing occupancy rates further suggest that the Montoursville/Muncy is a close-knit community and transient populations are not prevalent.

Table 2 Resident Mobility, 1995-2000

Resident Mobility								
	Population 5 years and over	Same house in 1995	New Residents since 1995	Mobility Rate	Origin of New Residents			
					Elsewhere in Lycoming County	Elsewhere in PA	Other State	Abroad
Montoursville/Muncy Planning Area	8,057	5,314	2,743	34.00%	79.00%	12.10%	8.60%	0.20%
Fairfield Township	2,492	1,722	770	30.90%	73.00%	13.40%	13.40%	0.30%
Montoursville Borough	4,563	2,883	1,680	36.80%	82.20%	11.30%	6.50%	0.00%
Muncy Township	1,002	709	293	29.20%	76.80%	13.70%	8.20%	1.40%

Source: U.S. Census Bureau

Table 3 Housing Affordability, 2000

Housing Affordability							
Municipality	2000 Median Home Value	1999 Median Household Income	Median Monthly Household Income	Median Monthly Owner Costs, with a Mortgage	% of Owner Income	Median Monthly Gross Rent	% of Renter Income
Pennsylvania	\$97,000	\$40,106	\$3,342	\$1,010	30.20%	\$531	15.90%
Lycoming County	\$86,200	\$34,016	\$2,835	\$848	29.90%	\$449	15.80%
Montoursville/Muncy Planning Area	\$101,500	\$39,011	\$3,251	\$938	28.90%	\$485	14.90%
Fairfield Township	\$113,200	\$43,438	\$3,620	\$1,055	29.10%	\$448	12.40%
Montoursville Borough	\$94,100	\$37,484	\$3,124	\$932	29.80%	\$558	17.90%
Muncy Township	\$97,200	\$36,111	\$3,009	\$828	27.50%	\$448	14.90%

Note: Most lenders employ a monthly housing ratio of 28%. This number is the maximum percentage of monthly gross income that the lender allows for housing expenses. The U.S. Census "monthly owner costs" include the same housing expenses plus the costs of

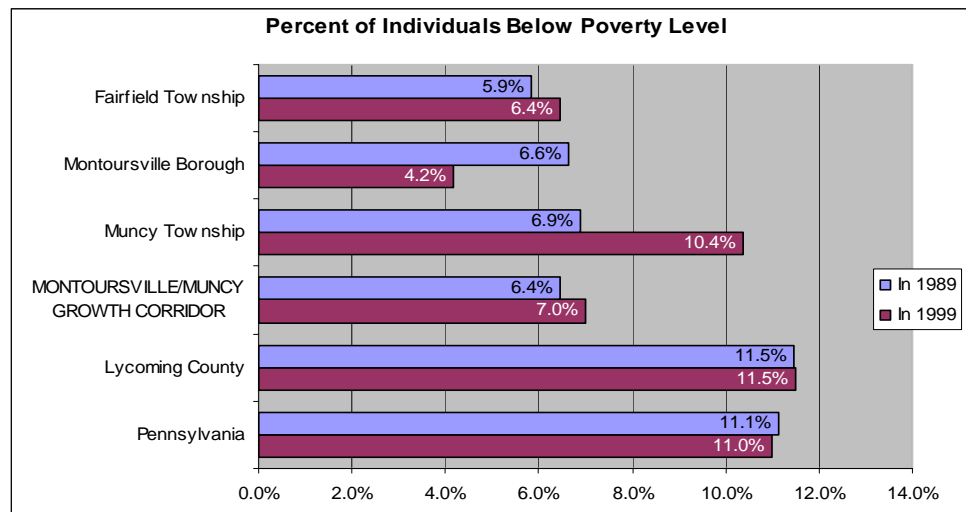
Source: U.S. Census Bureau

- Housing was slightly more affordable in the Montoursville/Muncy Planning Area than in the county and Pennsylvania on average. Residents of the three municipalities in the Planning Area devoted between 27.5 percent and 29.8 percent of their monthly household incomes to selected owner costs. County resident spent 29.9 percent of their income on selected owner costs. Muncy Township was most affordable, with 27.5 percent of monthly income dedicated to selected owner costs. Pennsylvanians, on average, spend 30.2 percent of their median monthly household income on selected monthly owner costs.
- Median home values ranged from \$94,100 to \$113,200 in the Planning Area in 2000. Fairfield Township's 2000 median home value of \$113,200 was the second highest in the county. This higher median home value was offset by a higher median monthly household income for the municipality's residents. Median home values (2000) in the county were \$86,200 and \$97,000 in the state.
- Renters in the Planning Area generally enjoyed a lower percentage of their median monthly household income being devoted to gross rent when compared to the county (15.8 percent). Renters in Fairfield Township spent only 12.4 percent of their median monthly income on gross rent. Renters in Muncy Township spent 14.9 percent of their income on rent and Montoursville Borough residents spent 17.9 percent of their income on rent. Montoursville

Borough, with a median monthly gross rent of \$558, had the fifth highest gross rent in the county. On average, renters throughout the state spent \$531 on monthly gross rent or 15.9 percent of their median monthly household income.

- Of the three municipalities in the Montoursville/Muncy Growth Corridor, two increased the percentage of their population falling below the poverty level. Muncy Township saw a change of 6.9 percent in 1989 to 10.4 percent in 1999 falling below the poverty level. Fairfield Township’s poverty level increased slightly from 5.9 percent in 1989 to 6.4 percent in 1999. Montoursville Borough improved its situation from 6.6 percent of its population falling below the poverty level in 1989 to 4.2 percent in 1999. On average, the Planning Area had 7.0 percent of its population falling below the poverty level in 1999 compared with 11.5 percent for the county and 11.0 percent for the state.

Figure 3 Percent of Individuals Below the Poverty Level, Montoursville-Muncy Planning Area, 2000



Source: U.S. Census Bureau

While many other issues were identified, these issues related to community and economic development were of the greatest concern to community leaders and residents of the Montoursville-Muncy Growth Corridor. Stakeholders and residents from across the Planning Area and the County were invited to discuss these issues and give input to vision statements that described the preferred approach to addressing unfavorable conditions and trends.

Discussion was facilitated by statistical analysis from the following sources:

- U.S. Census
- U.S. Department of Labor, Bureau of Labor Statistics
- The Pathfinders, The Williamsport / Lycoming County, Pennsylvania Area Workforce Report (July 2002)
- The Center for Rural Pennsylvania
- Industrial Properties Corporation
- Williamsport / Lycoming Chamber of Commerce
- Pennsylvania Department of Community and Economic Development
- Pennsylvania Department of Health
- Lycoming County Comprehensive Plan (1997)

Various perspectives on the priority issues were contributed. In some cases, consensus on preferred future conditions and trends was reached quickly. In other instances, more extensive discussion or a broader, more flexible vision statement was needed for all participants to agree. From the preferred vision statements, goals and objectives were developed to outline specific areas of emphasis for sustaining and improving the Planning Area's quality of life.

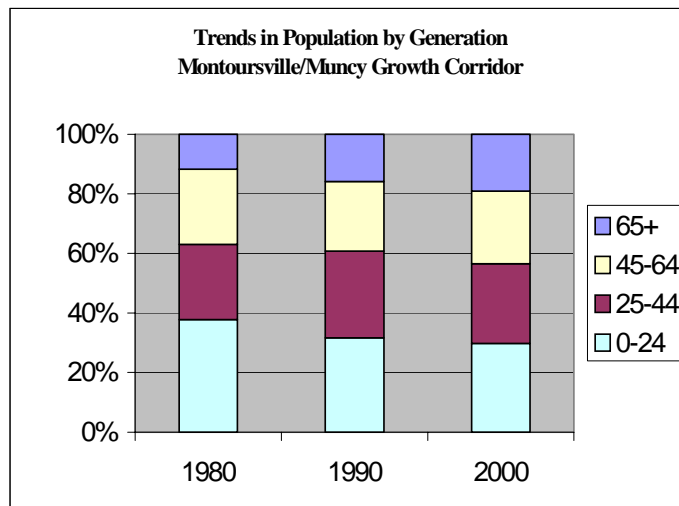
Municipal boundaries do not constrain most social and economic activities. Concerns about young people leaving local communities, for a lack of diverse, affordable housing options, and about the future of small businesses and downtown districts, were expressed consistently across the many Planning Areas in Lycoming County. Therefore, these concerns exist at the local and County level, and will need to be addressed at the local and County level. Furthermore, the vitality of the City of Williamsport influences community and economic development conditions in the surrounding areas of the Lycoming County, including the Montoursville-Muncy Growth Corridor. This was recognized by the Planning Advisory Team among the Planning Area's priority concerns. Therefore, trends for the City are presented at the end of this section, as a reference to the need for regional support for a healthy city living and business environment.

The following discussion of issues, trends and implications, consensus vision, and goals and objectives documents the preferred future conditions for community and economic development topics in the Montoursville-Muncy Growth Corridor.

Creating the Vision, Establishing the Goals, and Setting the Objectives

Issue: Since fewer younger individuals and families are making Lycoming County their home, our population is growing older. This may be due in part to declining income levels, relatively lower wage rates, and fewer employment opportunities.

Figure 4 Trends in Population, 1980-2000



The Implications to Our Community

- As younger workers (25-44) leave the area, the median housing value will typically decline due to a decreasing demand for larger and higher priced housing. This can adversely impact tax revenues.
- As the median age of the community's population increases, tax revenues typically decrease. At the same time, demands for community services change based on the needs of its older residents.

Our Vision for the Future

Lycoming County, including the Montoursville-Muncy Growth Corridor, will provide a superior quality of life that is attractive to all age groups and will be founded in a diverse and strong community that provides good housing, education, employment, and health and community services.

Figure 5 Annual Median Income Trends, 1979-2006

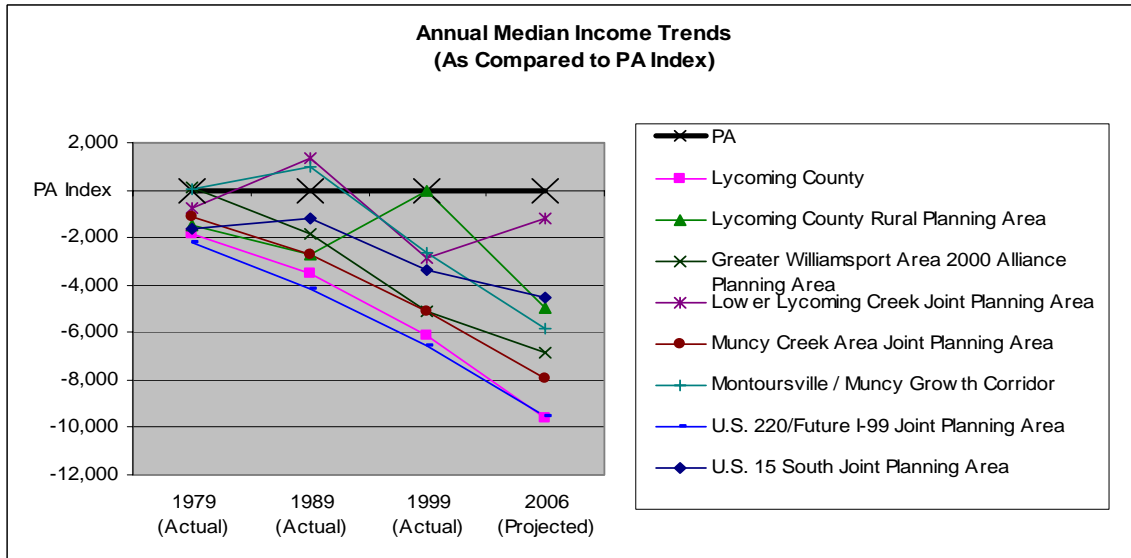
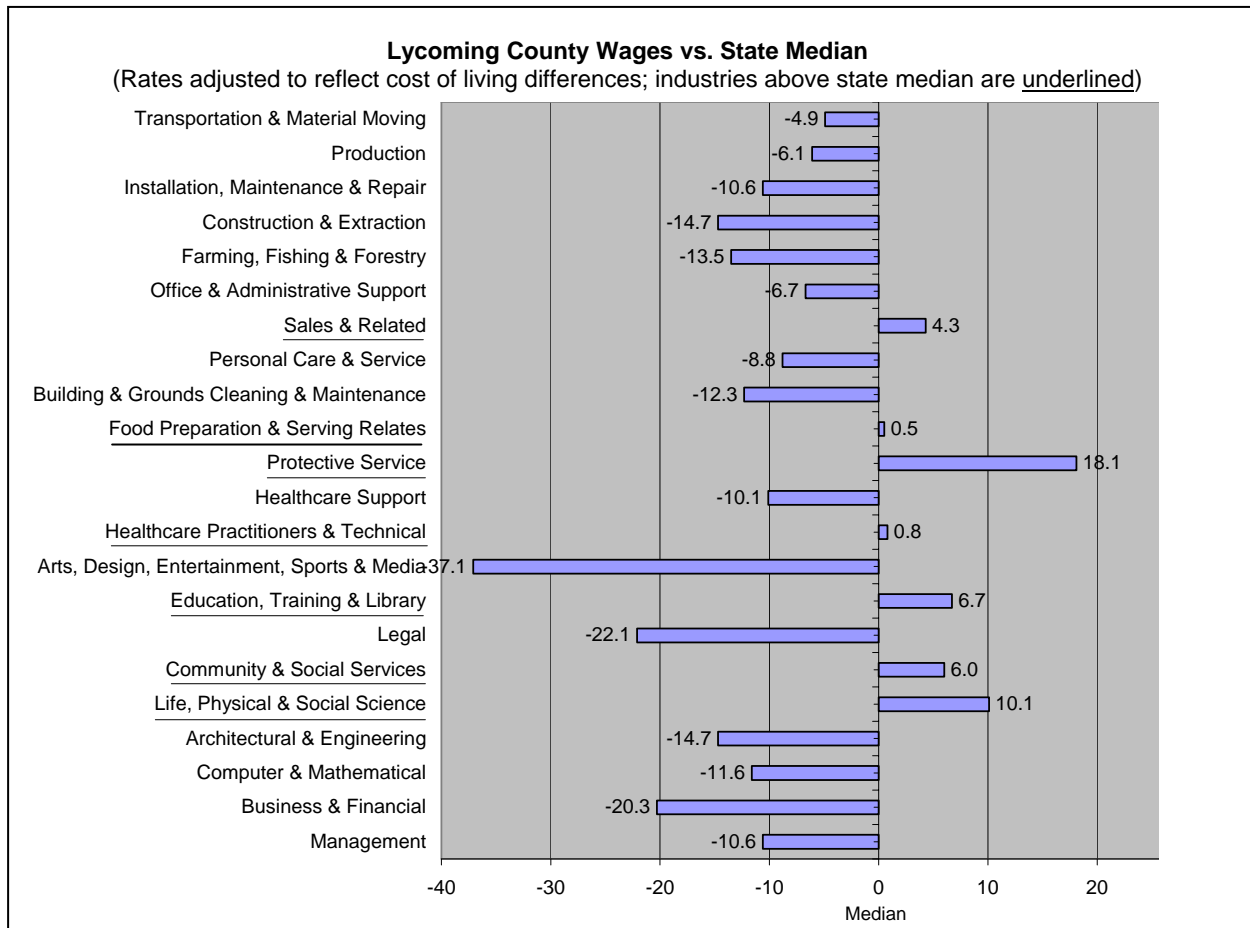


Figure 6 Lycoming County Wages vs. State Median by Industry, 2000



Common Goal

To maintain and enhance our quality of life

Common Objectives

- Increase affordable housing options
- Increase the interaction between all age groups / generations
- Increase awareness about opportunities that impact the quality of life including recreation, social and cultural events, community services and facilities.
- Increase the number and quality of employment opportunities for all ages.

Issue: Current housing choices, particularly in terms of type and price, do not meet the changing needs of younger workers, the elderly and more non-traditional family households.

The Implications to our Community

- Younger families will need to look elsewhere to find affordable housing to meet their needs.
- An increasing elderly population will have difficulty maintaining an aging housing stock that is better suited to larger and/or higher income families.
- More individuals and families may need community housing assistance to meet their needs.

Family Household: A family household is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.

Nonfamily Household: A nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related.

Figure 7 Housing Diversity by Units in Structure, 2000

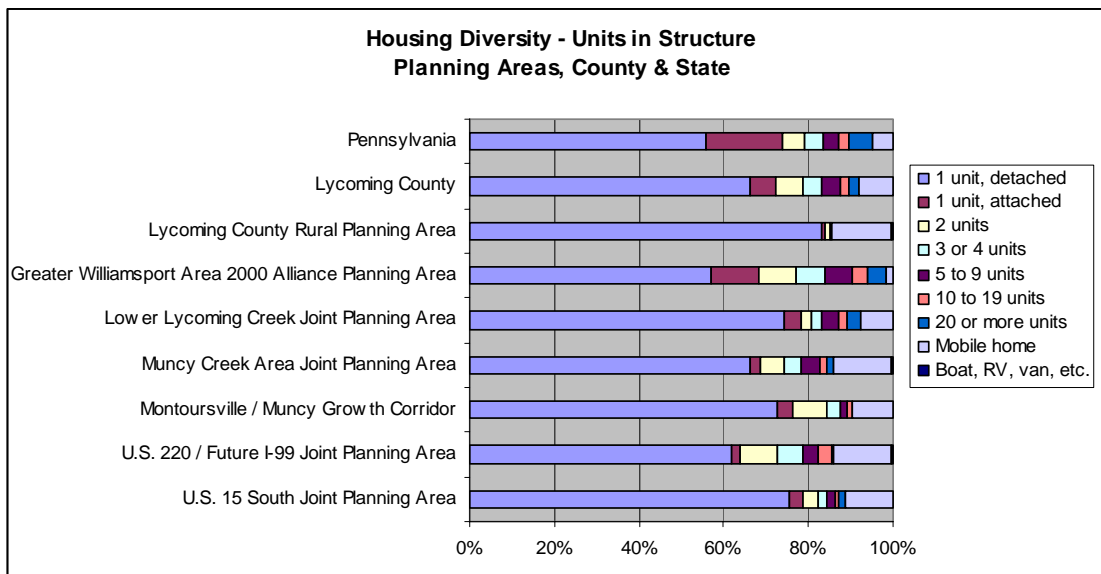
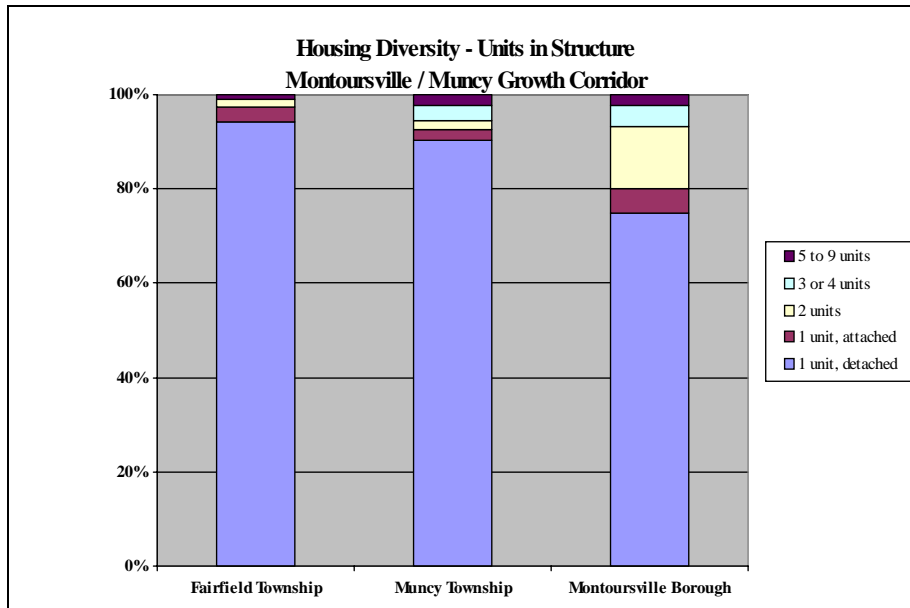


Figure 8 Housing Diversity by Units in Structure, Montoursville-Muncy Planning Area, 2000



Our Vision for the Future

Our community will have suitable, affordable and diverse housing choices for all ages and income levels. Improvements in housing stock will be undertaken in a manner that will enhance and maintain the integrity of existing neighborhoods, rural communities and outlying rural areas.

Common Goal

To diversify our housing choices while enhancing and preserving our local community settings.

Common Objectives

- Reduce suburban sprawl
- Increase opportunities for senior housing/living development
- Increase community awareness about the advantages of different housing types and densities.
- Examine market supply and demand to assure that options are available to those that desire them
- Increase housing and building code enforcement
- Establish a more balanced diversity of housing types and price ranges in all communities.

Figure 9 Household Types, 1990

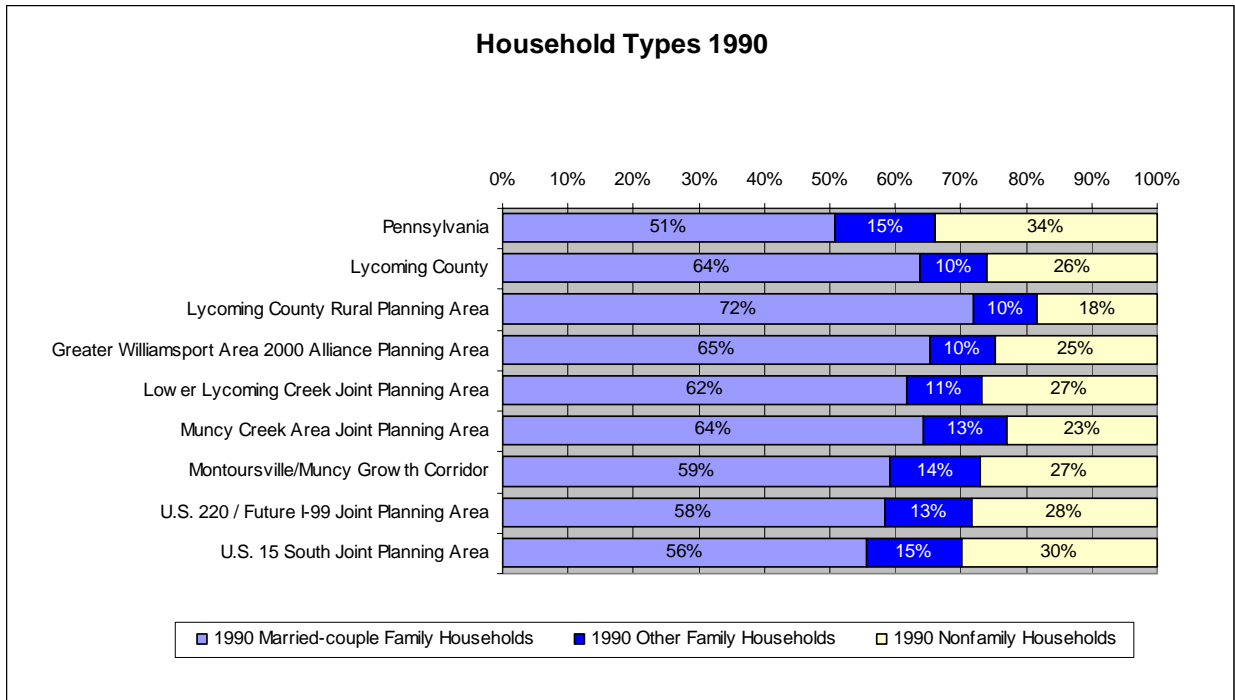


Figure 10 Household Types, 2000

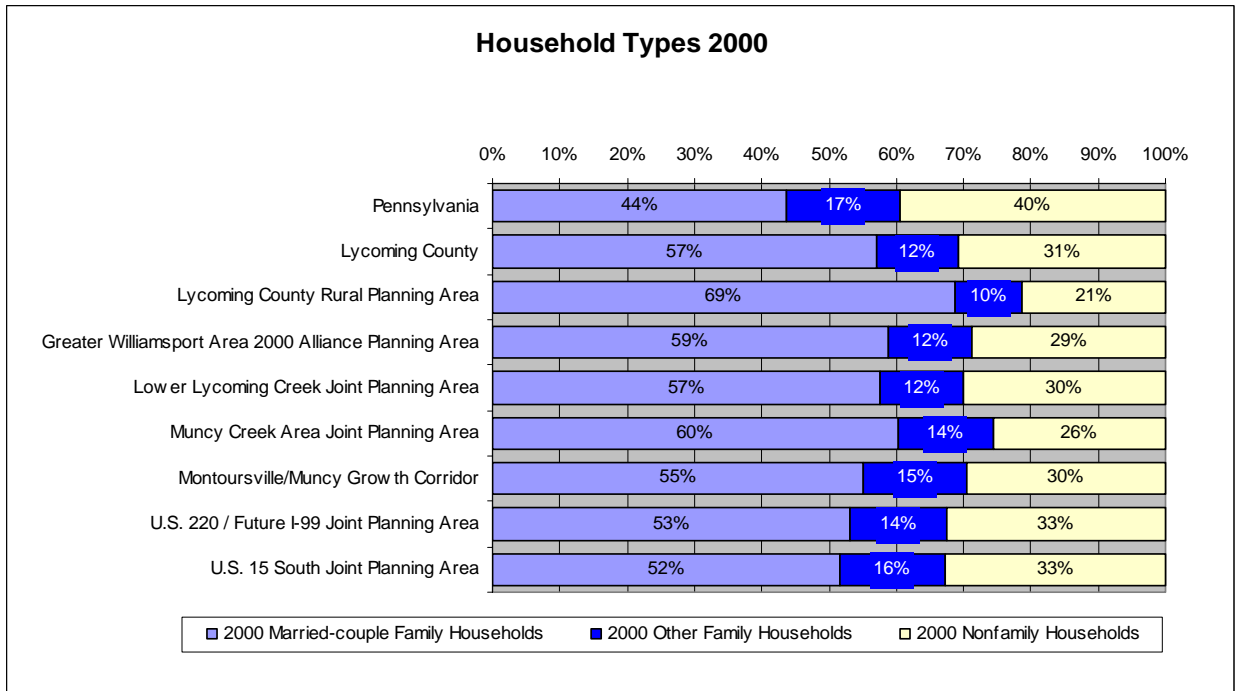


Figure 11 Age of Housing Stock, 2000

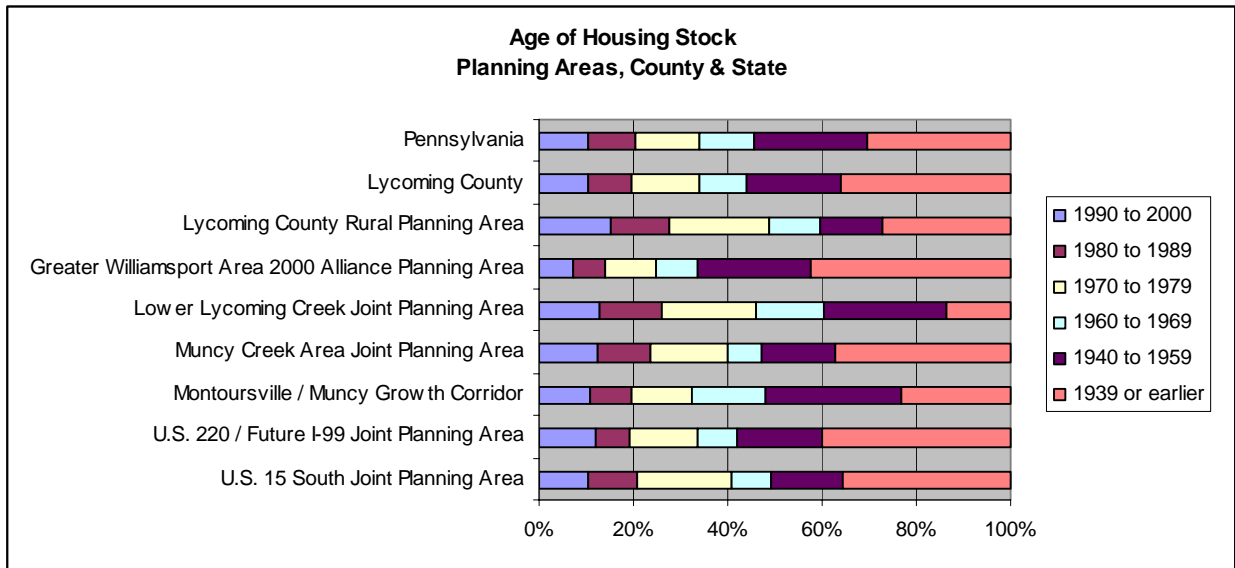
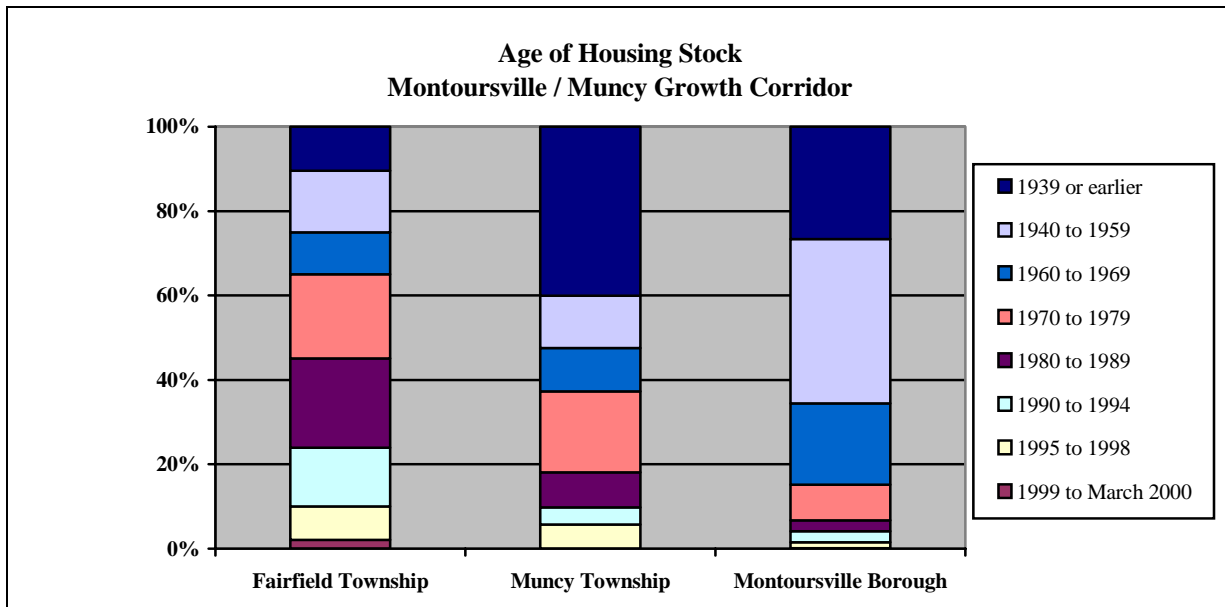


Figure 12 Age of Housing Stock, Montoursville-Muncy Planning Area, 2000



Issue: Lycoming County, including the Montoursville-Muncy Growth Corridor, has a good labor force that has served a relatively diverse economy that was anchored by the Manufacturing Sector. However, it may not be well equipped to support our nation’s changing economy, where the number of manufacturing jobs is *decreasing* and the number of high tech service jobs is *increasing*.

Figure 13 Employment Change by Industry Sector, Lycoming County, 2000

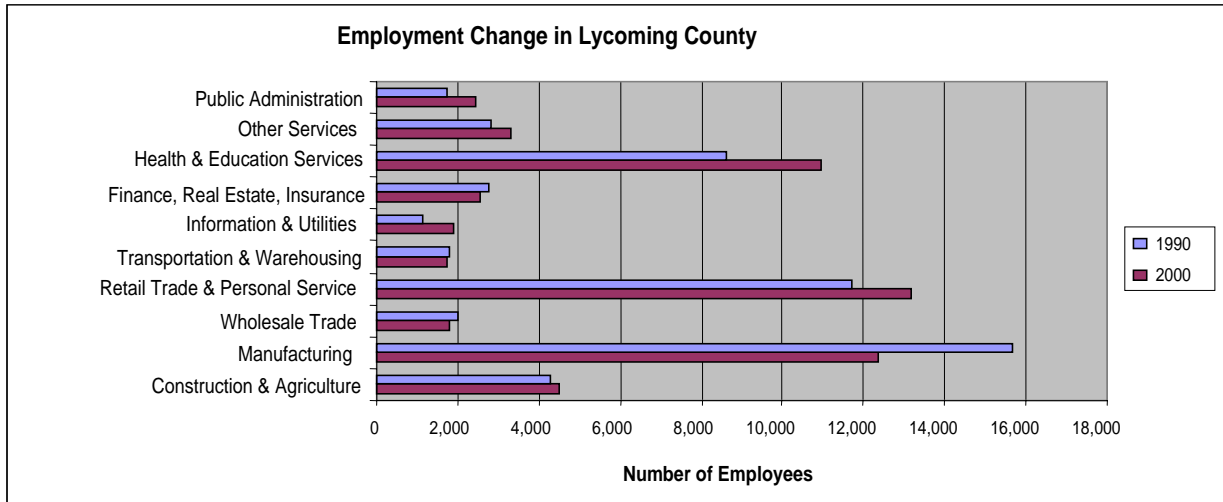
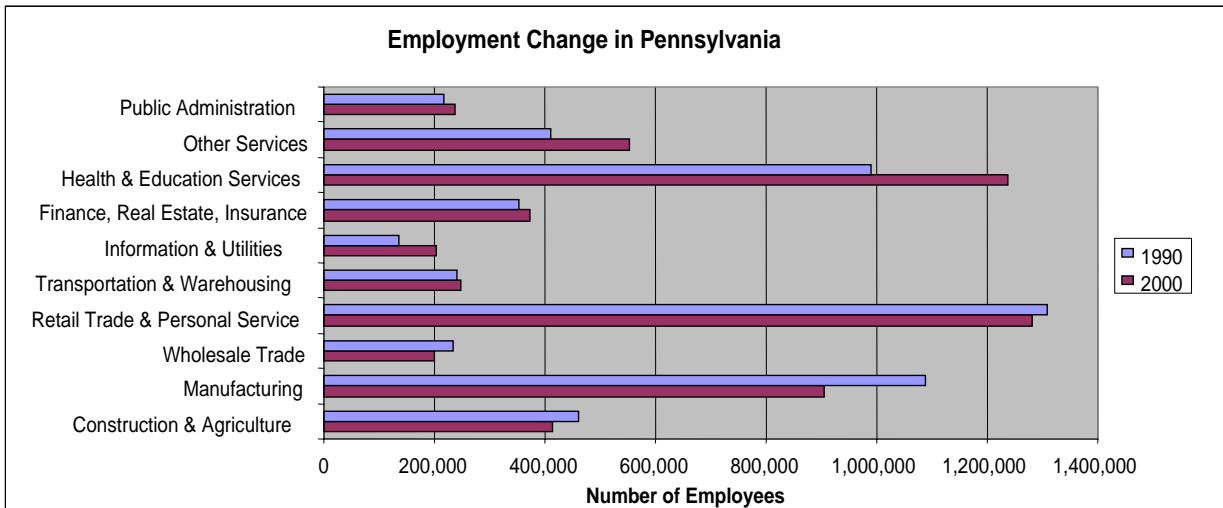


Figure 14 Employment Change by Industry Sector, Pennsylvania, 2000



The Implications to Our Community

- If fewer manufacturing jobs are available, workers not sufficiently trained for high-tech jobs will be faced with accepting positions that offer lower wages.
- Declining income levels can, in turn, hurt public investments in education and other facilities necessary to attract new industries and younger workers.



PPL, a notable employer



Lycoming College



Penn College of Technology

Our Vision for the Future

Our workforce will continue to be well trained to support a diverse economy that provides good employment opportunities in all industry sectors. Our economy will be strong as it attracts businesses from outside Lycoming County and grows businesses from within our local community.

Common Goal

To increase and diversify educational and training opportunities for the County workforce

To strengthen and diversify our economy

Common Objectives

- Increase local employment of Lycoming County graduates
- Increase business start-ups and expansions
- Increase employment of older residents
- Increase dialogue between educational institutions and business community
- Improve the tax environment in order to facilitate business creation
- Increase program capacities to facilitate economic development initiatives.

Issue: Our small business community struggles to expand due to a lack of programs designed to help small businesses access capital and to deal with increasing tax burdens.

The Implications to our Community

- In Central Pennsylvania, small businesses with less than 10 employees account for a very large proportion of the total employment. Thus, maintaining small business start-ups can be important to the future of the local economy.
- Small business expansions have an important role to play in maintaining the economic vitality of our downtown business districts

Our Vision for the Future

In conjunction with Lycoming County, we will undertake a collaborative, comprehensive public/private effort to assist our small business community's start up's and expansions, utilizing private, local, state, and federal funding resources and assistance.

Common Goal

To maintain the viability of existing small businesses while increasing small business start-ups and expansions.

Common Objectives

- Increase business start-ups and expansions
- Increase employment of older residents
- Increase dialogue between educational institutions and business community
- Improve the tax environment in order to facilitate business creation
- Increase and expand program capacities to facilitate economic development initiatives for smaller entrepreneurs.



Beauty salon in Montoursville



Target area for redevelopment

Issue: Concerning trends in the City of Williamsport include a declining population, increasing number of non-family households, high mobility rate of City residents, low median household income levels, and lack of affordable housing. All can impact the fabric of the community leading to higher crime rates and increasing social service needs.

The Implications to our Community

- Declining population means less tax revenues to support community services.
- The higher mobility rate among residents may indicate that the closeness that often helps bond a community together, may not be as strong within the center city as it may be in the smaller rural communities.
- The lower income levels and increasing percentage of individuals below the poverty level within the City of Williamsport results in less tax revenues to support a community that may have more human service needs than the other surrounding municipalities.



Community Arts Center

Our Vision for the Future

Public and private partnerships within our County will continue to create and promote a more vibrant City of Williamsport where people of all walks of life and income levels will live, work and play, and where residents from across the County can find employment and entertainment options in an urban setting.

Common Goal

To create and promote Williamsport as a vibrant place to live, work and play.

Common Objectives

- Improve the sense of the City and community pride
- Improve the City's image as friendly, exciting, accessible
- Promote and increase entertainment options (day, evening, and weekend)
- Increase partnership visibility

Table 4 Demographic Trends for the City of Williamsport and Surroundings

Population Change 1970-2000								
Municipality	Total Population				Population Change			
	1970	1980	1990	2000	1990-2000		1970-2000	
					#	%	#	%
Pennsylvania	11,800,766	11,863,895	11,881,643	12,281,054	399,411	3.40%	480,288	4.10%
Lycoming County	113,296	118,416	118,710	120,044	1,334	1.10%	6,748	6.00%
GWA 2000 Alliance Planning Area	62,463	57,831	56,476	55,499	-977	-1.70%	-6,964	-11.10%
Armstrong Township	727	732	676	717	41	6.10%	-10	-1.40%
Duboistown Borough	1,468	1,218	1,201	1,280	79	6.60%	-188	-12.80%
Loyalsock Township	10,581	10,763	10,644	10,876	232	2.20%	295	2.80%
Old Lycoming Township	4,616	5,136	5,526	5,508	-18	-0.30%	892	19.30%
South Williamsport Borough	7,153	6,581	6,496	6,412	-84	-1.30%	-741	-10.40%
Williamsport City	37,918	33,401	31,933	30,706	-1,227	-3.80%	-7,212	-19.00%
Resident Mobility								
Municipality	Population 5 years and over	Same house in 1995	New Residents since 1995	Mobility Rate	Origin of New Residents			
					Elsewhere in Lycoming County	Elsewhere in PA	Other State	Abroad
Pennsylvania	11,555,538	7,333,591	4,221,947	36.50%	59.50%	20.70%	15.80%	3.90%
Lycoming County	113,461	69,217	44,244	39.00%	66.80%	21.70%	9.60%	1.90%
GWA 2000 Alliance Planning Area	52,437	28,550	23,887	45.60%	65.50%	22.70%	10.40%	1.50%
Armstrong Township	687	503	184	26.80%	82.60%	6.00%	11.40%	0.00%
Duboistown Borough	1,220	840	380	31.10%	84.70%	13.70%	1.60%	0.00%
Loyalsock Township	10,335	6,306	4,029	39.00%	73.50%	14.30%	11.50%	0.80%
Old Lycoming Township	5,257	3,587	1,670	31.80%	81.60%	8.70%	9.20%	0.50%
South Williamsport Borough	6,091	3,575	2,516	41.30%	79.10%	13.80%	6.40%	0.70%
Williamsport City	28,847	13,739	15,108	52.40%	58.60%	28.30%	11.10%	1.90%
Housing Affordability								
Municipality	2000 Median Home Value	1999 Median Household Income	Median Monthly Household Income	Median Monthly Owner Costs, with a Mortgage	% of Owner Income	Median Monthly Gross Rent	% of Renter Income	
Pennsylvania	\$97,000	\$40,106	\$3,342	\$1,010	30.20%	\$531	15.90%	
Lycoming County	\$86,200	\$34,016	\$2,835	\$848	29.90%	\$449	15.80%	
GWA 2000 Alliance Planning Area	\$84,983	\$34,433	\$2,869	\$828	28.80%	\$476	16.60%	
Armstrong Township	\$87,900	\$34,844	\$2,904	\$805	27.70%	\$456	15.70%	
Duboistown Borough	\$78,700	\$35,132	\$2,928	\$786	26.80%	\$493	16.80%	
Loyalsock Township	\$105,900	\$36,806	\$3,067	\$981	32.00%	\$538	17.50%	
Old Lycoming Township	\$94,300	\$39,852	\$3,321	\$861	25.90%	\$455	13.70%	
South Williamsport Borough	\$75,600	\$34,018	\$2,835	\$746	26.30%	\$488	17.20%	
Williamsport City	\$67,500	\$25,946	\$2,162	\$786	36.40%	\$424	19.60%	

Note: Most lenders employ a monthly housing ratio of 28%. This number is the maximum percentage of monthly gross income that the lender allows for housing expenses. The U.S. Census "monthly owner costs" include the same housing expenses plus the costs

Population Projections, Forecasts, and Targets

Future population growth can be characterized by various methods: projections, forecasts, and targets.

Projections are estimates of future populations based on statistical models that extrapolate past and present trends into the future. Projections can be created through very simple or very complex calculations. The choice of method is based on the available data and desired use of the projection.

Forecasts are also based on statistical models. Forecast calculations, however, include additional quantifiable factors based on local knowledge, such as building permit approval rates, public utility capacity, or other community investment that could catalyze population growth.

Targets express desirable future populations based on public policies and community development goals.

Population projections of Lycoming County and its municipalities were prepared in 2003 by Bondata of Hummelstown. These projections, shown below, anticipate overall population decline in the Montoursville-Muncy Planning Area over the next 15 years. Very moderate growth could occur in Fairfield and Muncy Townships, though this growth would be offset by declines of more than 200 residents per decade in Montoursville Borough.

Table 5 Population Projections, 2010-2020

Municipality	Census Counts				Population Projections					
	1990	2000	1990-2000 Change		2010	2000-2010 Change		2020	2010-2020 Change	
	#	#	#	%	#	#	%	#	#	%
Lycoming County	118,779	120,444	1,542	1.40	121,397	1,542	1.28	122,859	1,590	1.31
Montoursville-Muncy Planning Area	6,023	5,836	-187	-3.10	5,640	-196	-3.35	5,420	-220	-3.90
Fairfield Township	2,582	2,659	77	2.98	2,735	76	2.86	2,802	67	2.46
Montoursville Borough	4,986	4,777	-209	-4.19	4,560	-217	-4.54	4,322	-238	-5.21
Muncy Township	1,037	1,059	22	2.12	1,080	21	2.01	1,098	18	1.62

Source: Bondata

*Rounding of decimals in individual municipality projections may alter total projections for Planning Area.

Population forecasts were prepared by the Lycoming County Department of Economic Development and Planning Services for the County Water Supply Plan Update (2003). These forecasts were developed based on 2000 population figures and the average decennial growth rate from 1950-2000. These forecasts suggest continued growth for the Montoursville-Muncy Growth Corridor, i.e. 1500 new residents over the next 15 years. Under this forecast,

Montoursville may continue to experience population loss of approximately 100 residents per decade. However, growth in Fairfield and Muncy Townships could offset this Planning Area loss.

Table 6 Population Forecasts, 2010-2020

Municipality	Average Growth Rate per Decade (1950-2000)	2000 Population	2010	2000-2010 change		2020	2010-2020 change	
			Forecast (1)	#	%	Forecast (2)	#	%
Lycoming County	-	120,044	128,308	8,264	6.88	138,872	10,564	8.23
Montoursville-Muncy Planning Area		5,836	9,122	3,286	56.31	9,922	799	8.76
Fairfield Township	25.0%	2,659	3,324	665	25.00	4,155	831	25.00
Montoursville Borough	-2.1%	4,777	4,678	-99	-2.08	4,580	-97	-2.08
Muncy Township	5.9%	1,059	1,121	62	5.86	1,187	66	5.86

Source: Lycoming County Water Supply Plan Update (2003); Gannett Fleming

(1) Based on 2000 population X Average Growth Rate per Decade (1950 - 2000)

(2) Based on Forecast 2010 Population x Average Growth Rate per Decade (1950 - 2000)

These forecasts were further refined as population targets by the Lycoming County Department of Economic Development and Planning Services. Development of these targets incorporated a growth percentage for public infrastructure availability (water, sewer, and transportation). The population targets for the Montoursville-Muncy Planning Area suggest nominally greater increases in resident population due to the influence of development factors in Fairfield and Muncy Townships.

As targets, these figures will require the implementation of this comprehensive plan, namely revisions to policy, and collective and collaborative initiatives to enhance the existing community and to improve the standards for future community development. Only with a focused effort will the Montoursville-Muncy Planning Area be able to expect to achieve the population target shown below.

Table 7 Population Targets, 2010-2020

Municipality	Development Factor	2000 Population	2010	2000-2010 change		2020	2010-2020 change	
			Target (1)	#	%	Target (2)	#	%
Lycoming County	-	120,044	130,378	10,334	8.61	141,093	10,715	8.22
Montoursville-Muncy Planning Area		5,836	9,222	727	12.47	10,040	818	8.87
Fairfield	2%	2,659	3,390	731	27.50	4,238	848	25.00
Montoursville	0%	4,777	4,678	-99	-2.08	4,580	-97	-2.08
Muncy	3%	1,059	1,155	96	9.04	1,222	68	5.86

Source: Lycoming County Water Supply Plan Update (2003); Gannett Fleming

(1) Based on Forecast 2010 Population x Development Factor

(2) Based on Forecast 2020 x Development Factor

Discerning the Strategic Actions

With agreement on the goals and objectives regarding community and economic development, discussion turned to the changes needed in public policy, public education efforts, and cooperative planning and development. This matrix demonstrates that there are several key strategies that could positively impact the priority community and economic development issues identified for the Montoursville-Muncy Growth Corridor. Each strategy represents a range of tasks to be undertaken by various partners and entities. The strategic actions on the following pages further define the steps to address the issues.

Matrix 1 Potential Breadth of Impact of Community and Economic Development Strategies

Key Issues for the Montoursville-Muncy Planning Area

Strategy	Aging Population	Housing	Economy	Small Business (Defined as less than 100 employees)	City of Williamsport Trends
Review all applicable ordinances to make sure they are conducive to meeting the specific goals and objectives identified in the comprehensive plan.	X	X	X	X	X
Implement a Central Business District Revitalization and Community Gateway Initiative.	X	X	X	X	X
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.	X	X	X	X	X
Establish a closer working relationship with our educational institutions to make them a more integral player in shaping our community.	X	X	X	X	X
Undertake specific actions or programs to promote the development of housing to support the community goals and objectives identified in the Comprehensive Plan.	X	X	X		X
Undertake specific actions or programs to promote economic development that supports the community goals and objectives identified in the Comprehensive Plan.	X	X	X	X	X
Establish a Regional Cooperation Forum to focus on important issues requiring regional cooperation.	X	X	X	X	X

Strategy #1	
Review all applicable ordinances to make sure they are conducive to meeting the specific goals and objectives identified in the comprehensive plan.	
Methods, Tools, and References	
Planning Commission audits of codes for compatibility with goals and objectives while maximizing opportunities provided in the Municipalities Planning Code such as Traditional Neighborhood Development.	
Partners	
County, Townships, Boroughs, Chamber of Commerce, Industrial Properties Corporation (IPC), Economic Development and Planning Services (EDPS), the development community, Our Towns 2010, local community groups	
Funding Sources	
DCED: Land Use Planning Technical Assistance Program, Shared Municipal Services	
Strategic Action	Notes
1a. Make regulations conducive to reuse and rehab of older structures.	<p>Older structures including abandoned industrial sites (“brownfields”) are underutilized. Educating officials about the importance of zoning for industrial land is important. Many municipal construction codes contain provisions that unwittingly discourage property rehabilitation and infill development because they evaluate projects against the same standards used for new construction. More flexible guidelines are needed to lower the cost of building renovation and to facilitate reinvestment in established neighborhoods.</p> <p>Review existing building and fire codes to identify barriers to downtown housing development. A substantial portion of the housing stock within the city and Montoursville Borough was built prior to 1960. It would be cost prohibitive for developers to satisfy today’s code requirements when much of the housing stock was built over 40 years ago. To promote the redevelopment of any underutilized downtown buildings (whether residential, office or other use in upper stories of downtown buildings), a method must be available for developers to seek variances or waivers from current building and fire codes.</p>

Strategic Action	Notes
<p>1b. Employ good code enforcement to help keep property values where they should be.</p>	<p>This should include enforceable ordinances to address junkyards, junk on individual properties, abandoned vehicles, screening, tree planting, vegetation maintenance and exterior building maintenance ordinances.</p>
<p>1c. Allow for and promote housing diversity.</p>	<p>The county should work with local municipalities to develop Traditional Neighborhood Development Guidelines in order to promote the development of ordinances that will facilitate a diversity of housing types and neighborhood designs.</p> <p>The single-family home is the predominant housing type in the Planning Area. However, apartments and townhouses, in particular, have become a popular housing option for many working professionals and retirees because they require less maintenance and provide a good ‘stepping stone’ toward home ownership.</p> <p>Yet, density restrictions, impervious surface coverage, parking, and setback requirements often limit the type of housing that can be built within a given municipality. The County can assist municipalities by providing model regulations that support more integrated development.</p>
<p>1d. Examine regulations and policies to see if they are business/citizen friendly.</p>	<p>The county should develop a simple code audit guideline to help municipalities assess where ordinance provisions may be adversely impacting business development and/or residential harmony.</p>
<p>1e Evaluate existing regulations in downtown business districts to ensure that opportunities for large, medium and small retail establishments can be provided.</p>	<p>Same as above.</p>

Strategic Action	Notes
<p>1f. Evaluate existing zoning, subdivision & land development, and building codes to ensure they are conducive to the promotion of vibrant communities.</p>	<p>The county should work with Our Towns 2010 to develop a simple code audit guideline to help municipalities assess where ordinance provisions may be adversely impacting on initiatives to promote a vibrant community. This should include the development of design standards that address the characteristics of individual neighborhoods and boroughs.</p>
<p>1g. Ensure that ordinances appropriately support any Neighborhood Preservation Programs that may exist or be established.</p>	<p>Same as above.</p>
<p>1h. Ensure that mixed-use zoning is provided in the downtown business districts.</p>	<p>Same as above.</p>
<p>1i. Meet with businesses to identify potential expansion or permitting issues.</p>	<p>The county should work with the Chamber of Commerce to develop code audit guidelines to help municipalities assess where ordinance provisions may adversely impact business development.</p>
<p>1j. Promote mixed-use development within core communities, namely Montoursville and Pennsdale, by providing density bonuses or special incentives such as tax abatement etc.</p>	<p>Promote mixed-use development within core communities like Montoursville Borough by providing density bonuses or special incentives (e.g. tax increment financing, tax abatement) to those developers that include housing within their development proposals. According to a discussion paper prepared for The Brookings Institution entitled “Ten Steps to a Living Downtown,” (1999) many cities provide similar incentives to commercial developers. Developers that opt out of the housing requirement may pay into a fund in lieu that is used to capitalize the municipality’ housing trust fund. By encouraging more commercial development, communities ease the tax burden on residential property owners, thereby making downtowns a more attractive place in which to live.</p>

Strategic Action	Notes
<p>1k. Promote the use of shared parking agreements for businesses that have different peak hours of operation, through subdivision and land development ordinances (SLDO).</p>	<p>Because parking often comes at a premium in downtown locations, and parking requirements often inhibit new development, local Subdivision/Land Development Ordinances (SLDO) within Montoursville Borough should contain provisions for shared parking. Shared parking agreements reduce business costs, maintain downtown density, and promote more pedestrian activity outside the 8-5 business day.</p>
<p>1l. Develop fast-track review/development procedures for businesses locating in downtown business districts.</p>	<p>To change perceptions about downtown business development, work with local zoning hearing boards and planning commissions to streamline review processes for projects in designated high-priority areas.</p> <p>The county should work with the Chamber of Commerce to develop a simple code audit guideline to help municipalities assess where ordinance provisions may be adversely impacting business development.</p>
<p>1m. Designate areas for heavy industry along existing rail lines.</p>	<p>Also see Chapter 3: Land Use and Resource Management.</p>

Strategy #2	
Implement a Central Business District Revitalization and Community Gateway Initiative.	
Methods, Tools, and References	
Partnership creation, community projects, implementation of Lower West Branch Susquehanna River Conservation Plan and marketing the live, work and play benefits of Lycoming County	
Partners	
County (Officials and Economic Development and Planning Services-EDPS), City, Boroughs, Townships, Chamber of Commerce, Our Towns 2010, Pennsylvania College of Technology, Lycoming College, Arts Council, Industrial Properties Corporation (IPC), Lycoming Housing Finance Inc. , Northcentral PA Conservancy	
Funding Sources	
Federal Transportation Appropriations, Transportation Equity Act Reauthorization, Commonwealth Capital Budget, Transportation Enhancements Funding, DCNR Community Conservation Partnership Program, DCED (various programs), private foundations	
Strategic Action	Notes
2a. Establish a partnership between the County, Chamber of Commerce, and Our Towns 2010 to sustain and implement “Main Street” Initiatives for the Montoursville Central Business District.	The Market Street Land Use and Transportation Study is a key partnership initiative to be considered in formulating an approach for Montoursville Borough.
2b. Identify partnership projects with Lycoming College and Pennsylvania College of Technology to develop community projects in the City and Montoursville Borough.	These may include such initiatives as the Plastics Technology Business Incubator, student housing, and neighborhood redevelopment and revitalization.
2c. Improve pedestrian circulation through the completion of streetscape enhancement initiatives, including yield-to-pedestrian signs, lighted crosswalks and increased enforcement, and the Susquehanna River Trail.	Pedestrian circulation should be considered in the design of future levee projects, where pedestrian routes and facilities can provide visual and physical access to the river corridor. Public forums and surveys identified the importance of these initiatives in tying together the resources of the river, the City, and Montoursville Borough to facilitate economic development investments.

Strategic Action	Notes
<p>2d. Develop additional activities in the downtown area of Montoursville Borough that will increase pedestrian activity during daytime, evening and weekend hours.</p>	<p>This may include a marketing initiative to promote the “live, work and play” concept. Also see Strategic Actions 2.f, below.</p>
<p>2e. Promote cultural events and establishments in the City and Montoursville Borough as a package. This may include the development of a cultural district in the Borough.</p>	<p>Our Towns 2010 is currently working with the Chamber of Commerce to identify and promote museums and other cultural attractions in the City. It is anticipated that this process will be undertaken in other municipalities including Montoursville Borough.</p>
<p>2f. Promote initiatives that encourage downtown living.</p>	<p>As the saying goes “retail follows rooftops.” As people fled urban areas, opting for the single-family home in the suburbs, many businesses have followed suit. Businesses will return to downtown when residents return to downtown. Such initiatives may include streetscapes with good lighting and pedestrian walkways to promote safety, outdoor seating for cafes adjacent to pedestrian malls, and tax incentives, etc.</p>
<p>2g. Increase public awareness of the cultural and historical resources unique to the area by promoting implementation of the Lower West Branch River Conservation Plan.</p>	<p>Developed by the Northcentral Pennsylvania Conservancy, the river conservation plan outlines a series of management options to restore, enhance, and protect this river corridor. Many of the recommendations outlined in this study are designed to increase the public’s awareness of the cultural and historical resources unique to this area. The Plan directs municipalities, their planning commissions and associated departments to address the following:</p> <p><u>Conservation & Natural Resources</u></p> <ul style="list-style-type: none"> ▪ Employ stronger natural resource protection zoning and enforcement. <p><u>Economic Development</u></p> <ul style="list-style-type: none"> ▪ Manage tourism promotion to be consistent with county and municipal comprehensive plans and River Conservation Plan (Nature tourism sustainable tourism). <p>(continued)</p>

Strategic Action	Notes
<div data-bbox="290 268 708 800" data-label="Image"> </div> <p data-bbox="201 806 792 940"><i>The Lower West Branch Susquehanna River Conservation Plan can be used as a preliminary inventory and project / programming reference by municipalities in the river corridor.</i></p>	<p data-bbox="823 235 1292 266"><u>Economic Development (continued)</u></p> <ul data-bbox="823 270 1403 447" style="list-style-type: none"> ▪ Encourage development that is conducive to maintaining quality communities. ▪ Adapt to new hospitality needs for nature tourism (i.e., business practices and training). <p data-bbox="823 451 1299 483"><u>Flooding & Floodplain Management</u></p> <ul data-bbox="823 487 1419 663" style="list-style-type: none"> ▪ Update and enforce zoning & subdivision, regulations & floodplain ordinances. ▪ Study how upstream development impacts downstream areas (stormwater management plan). <p data-bbox="823 667 1099 699"><u>Historic Preservation</u></p> <ul data-bbox="823 703 1377 806" style="list-style-type: none"> ▪ Restore, recreate and preserve historical features of the lumbering and industrial era. <p data-bbox="823 810 1073 842"><u>Planning & Zoning</u></p> <ul data-bbox="823 846 1419 1276" style="list-style-type: none"> ▪ Develop resource protection ordinances and amendments. Form county & municipal comprehensive plan partnership (municipal 10-year update mandated). ▪ Enact transfer of development rights (TDR), ordinances and designate areas. ▪ Strengthen enforcement of existing land use ordinances. ▪ Incorporate riparian buffers in land use controls. ▪ Identify river reaches with special character & enact protection mechanisms. <p data-bbox="823 1281 1083 1312"><u>Sports & Recreation</u></p> <ul data-bbox="823 1316 1419 1530" style="list-style-type: none"> ▪ Create new recreation facilities. ▪ Improve public access to river. ▪ Review and update role of recreation authorities. ▪ Prepare, adopt and implement a Greenway Plan within the river corridor. <p data-bbox="823 1535 979 1566"><u>Viewscales</u></p> <ul data-bbox="823 1570 1409 1747" style="list-style-type: none"> ▪ Delineate and secure consensus on important viewscales. ▪ Recognize viewscales in official plans and land use control ordinances. ▪ Establish an Adopt-A-River program. <p data-bbox="831 1864 987 1896">(Continued)</p>

Strategic Action	Notes
	<p><u>Water Quality</u></p> <ul style="list-style-type: none"> ▪ Promote the construction, upgrade and maintenance of water and sewage treatment plants. ▪ Determine if current on-lot sewage systems are effective and consider new or alternative treatments (composting, passive treatment wetlands). ▪ Reevaluate use of hard and impervious surfaces (reinforcing grids, bricks, cobblestone) and consider increased use of/or retrofitting with Best Management Practices (BMPs). ▪ Promote the use of water gardens or water barrels for stormwater storage. <p><u>Water Resource Use</u></p> <ul style="list-style-type: none"> ▪ Implement better stormwater management practices.

Strategy #3	
<p>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.</p>	
<p>Methods, Tools, and References</p> <p>Existing County Economic Development Strategy, partnerships, and targeting priorities.</p>	
<p>Partners</p> <p>County, City, Boroughs, Townships, Chamber of Commerce, Industrial Properties Corporation, Greater Williamsport Alliance, Lycoming Neighborhood Development Corporation, Lycoming Housing Finance Inc., Williamsport Hospitality Group, the Williamsport / Lycoming Foundation, Business Roundtable, Little League Inc., Our Towns 2010, IPC, EDPS, and the development community, Northcentral PA Conservancy,</p>	
<p>Funding Sources</p> <p>DCED Programs: Shared Municipal Services, Brownfields for Housing Initiative, HOME Program, Access Grant Program, Community Services Programs, Communities of Opportunity Program</p>	
Strategic Action	Notes
<p>3a. Implement the Partnership Agreement between the County of Lycoming and the Williamsport/Lycoming Chamber of Commerce and the Industrial Properties Corporation.</p>	<p>Contact Lycoming County EDPS for copies of the <u>Partnership Agreement</u> and the <u>Economic Development Strategy</u>. These should be reviewed periodically to identify objectives that are completed, need to be modified or implemented.</p>
<p>3b. Continue to promote and enhance existing public-private partnerships through the Williamsport/Lycoming Chamber of Commerce and the Greater Williamsport Alliance.</p>	<p>Not applicable.</p>
<p>3c. Target the redevelopment of vacant, “brownfield” properties through partnerships with private developers, federal, state, local and city resources.</p>	<p>Because the County’s affordable housing program is a powerful economic development tool that is transforming brownfields into productive properties, it should be continued indefinitely. In 2001, Lycoming County established a countywide affordable housing program.</p> <p>As authorized by the Option County Affordable Housing Funds Act (Act 137 of 1992), the County deposits recording fees for deeds and mortgages in the general fund. (Continued)</p>

Strategic Action	Notes
(Continued)	To date, these special set-aside funds have been matched (at a 1:4 ratio) with State “Brownfields for Housing” monies to support affordable housing initiatives in previously developed areas.
3d. Evaluate local incentives for economic and community development to determine opportunities to leverage federal, state, and private funding resources.	By pooling local incentives and funding resources, there is a greater opportunity to secure Federal, state, and private funding to support community development projects.
3e. Establish a Williamsport / Lycoming Business Roundtable to represent businesses with a significant employment presence in Lycoming County.	<p>In addition to advocating for initiatives that will improve the region’s business climate, the organization can help to increase awareness of the job opportunities available to <i>local</i> college graduates. Because many of today’s students are being prepared for careers in high-tech and emerging industries, they represent tremendous human capital that can strengthen the workforce and diversify the economy. A business recruitment alliance could help to reverse this ‘brain drain,’ by promoting <i>local</i> job opportunities through on-campus recruiting, career fairs, and alumni networks. Membership in the alliance would be comprised of companies that have a presence in Lycoming County.</p> <p>Support efforts of the Pennsylvania Business Roundtable and The Business Climate Coalition to institute state fiscal reforms that deliver a more competitive tax structure to Pennsylvania. In 1999, the Pennsylvania Economy League compared Pennsylvania’s major business taxes to determine how it measured up against competitor states. This study was updated in 2001.</p> <p>Although the General Assembly did institute changes throughout the early 1990s to reduce the state’s business tax liability, Pennsylvania still maintains the 3rd highest Corporate Net Income tax (9.99 percent) in the nation.</p> <p>(continued)</p>

Strategic Action	Notes
(continued)	It is also among a handful of states that levies a distinct tax on corporate worth, known as the Capital Stock/Franchise Tax. Although the CS/F tax is scheduled for full elimination by 2009, other changes could be implemented in the more immediate future to reduce business tax liability. Lycoming County can promote a more positive business climate by lobbying for changes to the Commonwealth's Tax Reform Code.
3f. Develop a "Live Lycoming" campaign that promotes the County's "town and country" lifestyle to working young professionals	Sponsored primarily by local real estate agencies, this campaign could utilize the Internet and radio ads to promote the unique qualities of the Lycoming County lifestyle. The web site should feature available properties and provide links to participating organizations ³ . Other potential program sponsors might include the Business Roundtable, the Williamsport Hospitality Group, the Williamsport/Lycoming Foundation, Lycoming Neighborhood Development Corporation (LNDC), and the Williamsport/Lycoming Chamber of Commerce.
3g. Support efforts of the Pennsylvania Business Roundtable and the Business Climate Coalition to institute state fiscal reforms that deliver a more competitive tax structure to Pennsylvania.	Government Officials and Businesses represented by the Chamber of Commerce need to act as "one voice" advocating a more competitive tax structure statewide.
3h. Utilize the Little League World Series and other conference events as a means to promote historical, cultural and tourism attractions to the City and the surrounding area, including the Montoursville - Muncy Planning Area.	The Little League World Series represents a two-week opportunity for the County and its municipalities to showcase local attractions and highlight the quality of life this area affords those visiting or businesses looking to expand or locate in Lycoming County.

³ This campaign builds upon the success of the Live Baltimore project (www.livebaltimore.com), funded in part by the Abel Foundation.

Strategic Action	Notes
<p>3i Establish a Keystone Innovation Zone (KIZ) Partnership. <i>(Also see item 6.a)</i></p>	<p>This partnership will need to include the City, Penn College and Lycoming College.</p> <p>To be considered eligible for State designation, municipalities must establish a Partnership organization comprised of private business, commercial lending institutions, venture capital networks, and institutions of higher education, et al. Because the Partnership has a specific objective - to seek designation for the KIZ - it could support purposeful interaction between these organizations.</p> <p>The Chamber should take the lead in implementing this action item.</p>
<p>3j. Publicize the existence of partnerships to increase awareness of their value in making for a better community.</p>	<p>The county and Chamber should work together to produce an educational piece that highlights existing partnerships and clearly defines the importance of such partnerships to this community.</p>
<p>3k. Establish Community Resource Centers as clearing-house for community information.</p>	<p>The county, Chamber and Our Towns 2010 should work together to establish “one stop shops” that provide all types of community and economic development information to local residents, businesses and future business investors.</p>

Strategy #4	
Establish a closer working relationship with our educational institutions to make them a more integral player in shaping our community.	
Methods, Tools, and References	
Program implementation, evaluations and partnerships.	
Partners	
County, City, boroughs, townships, school districts, local colleges, Neighborhood Development Corporation, Chamber of Commerce, IPC, EDPS, Leadership Lycoming (adult and youth) and the Work Force Investment Board.	
Funding Sources	
DCED Community Services Programs, United Way, private foundations	
Strategic Action	Notes
4a Work with the local school districts to establish a senior citizens volunteer program in grades K-12.	As our elderly population grows, it is increasingly disconnected from society at large. Distance separates many senior citizens from their families, while senior housing limits their interaction with other age groups and sensibilities. A senior citizens volunteer program would provide many seniors with a sense of purpose. It would also expose young children and adults to a positive relationship with elderly people. Volunteers can be paired with students in need of special attention or can be brought on to support specific projects.
4b. Establish a youth mentor / young achievers program that pairs “at risk” high school students with successful students from area colleges.	<p>To reverse the ‘brain drain’ in Lycoming County, establish a youth mentor/young achievers program that pairs ‘at risk’ high school students with successful students from area colleges. In the interest of recruiting new students, participating colleges could sponsor networking opportunities (e.g. campus site visits) that help young adults appreciate the value of a college education.</p> <p>Participating schools can also establish pen-pal programs via email, allowing students to dialogue with their mentors on a regular basis. As incentive for participation on both sides, college students could earn internship credits and high school students could earn credits toward graduation.</p>

Strategic Action	Notes
4c. Review the Leadership Lycoming Program in terms of how it addresses resident education about local government process.	Such a program empowers residents to address problems in their communities. It also helps to open the lines of communication between citizens and their local government.
4d. Work with Neighborhood Development Corporation and area lending institutions to develop homebuyer education classes.	The program should offer free seminars that cover all aspects of the home buying process, from finding the right lender to assessing your credit worthiness.
4e. Continue to support the Job Corps Program, which recently established an admissions office in downtown Williamsport.	Authorized by the Workforce Investment Act of 1998, Job Corps is a national job-training program for at-risk youth, ages 16 through 24. It provides free jobs training for a variety of trades, and can help participants earn their high school diploma or equivalency.
4f. Work with the region’s Work Force Investment Board and other institutions to identify priority job training needs.	The county, Chamber, Lycoming College and Penn College should work together to establish an evaluation approach that can be used to periodically monitor job training needs.
4g. To promote dialogue between the business community and the educational community, establish a Teacher / Job Shadow Program.	Such a program exposes teachers to the skills required of today’s workforce. Teachers can utilize this experience to develop classroom curriculum and exercises designed to provide students the life skills they need to succeed in the business world. This program could be incorporated within the Intermediate Unit’s in-service program as part of the professional development requirements for area teachers.
4h. Evaluate the need for countywide centralized high school vocational training.	This will require the cooperative efforts of the School Districts including the School Board Members and the District superintendents.
4i. Establish mentoring program to help younger generation create new businesses or maintain existing family businesses.	The first step may be to establish a family-owned business forum.

Strategic Action	Notes
4j. Establish a partnership with the schools and colleges to keep the educational institutions involved in the planning process.	Institutional initiatives such as expansions and/or program changes can impact on the surrounding community. Coordination of plans with local government will help everyone better understand the needs of the institution and the value they provide within the community.

Strategy #5	
Undertake specific actions or programs to promote the development of housing to support the community goals and objectives identified in the Comprehensive Plan.	
Methods, Tools, and References	
Program implementation, need assessments, loan fund, partnerships and associations.	
Partners	
County, City, boroughs, townships, Neighborhood Development Corporation, Lycoming Housing Finance Inc., Our Towns 2010, Chamber of Commerce, IPC, and EDPS.	
Funding Sources	
U.S. Department of Housing and Urban Development, Community Development Block Grant Program, Pennsylvania Housing Finance Programs, Commonwealth Capital Budget DCED Programs: Brownfields for Housing Initiative, HOME Program, Access Grant Program, Elm Street Program, Communities of Opportunity Program	
Strategic Action	Notes
5a. To help retain the County’s educated and skilled workforce, partner with the region’s major employers to establish a “live near your work” program.	Maryland’s General Assembly established the innovative Live Near Your Work Program (LNYW) in 1997 as part of its smart growth program. The objective of the program was two-fold: (1) to stabilize neighborhoods surrounding major employers and (2) to promote homeownership in targeted neighborhoods. Today, The State of Maryland, the City of Baltimore, several city and county governments, and nearly 85 private businesses participate in the LNYW grant program, which provides a minimum of \$3,000 to homebuyers moving to designated neighborhoods. To qualify, employees must purchase a home in a designated LNYW area, and live there for at least 3 years. The program was capitalized with an allocation in State funds, which is used to match equivalent grants from participating jurisdictions and employers. Participating employers can designate the neighborhoods that they will consider eligible for employee participation in the LNYW program, with concurrence from the local jurisdiction and the State Department of Housing & Community Development. (continued)

Strategic Action	Notes
(continued)	<p>Due to budget constraints, funding for the Live Near Your Work (LNYW) Program was not included in the State budget for fiscal year 2004. But due to its popularity, the City of Baltimore and other jurisdictions will continue administering the program at the local level.</p> <p>This campaign builds upon the success of the Live Baltimore project (www.livebaltimore.com), funded in part by the Abel Foundation.</p> <p>This type of initiative should be led by the County, with strong municipal support through land use planning and other community development policy.</p>
5b. Because the County's affordable housing program is an economic development tool that is transforming brownfields into productive properties, it should be continued.	
5c. Conduct a housing needs assessment to determine if the County's existing housing stock meets the needs of existing and prospective residents.	The assessment should also identify current gaps in housing services.
5d. Establish a revolving loan fund to support the rehabilitation of historic buildings.	<p>This fund would be established and administered by the County. Municipalities would make requests to the fund to implement prioritized historic rehabilitation projects. Eligibility would need to be defined by the County program. The program could be limited to properties listed in the National Register, or open to a wider proportion of historic structures based on defined criteria. PHMC's Bureau for Historic Preservation can provide property owners with publications and technical assistance that discuss the appropriate treatment of historic buildings according to the Secretary of the Interior's <i>Standards for Rehabilitation</i> (http://www2.cr.nps.gov/tps/secstan1.htm).</p> <p>(continued)</p>

Strategic Action	Notes
(continued)	<p>The Bureau also administers the federal Rehabilitation Investment Tax Credit (RITC) program in partnership with the National Park Service. The tax credit program encourages private investment in rehabilitating historic properties – both those listed and those not listed on the National Register.</p> <p>The National Trust for Historic Preservation offers loans, ranging in size from \$50,000 to \$350,000, which can be used to capitalize a revolving loan fund to acquire, stabilize, and rehabilitate historic buildings listed on the National Register. The National Register website (http://www.cr.nps.gov/nr/index.htm) contains information on how to research and nominate a property.²</p>

Continued

² In brief, historic places are nominated to the National Register by the State Historic Preservation officer (SHPO) of the State in which the property is located, by the Federal Preservation Officer (FPO) for properties under Federal ownership or control, or by the Tribal Preservation Officer (TPO) if the property is on tribal lands. Anyone can prepare a nomination to the National Register; generally nomination forms are documented by property owners, local governments, citizens or SHPO, FPO or TPO staff. Nominations by States are submitted to a State review board, composed of professionals in the fields of American history, architectural history, architecture, prehistoric and historic archeology, and other related disciplines. The review board makes a recommendation to the SHPO either to approve the nomination if, in the board's opinion, it meets the National Register criteria, or to disapprove the nomination if it does not.

During the time the proposed nomination is reviewed by the SHPO, property owners and local officials are notified of the intent to nominate and public comment is solicited. Owners of private property are given an opportunity to concur in or object to the nomination. If the owner of a private property, or the majority of private property owners for a property or district with multiple owners, objects to the nomination, the historic property cannot be listed in the National Register. In that case, the SHPO may forward the nomination to the National Park Service only for a determination of eligibility.

Strategic Action	Notes
<p>5e. Establish a residential tax abatement program in the City and Montoursville Borough to entice homebuyers to purchase, construct or improve homes in our core communities.</p>	<p>Many residential properties fall into disrepair because homeowners are reluctant to invest in improvements that will increase their real estate tax liability. When a homeowner undertakes a major construction or remodeling project on their home, the County tax assessor’s office conducts a property reassessment.</p> <p>As a result of a higher property valuation, the reassessment often triggers higher real estate taxes. In mid- and low-income areas, the reassessment process often inhibits people from undertaking property improvements that would contribute to a more stable neighborhood. To encourage homeowners to improve their properties and to entice homebuyers to purchase/construct homes in core communities, it is recommended that residential tax abatement programs be established in the City of Williamsport and the County’s old boroughs, villages, and town centers. Residential tax abatement programs exempt homeowners from paying real estate taxes that result from increased property valuation. Abatement terms are set by local ordinance and can be extended to developers of residential properties.</p> <p>(This initiative should be led by the County and the City with input from the older boroughs and rural villages, regarding realistic implementation of the program.</p>
<p>5f. Establish Neighborhood Preservation Programs to support property maintenance and beautification in target areas.</p>	<p>Establish Neighborhood Preservation Programs to support property maintenance and beautification in targeted areas. Rather than provide a uniform level of service, municipalities may realize better results if various public departments (e.g. code enforcement, police, housing) coordinate their efforts within targeted areas.</p> <p>(continued)</p>

Strategic Action	Notes
(continued)	<p>Targeted programs could include: concentrated code enforcement, spot blight removal, critical home repairs, and home maintenance courses. The program can utilize sweat equity to leverage investment from the public and private sectors. For instance, taking a cue from Governor Rendell’s ‘Anchor Partner’ program, municipalities should engage leading businesses in their backyard to contribute seed money, which could be matched with other state and federal programs to revitalize residential areas.</p> <p>The County should identify model or examples programs for adaptation and use by the planning partners.</p>
<p>5g. Establish neighborhood associations to promote a “sense of community” and to give residents a stronger voice in local government.</p>	<p>Incentives for developing neighborhood associations might include preferential consideration for neighborhood cleanup assistance, targeted code enforcement, and streetscape enhancement programs. Once established, neighborhood associations can establish a range of programs that encourage home maintenance and community togetherness. Examples include tool lending programs, neighborhood block parties, and clean-ups.</p> <p>The City of Madison, Wisconsin maintains a list of recognized neighborhood associations that have registered with its Department of Planning & Development. This list is shared with other city departments and agencies, which will solicit these associations when considering projects, programs, and services, in their respective neighborhood.</p> <p>This initiative could be implemented directly by the planning partners – either jointly or independently.</p>

Strategic Action	Notes
5h. Establish incentive program to promote construction of low cost homes.	The county should provide educational information to developers and realtors about Federal incentives such as low interest loans.
5i. Establish educational program to change perceptions about multi-family housing.	This will need to be cooperative effort with the development and real estate communities, as well as local citizens.
5j. Work with educational institutions to provide opportunities for students to become more integrally involved with local government decision-making.	<p>The Leadership Lycoming program should be maintained. Government for a Day workshops in various locations throughout the county may be useful.</p> <p>Within the Planning Area, local government official should participate in career awareness events.</p> <p>Civics and social science teachers should be encouraged to bring students into local government settings to observe the community decision-making process.</p>
5k. Identify growth areas for development of larger residential developments where infrastructure is available.	This concept is important to land use and resource management. See Chapter 3.

Strategy #6	
Undertake specific actions or programs to promote economic development that supports the community goals and objective identified in the Comprehensive Plan.	
Methods, Tools, and References	
KIZ and KOZ Designation, Business Improvement Districts and business incubator.	
Partners	
County, City, boroughs, townships, local colleges, local lending institutions, and the Chamber of Commerce.	
Funding Sources	
Commonwealth Capital Budget, Federal Transportation and Sewer and Water Appropriations DCED Programs: KIZ Program, Business in Our Sites, First Industries Program, Pennsylvania Economic Development Finance Authority, Industrial Sites Reuse Program, Infrastructure Development Program, Opportunity Grant Program, Community Economic Development Program, Machinery and Equipment Loan Fund, PENNVEST, Small Business First, Communities of Opportunity Program	
Strategic Action	Notes
6a. To promote new business start-ups, seek designation of a Keystone Innovation Zone (KIZ) within the vicinity of Penn College.	In early May 2003, the PA House introduced amendments to the 1998 Keystone Opportunity Zone Act that recognized another zone category – the Keystone Innovation Zone. A college or university must be located at the core of any KIZ, which provides tax and other economic incentives (e.g. R&D tax credits) to start-up companies that locate within the zone. The objective of the program is to stimulate growth in knowledge-based industries and to promote public-private partnerships for the advancement of local economies.
6b. Pursue federal funding opportunities that improve the cost of competitiveness of Lycoming County’s Keystone Opportunity Zones (KOZs).	For instance, the Lycoming County Industrial Park offers 361 acres of industrially zoned property that has good access to major highways and airport service. Yet, the lack of adequate public infrastructure (primarily water and sewer service) places the park at a competitive disadvantage. The County has communicated this project need to its respective State and Federal legislators and will continue to advocate for high priority infrastructure projects that will facilitate business growth and job creation.

Strategic Action	Notes
<p>6c. Establish a shared-risk seed fund to provide gap financing to business start-ups and local firms pursuing business expansions.</p>	<p>Due to the low survival rate of many small businesses and the risk adverse nature of the lending industry, it is difficult for small business to obtain the capital necessary to finance start-up or key growth stages. A shared-risk seed fund would pool financing from several area lending institutions, thus reducing the investment risk shouldered by any one company. Once capitalized, the fund can be administered as a revolving loan fund (RLF), which uses loan repayment to make additional loans.</p>
<p>6d. Implement a split-rate real estate tax in the City and Montoursville Borough to promote infill development.</p>	<p>Several cities in Pennsylvania, including Harrisburg and Pittsburgh, utilize the split-rate tax system to encourage infill development and discourage land speculation. Rather than levy a uniform real estate tax, municipalities with a split-rate tax lower the tax burden on buildings and increase the tax burden on land, thus providing incentive to improve properties.</p>
<p>6e. Establish Business Improvement Districts to promote a positive business climate.</p>	<p>To promote a positive business climate, consider the benefits of a Business Improvement District (BID). To establish a business improvement district, property owners within a designated area voluntarily contribute to an annual assessment that supports enhanced services within the BID area. Services typically include security, streetscape enhancements, and marketing. Business Improvement Districts can be particularly beneficial for small businesses, which often have small - or nonexistent - marketing budgets.</p> <p>By way of example, the City of Reading (Berks County) has maintained a Downtown Improvement District (DID) within its CBD since 1995. It employs District Ambassadors who maintain radio communication with the City police department, alerting them to problems or suspicious activity. (continued)</p>

Strategic Action	Notes
(continued)	They patrol the area on bicycle, providing visitor assistance and after-hours escort service. In addition to the ambassador program, the D.I.D. supports cleaning and beautification activities that have contributed to a positive perception of downtown Reading. The popular Midday Café and Concert Series, held annually, features local restaurants and artists during lunch hour. The Reading D.I.D. has successfully promoted the downtown business district as an inviting place to live, work, and play.
6f. Establish a business incubator program.	The Chamber and local educational institutions should work together to establish a business incubator program.
6g. Publicize a comprehensive listing of financial assistance available to small business.	This should be a joint effort of the Chamber and the County and should include the development of a web-site.
6h. Establish a long-term funding stream dedicated to a competitive economic development program.	This funding stream should include long-term funding from both county and local resources. It may involve low interest loans or bonds.
6i. Assist the County in developing a plan to provide infrastructure to service 1,000 new acres of land for industrial development.	<p>The Planning Area has been able to maintain occupied commercial and industrial sites in the Borough as well as developing new business and industry sites in the Muncy Township. Additional infrastructure-ready sites, in this Planning Area or other Lycoming County locations, will make the County more attractive for new commercial or industrial development. Currently, the two KOZs in the County include both brownfield (redevelopment) sites and greenfield (new development) sites.</p> <p>A substantial amount of land has been designated for business and industry on the future land use map of the Montoursville-Muncy Planning Area. Most of this land lies between I-180 and the Susquehanna River (continued)</p>

Strategic Action	Notes
(continued)	floodplain and would be classified as greenfield development. Alternatively, Montoursville could develop additional land, if a dike were constructed along Loyalsock Creek to prevent backwater from the Susquehanna River causing the Loyalsock Creek to spill over its existing banks. The Borough has expressed an interest in light industrial uses for this area.
6j. Identify and inventory underutilized properties of 5 acres or more.	The county and Chamber should utilize the county's GIS technology to inventory and monitor redevelopment opportunities.

Strategy #7	
Establish a Regional Cooperation Forum to focus on important issues requiring regional cooperation.	
Methods, Tools, and References	
Partnerships, Regional Asset District, Economic Development Committee, inventories, integration of functional planning areas, targeting, guidelines and capital improvement programs.	
Partners	
County, City, boroughs, townships, authorities, Chamber of Commerce, IPC, EDPS	
Funding Sources	
DCED Programs: Shared Municipal Services, Land Use Planning Technical Assistance Program	
Strategic Action	Notes
7a. Establish a comprehensive approach to the provision of infrastructure to meet the needs of new and expanding industries.	See Strategic Action 6.i. Infrastructure ready sites will make the county more attractive for new commercial or industrial development.
7b. Strengthen cooperation between local government and the County.	The Planning Advisory Teams (PATs) should be utilized as a forum to promote this cooperation.
7c. Consider the development of Regional Asset Districts for sharing regional resources.	Also see Strategy 3.
7d. Establish an inventory and monitor lands available for industrial development.	Also see Strategic Action 6.j and 6.k.
7e. Integrate local land use planning with transportation planning.	A well coordinated system that is compatible with and effectively serves the desired land use pattern and community needs is important to promoting business expansions in the area. Also See Chapter 4: Transportation Plan.
7f. Prioritize and target particular projects to support investment by key industries expanding in the regional economy.	The county and Chamber should work together to identify key industries expanding in the region.

For discussion on how these strategies and actions relate to the other three planning elements, Land Use and Resource Management, Transportation, and Community Infrastructure, see Chapter 6.



Defining the Issues, Validating Issues, and Identifying Trends

Creating the Vision, Establishing the Goals, and Setting the Objectives

Discerning the Strategic Actions

The Land Use and Resource Management Plan draws upon issues related to the existing land use patterns and development trends, as well as the use and management of natural and cultural resources, in the Montoursville-Muncy Planning Area to outline a strategic plan for more thorough and coordinated land and resource stewardship.

Defining the Issues, Validating Issues, and Identifying Trends

Many of the important issues that could potentially impact the community in terms of land use policy and natural and cultural resource management were identified in relation to the Planning Area or to the broader region. The following issues were noted by the Planning Advisory Team as being of particular importance within the Montoursville-Muncy Growth Corridor (*these issues are not prioritized by importance*):

1. **Ridgetop development** – Ridgetop development is negatively impacting the invaluable scenic landscapes within and surrounding the Planning Area and there are no local regulations to deal with this trend.
2. **Steep slope development** – Steep slope development is a concern, since a significant proportion of the County has slope gradients equal to or in excess of 25 percent. Current local zoning ordinances do not prohibit development in these locations, but do

require erosion and sediment control plans and a soil stability analysis.

3. **“Strip” Housing Developments** - Residents are concerned with the trend to build housing developments that are strung out along one road, which creates access management problems. In addition, they are not really conducive to developing a sense of neighborhood.
4. **Commercial Development Along the I-180 and U.S. 220 Corridors** - The I-180 and U.S. 220 corridors represent one of Lycoming County’s fastest growing residential and commercial areas. The Montoursville-Muncy Planning Area is located along these corridors. According to Lycoming County’s GIS mapping, commercial land uses comprise almost 634 acres of the Montoursville-Muncy Growth Corridor. Much of this commercial development is focused on the Lycoming Mall area in Muncy Township. The Planning Area is supported by an excellent transportation system, as well as expanding public sewer and water systems. These factors, in addition to local zoning, have attracted commercial development, not only south of I-180 in the traditional downtown area, but also north of the highway. This development has ultimately not been as welcomed, and community stakeholders would like to see future major commercial development kept between I-180 and the Susquehanna River.
5. **Land use/interchange impacts from Interstate 99** - The future development of Interstate 99 will provide local municipalities with additional land development opportunities, particularly around both existing and new interchanges. However, such opportunities also pose challenges in terms of mitigating the potential negative impacts, as well as providing sufficient infrastructure to accommodate this growth. Current land use regulations do not specifically deal with highway interchange development activities.
6. **Industrial Farm Operations** - The sustainability of the traditional family farm is becoming increasingly difficult to achieve as trends in the agricultural industry are shifting towards franchising and cooperatives, where independent producers enter into a production contract with animal processing corporations. In addition to the environmental impacts, research is beginning to reveal negative social impacts as well. Lycoming County is in the process of amending the county’s zoning ordinance to limit concentrated

animal feeding operations to areas zoned specifically for agriculture, and then only after a public hearing and proof that measures have been taken to protect public health and safety. If approved, such measures would only apply to those municipalities who have adopted the county's zoning ordinance, namely Muncy Township.

7. **Concentrated Animal Feeding Operations (CAFOs)** - The most notable effects of CAFOs are air and water quality impacts. Additionally, researchers express concerns that CAFOs may (1) produce a shift in the rural work force, (2) erode a community's historic values of trust and openness due to corporate secrecy and the political ability to preempt local decision making through influence at higher levels of government, and (3) erode the traditional economic linkages within the local community as they are replaced by more distant corporate supply lines. Lycoming County is in the process of developing a model ordinance that would provide municipalities with a tool to effectively regulate such operations.
8. **Telecommunication towers** - The proliferation of the nation's telecommunications industry has left many Pennsylvania municipalities ill-prepared for the impacts caused by wireless telecommunication towers and associated infrastructure. The Montoursville-Muncy Planning Area municipalities have already experienced the development of wireless telecommunication facilities, but only Montoursville Borough has adopted any measures to regulate them.
9. **Standardized land use inventory** - The need for developing a standardized land use inventory system has long been recognized. Such a system would greatly benefit regional cooperation and planning initiatives, as well as enhance economic development initiatives. Moreover, a standardized land use system would help local municipalities and the County to achieve consistency in their comprehensive planning policies and land use regulations. To this end, the County, in cooperation with its municipal partners, has drafted the Lycoming County Comprehensive Plan Consistency Manual, which uses the American Planning Association's Land-Based Classification Standards (LBCS) model in their GIS-based land use inventory and classification procedures.
10. **Uniform Construction Code** - The Pennsylvania Uniform Construction Code (Act 45 of 1999) has established consistent

construction standards in every municipality in the commonwealth. The goal of the law is to prevent substandard construction, both for residential and commercial purposes.

11. **Agricultural Preservation** - The possible future development impacts of the new I-99 corridor may threaten additional agricultural lands. The Planning Area contains nearly 10,000 acres of productive farmland soils, the majority of which are located in the floodplains and most developable land areas. However, less than 900 acres of these productive farmland soils have been protected through the use of Agricultural Security Areas, and none have been preserved through easement purchases. The most popular form of agricultural protection throughout Lycoming County, is the Clean and Green program, in which 10,000 acres are currently enrolled from the County. Stakeholders recognize agriculture as one of the most compatible land uses with their desire to conserve wildlife habitat and visual resources and to provide recreational environments.
12. **Karst Topography** - Portions of the Planning Area's landscape are underlain by limestone-based geologic formations that are susceptible to the formation of solution caverns and sinkholes. Also known as karst topography, these areas are considered to be both hazardous, because of the danger of collapse, and beneficial because they provide unique habitats, mineral sources, and recreational opportunities. These areas are very susceptible to changes in land use and development.
13. **Groundwater** - Groundwater is a main source of drinking water for residents of the area and its protection will require sound practices regarding sewage and septic systems. In addition, new development will need to be sensitive to the fact that paving and other surface alterations will impact both the quality and quantity of accessible ground water.
14. **Surface Water Quality** - The surface waters of the Susquehanna River and its tributaries are very important as they provide drinking water, recreational opportunities, and wildlife habitat. Stormwater management and soil conservation measures are two key tools for maintaining their quality.
15. **Pristine Nature of the Susquehanna River Corridor** - Within the Planning Area, the Susquehanna River remains relatively unchanged from its native woodland condition. Development of adjacent communities is not apparent, making a canoe trip or tube float from Montoursville to Muncy a particularly

scenic journey. In fact, this reach is one of the longest roadless sections of the River. This River segment may be an eligible candidate for Scenic Rivers status. Today, the River is used for recreational activities, e.g. boating and fishing. Further potential for connecting recreational activities along the River as a water trail exists. Hansom's silica quarry, one of the largest in Pennsylvania, owns mining rights along this portion of the River corridor.

16. **Floodplains** - A large portion of the Planning Area is located in the floodplains of the Susquehanna River and Loyalsock Creek and their tributaries. While protection of existing development remains a constant challenge, accurate delineation of the floodplains and appropriate regulations will help ensure that new development is sensitive to this hazard.
17. **Air Quality** - Air quality is very important to the overall quality of life and is generally good in the Planning Area. Identified hazards to air quality include auto emissions and open burning. Methods to minimize their impact will need to be developed.
18. **Scenic Resources** - The natural beauty of the area is one its greatest assets, and is very important not only to the people who live there, but also to those who visit. The 1973 study, *Scenic Resources of Lycoming County* identified many of the scenic vistas in the Planning Area, including the Susquehanna River corridor. New development needs to be sensitive to the intrinsic value of these areas by using design techniques that preserve and enhance the views and scenic beauty of the area.
19. **Cultural Resources** - Cultural and historical resources can be found throughout the area. Together they are an integral part of the overall quality of life in the region. A strong sense of community and volunteerism help to promote these resources.

For a more detailed analysis of land use and resource conditions and trends, see the following profiles in the Technical Background Studies Document:

No. 2 - Existing Land Use Profile

No. 6 - Natural and Cultural Resources Profile

No. 7 - Flood Hazards Profile

While many other issues were identified, these land use and resource management issues were of the greatest concern to community leaders and residents of Lycoming County. Stakeholders and residents from across the County were invited

to discuss these issues and give input to vision statements that described the preferred approach to addressing unfavorable conditions and trends. Discussion was facilitated by statistical analysis from the following sources:

- Lycoming County GIS Database
- A Natural Areas Inventory of Lycoming County, Pennsylvania, 1993
- Lycoming County Scenic Resource Inventory (1973)
- Lower West Branch Susquehanna River Conservation Plan (2003)
- Lycoming County Comprehensive Plan (1997)

Various perspectives on the priority issues were contributed. In some cases, consensus on preferred future conditions and trends was reached quickly. In other instances, more extensive discussion or a broader, more flexible vision statement was needed for all participants to agree. From the preferred vision statements, goals and objectives were developed to outline specific areas of emphasis for sustaining and improving the County's quality of life.

The following discussion of issues, trends and implications, consensus vision, and goals and objectives documents the preferred future conditions for land use and resource management topics. It was noted that improvements to the I-99 / US15 / US 220 corridor will ultimately affect traffic patterns on highways and secondary roads throughout the region, including I-180. Therefore the discussion of highway-related development impacts is relevant at both regional and local levels.

Creating the Vision, Establishing the Goals, and Setting the Objectives

Issue: The current trend of uncontrolled steep slope and ridgetop development is creating negative environmental impacts throughout the County.

Table 8 Selected Land Use Regulation Inventory

Selected Land Use Regulations for the Montoursville/Muncy Growth Area

Municipalities	Zoning Ordinance	Subdivision/Land Development Ordinance	Steep Slope Protection	Ridgetop Development
Montoursville Borough	■	■	No	No
Fairfield Township	■	■	No	No
Muncy Township	□	□	□	□

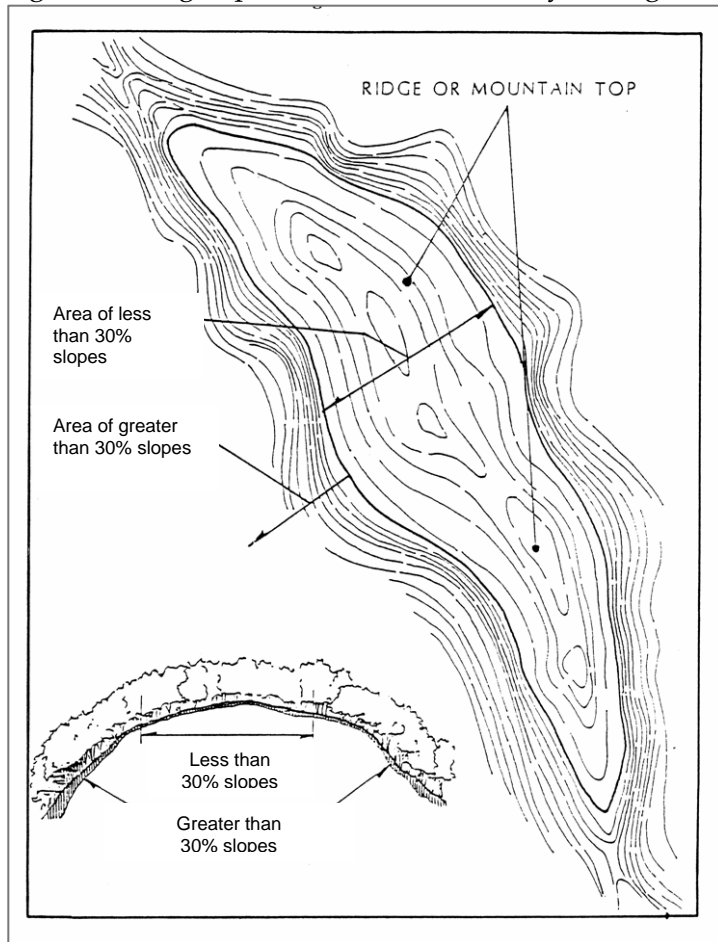
Legend:

- Municipal Enacted Ordinance
- Lycoming County Enacted Ordinance

The Implications to Our Community

- This type of development negatively impacts the scenic beauty of the area.
- Disturbance of steep slopes causes erosion, which in turn has negative impacts on the area’s creeks and streams due to excessive sediment loading.
- Specially designed, more expensive septic systems are required to ensure protection of ground water resources.
- Private driveways associated with this type of development often cause serious erosion problems.

Figure 15 Ridgetop Illustration from the Lycoming County Zoning Ordinance



Our Vision for the Future

Development on our ridgetops and steep slopes will be discouraged and carefully controlled so as to retain their natural character and prevent negative impacts on the County’s creeks and streams. Preservation of forested ridgetops and steep slopes will be encouraged.

Common Goal

To conserve ridgetops and steep slopes for their environmental and aesthetic value to the County, and to manage limited development in these areas

Common Objectives

- Encourage preservation of ridgetops and steep slopes from development
- Discourage and control ridgetop and steep slope development through County and local ordinances



Southward view toward North Mountain

Issue: Proposed and potential improvements, such as additional or improved interchanges—for example, the Lycoming Mall Road interchange—along I-180 will increase the demand for development along the corridor and have already resulted in significant land use changes that could be unwelcome. Proposed improvements to the I-99 corridor could also result in regional development pressure that could impact the I-180 corridor, a spur to the improved I-99.

The Implications to our Community

- Improvements provide opportunities for additional development, particularly commercial, along the corridor.
- Such improvements also pose challenges, including the provision of adequate infrastructure to support new growth, as well as connectivity to existing roadways.
- Existing ordinances may not be adequate to control potential negative land use changes associated with the proposed upgrades to the degree that would make the changes welcome or acceptable to the community.



Lycoming Mall Road interchange

Our Vision for the Future

New and re-development along the I-180 corridor will be managed in order to take advantage of existing and proposed infrastructure, and to provide opportunities for positive economic development, while minimizing negative impacts on the natural and scenic environment.

Common Goal

To manage new and re-development along highway corridors in ways that complement and enhance local communities

Common Objectives

- Guide development to areas of existing or proposed infrastructure
- Guide new development to enhance local communities.
- Minimize/mitigate environmental impacts from new highway development

Issue: Preservation of natural resources, including open spaces, wetlands, and prime agricultural soils is a high priority.



Southwestern view toward North Mountain



Loyalsock Creek

The Implications to Our Community

- These resources are invaluable and help define the rural character of Lycoming County.
- Water and air quality are dependent upon the diversity of the area's natural resources.
- These resources are essential ingredients of the quality and quantity of the area's recreational opportunities.

Our Vision for the Future

A community that recognizes and balances the economic, environmental and aesthetic values of its land and natural resources, including prime farmland, to preserve the quality of life.

Common Goal

To manage land and associated natural resources with clear regard for economic, environmental and aesthetic values

Common Objectives

- Focus natural resource preservation efforts
- Encourage a range of public and private preservation techniques appropriate for Lycoming County
- Emphasize brownfield development to reduce pressure on greenfields

Issue: Concentrated Animal Feeding Operations (CAFOs) must be carefully located.

The Implications to Our Community

- CAFOs require large quantities of water and produce large quantities of waste.
- Waste must be managed to prevent surface and ground water pollution and odors.
- According to PA state law, CAFOs must be permitted by any zoning ordinance.

Our Vision for the Future

CAFOs will be permitted only in certain areas within the County, and excluded and buffered from areas with environmentally sensitive resources, contained microclimates, and suited for residential uses through municipal, multi-municipal or a Countywide zoning ordinance(s).

Common Goal

To limit environmental impacts and land use conflicts between CAFOs and other uses

Common Objectives

- Permit CAFOs in limited areas where environmental impacts and land use conflicts will be minimal
- Increase public awareness of existing CAFO regulations
- Support alternative agricultural operations, such as sustainable produce farming, to reduce the pressure to develop more intensive agriculture as a means to continue farming

Issue: Many of the County’s cultural and historical resources are not protected.

The Implications to our Community

- Neglect of historical resources (architecture, building styles and materials, settlement patterns, historic sites, etc.) shows disregard for local heritage.
- Once historical resources have been removed, local heritage is not truly reflected.
- Numerous cultural activities and resources help provide the high quality of life found in the Planning Area. Local celebrations and festivals throughout the area enhance the sense of community.

Our Vision for the Future

Our community will prioritize and protect the cultural and historical resources that define our local heritage, while encouraging growth that complements our character.



Former Montoursville Borough building

Common Goal

To maintain and develop our cultural identity

Common Objectives

- Identify and conserve significant cultural and historical resources through a prioritization process
- Engage in the development of the Lumber Heritage Region
- Promote state and federal historic preservation programs locally

Issue: Much of the usable land in Lycoming County is located in the floodplains of the Susquehanna River and its tributaries. Minimizing flood damages, while still allowing for growth and development, is a significant challenge.



Flood Hazard Map for Muncy Township

Source: www.lyco.org/projectimpact

The Implications to our Community

- Flooding damages property and can threaten human life.
- Floodplain management and hazard mitigation is essential to reducing the costs of flooding, not only direct costs in terms of physical damages and loss of life, but also indirect costs, such as the disruption of business activities.

Our Vision for the Future

Restrict new floodplain development. Allow continued use and reuse of existing structures and public infrastructure on the floodplains where adequate flood proofing and flood mitigation requirements can be met.

Common Goal

To reduce the loss of life and property due to flooding by restricting floodplain development

Common Objectives

- Restrict new floodplain development through County and local ordinances
- Provide incentives for new development to locate in targeted growth areas, rather than in floodplain
- Require and enforce flood proofing and flood mitigation requirements for existing properties

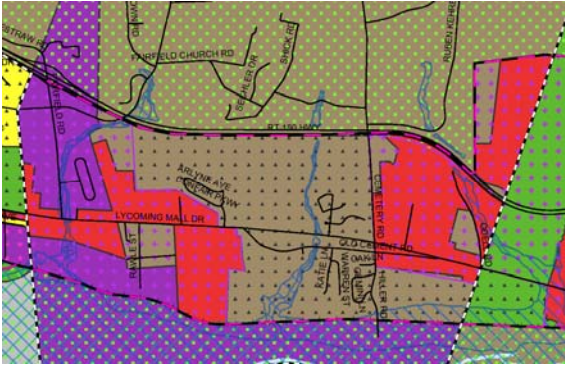
Discerning the Strategic Actions

With agreement on the goals and objectives regarding land use and resource management, discussion turned to the changes needed in public policy, public education efforts, and cooperative planning and development. This matrix demonstrates that there are several key strategies that could positively impact the priority land use and resource management issues identified for the Montoursville-Muncy Growth Corridor. Each strategy represents a range of tasks to be undertaken by various partners and entities, as further defined under the strategic actions on the following pages.

Matrix 2 Potential Breadth of Impact of Land Use and Resource Management Strategies

Key Issues in the Montoursville-Muncy Planning Area

Strategic Action	<i>Guidance for highway-related development</i>	<i>Appropriate CAFO location</i>	<i>Conservation of steep slopes and ridgetops</i>	<i>Natural Resource Protection</i>	<i>Historic and cultural resource protection</i>	<i>Floodplain Management</i>
Review and revise ordinances to ensure that they are consistent with the goals and objectives of the comprehensive plan.	X	X	X	X	X	X
Develop and support additional public and/or private programs to achieve the comprehensive plan's goals and objectives.	X		X	X	X	X
Develop public education programs to address environmental concerns related to land use and property maintenance.		X	X	X	X	X
Support the continued presence of agricultural and forest industries.		X		X		X
Coordinate resource inventory, management, and protection.		X	X	X	X	X
Coordinate economic development and transportation and infrastructure planning with land use planning	X			X	X	X
Utilize land management techniques and practices to protect natural resources.			X	X		X

Strategy #1	
Review and revise ordinances to ensure that they are consistent with the goals and objectives of the comprehensive plan.	
Methods, Tools, and References	
Model ordinance(s), e.g. developed by LCPC, Natural Lands Trust and other sources Public Education	
Partners	
Lycoming County Planning Commission, local municipalities, Conservation District, Northcentral Pennsylvania Conservancy, next generation land owners	
Funding Sources	
DCED Programs: LUPTAP and Shared Municipal Services Program, Floodplain Land Use Assistance PEMA: Hazard Mitigation Grants Program, Flood Mitigation Assistance Program (FMAP) DEP Brownfields Inventory Grants and Brownfields Action Team DCNR, PENNDOT Growing Smarter Transportation Projects/Land Use Initiative Local: watershed organizations, private foundations, employers invested in quality of life for employees	
Strategic Action	Notes
<p>1a. Revise zoning to guide development to desired growth areas. Utilize growth boundaries as interim limits to community development. Review zoning to provide for all developed uses within the growth boundaries. Provide for mixed use zoning districts and multi-story development where appropriate for the community context.</p>	<p>These areas would be re-evaluated periodically (every 20 years) to determine if and where relocation is needed to accommodate the future desired amount of development.</p> <p>Determine an appropriate residential zoning density target for growth areas in the Montoursville-Muncy Growth Corridor. Utilize zoning density capacity (and density bonuses) to support desired transportation and infrastructure improvements within designated growth areas, particularly where current demand fails to warrant extended service.</p> <p>Seek assistance from Lycoming County on the use of growth areas for sound land use planning and community development.</p>
 <p><i>Excerpt from the Future Land Use Map (shown over current zoning data)</i></p>	

Strategic Action	Notes
<p>1b. Develop zoning ordinances that are compatible with land use patterns and densities that define local character.</p>	<p>“Standard” or universal ordinances will yield universal results – Anytown, USA. Locally relevant ordinances model new development after historical patterns and densities and require features that physically and visually connect the community to its specific geographic and socio-cultural place – its “sense of place”.</p> <p>This “sense of place” is further enhanced by site or building features, such as lot size, building scale, building materials, and even roof angles, that are consistent with local architectural patterns.</p> <p>This action will require research on the preferred patterns of development, meaning measurement of setbacks, building height, lot sizes, and other features of development that models what the community would like to see in the future.</p> <p>Alternatively, design guidance manuals can provide suggested building patterns, materials, and techniques for certain districts or corridors. These suggestions can be used as a negotiation tool when reviewing land development plans.</p>
<p>1c. Develop regulations for site improvements that are compatible with local character.</p>	<p>In addition to the abovementioned features, locally relevant development looks to architectural patterns of historic sites, such as vegetation quantity and species selection, connected sidewalk or trail networks, paving or hardscape materials, low-impact stormwater management techniques.</p>
<p>1d. Develop interchange overlay districts for select interchanges.</p>	<p>Many individual municipalities may not have the resources to research the specifics of interchange zoning. The County should assist by providing several model interchange approaches (districts/overlays) for modification and adoption by the municipalities.</p>

Strategic Action	Notes
<p>1e. Develop design guidance for the gateway development. Clearly establish uses compatible with gateway areas. Also establish signage, landscape, and buffer standards and/or regulations.</p>	<p>The County’s villages serve as gateways to truly rural areas and natural environments. Montoursville could be considered a gateway community to the Greater (continued)</p>
<div data-bbox="251 485 634 978" data-label="Image"> </div> <p data-bbox="246 1014 779 1150"><i>This Streetscape Design Manual for the City and County of Denver was developed specifically to address design issues of commercial and residential streets.</i></p>	<p>Williamsport Area and to the Loyalsock Creek and Susquehanna River corridors. Montoursville may incur additional development pressure, in proportion to increased recreational access to the river and creek.</p> <p>Sensitive regulations and quality-based performance standards will be needed to guide development in ways that complement the landscape and community character.</p> <p>Signage regulations will be of particular importance to these areas, which may serve as many or more County visitors than residents. Cookie-cutter service facilities, e.g. chain restaurant buildings and signage, should not be permitted, but rather these services should be fitted into the scale and patterns of local development.</p> <p>Other gateways may serve as the front door to the urbanized areas of Lycoming County and therefore deserve similar attention to appropriate uses, signage, landscaping, and buffering. These gateways may be highway interchanges or areas along two-lane state routes, - adjacent to the County’s urbanized areas.</p>
<p>1g. Revise zoning ordinances to restrict salvage yards and other uses in need of extensive outdoor storage from community gateway areas.</p>	<p>While such uses can be well managed, these are not appropriate uses for the entry to a community.</p>

Strategic Action	Notes
<p>1h. Revise zoning to limit development in desired protection areas, e.g. a steep slope/ridgetops or scenic waterways, including the Susquehanna River and Loyalsock Creek.</p>	<p>Include performance standards for driveway access, slope and surfacing; amount of lot to be disturbed; degree of slope allowable for development; and a requirement for erosion and sediment control plans with definitive grading standards.</p> <p>Lycoming County’s steep slope/ridgetop overlay district is an excellent example and should be considered for adoption by all Montoursville-Muncy planning partners.</p>
<p>1i. Retain complete forest structure (canopy and understory) to protect scenic viewsheds and other environmental benefits through adopted performance standards and incentives.</p>	<p>Review ordinances for current guidance on forest retention. Since forestry must be permitted in all zoning districts, develop and adopt standards that protect scenic and environmental benefits. Provide consistent enforcement of ordinances.</p> <p>Develop performance standards and incentives for sound forest management that benefits the community environmentally and economically, where they are not already in place.</p> <p>Encourage the development of forest stewardship plans.</p> <p>Organizations such as the Natural Lands Trust and the Builders for the Bay are working to revise these standards. The Natural Lands Trust offers a Growing Greener Audit – a review of current regulations and recommendations for “greener” community standards.</p> <p>Builders for the Bay organizes local roundtable discussions between municipal officials, developers, and environmental interests to discuss site design criteria that meet the needs of all parties. For more information, see www.natlands.org and www.cwp.org/builders_for_bay.htm.</p>

Strategic Action	Notes
<p>1j. Revise zoning ordinances to permit CAFOs in appropriate areas, where they would cause minimal community and environmental impacts.</p>	<p>CAFOs are indeed one arm of the agricultural industry. The potential impacts to water quality justify careful placement of such industries away from designated growth areas, karst topography and water supply areas, and sensitive habitats.</p> <p>Review municipal ordinances. Regulations should include provisions for state regulation compliance.</p>
<p>1k. Review and revise local zoning ordinances to permit additional tourism-related uses in appropriate districts.</p>	<p>Some tourism-related uses may already be permitted. Review from the perspective of a potential business owner, considering development requirements as well as uses.</p>
<p>1l. Review and revise local zoning ordinances to permit additional private and public recreation uses.</p>	<p>See above</p>
<p>1m. Review local ordinances for standards that require excessive impervious coverage, e.g. wider than necessary streets, excessive parking, etc. Revise such standards with provisions for better stormwater management practices, e.g. for shared parking, uncurbed streets, where appropriate.</p>	<p>Again, Organizations such as the Natural Lands Trust and the Builders for the Bay are working to revise these standards. See Notes for Strategic Action 1.i. above.</p>
<p>1n. Revise local ordinances to regulate new floodplain development and to regulate expansion of existing floodplain development.</p>	<p>Provide education on the impacts of building and expanding development in the floodplain. Provide education to local officials on floodplain management and the need for strong enforcement. Update ordinances, as needed, when revised FEMA maps are finalized.</p> <p>Continue to pursue funding for property purchases and retrofits in the floodplain.</p>
<p>1o. Revise property maintenance codes to include flood proofing and flood mitigation for existing properties in the floodplain.</p>	<p>See above</p>

Strategy #2	
Develop and support additional public and/or private programs to achieve the comprehensive plan’s goals and objectives.	
Methods, Tools, and References	
State Keystone Opportunity Zones, PENNDOT Scenic Byways Program, County Agricultural Preservation Program	
Partners	
Conservation County, District, DCED, PENNDOT, DCNR, Northcentral Pennsylvania Conservancy, developers, Natural Lands Trust	
Funding Sources	
Keystone Innovation Zone Funding	
Strategic Action	Notes
2a. Support the County’s efforts to develop a program to identify and market Key Opportunity Sites – sites with infrastructure that would be eligible for local and County tax incentives for development.	<p>The County, in conjunction with economic development and real estate developers, could build and maintain a GIS database of Key Opportunity Sites. Displayed as an interactive map on the County or other’s website, the database could assist in marketing business interests to these desired growth areas.</p> <p>Review and revise zoning to support Key Opportunity Sites designations, if and when they occur.</p>
2b. Support the County’s efforts to develop Keystone Innovation Zones (KIZ) as proposed by the Rendell administration. Promote KIZ locations to upcoming Penn College and Lycoming College graduates.	Review and revise zoning to support KIZ designations, if and when they occur.
2c. Support public and private easement donations/ purchases with letters of support and/or matching funds.	Where private interests in land and resource conservation coincide with Common Goals, these interests should be recognized with letters of support or financial contributions. Leveraging funding is increasingly used as a testament to partnerships and joint pursuit of a common goal. Matching funds from public and private sources can significantly increase the value of one individual’s or organization’s gift or purchase.

Strategic Action	Notes
<p>2d. Market available sites within developed areas for development or redevelopment to reduce development pressure on rural areas.</p>	<p>See notes for 2a. The boundaries of developed areas could be defined officially through designated growth boundaries. These boundaries would be re-evaluated periodically (every 20 years) to determine if and where relocation is needed to accommodate the future desired amount of development.</p>
<p>2f. Develop and coordinate scenic preservation programs, such as a scenic byways program and easement programs that accommodate scenic easements.</p>	<p>This strategy intends to coordinate land use and transportation planning to protect rural character. Additionally, it can be dovetailed with state and federal scenic byways programs and scenic rivers designation to promote tourism. Scenic byways designation and parallel zoning can help to limit the visual impacts of new development, such as signage.</p>
<p>2e. Promote the use of conservation design techniques.</p>	<p>Conservation design techniques allow for development and open space preservation to co-exist on a single site.</p>
<div data-bbox="250 1062 776 1377" data-label="Image"> </div> <p data-bbox="207 1381 532 1411"><i>A conventional subdivision</i></p> <div data-bbox="243 1444 769 1759" data-label="Image"> </div> <p data-bbox="224 1764 727 1793"><i>An open space or conservation subdivision</i></p> <p data-bbox="250 1831 799 1894"><i>Source: Conservation Design for Subdivisions, Randall Arendt</i></p>	<p>Applied most often to residential development, the conservation design approach removes environmentally sensitive features (waterways, wetlands, steep slopes, etc.) first. Second, it identifies features that are specific to the site, such as wooded areas, prime farmland soils, historic ruins, and scenic views. The remaining land area is then developed for residential lots. Overall development density can be achieved, and the open space is maintained jointly by the homeowners. The Natural Lands Trust can provide educational materials, including a hand-on design workshop, and model ordinance language that incorporates such techniques.</p>

Strategy #3	
Develop public education programs to address environmental concerns related to land use and property maintenance.	
Methods, Tools, and References	
Multi-media education: newspaper articles, newspaper columns, radio and TV talk shows, website articles, e-newsletter	
Partners	
Media, school districts, municipalities (e.g. newsletters), County Conservation District, County Extension Service, PA DEP, Pennsylvania Department of Agriculture, and US Department of Agriculture	
Funding Sources	
USDA: Conservation Reserve Enhancement Program DCED: First Industries Program PA Department of Agriculture: Farmland Preservation Programs, Bureau of Marketing Development (various programs)	
Strategic Action	Notes
3a. Provide public information on the environmental and community benefits of forestland and wetlands.	Specifically, include information on forest and wetland benefits to water quality and groundwater recharge, wildlife, biodiversity, and recreation. Provide information on the impacts of forest removal and the need for sound forest management, whether for timber production, wildlife habitat, or other goals. The County may develop materials for countywide distribution.
3b. Provide information on agricultural operations: <ul style="list-style-type: none"> ▪ state regulations and permitting requirements for agricultural operations. ▪ Municipalities abilities and limitations to regulate such operations ▪ Accepted agricultural methods 	Develop a rural agricultural community statement/ clause for inclusion in real estate sales agreements and/ or annual resident mailings, e.g. tax bills. Information on the listed topics should be distributed through municipal newsletters, websites, or other communication.
3c. Provide information on the use of growth areas for sound community development.	This information may be developed by the County Planning Commission for countywide distribution. Municipalities should forward key concepts to residents.
3d. Provide information on the impacts of building and expanding development in the floodplain.	Municipalities should forward key concepts in floodplain management to residents.

Strategy #4	
Support the sustainability of forest resources and the forest-related economic sector.	
Methods, Tools, and References	
Ordinances, conservation easements, municipal newsletters	
Partners	
Conservation District, forest landowners. Foresters, logging companies	
Funding Sources	
Not applicable	
Strategic Action	Notes
4a. Promote enrollment in forest conservation programs, e.g. Forest Legacy Program, Clean and Green – Forest Reserve Program.	Work with partners to provide information on forest conservation programs to forest land owners. Promote understanding of continued opportunities to harvest or manage forestland for other forest resource goals.
4b. Designate funding for forest easement purchases.	Municipalities that are committed to the future of agriculture in their jurisdiction should consider establishing a funding mechanism that would provide matching monies for other public or private easement purchases. Mechanisms could entail an open space preservation tax that would be invested to yield the municipal contribution for future purchases.
4c. Remove disincentives for timbering.	Currently, forest land owners are taxed on timber as part of the property values, and again on the income that timber generates. This results in a disincentive to harvest standing timber. Work with landowners and tax assessors to develop assessment values appropriate for forestland that will not be developed for other uses.
4d. Develop a logging ordinance that supports reforestation.	If forestry is to be a part of the future economy, its continued presence and health must be ensured. Regulations that protect the long-term benefits of forests should include the replacement of removed vegetation or provision for natural forest re-vegetation.

Strategy #5	
Coordinate resource inventory, management, and protection.	
Methods, Tools, and References	
Floodplain ordinance provisions, Riparian buffer ordinance/overlay, local building/site design manual, marketing community identity	
Partners	
Williamsport-Lycoming Arts Council, PENNDOT (as a source of existing inventory data)	
Funding Sources	
PHMC Programs, State and federal rehabilitation tax credits (historic rehab), PA Travel and Tourism Office=s Matching Grant Fund and Regional Marketing Initiative Fund, DCED LUPTAP Program	
Strategic Action	Notes
5a. Assist in the update to the Lycoming County scenic resource inventory and recommendations. The inventory should address community gateways, and scenic vistas and routes (road, rail, trail, and water) beyond its previous scope. Recommendations should include a prioritization of scenic resource protection efforts.	Montoursville-Muncy planning partners should review the updated document to insure that local scenic resources are adequately identified. Planning partners should review the recommendations for items requiring municipal action.
5b. Assist in the development of a Lycoming County Historic Preservation Plan that would include an update of the historic sites inventory. Assist in identifying techniques appropriate for the Planning Area and prioritizing needs.	Montoursville-Muncy planning partners should review the updated document to insure that local historic resources are adequately identified. Planning partners should review the recommendations for items requiring municipal action.
5c. Implement the recommendations of the Lower West Branch Susquehanna River Conservation Plan to the greatest extent possible through municipal activities.	There has been no discussion of specific methods for river protection or conservation beyond the effort of the Lower West Branch Susquehanna River Conservation Plan. This Plan has not been formally approved by DCNR. Many recommendations could be pursued without approval but may not receive state funding. Nonetheless, there are significant implementation recommendations that apply to the Susquehanna River between Montoursville and Muncy. River conservation projects (continued)

Strategic Action	Notes
(continued)	in this area should comply with the Lower West Branch Susquehanna River Conservation Plan.
5c. Identify riparian forest buffers, wetlands & natural undeveloped water retention areas and encourage stream bank preservation programs. Develop riparian buffer ordinance provisions.	<p>Become educated on municipal authority to regulate riparian buffer areas.</p> <p>Encourage the use of buffer areas for non-intensive uses, such as agriculture and forestry.</p>
5d. Encourage restoration of natural floodplain functioning, and use of acquisition and restoration or demolition programs.	<p>Emphasis should be given to the use of floodplains for greenways, open space, recreation, and agricultural uses.</p> <p>Promote the use of floodplain conservation easements through public education.</p>
5e. Support the application of historic properties to the Pennsylvania Inventory and National Register of Historic Places eligibility list. Similarly, support nominations to these preservation programs.	Provide letters of support, where appropriate, to indicate preference and desire for historic designation.
5f. Develop guidelines for historic site/ district redevelopment. Include flexibility for conversion and adaptive re-use of historically significant structures in these guidelines.	For historic districts, this should entail an Historic District Overlay. For individual sites not located in a historic district, specific historic site provisions should be developed. Montoursville-Muncy Planning Area municipalities should look to Lycoming County EDPS for assistance. Lycoming County may be able to provide a model overlay district for local consideration and adoption.
5i. Market historic sites redevelopment opportunities. Offer incentives for historic site rehabilitation.	Some businesses, and individuals who lead them, are drawn to historic structures for their historic value and aesthetic appeal, particularly when the office environment can be viewed as a marketing component of their business. The County should identify a few historic structures for targeted marketing to such investors. Incentives could be financial or procedural.

Strategic Action	Notes
<p>5m. Establish working partnerships that link cultural, economic, and educational development outcomes.</p> <p>a) Promote local cultural programs and festivals that may be of interest to Lycoming County tourists.</p> <p>b) The use of existing public and private facilities as locations for cultural programs and events further promotes the facility and may foster more diverse social interactions.</p>	<p>Planning Area municipalities should be sure to participate in such partnerships, whether by invitation or by volunteer.</p> <p>This strategy could expand existing partnerships for broader community benefit.</p>

Strategy #6	
Coordinate economic development and transportation and infrastructure planning with land use planning	
Methods, Tools, and References	
Act 537 plans, WATS TIP, tax and other incentives, Official Map, localized gateway and corridor master plans	
Partners	
County, municipalities, school districts, EDPS	
Funding Sources	
First Industries Fund, Commonwealth Capital Budget, Federal Transportation Appropriations, LUPTAP	
Strategic Action	Notes
6a. Offer incentives and assist in the development and expansion of tourism-related businesses.	Gather ideas from local tourism and recreational specialists, e.g. outfitters, sports shop owners. And, inform local businesses how they can support tourism through friendly service.
6b. Market Lycoming County as “the place to visit for (<i>insert target resource</i>).” Work with the Bureau of Tourism and the Chambers of Commerce to promote a consistent tourism message.	Montoursville-Muncy municipalities should participate in Countywide marketing initiatives in order to represent what they do and do not want for their futures. The municipalities could appoint one Planning Area representative or three municipal representatives. Participation could range from regular phone communication to potential committee positions.
6d. Identify Montoursville as a gateway community to the Susquehanna River and Loyalsock Creek corridors.	Local economic development should focus some attention on the gateway community in order to promote the identification of a desired area for certain development. See Community and Economic Development Strategy #1 (Action 1.e.).
6e. Plan for gateway development prior to marketing.	Make sure that appropriate zoning and development guidance is in place prior to inviting development pressure. Consider land use planning as well as transportation improvements and water and sewer needs for future businesses.

Strategic Action	Notes
6f. Market gateway communities for tourism and recreation development, particularly for small businesses that are compatible with local character.	The Montoursville community particularly well-suited to small businesses that provide recreational and leisure services associated with river recreation. Montoursville may also be an appropriate gateway to the historic agricultural activities along the river corridor and eastern lowlands.

Strategy #7	
Utilize land management techniques and practices to protect natural resources.	
Methods, Tools, and References	
Forest stewardship plans, open space and greenways designation, buffer ordinances	
Partners	
DEP, Chesapeake Bay organizations, County Conservation District	
Funding Sources	
DEP: Growing Greener Funding	
Strategic Action	Notes
7a. Promote forest cover and forest stewardship to promote filtration (quality) and infiltration (recharge).	Public education – See 2a. Incorporate Best Management Practices (BMPs) into ordinances. Replace high maintenance lawn requirements with successional meadow options.
7b. Develop and maintain wellhead protection programs for municipal wells.	Montoursville has developed such a program. Efforts should continue to enforce the program.
7c. Develop a greenways plan to complement open space, natural resource, and alternative transportation goals.	Lycoming County is developing a Recreation, Open Space and Greenways Plan that includes greenway recommendations. When asked by the County, planning partners should help to implement recommendations in their municipalities.
7d. Protect water supply and water quality.	Review and revise regulations that unnecessarily require impervious surfaces, e.g. large parking lots, wide streets, that direct rainfall into storm sewers and surface waterways, rather than into recharge areas. Incorporate Best Management Practices (BMPs) into ordinances. Promote provision of stormwater management facilities that improve water quality, groundwater recharge, wildlife habitat. Reduce water consumption by promoting conservation. Educate consumers on the need for water conservation (water resource stewardship) at all times.

Strategic Action	Notes
7e. Revise ordinances to establish buffer zones around waterways and wetlands.	Define buffer zones by both a minimum distance and hydric soils.
7f. Promote land use patterns that reduce vehicle trips and encourage pedestrian, bicycle, and transit alternatives.	Even in rural areas, safe transportation alternatives are needed for those who are unable to drive (both young and old). Trails and paths provide bicycle and pedestrian routes, whether on the road shoulder or on separate surfaces.
7g. Support and monitor compliance with state requirements for environmentally safe quarrying practices and area restoration after extraction has ceased.	Review municipal ordinances. Regulations should include provisions for state and federal compliance, development / extraction plans, operational performance standards, reclamation performance standards, and inspections, should be addressed.

For discussion on how these strategies and actions relate to other three planning elements, Community and Economic Development, Transportation, and Community Infrastructure, see Chapter 6.

Future Land Use Map

Growth boundaries have been delineated to separate lands for desirable and suitable growth (or growth areas) from lands to be used for rural use applications (or rural resource areas). These growth boundaries contain significant areas with existing public water and/or sewer service or with areas planned for such services in the future. The growth boundaries represent a policy decision to encourage the majority of growth to locate within the boundary, thereby reducing development and its impacts on the rural areas outside the growth boundary.

As elements of public policy, growth boundaries are able to be amended or revised over time, specifically in response to growth and land consumption rates. For example, as a community, in this case a Planning Area or subregion thereof, approaches a build-out condition within its growth boundary (or boundaries), consideration should be given to where the growth boundary should be adjusted to best guide the continued growth of the community. These adjustments, like the original delineation, should be made with regard to public utilities provisions and planning, as well as transportation infrastructure and other

community services. Adjustment to growth boundaries should be considered in conjunction with a comprehensive plan review, as the changes to the growth boundary and the future land use plan/map should be made concurrently and coherently.

“Designated growth areas,” a region in a municipal or multi-municipal plan that preferably includes and surrounds a city, borough or village, within which residential and mixed use development is permitted or planned at densities of one unit per acre or more, and commercial, industrial and institutional uses are permitted or planned and public infrastructure services are provided or planned.

“Rural Resource areas,” an area described in a municipal or multi-municipal plan within which rural resource uses including, but not limited to, agricultural, timbering, mining, quarrying and other extractive industries, forest and game lands and recreation and tourism are encouraged and enhanced, development that is compatible with or supportive of such uses is permitted and public infrastructure services are not provided except in villages.

Act 2000-67 (amendment to the PA MPC)

Specific future land uses are associated with growth areas and with rural resource areas, based on the intensity of development and the use requirements for public infrastructure.

These uses are classified in the following tables.

The growth area for the Montoursville-Muncy Planning Area is a ½ to 1 mile wide corridor centered along Jordan Avenue, Lycoming Mall Drive, and John Brady Drive. This growth area promotes the expansion of a downtown, mixed use environment in Montoursville. It recommends business and industry uses east of Montoursville and throughout the eastern half of the corridor. Neighborhood uses at densities and patterns similar to Montoursville are recommended north and south of the central avenue/drive to keep residents in near proximity to employment centers and community services, thereby supporting the efficient provision of public utilities, as well as the use of transit and other transportation alternatives.

Table 9 Recommended Uses and Development Guidance for Growth and Future Growth Areas

Growth Area / Future Growth Area			
	Business/Industry	Downtown	Neighborhood
Purpose	To function as centers of commerce supported by an industrial activity, and accompanied institutional facilities by infrastructure	To serve as diverse community centers of mixed-uses including, commercial activity, civic and institutional facilities, cultural amenities and affordable housing opportunities.	To accommodate residential neighborhoods interspersed with public and private services and institutional facilities.
Recommended Uses	<p>Primary:</p> <ul style="list-style-type: none"> ▪ Light to Heavy Industry ▪ Warehousing, Whole/Retail Stores, Commercial Retail Facilities ▪ Commercial Service Facilities ▪ Professional Offices ▪ Sale of Agricultural Products <p>Secondary:</p> <ul style="list-style-type: none"> ▪ Housing (single family detached, townhouses, duplexes, and apartments) ▪ Community Facilities ▪ Educational Facilities ▪ Transportation Facilities ▪ Recreation Facilities ▪ Parks/Open Space 	<p>Primary:</p> <ul style="list-style-type: none"> ▪ Housing (single family detached, townhouses, duplexes, and apartments) ▪ Light Industry ▪ Small- to mid-scale retail ▪ Commercial Service Facilities ▪ Professional Offices ▪ Community Facilities ▪ Parks/Open Space ▪ Sale of Agricultural Products <p>Secondary:</p> <ul style="list-style-type: none"> ▪ Educational Facilities ▪ Transportation Facilities ▪ Recreation Facilities 	<p>Primary:</p> <ul style="list-style-type: none"> ▪ Housing (single family detached, townhouses, duplexes, and apartments) ▪ Light Industry ▪ Small-scale retail ▪ Commercial Service Facilities ▪ Professional Offices ▪ Community Facilities ▪ Educational Facilities ▪ Transportation Facilities ▪ Recreation Facilities ▪ Parks/Open Space <p>Secondary:</p> <ul style="list-style-type: none"> ▪ Sale of Agricultural Products
Recommended Densities	<p>Density ranges (per acre) with public utilities:</p> <ul style="list-style-type: none"> • Single Family Detached (4-10) • Duplexes (6-12) • Townhouses (8-15) • Apartments (8-50) <p>Note:</p> <ul style="list-style-type: none"> • No density standard for non-residential uses • Maximum density of 1 dwelling unit per acre with on-lot utilities 	<p>Density ranges (per acre) with public utilities:</p> <ul style="list-style-type: none"> • Single Family Detached (4-10) • Duplexes (6-12) • Townhouses (8-15) • Apartments (8-50) <p>Note:</p> <ul style="list-style-type: none"> • No separate density standard for non-residential uses • Maximum density of 1 dwelling unit per acre with on-lot utilities 	<p>Density ranges (per acre) with public utilities of:</p> <ul style="list-style-type: none"> • Single Family Detached (4-10) • Duplexes (6-12) • Townhouses (8-15) • Apartments (8-50) <p>Note:</p> <ul style="list-style-type: none"> • No separate density standard for non-residential uses • Maximum density of 1 dwelling unit per acre with on-lot utilities
Recommended Sewer and Water Systems	Public sewer and public water systems	Public sewer and public water systems	Public sewer and public water systems
Recommended Land Use Practices and Tools	Traditional Neighborhood Development, Community Housing, Performance Standards	Traditional Neighborhood Development, Community Housing, Performance Standards	Traditional Neighborhood Development (TND), Planned Residential Development (PRD), Community Housing

The Montoursville-Muncy Planning Area also contains rural resource areas throughout the floodplain and foothills regions. These areas are most suitable for woodlands, agriculture and rural living uses.

Table 10 Recommended Uses and Development Guidance for Rural Resource Areas

Rural Resource Area		
	Rural	Village
Purpose	To support traditional agriculture, forestry and other natural resource production/extraction uses and accommodate supporting activities.	To preserve concentrated residential uses as rural neighborhoods.
Recommended Uses	<p>Primary:</p> <ul style="list-style-type: none"> ▪ Commercial Agricultural Uses ▪ Traditional Agricultural Uses ▪ Agricultural Sales and Services ▪ Recreation/Open Space Uses ▪ Natural Resource Production/Extraction Uses ▪ Small scale-industry, businesses, stores, offices and community facilities, which, by nature, require a rural location or are designed to serve the rural area. <p>Secondary:</p> <ul style="list-style-type: none"> ▪ Housing (single family detached dwellings) 	<p>Primary:</p> <ul style="list-style-type: none"> ▪ Housing (single family detached dwellings, duplexes, apartments, and mobile home parks) ▪ Neighborhood Commercial Uses <p>Secondary:</p> <ul style="list-style-type: none"> ▪ Transportation Facilities
Recommended Densities	<ul style="list-style-type: none"> ▪ Minimum density of one (1) dwelling unit per acre. ▪ Sliding Scale (Density is based on the size of the lot-effective agricultural zoning application) ▪ Open Space/Cluster Development (Densities same as above) 	<p>Density ranges (per acre) with public utilities of:</p> <ul style="list-style-type: none"> ▪ Single Family Detached (4-6) ▪ Duplexes (6-15) ▪ Apartments (8-15) ▪ Planned Residential Developments (4-12) ▪ Open Space/Cluster Development (Densities same as above)
Recommended Sewer and Water Systems	<ul style="list-style-type: none"> ▪ On-Lot Disposal Systems (OLDS) ▪ Sewage Management Programs 	<ul style="list-style-type: none"> ▪ On-Lot Disposal Systems (OLDS) ▪ Shared On-lot Systems ▪ Sewage Management Programs ▪ Small Flow or Community Package Treatment Facilities ▪ Public sewer and public water systems (in cases of need for public health)
Recommended Land Use Practices and Tools	Open Space/Cluster Development	Planned Residential Development (PRD), Open Space/Cluster Development

In conjunction with the growth and rural resources areas, and their respective future land use categories, several overlay categories are recommended to provide special protection or development guidance for specific resources or locations. The following table outlines the special guidance provisions for these overlay areas, to be further developed and refined through local zoning and/or subdivision and land development ordinances.

Table 11 Recommended Uses and Development Guidance for Special Resource Areas

	Other/Overlay		
	Gateway	Scenic Area/HQ Watershed	Floodway/Floodplain
Purpose	To provide special land use and development guidance at the major entry points to communities	To protect significant natural resources, including stream corridors, woodlands, wetlands, groundwater recharge areas, steep slopes (>25%), and prime agricultural soils, and scenic areas through special land use and development guidance.	To conserve lands areas naturally affected by flood events
Recommended Uses	Uses per underlying district	Primary: <ul style="list-style-type: none"> ▪ Parks and Open Space ▪ Woodlands ▪ Agriculture Secondary: <ul style="list-style-type: none"> ▪ Single family detached housing 	Primary: <ul style="list-style-type: none"> ▪ Parks and Open Space ▪ Stream/River access ▪ Woodlands ▪ Agriculture
Recommended Restrictions for Land Use and Development	No Junk/salvage yards	No Junk/salvage yards	No Junk/salvage yards
Special Guidance for Land Use and Development	Access management provisions Signage regulations Property maintenance requirements	Signage regulations Property maintenance requirements	
Recommended Densities	Per underlying recommendations/regulations	<ul style="list-style-type: none"> ▪ Minimum density of one (1) dwelling unit per acre. ▪ Sliding Scale (Density is based on the size of the lot) ▪ Open Space/Cluster Development (Densities same as above) 	
Recommended Sewer and Water Systems	Per underlying recommendations/regulations	<ul style="list-style-type: none"> ▪ On-Lot Disposal Systems (OLDS) ▪ Sewage Management Programs 	Per underlying recommendations/regulations
Recommended Land Use Practices and Tools	Overlay zoning district, commercial property appearance standards	Overlay zoning district	Overlay zoning district

Scenic/High Quality Watershed overlay provisions are recommended for the Susquehanna River and Loyalsock Creek corridors.

Floodway/Floodplain overlay provisions are recommended throughout the respective FEMA-designated areas.

Gateway and additional historic overlay provisions may be appropriate as specific areas or districts are identified.

Development of Regional Significance

The Montoursville-Muncy Planning Area contains four developments of regional significance: the Williamsport Regional Airport, the Lycoming Mall, Indian Park, and a commercial area along North Loyalsock Avenue. The airport's significance entails its sizeable land area, its freight and passenger travel service, its traffic impacts, its FAA air space regulations, and its noise impacts. The Lycoming Mall and commercial sites represents significant traffic demand drawn from throughout northcentral Pennsylvania.

Table 12 Acres of Developable Land within the Designated and Future Growth Areas of the Montoursville - Muncy Planning Area

MUNICIPALITY	NAME	ZONING DISTRICT	TOTAL ACRES IN ZONING DISTRICT	DEVELOPED ACRES	AVAILABLE ACRES*	NET DEVELOPABLE ACRES**
Fairfield Township	Designated Growth Area	R-A	967.03	272.25	694.78	616.15
		C	695.29	244.09	451.20	438.34
		I	317.27	169.04	148.23	132.84
Montoursville Borough	Designated Growth Area	LC	463.00	366.02	96.98	44.25
		F	2.90	1.92	0.98	0.00
		R-1	494.12	467.81	26.31	26.31
		R-2	252.97	252.75	0.23	0.19
		R-3	46.40	3.51	42.89	9.74
		C-1	21.36	21.36	0.00	0.00
		C-2	54.41	53.13	1.28	1.28
		CIP	74.99	74.99	0.00	0.00
	I	127.58	112.55	15.02	14.95	
Muncy Township	Designated Growth Area	CS	853.14	108.01	745.13	650.15
		SE	61.51	19.50	42.01	40.37
		SM	271.66	131.63	140.03	124.47
		CR	485.73	204.63	281.11	229.41
		I	42.25	0.72	41.52	30.74
	Future Growth Area	CS	164.19	14.04	150.14	138.99
		CR	34.29	4.63	29.66	26.58

Source: Lycoming County EDPS

* Acres currently in field, cultivated, woods, or vacant land use.

** Available acres minus floodway, floodplain, steep slopes, wetlands, state lands, and federal lands.

Table 13 Acres of Developable Land outside the Designated and Future Growth Areas of the Montoursville - Muncy Planning Area

MUNICIPALITY	ZONING DISTRICT	TOTAL ACRES IN ZONING DISTRICT	DEVELOPED ACRES	AVAILABLE ACRES*	NET DEVELOPABLE ACRES**
Fairfield Township	R-A	4,633.97	1,234.36	3,399.61	2,302.92
	C	273.60	27.85	245.75	0.00
	I	843.77	177.67	666.11	57.16
Montoursville Borough	LC	268.44	127.00	141.44	25.64
	F	814.93	316.63	498.30	2.57
	R-1	17.90	12.76	5.13	2.60
Muncy Township	AG	596.02	102.82	493.20	3.00
	CS	7,361.53	895.16	6,466.37	3,412.39
	E	236.45	110.12	126.33	24.72
	NP	53.46	42.63	10.83	1.94
	RC	116.70	77.88	38.82	10.45

Source: Lycoming County EDPS

* Acres currently in field, cultivated, woods, or vacant land use.

** Available acres minus floodway, floodplain, steep slopes, prime ag soils, wetlands, state lands, and federal lands.

INTENTIONALLY BLANK



Comprehensive Plan

Defining the Issues,
Validating Issues, and
Identifying Trends

Creating the Vision,
Establishing the Goals, and
Setting the Objectives

Discerning the Strategic
Actions

The Transportation Plan draws upon issues related to the movement of people and goods in the Montoursville-Muncy Planning Area to outline a strategic plan for a multi-modal transportation network that improves mobility for people and the economy.

Defining the Issues, Validating Issues, and Identifying Trends

Many of the important issues that could potentially impact the community in terms of transportation conditions and trends were identified in relation to the Planning Area or to the broader region. The following issues were noted by the Planning Advisory Team as being of particular importance within the Montoursville-Muncy Growth Corridor:

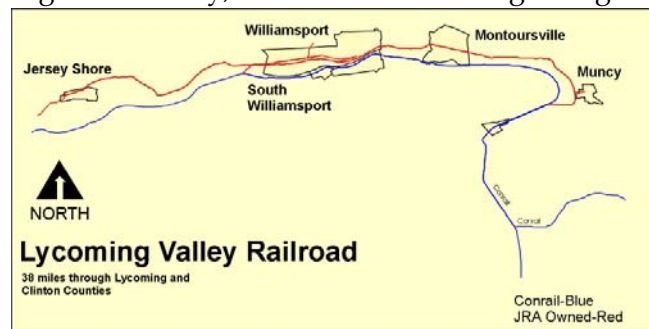
1. **The U.S. 220 corridor** has long been a major east-west route through Lycoming County. Recently, the U.S. 220 corridor was designated a part of the new Interstate 99 system and is currently undergoing environmental and preliminary engineering studies to determine the final alignment. Though I-99 will not travel through the Montoursville-Muncy Planning Area, its proximity to the Planning Area may influence development pressure, highway traffic on I-180 and local traffic.

2. **Access drives** are found throughout the County, many of which are very steep and, in some cases, are so close together that they pose serious safety hazards.
3. **Most areas of the County are well served by road, rail and air transportation facilities.** The continued upgrade of these services is critical to future growth in the County.
4. **Public Transit** is currently available within the more urbanized areas of the County. City Bus, which is operated by the Williamsport Bureau of Transportation, has scheduled fixed routes that serve most of the area along the river corridor, but bus shelters are uncommon. The communities in the outlying areas to the north and south are not served. The lack of public transit options limits opportunities for residents who may wish to find alternative ways to work and for those who don't own a car or don't drive at all, e.g., younger residents and senior citizens. City busses currently do not accommodate bikes. Such a feature can attract riders whose final transit destination is beyond a comfortable walking distance.
5. **The capacity of many of the local road systems is reaching its limit, particularly at various intersections.** There are also safety concerns at specific sites throughout the County.
6. **The Williamsport Regional Airport provides connecting services to Philadelphia; however, affordability is an issue for many residents.** Located in the Borough of Montoursville, the Williamsport Regional Airport is classified by the Pennsylvania Bureau of Aviation as a scheduled service facility and provides services to area businesses, residents, and companies visiting the region. The airport provides commercial airline services with direct flights via US Airways Express to major international hubs at Philadelphia and Pittsburgh. Multiple daily departures connect the Planning Area to over 160 cities in the U.S., Canada, Europe, and Central and South America. Due to the Airport Authority's Fare Watch Program, which is designed to keep the airport's fees competitive, fares are normally within 5-15 percent of competitor's prices. In addition to commercial services, the airport is also home to a Pennsylvania State Police air base/station and the Penn College of Technology Aviation Center.
7. **Airport Improvement and Future Development** - The Williamsport Airport Municipal Authority has been working

to develop a business technology park at the airport for the past ten years. The airport's master plan shows a 15-acre area located just west of the Loyalsock Avenue airport entrance for the future tech park. The tech park would be served by the new access road slated for construction in 2008. The area lies adjacent to the Lycoming Railroad and future occupants could have rail access, as well, with some additional investment. Site preparation by the authority has included preliminary grading of the site as two parcels and marketing efforts are underway. Additional land for the tech park is desired by the authority and could be made available with the construction of an airport protection levee, a project that is currently under study by the Army Corps of Engineers (ACOE). The study will assess the feasibility of levee to protect the airport from flooding, resulting improved safety conditions on the runway. The study will be coordinated with the concurrent ACOE feasibility study of a levee along Loyalsock Creek to protect the Borough of Montoursville, such that study conclusions will be consistent, implementable and cost effective.

8. **The SEDA-COG Joint Rail Authority has played a key role in preserving** freight services in the County by purchasing the Williamsport Branch Line from Conrail. Currently, the Lycoming Valley Railroad operates the line. The Authority's goal is to "preserve service to rail-dependent industries through shortline operations." At the present time, the Authority serves 8 Counties and owns 300 miles of track and 5 shortline railroads that haul approximately 30,000 carloads of freight annually. This has allowed some 50 companies to remain cost competitive, which, in turn, has protected over 2,000 jobs in the region. The LVRR alone services 20 companies and handles approximately one third of the total carloads of freight. Currently, there are concerns regarding the

preservation of the Norfolk-Southern Harrisburg to Buffalo Main Line.



9. **Bicycle-pedestrian environment and safety** – Montoursville has several projects in development to improve bicycle-pedestrian environment and safety in the downtown. The Borough has programmed a tree planting/street lighting project in the

Central Business District (CBD) along Broad Street from South Loyalsock Avenue to Montour Street. This project is aimed at making the CBD a more attractive and comfortable environment for pedestrians. Regarding safety, there is an experimental pedestrian crosswalk on Broad Street. This crosswalk, constructed by PennDOT District 3-0, is identified by lights recessed in the pavement and is the first of its kind in Pennsylvania.

For a more detailed analysis of transportation conditions and trends, see the following profiles in the Technical Background Studies Document:

No. 4 - Transportation System Profile

Creating the Vision, Establishing the Goals, and Setting the Objectives

While many other issues were identified, these transportation issues were of the greatest concern to community leaders and residents of Lycoming County. The following discussion of issues, trends and implications, consensus vision, and goals and objectives documents the preferred future for this topic area.

Issue: Maintaining a quality rail, road and air transportation system will be important to our future.

The Implications to Our Community

- Improved access can provide additional incentives for new businesses to locate in the area.
- Upgrades to the transportation system can also improve safety and mobility for all residents.



Source: jra.seda-cog.org



Source: www.flyipt.com

Our Vision for the Future

Lycoming County's transportation network will include roadways, railways, air transportation for passengers and freight, as well as bicycle and pedestrian facilities, enabling travel and transportation alternatives for residents and businesses.

Common Goals

To more fully develop a functional and effective multi-modal transportation network

Common Objectives

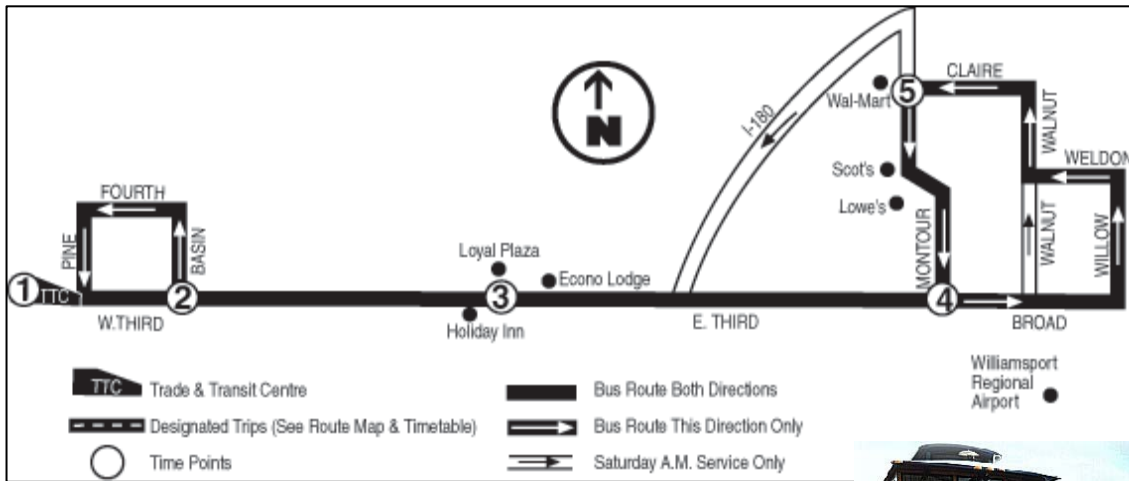
Maintain, and expand where appropriate, the infrastructure for the County's rail network

- Maintain and expand air transportation services
- Promote public transit for local travel
- Increase bicycle and pedestrian accommodation on existing facilities, and provide new facilities and connections
- Continue to identify and submit roadway improvements to PENNDOT with priority given to projects with multi-modal components.

Issue L: Public transit services are limited to the more urbanized areas of the County.

The Implications to Our Community

- There are limited opportunities for residents to find alternative modes of transportation if they choose, particularly younger residents and senior citizens.



Source: CityBus.org



Our Vision for the Future

Maintain and expand transit services to reach as much of the County as economically feasible, while exploring the possibilities of new and innovative transit strategies.

Common Goals

To increase public transit availability and use, one component of a more fully developed multi-modal transportation network

Common Objectives

- Promote public transit as a local travel alternative
- Develop standards for transit stops; address shelters, seating, and waiting surfaces
- Explore the expansion of the transit network to unserved communities/population centers (e.g. employment/student centers)
- Explore the interconnection of communities (peripheral site to the existing route)
- Expand park and ride facilities
- Encourage appropriate development of brownfields near transit route/stops



Discerning the Strategic Actions

This matrix demonstrates that there are several key strategies that could positively impact the multiple key community and economic development issues identified for the Montoursville-Muncy Growth Corridor. Each strategy represents a range of tasks to be undertaken by various partners and entities, as outlined under the strategic tasks on the following pages.

Matrix 3 Potential Breadth of Impact of Transportation Strategies

Key Issues for the Montoursville-Muncy Planning Area

Strategic Action	<i>Multi-modal transportation network</i>	<i>Increase public transit availability/use</i>	<i>Traffic congestion/roadway network</i>
Maintain and expand (where appropriate) the infrastructure for the County's rail network.	X	X	Not a key issue
Maintain/expand air transportation services.	X	X	
Maintain public transit as a viable transportation alternative in Lycoming County.	X	X	
Increase bicycle and pedestrian facilities and connections.	X	X	
Maintain/improve roadways to provide a safe and efficient mode of travel for local residents, visitors, and through-travelers.	X		

Strategy #1	
Maintain and expand (where appropriate) the infrastructure for the County’s rail network.	
Methods, Tools, and References	
Partnerships, Service Evaluations.	
Partners	
County, SEDA-COG, IPC, Chamber of Commerce, Norfolk Southern Railroad, LVRR, PENNDOT, Williamsport Regional Airport	
Funding Sources	
Rail Freight Assistance Program, FAA Funding, Federal Transit Administration Funding, Commonwealth Capital Budget	
Strategic Action	Notes
<p>1a. Continue to work closely with the SEDA-COG Joint Rail Authority to identify opportunities for rail service improvements within Lycoming County.</p>	<p>Currently, the Lycoming Valley Railroad (LVRR) is the key provider of service and needs to be an integral part of this strategic action. It will be important to maintain and upgrade the LVRR to provide for Class 2 or better tracks with connections to competitive Class 1 railroad operators. Funding is a critical concern that will require the consideration of funding opportunities related to transportation enhancements, historic enhancements, and tourist excursions.</p>
 <p><i>Lycoming Valley Railroad</i></p>	
<p>1b. Support efforts to explore the possibilities of greater connectivity with other transportation modes – air, road, and transit.</p>	<p>Federal funding strategies currently favor multi-modal connectivity. It is anticipated that future Federal funding programs will also place emphasis on this approach. It is important for the County to establish its intent to be proactive in accomplishing multi-modal connections.</p>
 <p><i>Williamsport Regional Airport</i></p>	

Strategic Action	Notes
1c. Complete projects currently identified in WATS 20 year Long Range Plan	<p>It is important that the county prioritize critical projects that will impact on the implementation of goals and objectives established in this plan.</p> <p>Prioritization should be included as input to PENNDOT's Four Year Rail Transportation Improvement Plan.</p>
1d. Work with IPC to promote rail services as a potential asset for new business development.	<p>Planning partners should participate in these discussions to help identify and to be aware of the related community impacts.</p> <p>Planning partners should also support the County's efforts to develop rail serviced industrial sites and promote rail freight to new and existing industries and business. Appropriate sites would include the following features:</p> <ul style="list-style-type: none"> ○ 2% or less grade ○ Proximity to rail ○ Outside the 100 year floodplain ○ Chamber or IPC involvement ○ Brownfield Sites

Strategy #2

Maintain/expand air transportation services.

Methods, Tools, and References

Infrastructure Expansions, Marketing Strategies, Fare Watch Program, Demand Analysis Study, Contract Programs, Shuttle Services

Partners

County, Montoursville Borough, Airport Authority, Chamber of Commerce, SEDA-COG, private transit providers

Funding Sources

Federal Aviation Administration Funding, Air 21 Reauthorization

Strategic Action

Notes

2a. Lengthen Williamsport Regional Airport’s runway for larger air passenger and cargo planes.

A longer runway will be required to provide the opportunity for larger aircraft to fly into the airport and thus, allow it to compete in providing the type of service that is now destined for Harrisburg, Philadelphia or Pittsburgh.



Signage at the Williamsport Regional Airport

A runway extension will need to consider environmental and community impacts to Montoursville and other affected communities, as well as the scenic qualities of Loyalsock Creek.


2b. Continue an aggressive marketing strategy for the airport.

One aspect of this effort will be to determine “what the State College Airport is doing right.”

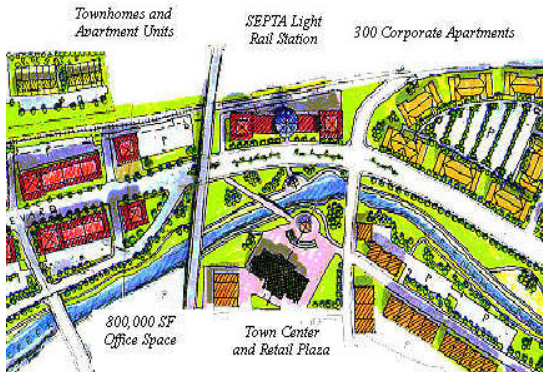


Airport terminal

Strategic Action	Notes
2c. Improve connectivity with other modes of transportation, including completion of new access road and bike path.	This strategic action should be coordinated with Strategic Action 1b.
2d. Explore the possibility of establishing multi-modal facilities at the airport.	This strategic action should be coordinated with Strategic Action 1b. Such actions will need to look at changes in zoning and bus service.
2e. Continue efforts to attract diverse carriers and improve connections to major east coast hubs.	This strategic action is related to strategic actions 1a and 1b.
2f. Continue Fare Watch Program in order to ensure competitive fares for individuals and businesses.	This would be a monitoring program that ensures a “fair deal” for travelers flying to the top destinations from Williamsport. Fares should be within \$50 of the nearest competitive airport such as State College, Harrisburg or Scranton/Wilkes-Barre.
2g. Explore advantages and disadvantages of Essential Air Service Program Congressional designation as part of Air 21 reauthorization bill	This action could guarantee a base amount of enplanements at the airport.
2h. Undertake a demand analysis to determine where Williamsport Area residents want to fly and how much they are willing to pay.	The county should work with the Airport Authority, Chamber of Commerce and SEDA-COG to undertake this analysis. This strategic action was identified as a priority action during the transportation workshop held in June of 2003.
2i. Pursue with the Airport Authority the potential for a contract program to attract service or charter service.	Evaluate existing regional air carriers for their compatibility to the Williamsport Market.
2j. Explore and evaluate ground shuttle service to local communities that are served by the Williamsport Regional Airport.	Part of making the Williamsport Regional Airport (WRA) more competitive is to reduce the overall travel costs for potential users. Length of travel to and from the airport and parking costs all add to the total costs of a trip. To the extent that cheaper travel to and from the airport can be achieved through shuttle service, the more competitive the WRA may become.

Strategy #3	
Maintain public transit as a viable transportation alternative in Lycoming County.	
Methods, Tools, and References	
Transit Needs Assessment, Transit Marketing Strategy, Walkable Communities Assessment	
Partners	
County, City of Williamsport, Local Municipalities, STEP Inc., PENNDOT	
Funding Sources	
Federal Transit Administration Funding, PennDOT Programs: Transit Research and Demonstration Program, Growing Smarter Transportation Projects/Land Use Initiative, Infrastructure Bank Program	
Strategic Action	Notes
<p>3a. Continue working closely with Williamsport Bureau of Transportation to assess transit needs and opportunities.</p>	<p>This strategic action was identified as a very important priority during the June 2003 Transportation Workshop. It should address the exploration of institutional arrangements to provide transit to areas that have a demand for such service.</p>
 <p><i>City Bus in downtown Montoursville</i></p>	
<p>3b. Develop a consistent strategy for route assessments.</p>	<p>Local municipalities should play an integral role in establishing transit routes that are compatible with and serve local community goals and objectives.</p>
<p>3c. Include transit network/facilities in downtown development plans.</p>	<p>The Trade and Transit Center plays a critical role in the redevelopment plans for downtown Williamsport. Transit initiatives on a smaller scale should play a role in other communities.</p> <p>Facilities design should be carefully considered in order to promote rather than discourage transit use. Facilities should also fit into the visual character of each community.</p>

Strategic Action	Notes
<p>3d. Encourage new development that is transit oriented, where appropriate.</p>	<p>Providing increased development density along major transit corridors will provide the mass of ridership necessary to make transit services efficient, affordable and marketable. In addition, new developments should include facilities that will promote the use of transit such as good safe parking lots with pedestrian pavilions to protect riders from the elements.</p>
<p>3e. Evaluate the need for park and ride facilities in outlying areas.</p>	<p>Providing alternatives to single occupancy vehicles is important for providing alternative modes of travel, reducing air pollution, and protecting congested travel corridors. Strategically located and well-designed park and ride facilities can help promote car-pooling, transit and ride-sharing initiatives.</p> <p>Existing park and ride lots are located at Halls Station and Wal-mart. These facilities should be upgraded to include bike storage facilities (for bike-transit riders) and transit stops.</p> <p>The County and planning partners should continue to evaluate the need for additional park-and-ride sites.</p>



Excerpt from the French Creek Center Concept Plan for Phoenixville, PA – a transit-oriented design concept
 Source: www.pecpa.org

Strategy #4	
Increase bicycle and pedestrian facilities and connections.	
Methods, Tools, and References	
Partnerships, Needs Assessment, Susquehanna Greenway Initiative	
Partners	
County, WATS, PENNDOT, school districts, developers, health care community	
Funding Sources	
Federal Transportation Appropriations, and Transportation Enhancements, PennDOT Programs: Hometown Streets and Safe Routes to School Program, Growing Smarter Transportation Projects/Land Use Initiative, Infrastructure Bank Program DCNR Community Conservation Partnership Program	
Strategic Action	Notes
<p>4a. Develop connectors between existing bike and pedestrian routes and community destinations. Identified problem areas include:</p> <ul style="list-style-type: none"> ▪ Broad Street between Walnut Street and Fairview Drive, Montoursville ▪ Bike Path access at north and south ends ▪ Wal-mart/Lowe’s complex ▪ Broad Street Business District, Montoursville ▪ Routes to schools 	<p>Bicycle and pedestrian facilities are important components of any community for non-drivers, both young and old. Where off-road connections between neighborhoods and common destinations can be made, they should be requested, if not required, of developers. Retrofitting trails into existing development is also possible, particularly when the entire community is in support of increasing transportation alternatives.</p> <p>An expanded and improved network of bike and pedestrian facilities will provide expanded mobility options to Planning Area residents. Montoursville’s existing bike path should connect to both Fairfield and Muncy Townships to provide both recreational and functional bike-ped routes.</p>
<p>4b. Develop a bicycle-pedestrian plan to designate route and identify and prioritize needed safety enhancements.</p>	<p>Dan Burden of Walkable Communities, Inc. visited Lycoming County in the Spring of 2000. During his 2 ½ day visit he observed several downtown communities and recommended several low cost methods for improving the walkability and bikability of these communities, including crosswalk paint patterns, curb extensions and medians to improve pedestrian safety, and line painting and roundabouts to designate lanes and reduce travel speeds. These recommendations should be carefully and thoroughly considered.</p>

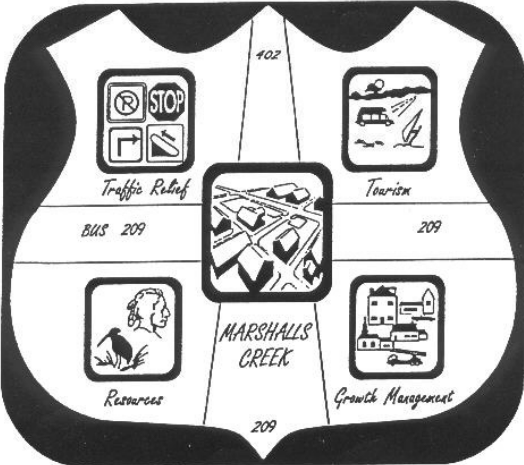
Strategic Action	Notes
4c. Encourage new development that incorporates bike/pedestrian facilities. Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.	<p>“Healthy Communities” that provide better opportunities to walk or bike to key daily functions, such as school, shopping, civic and recreation sites, are now in more demand.</p> <p>Consider bike/pedestrian facilities as options for meeting recreation requirements of the subdivision and land development process.</p>
4d. Continue active participation in the development of the Susquehanna Greenway.	The Susquehanna Greenway was identified as a critical priority during the June 2003 Transportation Workshop.
4e. Coordinate bike/pedestrian facility development among various involved agencies.	<p>Many agencies and organizations have an interest in the improvement of bike and pedestrian facilities. It is important to identify those stakeholders and involve them in the development forum. Potential stakeholders include:</p> <ul style="list-style-type: none"> ▪ School districts ▪ Chambers of Commerce ▪ Health organizations
4f. Promote the use of bike/pedestrian facilities as a recreation and destination alternative.	All development initiatives, whether it is for the development of highway infrastructure, development of parks, or development of residential subdivisions, should include consideration of pedestrian and bicycle facilities. Local ordinances should be reviewed to ensure that this issue is adequately addressed. Also see Strategic Action 4h.
4g. Continue utilization of available transportation enhancement funding for bike/pedestrian facilities.	Transportation Enhancements (TE) activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. TE projects must relate to surface transportation (land or water-based travel) and be one of 12 eligible activities:

Strategic Action	Notes
Continued	<ol style="list-style-type: none"> 1. <u>Pedestrian and bicycle facilities</u> – Sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; off-road trails. 2. <u>Pedestrian and bicycle safety and educational activities</u> – Campaigns promoting safety awareness; safety training activities and classes; training materials. 3. <u>Acquisition of scenic or historic easements and sites</u> – Acquisition of scenic lands or easements; purchase of historic properties or buildings in historic districts. (continued) 4. <u>Scenic or historic highway programs including tourist and welcome centers</u> – Construction of turnouts and overlooks; visitor centers and viewing areas; designation signs and markers. 5. <u>Landscaping and scenic beautification</u> – Improvements such as street furniture, lighting, public art and landscaping along travel corridors. 6. <u>Historic preservation</u> – Preservation of buildings and facades in historic districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites. 7. <u>Rehabilitation and operation of historic transportation buildings, structures or facilities</u> – Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals. 8. <u>Conversion of abandoned railway corridors to trails</u> – Acquisition of railroad rights-of-way; planning, design and construction of multi-use trails and rail-with-trail projects. 9. <u>Control and removal of outdoor advertising</u> – Billboard inventories or removal of illegal and nonconforming billboards. <p>(continued)</p>

Strategic Action	Notes
Continued	<p>10. <u>Archaeological planning & research</u>— Research, preservation planning and interpretation; developing interpretive signs, exhibits and guides; inventories and surveys.</p> <p>11. <u>Environmental mitigation of runoff pollution and provision of wildlife connectivity</u>— Runoff pollution studies; soil erosion controls; detention and sediment basins; river clean-ups; wildlife underpasses.</p> <p>12. <u>Establishment of transportation museums</u>— Conversion of railroad stations or historic properties into museums with transportation themes; construction of new museums; purchase of exhibit materials. The federal government provides funding for TE projects through our nation’s surface transportation legislation.³</p> <p>TE projects should be coordinated with the prioritization of the Williamsport Area Transportation Study (WATS).</p>
4h. Strengthen enforcement of speed limits for the protection of pedestrians and bicyclists.	<p>Notes areas of concern include:</p> <ul style="list-style-type: none"> ▪ Loyalsock Avenue ▪ Montour Street

³ National Transportation Enhancements Clearinghouse (www.enhancements.org)

Strategy #5	
Maintain/improve roadways through redesign initiatives to provide a safe and efficient mode of travel for local residents, visitors, and through-travelers.	
Methods, Tools, and References	
Partnerships, Transportation and Land Use Management Strategies, Project Prioritization.	
Partners	
County, Local Municipalities, WATS, PENNDOT, SEDA-COG, Rail Authority, Transit Authorities	
Funding Sources	
Annual Federal Transportation Appropriations Process, TEA Reauthorization, PENNDOT Programs: 12-Year Program, Growing Smarter Transportation Projects/Land Use Initiative, Infrastructure Bank Program	
Strategic Action	Notes
5a. Complete programmed bridge replacement and rehabilitation projects. Identify and prioritize additional bridge candidates for TIP funding based upon the PENNDOT BMS state bridge condition data and the Lycoming County Bridge Inspection Program.	With so many roadway and rail corridors crossing waterways in Lycoming County, safe functional bridges are a priority in Lycoming County. Municipalities need to collectively promote bridge priorities at the state level.
5b. Continue working with rail and transit authorities to provide alternative modes of travel for local residents and movement of freight, thus alleviating some of the pressures on the road network.	Also see Strategy #1.
5c. Continue to work closely with local municipalities/County to identify priorities and to program projects, locally for through PENNDOT's Twelve-Year Plan.	Also see Strategic Action 1b above.
5d. Integrate land use planning with major transportation projects.	Good transportation systems should efficiently serve land use development patterns, while good land use plans should evaluate available transportation infrastructure and transportation (continued)

Strategic Action	Notes
<p>(continued)</p>  <p><i>Logo from the Comprehensive Transportation and Land Use Management Strategy for Marshalls Creek/Route 209</i></p>	<p>improvements. In the past this has rarely been accomplished.</p> <p>Today, PENNDOT is working more closely with counties and local municipalities to better integrate transportation and land use planning initiatives. In several locations throughout this state, Comprehensive Transportation and Land Use Management Strategies involving many municipal partners and stakeholders have been initiated.</p> <p>In making land use decisions and in making or requesting transportation improvements, the planning partners must look carefully at the implications for both community functions. Where such decisions involve state roadways, the planning partners should consult PENNDOT for technical and possible financial assistance in assessing the impacts.</p>

For further discussion on how these strategies relate to other three planning elements, Community and Economic Development, Land Use and Resource Management, and Community Infrastructure, see Chapter 6.

INTENTIONALLY BLANK



Comprehensive Plan

**Defining the Issues,
Validating Issues, and
Identifying Trends**

**Creating the Vision,
Establishing the Goals, and
Setting the Objectives**

**Discerning the Strategic
Actions**

The Community Infrastructure Plan integrates issues related to community facilities and services, and public utilities with a vision for sustained service quality into a strategic plan for the effective delivery of services to residents and businesses in the Montoursville-Muncy Growth Corridor. This Plan covers, perhaps, the broadest range of issues of any of the Comprehensive Plan's internal components, and definitively involves the greatest number of stakeholders, policy and decision-makers, and state and federal agencies. Therefore, the recommendations of this Plan inherently involve broad partner participation and cooperation.

Defining the Issues, Validating Issues, and Identifying Trends

Many of the important issues that could potentially impact the community in terms of community facilities, services and public utilities were identified in relation to the Planning Area or to the broader region. The following issues were noted by the Planning Advisory Team as being of particular importance within the Montoursville-Muncy Growth Corridor (*these issues are not prioritized by importance*):

1. **Storm Water Management Problems** - Development has occurred without storm water management controls required. This has led to runoff problem areas adjacent to township roads and complaints amongst residents.
2. **Sewer Expansion Capacity** - The existing capacity of public sewerage systems provides for expansion in many growth areas.
3. **Flood Protection** - Flood protection from the Susquehanna River and Loyalsock Creek is a primary concern of many citizens. Although there is flood protection in the Greater Williamsport Area, many of the urban areas along the Susquehanna corridor are susceptible to flooding. Flood protection in these areas has been restricted to moving essential services such, as electricity and heat, to an area in residences that is above the flood levels.
4. **Uneven Natural Gas Distribution** - Natural gas is readily available in the major urban areas. However, availability of natural gas is sporadic in the outlying areas of the County.
5. **Lack of Rural Water Service** - Montoursville Borough provides the only public water supply in the Planning Area. The system is municipally-owned. The system does not provide service to the rural areas of these municipalities. In conjunction with water quality and the quantity of wells in the rural areas, water supply becomes a limiting factor to sound growth in the rural areas.
6. **Broadband Service** - A variety of broadband service carriers are available in the major urban areas, and to industrial and commercial developments.
7. **Regional Water System** - There is no public water supply in Muncy Township or outlying areas of Fairfield Township.

8. **Failing Septic Systems** - There are failing septic systems in the rural areas, which will lead to groundwater and surface water contamination if not properly addressed.
9. **Good school systems (public/private)** - The communities in the Lycoming County Planning Area have the opportunity to attend quality public and private school systems at the elementary, middle school and high school levels. Additionally, there are excellent technical schools, colleges, and universities in the immediate area.
10. **Intermunicipal Cooperation** - There are cooperative agreements in-place and a general spirit of cooperation between the municipalities in providing services.
11. **Public Infrastructure** - The existing infrastructure, including road network, utilities, and services is in place and can support continued growth.
12. **Hospital and Medical Support** - High quality hospital and medical support supports continued growth of the communities and is an important factor in attracting new industry to the area.
13. **Access to the Susquehanna River** - The river is a tremendous recreational asset flowing through the community. In some respects, it is readily accessible, however, there is room for significant improvements in boating access and general public access, namely at the Montoursville access.
14. **Bikeway Connectivity** - Within the Planning Area, there are very few designated bike paths. The Montoursville/Loyalsock Bikeway heads west from Montoursville, and does not travel through Muncy or Fairfield Townships. This is an asphalt surface bikeway and is primarily an independent trail with some shared use roadway sections. This bikeway serves as a recreational trail, as well as a commuter link between Montoursville, Loyalsock and Williamsport. It connects to the Williamsport city bike routes and will connect to the Williamsport River Walk and Bike Trail. Regional Bikeways include Montoursville/Loyalsock Bikeway, the Lycoming Creek Bikeway, and the Pine Creek Rail Trail. Construction plans are in process for completing the section of the Susquehanna Trail that will connect the Montoursville/Loyalsock Bikeway, the Lycoming Creek

Bikeway, and Susquehanna State Park. There are no local or regional eastbound routes.

- 15. Natural Beauty** - The Planning Area is rich in natural beauty, with tree-covered mountains and rich valleys. There are vistas, as well as scenic roadway and waterway corridors, for residents and visitors to enjoy. Roadways and waterways may be candidates for scenic byways and scenic rivers, respectively. There is seasonal beauty with snow-covered mountains in the winter, lush greenery and abundant wildlife in the spring and summer, and a fall foliage that rivals any in the world. The rich farmland of the Susquehanna River valley provides a landscape of cultivated fields and pastures that remind us of our heritage.
- 16. Outdoor Recreation** -The opportunities for outdoor recreation in the vast forestland, open space, and even urban areas of Lycoming County are abundant, though public access and awareness of these resources could be expanded. The region's quality streams and creeks offer outstanding fishing environments.
- 17. Lack of Public Recreation** - There is a tremendous potential for recreation in this area. Although there are excellent facilities at Indian Park and the public schools, there is an overall lack of public recreation parks and facilities serving these communities. A new YMCA facility is programmed for Muncy Township near the Lycoming Mall in 2006. Recreation activities along the river are mostly private. Future river-based opportunities include a scenic and historic route for walkers, bicyclists, hikers, and other on a riverside trail; expanded swimming, boating and fishing locations; potential conversion of former sand pits to recreational environments; and interconnection of riverside recreational activity sites via a mapped and serviced water trail.
- 18. Sports Programs** - The region has a wide variety of sports programs, from youth leagues through adult leagues. However, there are an inadequate number of playing field for the demand shown by participation in these programs.
- 19. Natural Areas** - While the Susquehanna River and Loyalsock Creek corridors are the only large natural area within the Planning Area, many other natural areas within the County are readily accessible to residents. Lycoming County has a high percentage of forestland and natural fields with State Forest Lands, State Game Lands, and large tracts of land from private hunting and fishing clubs. This abundance of

forestland and fields provide natural areas and varied habitat for recreational enjoyment.

Such vast and varied natural resources were recently recognized by PA DCNR's designation of the Pennsylvania Wilds. The PA Wilds designation builds upon the nomination of the Lumber Heritage Region and expands the scope of tourism to nature-based recreation. The PA Wilds region covers 12 counties in north central Pennsylvania, as far west as Warren, Forest, and Clarion Counties and as far east as Lycoming and Tioga Counties. The goal is to enhance the visitor experiences in this region, while protecting and conserving these treasured natural resources. The focus includes improvements to the natural resources, infrastructure and visitor services of the region. DCNR has launched "an 18-month planning process to examine outdoor recreation resources, the region's lumber heritage, opportunities for private concessions to support tourism; public facilities and staffing needed to support the Pennsylvania Wilds; and opportunities to stimulate purchase of Pennsylvania wood products and other local goods and services through tourism."

For a more detailed analysis of community infrastructure conditions and trends, see the following profiles in the Technical Background Studies Document:

No. 3 – Utilities Profile

No. 5 – Community Facilities and Services Profile

Additional information can be found in the County's Open Space, Recreation, and Greenways Plan. For a summary of this functional plan's purpose, goals, and recommendations, see Chapter 7.

Creating the Vision, Establishing the Goals, and Setting the Objectives

While many other issues were identified, these facilities and community infrastructure issues were of the greatest concern to community leaders and residents of the Montoursville-Muncy Growth Corridor. The following discussion of issues, trends and implications, consensus vision, and goals and objectives documents the preferred future for this topic area.

Issue: Aging public infrastructure requires significant maintenance for continued residential, commercial and industrial growth.

The Implications to our Community

- Existing infrastructure is aging and is expensive to repair/replace.
- Many areas in Lycoming County do not have sufficient infrastructure, particularly water and sewer, to support development.
- Expanded infrastructure may lead to concentrated growth along infrastructure corridors.

Our Vision for the Future

Improve and rehabilitate existing infrastructure to maintain quality service levels and to attract new and re-development to targeted areas of Lycoming County, and expand the infrastructure network, where growth is desired, through sound planning.

Common Goals

To develop and maintain effective infrastructure systems for long-term community use and to expand systems in targeted areas

Common Objectives

- Improve/Upgrade infrastructure components
- Replace outdated infrastructure
- Plan expansion in conjunction with sound land use planning

Table 14 Growth Scenario* Based on Population Projections versus Sewer Capacity in the Montoursville – Muncy Planning Area – Part 1

Municipality	ALL POPULATION SCENARIO IN GROWTH AREA					
	2000 Pop.	Year 2020 Highest Projection / Target	Population Difference	Average Household Size / Municipality	EDUs (1,2)	GPD for Population Difference (3,4)
Fairfield Township	2,659	4,238	1,579	2.61	605	157,900
Montoursville Borough	4,777	4,580	(197)	2.31	0	0
Muncy Township	1,059	1,222	163	2.49	65	16,300
Totals	5,836	5,802	1,545	---	670	174,200

Table 15 Growth Scenario* Based on Population Projections versus Sewer Capacity in the Montoursville – Muncy Planning Area – Part 2

Municipality	ACREAGE FOR BUILDOUT DEMAND ULTIMATE SCENARIO			
	Net Dev. Acres in Res. Zones (5,6)	Net. Dev. Acres minus Efficiency Factor of 25%	EDUs (1,7)	GPD (Sewage) for Acres (8)
Fairfield Township	616.15	462.11	1,386	361,834
Montoursville Borough	36.23	27.17	82	18,831
Muncy Township	0.00	0.00	0	0
Totals	36.23	27.17	82	18,831

Notes:

*Growth area calculations include Designated Growth Areas and Future Growth Areas

Italicized entries show dwelling unit calculations for municipalities outside of the growth area.

- (1) EDU=Equivalent Dwelling Unit – term used in sewage calculations; i.e. dwelling units (DU)
- (2) Based on Population Increase/ Average Household (per 2000 Census used for scenario)
- (3) GPD (gal. per day) = Population Difference x 100 gal. per capita
- (4) N/A because municipality has zero acres available for development within the growth area
- (5) Residential zones include A-R
- (6) Net Developable Acres = Acres for development minus (floodway + floodplain + steep slopes + wetland + public ownership)
- (7) 3 DU/acre for estimate of build-out
- (8) GPD = Avg. Household x 100 gal per capita x EDUs

Table 16 Growth Scenario* Based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the Montoursville – Muncy Planning Area – Part 1

Municipality	RESIDENTIAL BUILDING PERMIT DEVELOPMENT PROJECTION AT YEARLY RATE BASED ON LAST 20 YEARS				RESIDENTIAL BUILDOUT DWELLING UNIT (DU) SUMMARY		
	Average DU/yr (9,10)	Total DUs in 2020	Average Household Size	GPD for Building Permits (11)	Population-based (12)	Acreage-based (12)	Building permit-based
Fairfield Township	24.80	496	2.61	129,456	605	1,386	496
Montoursville Borough	7.35	147	2.31	33,957	0	82	147
Muncy Township	3.95	79	2.49	19,671	65	0	79
Totals	11.30	226	---	53,628	670	82	226

Table 17 Growth Scenario* Based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the Montoursville – Muncy Planning Area – Part 2

Municipality	ACREAGE FOR COMMERCIAL BUILDOUT DEMAND SCENARIO			ACREAGE FOR INDUSTRIAL BUILDOUT DEMAND SCENARIO			Comm./ Ind. GPD Totals
	Net Dev. Acres in Commercial Zones (6)	50% Buildout Acreage (13)	GPD (Sewage) for Acres (14)	Net Dev. Acres in Industrial Zones (6)	50% Buildout Acreage (13)	GPD (Sewage) for Acres (14)	
Fairfield Township	438.34	219.17	159,117	132.84	66.42	48,219	207,337
Montoursville Borough	1.28	0.64	463	14.95	7.48	5,428	5,891
Muncy Township	255.99	128.00	92,924	30.74	15.37	11,159	104,083
Totals	257.27	128.63	93,388	45.69	22.85	16,587	109,974

Table 18 Available Treatment Capacity at Local Sewer Treatment Plants

Available GPD at Sewer Plant	
LCWSA	800,000

Notes:

*Growth area calculations include Designated Growth Areas and Future Growth Areas

(6) Net Developable Acres = Acres for development minus (floodway + floodplain + steep slopes + wetland + public ownership)

(9) DU = dwelling units

(10) Average DU/year = (residential units (1980-1989) + residential units (1990-2000))/20 years

(11) GPD (gal per day) = DUs in 2020 x Avg. HH x 100 gal per capita

(12) From Table 12 Growth Scenario Based on Population Projections versus Sewer Capacity in the US 15 South Planning Area

(13) Forecast 50% of available acres are developed in growth area by 2020

(14) GPD = Buildout acreage x 726 gal per day per acre

Discerning the Strategic Actions

This matrix demonstrates that there are several key strategies that could positively impact the multiple key community and economic development issues identified for the Montoursville-Muncy Growth Corridor. Each strategy represents a range of tasks to be undertaken by various partners and entities, as outlined under the strategic tasks on the following pages.

Matrix 4 Potential Breadth of Impact of Community Facilities, Services and Infrastructure Strategies

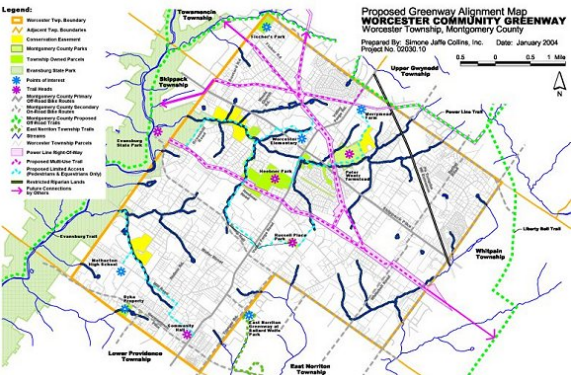
Key Issues for the Montoursville-Muncy Planning Area

Strategy	Community Facilities	Community Services	Recreation & Open Space	Storm Water Management
Promote intermunicipal cooperation	X	X	X	X
Improve community image and appearance	X		X	
Develop new recreation opportunities			X	
Increase usage of existing recreational and other community facilities (e.g. libraries).	X	X	X	
Promote facilities and services to attract industry.	X	X	X	
Maintain viability of volunteer fire companies	X	X		
Promote effective stormwater management				X
Coordinate facilities development with land use plans.	X			



Strategy #1	
Promote Intermunicipal and Organization Cooperation	
Methods, Tools, and References	
Planning Advisory Team Involvement, formation of multi-dimensional council, cooperative agreements and educational information.	
Partners	
County, Municipal Government, COGs, Community Service Agencies, School Districts, Public Safety Organizations.	
Funding Sources	
DCED Shared Municipal Services, DCED Regional Police Assistance Grant Program, DCED Shared Municipal Services and Code Enforcement Grants	
Strategic Action	Notes
1a. Identify Council of Government opportunities.	<p>There is currently one council of governments (COG) operating locally in the Planning Area: the West Branch Council of Governments.</p> <p>Within central Pennsylvania, Susquehanna Economic Development Association – Council of Governments (SEDA-COG) is also available to assist counties and municipalities with planning and community development. The SEDA-COG Joint Rail Authority has already impacted this Planning Area with preserving rail service opportunities. The Susquehanna Greenway provides another opportunity for the municipalities to work together for benefit of all residents.</p> <p>The planning partners should continue to seek the assistance of SEDA-COG in assessing, programming, and funding community development initiatives.</p>
1b. Review potential for shared services.	The Lycoming County Planning Commission should work to establish a “Council of Agencies” and “Council of Public Safety Agencies” and then work with those councils to perform a systematic evaluation of community services to see where shared service opportunities may exist. Municipalities will need to participate fully in these discussions to gain maximum benefit from service sharing. Also see Strategic Action 1c and 1e below.


Strategic Action	Notes
<p>1c. Review potential for consolidated services.</p>	<p>Once Strategic Action 1b is completed, the next step will be to see if the results lend themselves to possible consolidation efforts. This will need to be coordinated by the Lycoming County EDPS staff.</p>
<p>1d. Schools should work more closely with recreation organizations to provide improved recreational services including transportation to recreation resources.</p>	<p>The Montgomery Area Athletic & Community Center is an excellent example of the cooperative effort between a School District and the community to maximize recreation potential of facilities and programs. This facility provides Adult community indoor recreation during the morning and evenings, while serving students recreation and sports events during the day and early evening. Additional opportunities similar to this should be pursued in this Planning Area.</p>
<div data-bbox="261 667 740 936" data-label="Image"> </div> <p data-bbox="250 938 753 1003"><i>Montgomery Area Athletic & Community Center</i></p>	
<p>1e. Establish a multi-dimensional “Council of Agencies” that will meet periodically to implement a strategy that effectively and efficiently provides community services and infrastructure to meet the needs of Lycoming County residents.</p>	<p>In the past agencies have not been getting together on a regular basis to address the efficient provision of community services. The existing North Central Interagency Council has provided a forum for professional networking that leads to further collaboration. This needs to be built upon and expanded into more comprehensive “Council of Agencies.” This is a priority action strategy. This council will need to establish a clear set of outcomes with goals, objectives and strategies for meeting those outcomes.</p> <p>Some of the key issues the Council of Agencies will need to address are good transportation for elderly and handicapped, and the importance of the family in dealing with both family and community needs.</p>


Strategic Action	Notes
<p>1f. Develop and distribute educational material that highlights where and how shared services have worked in a beneficial way for the community.</p>	<p>Examples of shared services arrangements that are working successfully in Lycoming County include:</p> <ul style="list-style-type: none"> ○ Old Lycoming and City Fire Departments ○ East Lycoming Recreation Authority ○ County / Municipal Zoning Partnership ○ County / Municipal Subdivision Partnership ○ Williamsport Recreation Commission ○ The West Branch Council of Governments <p>Planning partners should consider these examples as models for future services provisions within the Planning Area.</p>
<p>1g. Initiate the development of cooperative agreements by building on where good cooperation and agreements now exist.</p>	<p>The Lycoming County Planning Commission staff will develop a list of existing cooperative arrangements that will include the following:</p> <ul style="list-style-type: none"> ○ Name of Agreement ○ Function ○ Geographical Service Area ○ Program Scope ○ Legal Requirements for Formation ○ Organizational Structure ○ Scope of Membership ○ Contact Persons ○ Budget

Strategy #2	
Develop New Recreation Opportunities	
Methods, Tools, and References	
Municipal Parks and Recreation plans, Recreation surveys	
Partners	
Municipalities, Northcentral PA Conservancy, DCNR, PA Fish and Boat Commission	
Funding Sources	
Transportation Enhancements, Community Conservation Partnership Program, Growing Greener Funding	
Strategic Action	Notes
2a. Implement recommendations from the Lycoming County Comprehensive Recreation, Parks and Open Space Plan.	The Lycoming County Comprehensive Recreation, Parks, Open Space, and Greenways Plan contains specific strategic actions to enhance recreational opportunities in this Planning Area and Lycoming County as a whole.
2b Prepare Community Greenway Plans.	The Lycoming County Greenway Plan provides the framework for developing Community Greenways. The Community Plans should enhance, complement, and implement the County Greenway Plan.
 <p><i>Proposed Greenway Alignment Map Worcester Community Greenway Worcester Township, Montgomery County, PA</i></p>	<p>The Susquehanna River and Loyalsock Creek corridors are likely greenway candidates in the County’s Plan. Tributaries of these waterways may be possible candidates for municipal greenway protection.</p>
2c. Improve access – visual access, boat access, fishing access, etc. – to the Susquehanna River and to Loyalsock Creek.	The Montoursville-Muncy Planning Area has excellent proximity to a great natural environment - the West Branch of the Susquehanna River. However, the current access point to the River needs to be maintained and improved and further access along the River should be developed. Such access should be considered from the (continued)

Strategic Action	Notes
(continued)	<p>perspective of Planning Area communities and from the perspective of river travelers seeking rest and overnight facilities and travel supplies, i.e. as a water trail with associated facilities.</p> <p>Water trails are recreational waterways on a lake, river, or ocean between specific points containing access points and day use and/or camping sites for the boating public. Typically, water trails emphasize low-impact use and promote stewardship of the resource. Pennsylvania's first formal water trail is the 24 mile Middle Susquehanna River Trail from Sunbury to Harrisburg. Efforts to develop the 240 mile West Branch Susquehanna River Water Trail are being lead by the Lumber Heritage Region.</p> <p>New access points should be planned and developed for the Creek.</p>

Strategy #3	
Increase usage of existing recreational and other community facilities (e.g. libraries).	
Methods, Tools, and References	
Recreation Forum, Recreation Commissions, Cultural Events Series	
Partners	
County, Local Municipalities, Community Organizations, Schools, Colleges, Libraries, Business Community and recreation user organizations.	
Funding Sources	
Hometown Streets and Safe Routes to School, Community Conservation Partnership, Transportation Enhancements	
Strategic Action	Notes
<p>3a. Maintain attractive facilities and market their use in ways that attract new users.</p>	<p>Many recreational facilities throughout the county are under utilized. It is important to publicize and educate residents and businesses about what is available. Additional usage can lead to additional funding to support facilities and discourage vandalism.</p>
 <p><i>Indian Park</i></p>	
<p>3b. Interconnect facilities with bike-pedestrian routes.</p>	<p>Providing citizens with transportation choices is important to the vitality of a community. This means not only connecting bike-ped routes to one another, but also using route to interconnect community destinations, such as schools, parks, and shopping centers. The Montoursville-Muncy Planning Area should endorse improvement of the walkway/bikeway connection to the Susquehanna Greenway Trail in Williamsport. Planning Area partners should also support and develop connections to river access points.</p> <p>Such projects are eligible for Transportation Enhancements Funding from the federal government through PennDOT.</p>
 <p><i>Bike trail in Indian Park</i></p>	

Strategic Action	Notes
<p data-bbox="250 237 662 300">3c. Encourage businesses to use community facilities.</p>  <p data-bbox="250 703 597 737"><i>Montoursville Borough office</i></p>	<p data-bbox="833 237 1414 520">For example, the Montoursville Borough Building has a spacious meeting room and there is a community center in the Mall. The availability of these facilities as places for the residents of the community to come together with business representatives should be made known. These facilities are assets for all community stakeholders.</p>
<p data-bbox="250 783 699 846">3d. Encourage communities to use business facilities.</p>	<p data-bbox="833 783 1414 919">Local business facilities are not fully used and could meet community needs. Examples include the Montoursville Fireman’s Social Hall and the Pennsdale Fire Hall.</p>
<p data-bbox="250 1031 711 1094">3e. Reestablish the free Community Cultural Events Series.</p>	<p data-bbox="833 1031 1393 1094">Possible events include outdoor movies and summer concerts in Indian Park.</p>
<p data-bbox="250 1140 756 1203">3f. Convene a forum of local recreation providers.</p>	<p data-bbox="833 1140 1409 1381">The Lycoming County Comprehensive Recreation, Parks, Open Space, and Greenways Plan identified current recreation needs in the County. The LCPC Staff will help to monitor our performance in serving those needs and revising the strategic actions as needs change.</p>

Strategy #4	
Promote Facilities and Services to attract industry.	
Methods, Tools, and References	
Marketing of facilities, services, events, and achievements, and user comments	
Partners	
County, Local Municipalities, Business Community, Chamber of Commerce, Financial Institutions, Community Service Organizations	
Funding Sources	
Keystone Innovation Zone, Commonwealth Capital Budget	
Strategic Action	Notes
4a Promote mental and health care facilities and services.	Lycoming County has excellent facilities and services which is strength in attracting new business and industry. A marketing approach for these services should be provided to Lycoming County Industrial Properties Corporation and Union County Industrial Development Corporation, as well as local Chambers of Commerce.
4b Promote excellent educational opportunities, to include technical institutes and colleges.	Residents of this Planning Area have excellent access to a variety of institutes of higher learning. It is important to utilize Penn College of Technology and Lycoming College as key partners for community and economic development initiatives.
4c Promote excellent facilities and programs to support musicians, artists, and performing artists.	The City of Williamsport provides an excellent environment, facilities, and programs for musicians, artists and performing artists. This community strength should be exploiting in marketing the Planning Area for new business and industry.
	
<p><i>The Community Arts Center in downtown Williamsport</i></p>	

Strategic Action	Notes
4d Promote amateur and professional sports.	Minor league baseball and the Little League World Series play a prominent role in defining the vitality of the Williamsport Area and impact the surrounding communities. The success of these two sport venues should be built upon and expanded to improve the image of a vital community for “all seasons.”

Strategy #5	
Maintain viability of Volunteer Fire Companies	
Methods, Tools, and References	
Service Evaluation, volunteerism policy and rewards program.	
Partners	
County, Municipalities, Fire Companies, Ambulance Service Providers	
Funding Sources	
Local Municipal Government, donations	
Strategic Action	Notes
5a. Identify shared facility and service opportunities.	<p>Key components of this strategic action can be found in strategic actions 1b and 1c.</p> <p>Lycoming County Department of Public Safety, with assistance from LCPC staff, should facilitate a forum and an evaluation of opportunities for shared emergency services and facilities.</p> <p>The existing fire service agreement between the City of Williamsport and Old Lycoming Township is a good example of this approach.</p>
5b. Promote volunteerism.	Work with local, county, and state government, and private business to establish guidelines and employee reward programs for those who volunteer to help provide emergency service support.
5c. Promote financial support through donations.	Everyone benefits so everyone should contribute in some way. Funding support for emergency service providers should be easily available and publicized in order to promote appropriate support from local government and private business.

Strategic Action	Notes
<p>5d. Develop a comprehensive evaluation of essential emergency service needs.</p>	<p>This evaluation should specifically address provision of adequate back-up service and costly duplication of equipment and services. Some key issues to be considered in this evaluation includes:</p> <ul style="list-style-type: none"> ○ Lack of staffing personnel ○ Increasing training requirements ○ Liabilities for fire companies and individual volunteers ○ Increasing costs for personnel safety equipment ○ Agreement with DCNR to allow personnel to provide first response in rural areas. ○ Need for municipal financial support. ○ Proactive emergency response plans that definitively address special needs for elderly and handicapped individuals. ○ Maintaining adequate services in the environment of budget cutting. <p>The LCPC staff should facilitate the forum and evaluation of opportunities for shared emergency services and facilities.</p>

Strategy #6	
Promote effective stormwater management.	
Methods, Tools, and References	
Act 167 Stormwater Management Plans, Watershed Conservation Plans, Subdivision and Land Development Ordinances	
Partners	
County, municipalities, watershed associations, conservation district	
Funding Sources	
DEP Stormwater Management Program, Nonpoint Source Management Grant DCNR Growing Greener Grant Program	
Strategic Action	Notes
6a. Complete Act 167 Watershed Studies.	These studies should become a priority so that stormwater management can be focused in those areas needing attention. The one size fits all approach to detention currently in use does not achieve the desired results.
6b. Implement NPDES Phase II program.	Implementing this program will continue conservation of resources in the Planning Area through control of accelerated erosion, water quality improvements, and groundwater recharge.
6c. Implement additional stormwater management programs in Communities with MS4 permits.	Montoursville Borough has been issued an MS4 permit. Implementing the plans as specified in the permit will provide an advanced degree of conservation and water quality improvement beyond the NPDES Phase II program.
6d. Maintain watershed associations for all watersheds.	Watershed associations have been very effective in providing an economically feasible method for evaluating the current health of our watersheds. The Planning Area should support and maintain the viability of the Loyalsock Creek Watershed Association.

Strategy #7	
Coordinate facilities development with land use plans.	
Methods, Tools, and References	
Zoning Ordinance Requirements, Capital Programming	
Partners	
County, Local Municipalities, Emergency Service Providers	
Funding Sources	
County and Local Government, DEP Pennsylvania Small Towns Environmental Program (PENN STEP)	
Strategic Action	Notes
7a. Plan infrastructure improvements and expansions to serve planned growth areas.	Priority of effort and funding should focus on the continued viability of the planned growth areas.
7b. Utilize land use controls to provide community facilities and infrastructure to support planned growth.	Land development should include improvements to extend facilities and infrastructure to adjacent and surrounding parcels in planned growth areas.



Comprehensive Plan

Interrelationship of Planning Elements

As mandated by Section 301(4.1) of the Pennsylvania Municipalities Planning Code (MPC), comprehensive plans shall discuss the interrelationships among the various plan components. This demonstrates that the components of the plan are integrated and do not present conflicting goals, policies, or recommended courses of action.

As a result of the integrated discussion held throughout the planning process and integrated policy plans, much of this interrelationship has already been addressed. The matrices on pages 2-19, 3-13, 4-6 and 5-6 summarize specific examples of the interrelatedness of recommended strategies. For further clarity, the following examples of interrelationships among the four policy plans are provided:

- Efforts to increase housing diversity benefit the Planning Area by providing greater options in terms of housing type and value, expanding the community's socio-economic and socio-cultural diversity.
- Economic development incentives stimulate community vitality and support for cultural activities and events.

- The strategy of education and job training programs integrated with the larger community strengthens the economic policy of developing a trained, flexible, and locally employable workforce.
- Economic development is strengthened by promoting the Planning Area’s historic and cultural resources, as well as its rural recreational opportunities, through tourism activities.
- Economic development incentives for strengthening the Planning Area’s agriculture and forestry sector will encourage the active and viable management of resources, while conserving, and possibly preserving, the Planning Area’s rural open spaces
- The Future Land Use pattern provides an opportunity to strengthen both the County and Planning Area’s tax bases by managing the rate of residential growth, strengthening industrial growth and preserving the existing agricultural and open space areas.

“The way land is used in your community affects your taxes and the quality of your life. Land uses influence the size of your local government, the types of services it offers, the types of equipment it must purchase, and the taxes and tax rates it must levy.”

Timothy W. Kelsey,
Fiscal Impacts of Different Land Uses: The Pennsylvania Experience

- Commercial, industrial, and residential development is encouraged to take place near areas serviced by existing infrastructure, resulting in greater efficiency and effectiveness of community service delivery and management.
- Preservation of the Planning Area’s agricultural, open spaces, waterways, and sensitive environmental resources will allow the continued enjoyment of the area’s recreational opportunities, scenic landscapes, and sensitive flora and fauna.
- The policy of encouraging locally relevant ordinances and conservation design techniques strengthens both the land use, and community facilities and service policies of the plan.
- Progressive zoning of CAFOs protects quality of life in urban and suburban neighborhoods, as well as public water supplies across the Planning Area and the region.
- Utilities service planning and management are needed to protect natural resource quality, e.g. water quality from failing septic systems, and manage regional water supply and withdrawal.



Comprehensive Plan

County Hazard Mitigation Plan

County Water Supply Plan

Open Space, Recreation, and Greenways Plan

WATS Long Range Transportation Plan

The responsibility for shaping future of the Montoursville-Muncy Planning Area is a shared effort. The Comprehensive Plan alone cannot ensure the fulfillment of the community's vision. Instead the Comprehensive Plan lays the foundation for a consistent approach to various functional planning tasks among the partner municipalities.

The following sections summarize the purpose, goals, and current policy and project initiatives of functional plans developed by Lycoming County and regional agencies. The summaries also pair the recommendations made in this Comprehensive Plan with their respective functional plans, so that when the functional plans are reviewed and revised, whether annually, biannually, or within other timeframes, appropriate, consistent updated plans can be developed.

County Hazard Mitigation Plan

Lycoming County has put considerable effort into becoming a safer place to live and work. As a major part of that effort, the County has developed a Countywide Vulnerability Analysis. Because of this effort, we know that flooding is the most costly and damaging of all hazards impacting Lycoming County. However, with over 2,200 miles of stream traversing its borders, the County must prioritize needs. Communities with an abundance of repetitive loss properties may require structural flood protection, while areas susceptible to seepage may benefit from preventative activities, such as utility relocation, flood proofing, and

sewage backflow valves. This balanced approach toward flood mitigation should translate into all other natural and technological hazards. No community has unlimited resources to address all hazard risks. A mitigation plan will prioritize risks and provide a plan of action that is both cost-effective and supportive of sustainable community development.

The Lycoming County Hazard Mitigation Plan will assess hazard vulnerabilities within all 52 municipalities of Lycoming County. Hazards considered include the following: (1) Flooding; (2) Winter Storms; (3) Tropical Storms and Hurricanes; (4) Tornadoes and Windstorms; (5) Hazardous Materials Incidents; (6) Fixed Nuclear Incidents; (7) Droughts and Water Supply Deficiencies; and (8) Fires; and (9) Terrorism.

Because flooding has been the most damaging and life threatening of hazards affecting development within Lycoming County, this plan will emphasize flood risk assessment and mitigation. Within each of the County's principle watersheds, flood problems are identified and development trends considered. The County's Geographic Information System (GIS), historical information, documented flood damage, Flood Insurance Rate Maps (FIRM), and Flood Insurance Studies (FIS) will contribute to the preparation of this planning document.

Additionally, we are encouraging specific local plans addressing the hazards within the most vulnerable communities as a first step toward mitigation. These local plans would be added to the Countywide Hazard Plan as they are developed and adopted. The Lower Lycoming Flood Hazard Reduction Plan has been developed, adopted locally, and forwarded to PEMA for State and FEMA approval.

The events of 9-11-01 have made us aware that there is a grave need to develop the means to protect our infrastructure in the event of a terrorist attack. The draft of our plan needs to be expanded to encompass this serious and pressing issue.

The mitigation plan will maximize the benefits of Project Impact. It will support pre-disaster preparedness as compared to post-disaster response. It will emphasize long-term risk reduction over short-term gain. And it will encourage

planning at the local level, the first line of defense when disaster strikes.

County Water Supply Plan

The Lycoming County Planning Commission completed a **Lycoming County Water Supply Plan** in 2001, utilizing a \$100,000 grant from PA DEP. The study was developed with the assistance of a specialized professional consultant, Science Applications International Corporation (SAIC), and an Advisory Committee of water supply providers, municipal officials, Chamber of Commerce representatives, and agency officials. The purposes of the Plan are to:

1. Evaluate existing community water system capabilities
2. Project future water needs
3. Identify service deficiencies
4. Evaluate alternative solution strategies and
5. Make recommendations to promote coordination and consistency with County and municipal planning efforts.

The Plan identifies potential cooperative arrangements between water suppliers and helps justify funding requests from State and Federal sources for water supply system improvements. The Plan also provides guidance to the County Commissioners for Community Development Block Grant (CDBG) allocations and other assistance. It also includes suggested Well Head and source protection language to be included in local Zoning Ordinances, as well as assisting with the delineation of Strategic Growth Areas where public water service can be efficiently provided.

With regard to the Montoursville-Muncy Planning Area, the Plan recommends a regional water system that would serve the Growth Area designated in this comprehensive planning Process.

Open Space, Recreation, and Greenways Plan

LCPC staff, with assistance from the Larson Design Group and RBA consultant team, has made significant progress in the development of a **County Recreation, Parks, and Open Space/Greenway Plan** update:

1. Completed and compiled a Survey of local needs and demands for recreation programs and park areas;
2. Convened and interviewed a number of Focus Groups (e.g. Youth activities) relating to specialized areas of recreation and natural resource management;
3. Completed an Inventory of existing recreation programs and park facilities and their usage patterns, and;
4. Are in the process of developing recommendations for priority in addressing needs for recreation programs and park facilities.

This project will also help address needs identified by local residents at the Our Towns 2010 Workshops, and has been recognized by the Montoursville-Muncy Creek Growth Corridor as a top priority, which will enhance existing recreation programs and facilities and will foster increased cooperation and resource sharing between our County's local governments.

Funding from DCNR (\$80,000) and DCED (\$30,000) has been secured. A 60 + member Recreation Advisory Committee has been formed to review recreation and open space inventory information and provide input into project goals and process. The Lycoming County Planning Commission, staff/consultants and Advisory Committee developed and distributed a Comprehensive Recreation Survey to 5,000 randomly selected Lycoming County households. Of these, 67 were returned due to being undeliverable. To date 1,352 surveys were returned ($1352/4933 = 27.4\%$), a very high percentage for this type of survey. The survey will provide statistically significant information about County recreational needs, and will be helpful in obtaining Grant funding for community recreation projects and programs. A link to the Survey results is posted on the County Website. A draft of the plan is scheduled for completion by the Fall of 2004.

A major focus of this planning effort will be a Comprehensive Open Space and Greenway Initiative. Staff has compiled many data layers and will apply them through the GIS system to develop a comprehensive Open Space and Greenway network. Greenways are linear corridors of open space that will serve to

protect natural, cultural, and scenic resources, provide recreational benefits, enhance natural beauty and quality of life in neighborhoods and communities, and stimulate economic development opportunities.

WATS Long Range Transportation Plan

The Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) is responsible for the review and approval of local plans and programs seeking federal and state funds for transportation improvements. The WATS jurisdiction includes all of Lycoming County.

WATS has developed its most current transportation improvement program project listings for the Federal Fiscal Year 2005-2008 TIP and supporting documents for highway and mass transit improvements proposed within Lycoming County. Consistent with the established public involvement process, the TIP will be available for public review during the Summer of 2004. The WATS Coordinating Committee will review the summary of all public comments received and consider adoption of the FFY 2005-2008 TIP.

Multi-task projects listed on the TIP include replacement of the Market Street Bridge, improvements to the Appalachian Thruway (US 15), replacement of the PA 405/442 Muncy Creek Bridge, replacement of the Little Muncy Creek Bridge, development of the Williamsport Airport Access, and five transportation enhancement projects.

The total cost for projects listed on the draft FFY 2005-2008 TIP is more than \$128 million. These projects tap a wide range of funding sources: 14 federal funding programs and 8 state programs, supplemented by local and other funding sources.

INTENTIONALLY BLANK



Comprehensive Plan

Multi-Municipal Planning Partnerships within Lycoming County and Union County

Contiguous County Planning and Development

As mandated by Section 301(a)(5) of the Pennsylvania Municipalities Planning Code (MPC), comprehensive plans shall discuss the relationship of the existing and proposed development of the County to the existing and proposed plans in contiguous municipalities. The intent of this requirement is to instill planning consistency and coordination along municipal boundaries. Comprehensive planning fully recognizes that municipal boundaries are not physical, social, economic or environmental constraints to the impacts of development and conservation.

Multi-Municipal Planning Partnerships within Lycoming County and Union County

Early in this planning process, as local issues were identified by each of the six multi-municipal planning areas and the County, it became clear that many planning areas of Lycoming County are faced with similar issues. The specific location, timing, and results of these issues varied from place to place, but nonetheless, the root causes were often identical. Due to such broad-based commonality among priority issues, and the common vision to improve conditions and resolve problems (as shown in the following table), many recommendations found within each of the planning area comprehensive plan documents reflect common approaches to community improvement.

Matrix 5 Key Issues Expressed by Planning Area Partnerships and Lycoming County

Common Comprehensive Plan Key Issues among Lycoming County Planning Partnerships

Goal and Objectives address	Lycoming County	Greater Williamsport	Lower Lycoming Creek	Montoursville-Creek	Muncy Creek	US 15 South	US 220/I-99
Land Use and Resource Management							
Guidance for highway and interchange development	X	X	X	X			X
CAFO location	X			X			
Reduction of visible junk	X						
Floodplain management	X	X	X	X	X	X	X
Increased development pressure					X	X	
Open space/public lands development potential	X		X			X	
Conservation of steep slopes and ridgetops	X	X	X	X			X
Natural resources management	X	X	X	X			X
Protection of cultural and historic resources	X	X	X	X	X	X	
Open space and agricultural preservation					X	X	
Water supply/water quality					X		
Transportation							
Multi-modal transportation system	X	X	X	X			X
Public transit	X	X		X			
Traffic congestion/roadway network					X	X	
Community and Economic Development							
Demographic changes	X	X	X	X	X	X	X
Housing needs	X	X	X	X	X	X	X
City impact on the County	X	X	X	X	X		X
County economy and workforce	X	X	X	X	X	X	X
Small businesses	X	X	X	X	X	X	X
Storefront vacancies	X	X			X	X	X
Maintenance/Expansion of infrastructure	X		X	X	X	X	
Community Facilities/Other Topics							
Intermunicipal cooperation			X		X	X	
Community image/appearance					X	X	

"X" denotes a topic identified as a priority concern

Furthermore, this commonality lends itself to broad-based coordinated, cooperative and collaborative efforts. Particularly where state and federal funding is sought to implement targeted studies, pursue model ordinance development and local modification/adoption, or transit improvements, government agencies give credence to public and public-private partnerships working together efficiently to address regional issues.

The Montoursville - Muncy Planning Area is bordered by four other multi-municipal planning partnerships that have simultaneously devised Comprehensive Plans. Historic and future development activities in contiguous municipalities have a direct impact on Montoursville - Muncy land uses, infrastructure, and economic vitality. Likewise, the future recommendations included in this plan also impact the development patterns of these neighboring communities

Lower Lycoming Creek Planning Area (2004)

The Comprehensive Plan for the Lower Lycoming Creek Planning Area focuses the land use-transportation planning and the prevention of potential negative impacts of the I-99 designation of the US 15 corridor through the planning area. This designation is expected to bring some additional development pressure to the planning area, as well as to divert through traffic from small-scale commercial areas. The plan recommends examination of corridor needs and overlay provisions for the US15/I-99 interchange. The Plan also recommends land use controls to provide community facilities and infrastructure to support planned growth, infrastructure improvements and expansions (sewer and water) that are consistent with planned growth areas, and support of neighborhood preservation programs. With concern for local identity, the plan recommends promotion of events as part of a tourism strategy to attract visitors and increased conservation easement efforts to preserve sensitive and scenic areas from future development. United by the Lycoming Creek, the municipalities seek stronger management for stormwater, floodplain, and on-lot disposal systems, accompanied by property maintenance provisions for flood proofing and flood mitigation.

In addition, the plan encourages consistency in administration and enforcement of zoning practices among municipalities in the planning area, including improved utilization of zoning tools available; training of zoning personnel; and assistance with interpretation of zoning regulations.

Muncy Creek Planning Area (2004)

Planning recommendations contained in the Comprehensive Plan for the Muncy Creek Planning Area address both urban and rural issues, preservation and development, and physical and functional elements of the various communities individually and as a whole. Urban planning topics range from promoting mixed uses, multi-story structures, enhanced streetscapes, well-maintained infrastructure, and shared parking in downtown areas to the preservation of historic districts and older neighborhoods. In addition, the plan recommends land use planning that reduces vehicle trips and encourage pedestrian, bicycle, and transit alternatives. Furthermore, the development and expansion of bikeways and pedestrian circulation routes, both within and beyond the planning area, are advised. United by the Muncy Creek corridor, the municipalities envision more stringent stormwater regulations, stronger restrictions on development in the floodplain, as well as property maintenance provisions for flood proofing and flood mitigation. The municipalities also seek to improve their control of scenic hillsides and ridgetops. With concern for protecting the rural countryside, the plan recommends municipal and multi-municipal zoning to protect large and contiguous agricultural regions through the designation of rural resource protection areas and to designate appropriate districts for concentrated animal feeding operations. Finally, the plan recommends the application access management provisions, scenic byway corridor designation, and on-lot disposal system management and inspection ordinances to further protect the appearance and quality of the community landscape.

Greater Williamsport Alliance Planning Area (2004)

The Comprehensive Plan for the Greater Williamsport Alliance Planning focuses on the vibrancy of the City, its suburbs and its neighboring municipalities as places to live, where distinct neighborhoods offer a range of housing options and a sense of coherence and community; as a places to do business, where retail and service shops serve office workers and local residents; as a places to invest in historic and modern properties maintained through code enforcement and served by sound, long-range community infrastructure planning; as a places to relax and spend leisure time walking, shopping, biking, and site seeing; and as places to visit, where local culture is proudly displayed at community entrances.

US 15 South Planning Area (2004)

The Comprehensive Plan for the US 220/Future I-99 Planning Area focuses mainly on establishing a clear vision for the future development of these four communities. Anchored by Jersey Shore Borough, and tethered to Williamsport along the US 220 corridor, these communities are located along a heavily traveled arterial that offers opportunity for further business and industry development. The Plan recommends a number of community enhancements to ensure that the Borough retains its small town character and vitality, including mixed use zoning, infill development, and neighborhood preservation programs, while illustrating desired locations for business and industry in Piatt and Woodward Townships. Infrastructure investment as a public incentive or as a private investment should include the extension of roads, water, sewer, trails and walkways, as well as improved river access. The Plan recommends further exploration of shared facility and service opportunities, e.g. public water and sewer, recreation, public safety, etc. United by the riverfront, the municipalities support development of the Susquehanna Greenway.

INTENTIONALLY BLANK



Comprehensive Plan

Municipal Responsibilities to the Planning Partnership

Plan Review and Maintenance

The responsibility for shaping the future lies in many hands; those of citizens, interest groups, businesses, utilities, institutions, and numerous government entities. Lycoming County's government entities alone total approximately 100 decision-making within County government, fifty-two municipalities, eleven school boards, and dozens of authorities. State and federal agencies add yet another component to decision-making in terms of fiscal, regulatory, and management programs.

To implement multi-municipal comprehensive plans, counties and municipalities shall have the authority to enter into intergovernmental cooperative agreements.

Act 2000-67 (amendment to the PA MPC)

Fortunately, regional planning is on the rise and is leading neighboring communities toward common goals and agreement on collective approaches or strategies toward sustaining and enriching the Planning Area's quality of life. Cooperative planning has been accomplished, now cooperative implementation must carry the vision to fulfillment.

Municipal Responsibilities to the Planning Partnership

Municipal regulations are the cornerstone of implementing a comprehensive plan. If local regulations are inconsistent in their standards and their enforcement, they will be less effective in accomplishing the vision, goals, and objectives to which the planning partners have agreed. This multi-municipal planning effort was a momentous project. It achieved an unprecedented level of intermunicipal dialogue and laid the foundation for continued coordination and collaboration in facing broad community development issues.

First and foremost, the planning partners should continue to discuss local issues and concerns among themselves and with the Lycoming County Planning Commission. These discussions could occur under the umbrella of the West Branch Council of Governments, as a new multi-municipal planning agency, or as a regularly scheduled workshop of municipal officials. Planning Advisory Team members who helped to prepare this plan may provide a core group of knowledgeable individuals to continue to this dialogue.

Second, municipalities are required to have internally consistent planning and implementation policy, meaning that ordinances, sewage facilities plans, and other municipal plans must be reviewed during or following the adoption of the comprehensive plan to ensure that these plans are guiding the development of the municipality in the same direction as the comprehensive plan states. For example, if the comprehensive plan identifies a particular area of the municipality as a rural resource area, the sewage facilities plan should not include extension of public sewer service into this area, unless required in order to protect health and safety, nor should the zoning ordinance allow or require the provision of sewer service in this area. When consistency determinations are made at the planning stage, potential problems are resolved before major investment and resources are committed.

When zoning amendments are needed and prepared, the amendment process in any proposed case must follow the guidelines, excerpted from the MPC Section 916.1 (c) (5) and listed below, of necessary information to be submitted for the review by the respective municipal planning commission and elected officials, and county planning agency:

Amendments, plans and explanatory material submitted by the landowner and shall also consider:

- (1) the impact of the proposal upon roads, sewer facilities, water supplies, schools and other public service facilities;
- (2) if the proposal is for a residential use, the impact of the proposal upon regional housing needs and the effectiveness of the proposal in providing housing units of a type actually available to and affordable by the classes of person otherwise unlawfully excluded by the challenged provisions of the ordinance or map;
- (3) the suitability of the site for the intensity of use proposed by the site's soils, slopes, woodlands, wetlands, floodplains, aquifers, natural resources and other natural features;
- (4) the impact of the proposed use on the site's soils, slopes, woodlands, wetlands, floodplains, aquifers, natural resources and other natural feature, the degree to which these are protected or destroyed, the tolerance of the resources to development and any adverse environmental impacts; and
- (5) the impact of the proposal on the preservation of agricultural and other land uses which are essential to public health and welfare.

The Lycoming County Department Economic Development and Planning Services has developed a manual to address the need for consistency, particularly in regards to zoning, for its municipalities. The document is an excellent informational and application-based resource on zoning techniques for both intensive and non-intensive land uses. The County's municipalities and multi-municipal planning partnerships will this to be a useful reference in the review and revision of their current ordinances.

Key Actions for Municipal Partners

The Borough of Montoursville is the most developed area of three municipalities of the Montoursville-Muncy Planning Area. Important local issues facing this community are the continued health of downtown businesses and activities, and the redevelopment of older, large scale business sites in the community. Montoursville has a vibrant downtown and has been able to sustain this vibrancy with the development of larger regional commercial projects in the Borough and also in Muncy Township. However, the Borough is also concerned about new development along the Susquehanna River and would like to continue limiting intensive development south of

the railroad along the Susquehanna River. Efforts that focus on conservation of the River corridor, such as greenway, trail and water trail development, are compatible with the Planning Area’s vision and goals.

Borough of Montoursville



Broad Street in Montoursville

The Borough has worked aggressively with other partners to develop a levee system that will be complete by 2006. With the completion of the levee system, areas subject to this 100-year flood will be greatly reduced.

Other major initiatives in the Borough include streetscape projects, the completion of the Lycoming Valley Railroad Bridge and the extension of the primary runway at Williamsport Regional Airport from 6,500 feet to 7,100 feet.

Key Actions for Montoursville

Montoursville needs to work closely with its citizens to maintain the continued health of its downtown, while providing for a variety of housing options and redevelopment of key industrial sites.

The following provides a list of key strategic actions that are focused within the Borough of Montoursville. Through their implementation many of the goals and objectives established in this plan will be realized and improve the quality of life of the Montoursville-Muncy Planning Area.

- Continue to monitor the health and vibrancy of downtown businesses.
- Make regulations conducive to reuse and rehab of older structures.
- Employ good code enforcement to maintain and enhance property values.
- Work locally and cooperate with the County in the implementation of Central Business District Revitalization and Community Gateway Initiatives.

- Identify housing needs in terms of potential new development and rehabilitation of existing housing stock.
- Evaluate the redevelopment opportunities of vacant industrial sites to determine the redevelopment cost to make this site viable for new development.
- Through a partnership with the County, Chamber of Commerce and Our Towns 2010, evaluate opportunities relating to the State “Main Street Program”. This should also include the evaluation of the newly created “Elm Street Program.”
- Establish a comprehensive approach with surrounding municipalities for the provision and expansion of infrastructure to meet the needs of new and expanding industries within the Region.
- Increase public awareness of the cultural and historic resources unique to the area by promoting the implementation of the Lower West Branch Conservation Plan.
- Support the Airport Authority in the completion of the primary runway extension at Williamsport Regional Airport.
- Support the completion of the Lycoming Valley Railroad Bridge.
- Enhance access to Loyalsock Creek.
- Improve the boat launch to the Susquehanna River.
- Develop a bicycle-pedestrian plan to prioritize and program improvements.

Muncy Township



The Lycoming Mall in Muncy Township

Muncy Township has been recognized throughout the comprehensive planning process as a regional commercial center for eastern Lycoming County. The Township has experienced significant growth related to the Lycoming Mall and land in proximity to the Mall. This growth has led to sewer and water improvements as well as improvements to Interstate 180. With the completion of the Central

Susquehanna Throughway as part of the U.S. Route 15 improvements near Lewisburg, Muncy Township will face increasing development pressure.

Some of the key issues facing the Township in light of this growth include the following:

- Growth of infrastructure and municipal services as it relates to growth in the vicinity of the Lycoming Mall.
- Growth of rural residential areas and on-lot sewage disposal systems throughout the Township.
- The conservation of key resources such as agricultural lands, steep slopes and environmentally sensitive land along the Susquehanna River.

While the Township will always face challenges, there have been several recent initiatives that have improved the quality of life in the Township. These initiatives include:

- The highway improvements related to the Lycoming Mall Interchange.
- The increased capacity of sewer and water service in the vicinity of the Lycoming Mall.

Key Strategic Actions for Muncy Township

The following is a list of specific key strategic actions within the Muncy Township. Through their implementation, many of the goals and objectives established in this plan will be realized and will result in significant improvements in the quality of life for the residents of the Township and the Region.

- Evaluate existing zoning, subdivision and land development, and building codes to ensure that they meet the quality of life and growth needs of the community.
- Identify areas for development of more concentrated and diverse development where infrastructure is available or planned.
- Evaluate ordinance standards to encourage the development of communities with the opportunity for pedestrian connections.
- Evaluate areas in the Township for potential agricultural and conservation protection.
- Evaluate on a regional basis, the impact of the completion of the Central Susquehanna Throughway on development and infrastructure needs in the community.
- Identify future transportation improvements that may be needed to accommodate growth of land zoned industrial in the region.

Fairfield Township



Active Farming in Fairfield Township

Fairfield Township has diverse landscapes and rural development patterns. This community is the least developed of the three municipalities of the Montoursville-Muncy Planning Area. The rural setting is in contrast to the mature developed areas of Montoursville and requires significant consideration in planning for the future of the community.

There are a number of key issues that need to be addressed as part of the comprehensive planning process. These include the following:

- The need to preserve agriculture.
- Identification of infrastructure and service needs in light of future growth and development, including recreational needs.
- The need to upgrade the Subdivision and Land Development Ordinance to control future growth and development.
- The future land use of the Loyalsock Gateway Area. This is a Floodway area that is currently zoned for commercial use.
- The proliferation of on lot sewage disposal systems.

- The impact of the potential for future quarrying in the Township.

While the community will always face challenges, several initiatives within the community that can be built upon as part of the comprehensive planning process. These initiatives include:

- Halls Station Sewer Project.
- The Montoursville-Muncy Water System Feasibility Study that is being completed by the County.

Key Strategic Actions for the Fairfield Township

The following list of key strategic actions warrants particular attention within Fairfield Township. Through their implementation, many of the goals and objectives established in this plan will be realized and will result in significant improvements in the quality of life for the residents within the Township as well as surrounding communities within the Montoursville Muncy Planning Area.

- Evaluate existing zoning, subdivision and land development, and building codes to ensure they are conducive to the promotion of a vibrant and livable community.
- Identify areas for development of more concentrated and diverse developments where infrastructure is available or planned.
- Identify opportunities for the development of pedestrian friendly communities in the Township.
- Develop recreation facilities and connect them into the regional recreation network through bike-ped trails.
- Reevaluate the zoning standards in the environmentally sensitive areas of the Loyalsock Gateway. This area is prone to flooding.
- Work with stakeholders to implement key water and sewer expansion efforts such as the Halls Station Project.
- Identify areas for preservation of agricultural lands.
- Work 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.

Plan Review and Maintenance

Recent amendments to the MPC [Section 302(d)] require county comprehensive plans to be updated every 10 years, as contrasted with municipal and multi-municipal comprehensive plans, which must be reviewed every 10 years [Section 301(c)]. However, the Montoursville-Muncy Comprehensive Plan will only be useful if it guides decision-making and is regularly updated to address new concerns. For this to occur, it is recommended that the Borough Council, Boards of Supervisors and Planning Commissions perform the following actions:

- Annually and jointly evaluate the Comprehensive Plan and, if necessary, make modifications to the plan to ensure it remains useful in terms of guiding the decisions made regarding the future growth and preservation of the Planning Area. This could be done by a joint task force appointed by these officials (similar to the Planning Advisory Team) or in joint session of these bodies.
- The Planning Commissions should jointly submit an annual written report to the Borough Council and the Boards of Supervisors summarizing their conclusions on the evaluation of the Comprehensive Plan, the past year's major activities, the upcoming year's major projected activities, and crucial issues that will or may impact the Planning Area.

INTENTIONALLY BLANK



Glossary of Terms

References

Financial and Technical resources for Implementation

Glossary of Terms

AADT:	Average Annual Daily Traffic (volume)
ALLARM:	Alliance for Aquatic Resource Monitoring
ASA:	Agricultural Security Area
BMP:	Best Management Practice
CAFCA:	Central Area Fire Chiefs Association
CAFO:	Concentrated Animal Feeding Operation
CHP:	Coldwater Heritage Partnership
CIP:	Capital Improvements Program
COE:	US Army Corps of Engineers
CSO:	Lycoming County Comprehensive Combined Sewer Overflow (Study)
DCED:	Pennsylvania Department of Community and Economic Development
DCNR:	Pennsylvania Department of Conservation and Natural Resources
DEP:	Pennsylvania Department of Environmental Protection
ECOMAP:	Ecological Classification and Mapping
EMS:	Emergency Medical Services
EOC:	Emergency Operations Center
EOP:	Emergency Operations Plan
EPA:	United States Environmental Protection Agency
FAA:	Federal Aviation Administration

FMA:	Flood Mitigation Assistance Program
FEMA:	Federal Emergency Management Agency
FHWA:	Federal Highway Administration
GED:	General Education Degree
GIS:	Geographic Information Systems
HAZ-MAT:	Hazardous Materials
HMGP:	Hazard Mitigation Grant Program
IPC:	Industrial Properties Corporation
IS:	Information System
ISTEA:	Intermodal Surface Transportation Efficiency Act
IU:	Intermediate Unit
KOZ:	Keystone Opportunity Zone
LBCS:	Land-Based Classification System
LCPC:	Lycoming County Planning Commission
LEPC:	Local Emergency Planning Committee
LLC:	Lower Lycoming Creek Planning Area
LMA:	Labor Market Area
LQ:	Location Quotient
MATP:	Medial Assistance Transportation Program
MCD:	Minor Civil Division
MCMAA:	Muncy Creek Mutual Aid Association
MH/MR:	Mental Health/Mental Retardation
MPC:	Pennsylvania Municipalities Planning Code
MSA:	Metropolitan Statistical Area
NASIC:	North American Standard Industrial Classification
NFIP:	National Flood Insurance Program
NPS:	National Park Service
NPDES:	National Pollution Discharge Elimination System
NRCS:	Natural Resource Conservation Service
NRPA:	National Recreation and Park Association
OLDS:	On-Lot Disposal System
PADEP:	Pennsylvania Department of Environmental Protection
PADOT:	Pennsylvania Department of Transportation
PAT:	Planning Advisory Team
PEMA:	Pennsylvania Emergency Management Agency
PFBC:	Pennsylvania Fish and Boat Commission
PGC:	Pennsylvania Game Commission
PHMC:	Pennsylvania Historical and Museum Commission

PNDI:	Pennsylvania Natural Diversity Inventory
PSATS:	Pennsylvania State Association of Township Supervisors
PSSA:	Pennsylvania System of School Assessment
PSU:	Pennsylvania State University
RCP:	River Conservation Plan
SARA:	Superfund Amendments and Reauthorization Act of 1986
SEDA-COG:	Susquehanna Economic Development Association - Council of Government
SIC:	Standard Industrial Classification
TEA-21:	Transportation Equity Act for the 21st Century
TIP:	Transportation Improvement Program
TU:	Trout Unlimited
UCC:	Uniform Construction Code
WATS:	Williamsport Area Transportation Study
WSA:	Williamsport Sanitary Authority

Act 167 (also known as the Stormwater Management Act): Pennsylvania regulation enacted to correct existing stormwater management problems and to prevent future problems through stormwater planning at the watershed level. See also Watershed Stormwater Management Plan.

Act 537 (also known as the Sewage Facilities Act): Pennsylvania regulation enacted to correct existing sewage disposal problems and prevent future problems, through proper planning of all types of sewage facilities, permitting of individual and community OLDS, as well as uniform standards for designing on-lot disposal systems (OLDS).

Agriculture: The production, keeping, or maintenance, for sale, lease, or personal use, of plants and animals useful to man, including but not limited to; forages and sod crops; grains and seed crops; dairy animals and dairy products, poultry and poultry products; livestock, including beef cattle, sheep, swine, horses, ponies, mules, or goats or any mutations or hybrids thereof, including the breeding and grazing of any or all of such animals; bees and apiary products; fur animals; trees and forest products; fruits of all kinds, including grapes, nuts, and berries; vegetables; nursery, floral, ornamental, and greenhouse products; or lands devoted to a soil conservation or forestry management program.

Agricultural Operation: An enterprise that is actively engaged in the commercial production and preparation for market of crops, livestock and livestock products and in the

production, harvesting and preparation for market or use of agricultural, agronomic horticultural, silvicultural and aquacultural crops and commodities. The term includes enterprise that implements changes in production practices and procedures or types of crops, livestock, livestock products or commodities produced consistent with practices and procedures that are normally engaged by farmers or are consistent with technological development within the agricultural industry.

Arterial Highway: A Principal Arterial provides land access while retaining a high degree of thru traffic mobility and serves major centers of urban activity and traffic generation. They provide a high speed, high volume network for travel between major destinations in both rural and urban areas. A Minor Arterial gives greater emphasis to land access with a lower level of thru traffic mobility than a principal arterial and serves larger schools, industries, hospitals and small commercial areas not incidentally served by principal arterials.

Center for Local Government Services: The Governor’s Center for Local Government Services located within the Department of Community and Economic Development.

Collector Road: A Collector Road serves dual functions—collecting traffic between local roads and arterial streets and providing access to abutting properties. It serves minor traffic generators, such as local elementary schools, small individual industrial plants, offices, commercial facilities, and warehouses not served by principal and minor arterials.

Commercial Land Use: Land uses type that generally includes those establishments engaged in retail trade or services.

Community Park: Focuses on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces; usually serves two or more neighborhoods and a ½ to 3-mile radius; and has an optimal size of between 20 and 50 acres, but should be based on the land area needed to accommodate the desired uses.

County: Any county of the second class through eighth class.

County Comprehensive Plan: A land use and growth management plan prepared by the county planning commission and adopted by the county commissioners which establishes broad goals and criteria for municipalities to use in preparation of their comprehensive plan and land use regulation.

Dwelling Unit: A building or structure designed for living quarters for one (1) or more families, including manufactured homes which are supported either by a foundation or are otherwise permanently attached to the land, but not including hotels, boarding/rooming houses or other accommodations used for transient occupancy.

Flood, 100-year: A flood which is likely to be equaled or exceeded once every 100 years (i.e., that has a one (1%) percent chance of being equaled or exceeded in any given year). A study by the Federal Insurance Administration, the United States Army Corps of Engineers, the United States Department of Agriculture's Soil Conservation Service, the United States Geological Survey, the Susquehanna River Basin Commission, the Department of Environmental Protection, or a licensed professional registered by the Commonwealth of Pennsylvania to perform such a study is necessary to define this flood.

Flood Fringe: That portion of floodplain outside the floodway.

Floodplain: A flood plain may be either/or a combination of: (a) a relatively flat or low land area which is subject to partial or complete inundation from an adjoining or nearby stream, river or watercourse, during a 100-year design frequency storm; or (b) any area subject to the unusual and rapid accumulation of runoff or surface waters from any source.

Floodway: The channel of a stream, river, or other body of water, and any adjacent floodplain areas, that must be kept free of encroachment in order that the 100-year flood can be carried without increasing flood heights by more than one (1) foot at any point and without creating hazardous velocities.

Forestry: The management of forests and timberlands when practiced in accordance with accepted silvicultural principles, through developing, cultivating, harvesting, transporting and selling trees for commercial purposes, which does not involve any land development.

Freeway: Limited access roads designed for large volumes of traffic between communities of 50,000 or more to major regional traffic generators (such as central business districts, suburban shopping centers and industrial areas); freeways should be tied directly to arterial roads, with accessibility limited to specific interchanges to avoid the impediment of through traffic.

Household: A family living together in a single dwelling unit, with common access to and common use of all living and eating areas and all areas and facilities for the preparation and serving of food within the dwelling unit.

Housing Unit: A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate bathroom and kitchen facilities.

Hydric Soil: A soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part.

Industrial Land Use: This land use category generally includes: (1) establishments engaged in transforming raw materials into new products, usually for distribution to other regions and not on sale on-site, and (2) establishments engaged in wholesale trade, storage or distribution with little or no retail trade or service.

Local Roads: Those that are local in character and serve farms, residences, businesses, neighborhoods and abutting properties.

Location Quotient: The degree to which the local area specializes in a particular industry relative to a comparison region.

Minerals: Any aggregate of mass or mineral matter, whether or not coherent. The term includes, but is not limited to, limestone and dolomite, sand and gravel, rock and stone, earth, fill, slag, iron ore, zinc ore, vermiculite and clay, anthracite and bituminous coal, coal refuse, peat, crude oil and natural gas.

Municipalities Planning Code (MPC): The Pennsylvania Municipalities Planning Code, Act of July 31, 1968, P.L. 805, No. 247, as amended and reenacted , 53 P.S. ___10101 et seq.

Natural Resource Production Uses: A lot of land or part thereof used for the purpose of, but not limited to, mineral extraction and forestry operations. (See also definitions for Minerals and Forestry.)

Open Space: Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for the public or private use or enjoyment or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

Pennsylvania Municipalities Planning Code (MPC): See definition of Municipalities Planning Code (MPC).

Prime Farmland Soils: Prime farmland, as identified by the U.S. Department of Agriculture, is the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and water supply needed to economically produce a sustained high yield of crops when it is treated and managed using acceptable farming methods. Prime farmland produces the highest yields with minimal inputs of energy and economic resources, and farming it results in the least damage to the environment.

Prime Agricultural Soils: Prime farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops economically when treated and managed with modern farming methods. It can be farmed continuously or nearly continuously without degrading the environment and will produce the most with the least amount of energy. This land is the most responsive to management and requires the least investment for maximum productivity.

Principal Arterial Highway: Principal Arterials provide land access while retaining a high degree of thru traffic mobility and serve major centers of urban activity and traffic generation. They provide a high speed, high volume network for travel between major destinations in both rural and urban areas.

Public/Institutional Use: Land use category that typically involves establishments or properties providing educational, cultural, or social services for the community. This category includes uses such as public and private schools, municipal offices and grounds, churches, and cemeteries.

Public/Quasi-Public Land Use: Areas or buildings where the public is directly or indirectly invited to visit or permitted to congregate.

Recharge: The addition to, or replenishing of, water in an aquifer.

Recreational Land Use: This land use category typically includes public and private parks and recreation areas.

Retail: The selling of goods or merchandise to the public for personal or household consumption and rendering services incidental to the sale of such goods. [Comment: An important characteristic of a retail trade establishment is that it buys goods for resale.]

Single Family Residential: Consists of the following types:

1. Dwelling, Single Family, Attached (Row): A dwelling designed, occupied or used by one family, having two (2) party walls in common with other buildings and no side yards, commonly called row houses or townhouses.
2. Dwelling, Single Family, Detached: A dwelling used by one (1) family, having one (1) side yard, one (1) party wall in common with another dwelling.
3. Dwelling, Single Family, Semi-Detached: One building arranged or designed for dwelling purposes where two dwelling units exist, separate from each other by a party wall and having two (2) side yards.

Slope: The deviation of a surface from the horizontal, usually expressed in percent degrees. (Comment: Slope percent is calculated by dividing the vertical distance by the horizontal distance times 100.)

Sustainable Agriculture: Sustainable agriculture was addressed by Congress in the 1990 "Farm Bill" [Food, Agriculture, Conservation, and Trade Act of 1990 (FACTA), Public Law 101-624, Title XVI, Subtitle A, Section 1603 (Government Printing Office, Washington, DC, 1990) NAL Call # KF1692.A31 1990]. Under that law, "the term sustainable agriculture means an integrated system of plant and animal production practices having a site-specific application that will, over the long term:"

- satisfy human food and fiber needs
- enhance environmental quality and the natural resource base upon which the agricultural economy depends
- make the most efficient use of nonrenewable resources and on-farm resources and integrate, where appropriate, natural
- biological cycles and controls
- sustain the economic viability of farm operations
- enhance the quality of life for farmers and society as a whole.

Wastewater: Water carrying waste from homes, businesses, and industries that is a mixture of water and dissolved or suspended solids; excess irrigation water that is runoff to adjacent land.

Watershed Stormwater Management Plan: Defined in the context of Pennsylvania Act 167, it provides the framework for improved management of the storm runoff impacts

associated with the development of land. The purposes of the Act are to encourage the sound planning and management of storm runoff, to coordinate the stormwater management efforts within each watershed, and to encourage the local administration and management of a coordinated stormwater program.

Wetlands (Freshwater): An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

References

Planning Documents

- Lower West Branch Susquehanna River Conservation Plan (2003)
- Lycoming County Comprehensive Plan (1994, as amended)
- Lycoming County Open Space, Recreation, and Greenways Plan (draft 2004)
- Lycoming County Scenic Resource Inventory (1973)
- Lycoming County Water Supply Plan (2001/2003 Update)
- A Natural Areas Inventory of Lycoming County, Pennsylvania, 1993
- The Pathfinders, The Williamsport / Lycoming County, Pennsylvania Area Workforce Report (July 2002)
- Susquehanna River Greenway Plan (planning activities)
- Williamsport Area Transportation Study (WATS) Long Range Transportation Plan

Adopted County and Municipal Regulations

- Lycoming County Subdivision and Land Development Ordinance (1972, as amended)
- Lycoming County Zoning Ordinance (1991, as amended)
- Montoursville Borough Zoning Ordinance (1977, as amended)
- Fairfield Township Zoning Ordinance (1975, as amended)

Guidance Publication by Lycoming County EDPS

How to Guide Your Community's Growth through Comprehensive Planning and Consistent Land Use Controls (draft 2002)

Sources

Sources of Statistical Data

- The Center for Rural Pennsylvania
- Industrial Properties Corporation
- Lycoming County GIS Database
- Pennsylvania Department of Community and Economic Development
- Pennsylvania Department of Health
- U.S. Census Bureau
- U.S. Department of Labor, Bureau of Labor Statistics
- Williamsport / Lycoming Chamber of Commerce

Technical and Financial Resources for Implementation

PUBLIC AGENCIES		
Programs	Program Description	Program Contact Information
<p>Pennsylvania Department of Agriculture Farmland Preservation Programs</p> <ul style="list-style-type: none"> ○ Clean and Green Program ○ Installment Purchase Program ○ Land Trust Reimbursement Program ○ Pennsylvania Agricultural Conservation Easement Purchase Program ○ Agricultural Security Areas 	<p>The Pennsylvania Department of Agriculture, Bureau of Farmland Preservation offers a number of programs focused on agricultural preservation. Local Farmland Preservation Boards are established to implement the program on a local level.</p>	<p>Pennsylvania Department of Agriculture, Bureau of Farmland Preservation Tel: 717-783-3167 Web link: www.agriculture.state.pa.us</p> <p>Pennsylvania Rural Development Council P: 717-787-1954 Web link: www.ruralpa.state.pa.us</p>
<p>Pennsylvania Department of Agriculture Marketing and Promotion</p> <ul style="list-style-type: none"> ○ Next Generation Farmer Loan Program ○ Agriculture Produce Promotion Matching Grant ○ Agriculture Rural and Youth Grant ○ Capital Improvement Grant - Pennsylvania Fairs 	<p>The Pennsylvania Department of Agriculture, Bureau of Marketing Development offers programs that support agricultural education and outreach</p>	<p>Pennsylvania Department of Agriculture Bureau of Marketing Development Tel: 717-787-6041 Web link: www.agriculture.state.pa.us</p>
<p>Conservation Reserve Enhancement Program (CREP)</p>	<p>CREP is a joint state and federal program that address the environmental effects of agricultural production. The objective of CREP is to improve water quality, erosion control, and wildlife habitat in specific watersheds.</p>	<p>U.S. Department of Agriculture Farm Service Agency (PA office) Web link: www.fsa.usda.gov/pa/</p> <p>U.S. Department of Agriculture Farm Service Agency (national office) Web Link: www.fsa.usda.gov/dafp/cepd/crep.htm</p>

<p>United States Department of Agriculture (USDA) Rural Development Office</p> <ul style="list-style-type: none"> o Single Family Housing Assistance o Multi-family housing construction and rehab o Rural Business Programs o Rural Utilities Programs (solid waste, water, wastewater) 	<p>The Pennsylvania Rural Development Office of the USDA offers programs and grant opportunities. Such focus areas include rural utilities investment, housing services, business development, and enhancement of community facilities.</p>	<p>USDA Rural Development Pennsylvania Office One Credit Place #330 Harrisburg, PA 17110</p> <p>Tel: 717-237-2299</p> <p>Web Link: www.rurdev.usda.gov/pa/</p>
<p>Pennsylvania Department of Environmental Protection (DEP) Growing Greener Grant Program</p> <ul style="list-style-type: none"> o Watershed Grants o Technical Assistance Grants o New or Innovative Technology Grants (water and wastewater) o Abandoned Mine Reclamation o Abandoned Oil and Gas Wells 	<p>Growing Greener is the largest single investment of state funds to address Pennsylvania’s critical environmental concerns of the 21st century.</p>	<p>Department of Environmental Protection Grants Center RCSOB, 15th Floor 400 Market Street, P.O. Box 8776 Harrisburg, PA 17105-8776</p> <p>Tel: 1-877-PAGREEN or 717-705-5400</p> <p>Web Link: www.dep.state.pa.us/growgreen/defaultdep.htm</p>
<p>Pennsylvania Department of Environmental Protection, Energy and Technology Development</p> <ul style="list-style-type: none"> o Energy Harvest Grants Program o Small Business Advantage Grant Program 	<p>The Pennsylvania State Energy Program achieves environmental improvement by directing time and resources toward expanding the use of renewable energy and reducing our overall energy usage.</p>	<p>PA DEP Pennsylvania's State Energy Program - OETD 400 Market Street, 15th Floor Harrisburg, PA 17101</p> <p>Tel: 717-783-9981</p> <p>Web Link: www.dep.state.pa.us/dep/dep/dep/dep/pollprev/sep/default.htm</p>
<p>Pennsylvania Department of Environmental Protection Grant and Loan Programs</p> <ul style="list-style-type: none"> o Pollution Prevention and Energy o Environmental Education o Wastewater o Municipal, Residual, and Hazardous Waste 	<p>DEP offers a range of grant programs for environmental improvements and utility provisions. The range of programs offer assistance for specific community needs.</p>	<p>PA DEP Grants and Loans</p> <p>Web Link: www.dep.state.pa.us/dep/dep/dep/dep/pollprev/grantandloan.htm</p>

<p>Pennsylvania Department of Environment Protection - Pennsylvania Small Towns Environmental Program (PENN STEP)</p>	<p>The Pennsylvania Small Towns Environment Program (PENN STEP) is a new, small-community assistance program from the Pennsylvania Department of Environmental Protection, the Rural Development Council and the Center for Rural Pennsylvania. PENN STEP is not a funding program; instead, it uses self-help techniques to reduce the cost of drinking water and wastewater projects.</p>	<p>PA DEP Bureau of Water Supply Management Harrisburg, PA</p> <p>Tel: 717.787.0122 Fax: 717.772.4474 Web link: www.dep.state.pa.us/dep/deputate/waterops/redesign/subpages/pennstepmain.htm</p>
<p>Pennsylvania Department of Environmental Protection Stormwater Management Program</p>	<p>Provides grants to counties to develop stormwater management plans for designated watershed and to municipalities to implement the plans. The grant assistance is limited to 75% of the costs for the eligible expenses</p>	<p>PA DEP Bureau of Watershed Management</p> <p>Tel: 717.772.5661 Web link: www.dep.state.pa.us/dep/deputate/watermgt/wc/default.htm</p>
<p>Pennsylvania Department of Environmental Protection Nonpoint Source Management Grant</p>	<p>Provides grant funds to address specific nonpoint source water pollution problems.</p>	<p>PA DEP Bureau of Watershed Management</p> <p>Web link: www.dep.state.pa.us/dep/deputate/watermgt/wc/subjects/nonpointsourcepollution/default.htm</p>
<p>Pennsylvania Department of Environmental Protection Act 537 Sewage Facilities Planning Grants</p>	<p>To administer grants to counties, municipalities and authorities to assist them in preparing official plans and revisions to official plans for sewage systems required by the Act. Provides up to 50% the cost of the Act 537 plan preparation.</p>	<p>PA DEP Bureau of Water Supply and Wastewater Management</p> <p>Web link: www.dep.state.pa.us/dep/deputate/watermgt/wqp/WQP_WM/WM_Sewage.htm#537</p>
<p>Pennsylvania Department of Environment Protection Brownfields Inventory Grants and Brownfields Action Team</p>	<p>Brownfields Inventory Grants (BIGs) provide money to municipalities and economic development agencies to inventory their Brownfields properties. If these properties are available for redevelopment, the grantee will gather information about the property and post it on the web in the PA SiteFinder.</p>	<p>PA DEP Bureau of Land Recycling and Waste Management</p> <p>Brownfields Inventory Grants Tel: 717-783-9654 Web link: www.dep.state.pa.us/dep/deputate/airwaste/wm/landrecy/Inventory/BIG.htm</p>

	<p>Brownfields Action Teams enhance interaction of the PA DEP with the local community by creating a single point of contact for priority projects located on distressed property. Projects that are accepted into the BAT program will have increased access to financial assistance that may be available through the Commonwealth.</p>	<p>Brownfield Action Team Tel: 717 783-7816 Fax: 717 787-1904</p>
<p>Pennsylvania Department of Environmental Protection, Bureau of Land Recycling and Waste Management</p> <ul style="list-style-type: none"> - Act 101 County Planning Grants - Act 101 Recycling Grants - County Recycling Coordinator Grants - Host Municipal Inspector Reimbursement - Compost Infrastructure Development Grants - Recycling Markets Infrastructure Development Grants - Household Hazardous Waste Collection Grants - Act 198 Resource Recovery Development Grant 	<p>Provides reimbursement grants for preparation of county solid waste management plans required by Act 101. Counties are eligible to receive 80% funding for preparation of a county solid waste management plan.</p> <p>Recycling Grants reimburse counties and municipalities 90 percent of eligible recycling program development and implementation expenses.</p>	<p>PA DEP Bureau of Land Recycling and Waste Management DEP Recycling Coordinators: www.dep.state.pa.us/dep/depurate/airwaste/wm/recycle/document/DEPCOORD.htm</p> <p>www.dep.state.pa.us/dep/depurate/airwaste/wm/RECYCLE/Recycle.htm</p>
<p>Pennsylvania Department of Environmental Protection Water and Waste Water Outreach Program</p>	<p>Provides technical assistance to municipal plan operators and staff and to small water systems</p>	<p>PA DEP Division of Technical Assistance & Outreach 400 Market Street Harrisburg, PA 17105-8467 Tel: (717) 787-0122</p>
<p>The Pennsylvania Infrastructure Investment Authority (PENNVEST)</p> <ul style="list-style-type: none"> - Brownfields Remediation Funding - Drinking water, wastewater, and stormwater - On-lot disposal 	<p>PENNVEST offers low-interest loans brownfields remediation and for design, engineering, and construction of both publicly and privately owned drinking water distribution and treatment facilities, wastewater treatment and collection systems, and municipal stormwater conveyance and control systems. Low interest loans are available to</p>	<p>PENNVEST 22 S. Third Street, Harrisburg, PA 17101 Tel: 717-783-6798 Fax: 717-787-0804 Web link: www.pennvest.state.pa.us/pennvest/cwp/browse.asp?A=4</p>

	individuals for on-lot disposal systems.	
Pennsylvania Department of Conservation and Natural Resources (DCNR) - Community Conservation Partnership Program	DCNR offers a variety of state grants and partnership opportunities., including: Community Recreation Land Trusts Rails to Trails Heritage Parks Land and Water Conservation Recreational Trails	DCNR-Regional Office Rachel Carson State Office Building PO Box 8767 400 Market Street Harrisburg, PA 17105-8767 Tel: (412) 880-0486 Web link: www.dcnr.state.pa.us/brc/grants/
Pennsylvania Emergency Management Agency (PEMA) Hazard Mitigation Grants Program	The Hazard Mitigation Grants Program provides funding to local governments for the acquisition and relocations or removal of structure from flood-prone areas.	PEMA Bureau of Recovery and Mitigation Tel: 717.651.2145 Web link: www.pema.state.pa.us/pema/CWP/view.asp?a=198&Q=230184&pemaNav= 4715 4749 4752
Pennsylvania Emergency Management Agency (PEMA) Flood Mitigation Assistance Program (FMAP)	Provides funding to assist states and communities in implementing measures to reduce or eliminate the long-term risk of flood damage to buildings, manufactured homes, and other structures insurable under the National Flood Insurance Program	PEMA Disaster Prevention and Recovery 2605 Interstate Drive Harrisburg, PA 17110 Tel: 717.651.2145 Web link: www.pema.state.pa.us/pema/CWP/view.asp?A=198&QUESTION_ID=207987
Department of Community and Economic Development Floodplain Land Use Assistance Program	Provides grants and technical assistance to encourage the proper use of land and the management of floodplain lands within Pennsylvania.	DCED Tel: 888-223-6837 Web link: www.inventpa.com/default.aspx?id=344
Pennsylvania Department of Transportation - Transportation Enhancements Program	Program sponsors projects that relate to surface transportation and enhancing a mode of transportation such as corridor gateways, pedestrian and bicycle paths, restoration of a historic train museum, etc. Funds are available for design, acquisition, and construction.	Pennsylvania Department of Transportation (PennDOT) Department of Planning Center for Program Development and Management Tel: 717-783-2258 Guide and application link: ftp://ftp.dot.state.pa.us/public/pdf/2004application.pdf

<p>Pennsylvania Department of Transportation (PennDOT) Infrastructure Bank Program</p>	<p>Program offers low-interest loan programs to assist in transportation improvements for municipalities, counties, regional councils, et al. Roads, bridges, and transit projects are among projects most commonly covered.</p>	<p>Pennsylvania Department of Transportation (PennDOT) Center for Program Development and Management Tel: (717) 772-1772 Fax: (717) 787-5247 Guide and application link: ftp://ftp.dot.state.pa.us/public/pdf/PIB%20Loan%20Application.pdf</p>
<p>Pennsylvania Department of Transportation – Growing Smarter Transportation Projects/Land Use Initiative</p>	<p>PennDOT provides funds on a competitive basis for studies that coordinate transportation and land use.</p>	<p>PennDOT Department of Planning, Center for Program Development and Management Tel: (717) 772-1772 Fax: (717) 787-5247</p>
<p>Pennsylvania Department of Transportation (PennDOT) Transit Research and Demonstration Program</p>	<p>The program provides financial assistance for innovative projects that enhance the attractiveness of public transportation. Eligible applicants include local transportation organizations, educational institutions, regional planning commissions, and private firms.</p>	<p>PennDOT Bureau of Public Transportation Tel: 717.705.1493 Web link: www.dot.state.pa.us/internet/secinet.nsf</p>
<p>Pennsylvania Department of Transportation Home Town Streets and Safe Routes to School</p>	<p>This program provides financial assistance to encourage the reinvestment in and redevelopment of our downtowns and to establish safe walking routes for children to commute to school, and to promote healthy living</p>	<p>PennDOT Regional Engineering Districts Transportation Enhancement Web link: www.dot.state.pa.us/pennDOT/Bureaus/CPDM/Prod/Saferoute.nsf</p>
<p>Pennsylvania Department of Transportation Rail Freight Assistance Program</p>	<p>The Rail Freight Assistance Program (RFAP) provides financial assistance for investment in rail freight infrastructure. The intent of the Program is to (1) preserve essential rail freight service where economically feasible, and (2) preserve or stimulate economic development through the generation of new or expanded rail freight service.</p>	<p>PennDOT, Bureau of Rail Freight, Ports, and Waterways Tel: 717-705-1320</p>

<p>Pennsylvania Historical and Museum Commission (PHMC)</p> <ul style="list-style-type: none"> - Certified Local Government Grant Program - Keystone Historic Preservation Grant Program - Pennsylvania History and Museum Grant Program 	<p>PHMC offers technical assistance to communities that want to enhance historical resources or districts, as well as building rehabilitation assistance. It also offers grants to local governments and 501 (c)(3) organizations, on a competitive basis.</p>	<p>Pennsylvania Historical and Museum Commission 300 North Street Harrisburg, PA 17120</p> <p>Tel: 717-787-3362 Fax: 717-783-9924 Web link: www.phmc.state.pa.us/</p>
<p>Pennsylvania Department of Community and Economic Development (DCED). Main Street / Anchor Building Program</p> <p><i>Search the Community Resource Directory for complete listing of DCED Grant/Assistance programs</i> www.inventpa.com/default.aspx?id=194</p>	<p>The Main Street Manager Component is a five-year program designed to help a community's downtown economic development effort through the establishment of a local organization dedicated to downtown revitalization and the hiring a full-time professional downtown coordinator.</p> <p>The Downtown Reinvestment and Anchor Building components use business district strategies to support eligible commercial related projects located within a central or neighborhood business district. This program has been merged into the New Communities Program.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Tel: 717.720.7411 Web link: www.inventpa.com/default.aspx?id=325</p>
<p>Department of Community and Economic Development Elm Street Program</p>	<p>Grant funds for planning, technical assistance and physical improvements to residential and mixed use areas in proximity to central business districts.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Web link: www.inventpa.com/default.aspx?id=531</p>
<p>Department of Community and Economic Development Communities of Opportunity Program</p>	<p>This offers state grants for economic development and community revitalization activities that occur on a local level. It assists communities in becoming competitive for business retention, expansion, and attraction, in addition to revitalization for housing and low-income housing.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Tel: 717.720.7409</p>

<p>Department of Community and Economic Development Keystone Opportunity Zones (KOZ) and Keystone Innovation Zones (KIZ)</p>	<p>KOZ consists of 12 zones that are virtually free of state and local taxes. KOZ are given priority for various state and local community building assistance programs. The goal of the program is to revive economically distressed urban and rural communities. KIZ Grant funds to community/university to generate economic and job growth focused around campuses and property around colleges and universities.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Regional Zone Coordinators Web link: www.inventpa.com/default.aspx?id=324</p>
<p>Department of Community and Economic Development Community Development Block Grant Program (CDBG)</p>	<p>This program provides grant assistance and technical assistance to aid communities in their community and economic development efforts. There are two components: the entitlement program, which provides annual funding to 27 third-class cities, 127 boroughs and townships, and 54 counties; and a competitive program which is available to all non-federal entitlement municipalities in Pennsylvania. 70% of grant money must go toward activities benefiting low-moderate income people.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Entitlement program Tel: 717.720.7402</p> <p>Competitive Program Tel: 717.720.7403 Web link: www.inventpa.com/default.aspx?id=321</p>
<p>Department of Community and Economic Development Appalachian Regional Commission (ARC)</p>	<p>Provides grant funding to support development of Appalachia's human and community infrastructure. The Appalachian Region within the Commonwealth consists of 52 counties served by seven Local Development Districts (LDD). Funds are awarded to non-profit organizations.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Local Development District Tel: 717.720.7423 Web link: www.inventpa.com/default.aspx?id=319</p>
<p>Department of Community and Economic Development Community Revitalization Program</p>	<p>Provides grants for community stability and improvement projects throughout the Commonwealth. CRP funds are awarded to local governments, municipal organizations, and non-profit organizations.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Customer Service Center Tel: 800.379.7448 Web link: www.inventpa.com/default.aspx?id=322</p>

<p>Department of Community and Economic Development New Communities Program</p>	<p>Provides grants to support the Enterprise Zone and Main Street programs and downtown businesses providing technical and financial assistance to communities. Eligible applicants are local governments, municipalities, economic development authorities, redevelopment authorized non-profits.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Tel: 717.720.7409 Web link: www.inventpa.com/default.aspx?id=323</p>
<p>Department of Community and Economic Development Emergency Responder Resources and Training Program</p>	<p>ERRTP funds may be used for emergency responder improvement projects. These projects must demonstrate a benefit to community activities associated with police, fire, ambulance or related public safety services. Eligible parties include municipalities, non-profits, and community organizations.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Customer Service Center: 800-379-7448 Web link: www.inventpa.com/default.aspx?id=524</p>
<p>Department of Community and Economic Development Local Municipal Resources Development Program</p>	<p>Provides grants which promote community and/or development; improve the stability of the community; enhance the delivery of local government services through inter-municipal approaches to service delivery; improve existing and/or develop new civic, cultural, recreational, industrial, infrastructure and other facilities; assist in business retention, expansion, creation or attraction; promote the creation of jobs and employment opportunities; enhance the health, welfare and quality of life of Pennsylvania citizens</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Customer Service Center: 800-379-7448 Web link: www.inventpa.com/default.aspx?id=522</p>
<p>Department of Community and Economic Development Urban Development Program</p>	<p>UDP grant funds may be used for urban development and improvement projects. Urban development activities may include, but are not limited to, programs and projects designed to strengthen Pennsylvania's neighborhoods</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Customer Service Center: 800-379-7448 Web link: www.inventpa.com/default.aspx?id=523</p>

<p>Department of Community and Economic Development Act 47 Municipal Financial Recoveries Act (MFRA)</p>	<p>Provides loan and grant funds to financially distressed local governments as well as technical assistance to formulate financial recovery plans.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Tel: 888.223.6837 Web link: www.inventpa.com/default.aspx?id=343</p>
<p>Department of Community and Economic Development Land Use Planning and Technical Assistance Program (LUPTAP)</p>	<p>LUPTAP provides grant funds for the preparation of community comprehensive plans and the ordinances to implement them. Eligible are County governments, coalitions of two or more municipal governments, or third party representing coalitions of municipalities. This is a 50% matching grant.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Tel: 888.223.6837 Web link: www.inventpa.com/default.aspx?id=345</p>
<p>Department of Community and Economic Development Local Government Capital Projects Loan Program</p>	<p>Provides low-interest loans for the equipment and facility needs for small local governments.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Tel: 888.223.6837 Web link: www.inventpa.com/default.aspx?id=346</p>
<p>Department of Community and Economic Development Regional Police Assistance Grant Program</p>	<p>Provides grants for a period of up to three years for the start-up of consolidated police departments.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Tel: 888.223.6837 Web link: www.inventpa.com/default.aspx?id=347</p>
<p>Department of Community and Economic Development Shared Municipal Services Grants</p>	<p>This program provides grant funds that promote cooperation among municipalities. The program also encourages more efficient and effective delivery of municipal services on a cooperative basis.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225</p> <p>Tel: 888.223.6837 Web link: www.inventpa.com/default.aspx?id=348</p>

<p>Department of Community and Economic Development Shared Municipal Services and Code Enforcement Grants</p>	<p>The purpose of this grant program is to assist local governments, including Councils of Government (COGs) or similar organizations formed for the purpose of undertaking programs of inter-municipal cooperation, to defray the initial administrative expenses of a shared or multi-municipal codes enforcement.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Center for Local Government Services: 888-223-6837 Web link: www.inventpa.com/default.aspx?id=353</p>
<p>Department of Community and Economic Development Brownfields for Housing Initiative</p>	<p>Provides state-funded grants for affordable housing activities in previously developed areas to those counties that administer Act 137 Affordable Housing Trust Funds. The initiative funds housing activities eligible under the Communities of Opportunity Program for new or rehabilitated housing developments, but only on previously developed sites in core communities.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Tel: 717.720.7468 Web link: www.inventpa.com/default.aspx?id=336</p>
<p>Department of Community and Economic Development HOME Program</p>	<p>A federally funded program that provides local governments with loan assistance and technical assistance to expand the supply of decent and affordable housing for low- and very low-income Pennsylvanians.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Tel: 717.720.7402 Web link: www.inventpa.com/default.aspx?id=338</p>
<p>Department of Community and Economic Development Access Grant Program</p>	<p>Provides low- and moderate-income persons with permanent disabilities increased accessibility in their current home by undertaking modifications to the home. Program is a combined financial effort between the DCED and the Department of Public Welfare.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Tel: 717-720-7409 Web link: www.inventpa.com/default.aspx?id=339</p>
<p>Department of Community and Economic Development Emergency Shelter Program</p>	<p>This program provides grants to local governments and non-profit organizations to assist in creating or rehabilitating shelter space for the homeless.</p>	<p>DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Tel: 717.720.7404 Web link: www.inventpa.com/default.aspx?id=337</p>

Department of Community and Economic Development Weatherization Assistance Program (WAP)	A federal program that works to minimize the adverse effects of high energy costs on low-income, elderly and handicapped citizens through client education activities and by providing high quality weatherization services.	DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Tel: 717-787-8169 Web link: www.inventpa.com/default.aspx?id=341
Department of Community and Economic Development Community Services Programs: - Abstinence Education - Community Services Block Grant - CyberStart - Education mentoring program - Neighborhood Assistance Program - Supported Work Program	Variety of programs that provide education, training, and funding related to communities services	DCED 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Customer Service Center: 800-379-7448
Non-Profit Organizations		
Programs	Program Description	Program Contact Information
Small Business Development Center (SBDC) – Duquesne University	SBDC provides management consulting, at no charge, and sponsors management-training programs. Its goals are for growth, expansion, and innovation of regional small businesses.	Small Business Development Center Duquesne University 600 Forbes Avenue 108 Rockwell Hall Pittsburgh, PA 15282 412-396-6233 Fax: 412-396-5884 Web link: www.duq.edu/sbdc
Center for Rural Pennsylvania (CRP).	CRP awards grants for applied research and model projects (Watershed Grants, Environmental Stewardship Fund); maintains and disseminates information on rural trends and conditions; publishes research and project results; and sponsors local, state and national forums on rural issues.	Center for Rural PA 200 North Third St. #600 Harrisburg, PA 17101 717-787-9555 Fax: 717-772-3587 Web link: info@ruralpa.org www.ruralpa.org
Preservation Pennsylvania	Preservation Pennsylvania is the Commonwealth's only statewide, private non-profit organization dedicated to the protection of	Preservation Pennsylvania 257 North Street Harrisburg, PA 17101 (717) 234-2310

	historically and architecturally significant properties. Preservation Pennsylvania currently administers two grant and loan programs, the Preservation Fund of Pennsylvania, a revolving loan fund; and the Philadelphia Intervention Fund, a crisis intervention program funded by The Pew Charitable Trusts.	Fax: (717) 234-2522 Web link: PPA@preservationpa.org www.preservationpa.org
Pennsylvania Downtown Center (PDC)	The mission of the Pennsylvania Downtown Center is to promote and support the vitality of Pennsylvania's downtown's and traditional neighborhood business districts. PDC's assists members across the state with training and technical assistance tailored to a community's unique needs. Assistance includes objective assessments, educational and training programs, publications, and a resource library to offer critical assistance to downtown managers.	PA Downtown Center 412 North Second Street Harrisburg, PA 17101 717-233-4675 Fax: 717-233-4690 Web link: padowntown@padowntown.org www.padowntown.org
10,000 Friends of Pennsylvania	An alliance of organizations committed to promoting land use polices and actions that will enable Pennsylvania to strengthen its diverse urban and rural communities. It offers technical assistance to municipalities that wish to incorporate smart growth practices into their comprehensive plans and zoning ordinances. 10,000 Friends of Pennsylvania's Planning Beyond Boundaries publication guides local governments through the multi-municipal planning process.	10,000 Friends of Pennsylvania 117 South 17th Street, # 2300 Philadelphia, PA 19103-5022 (877) 568-2225 Fax: (215) 563-2204 Web link: info@10000friends.org www.10000friends.org
FOUNDATIONS		
Grant Types and Organizations	Description	Program Contact Information
The Heinz Endowments	The Heinz Endowment programs supports regional and community revitalization and smart growth by promoting investment, new business development, and	Economic Opportunity Programs The Heinz Endowments 30 CNG Tower 625 Liberty Avenue

	training--all with a focus on creating opportunities for our most disadvantaged citizens. Registered 501(c)(3) non-profits are eligible to apply; individuals and for-profit organizations are not eligible.	Pittsburgh PA 15222 412-338-2638 Web link: info@heinz.org www.heinz.org
The McCune Foundation (MCF)	MCF goal is to stimulate long-lasting and sustainable progress that contributes to community vitality and economic growth by assisting community development non-profit organizations.	McCune Foundation 750 Six PPG Place Pittsburgh, PA 15222 (412) 644-8779 Web link: info@mccune.org www.mccune.org
The Bayer Foundation	Bayer Foundation supports programs that enhance the quality of life, provide unique and enriching opportunities that connect diverse groups and ensure the preparedness of tomorrow's leaders. 501 (c)(3) organizations in civic leadership and arts/sciences development are eligible to apply.	Office of Executive Director Bayer Foundation 100 Bayer Road Pittsburgh, PA 15205 (412) 777-2000
Columbia Gas of Pennsylvania	Columbia offers several assistance programs to community organizations as well as individual families. Its community services division is divided into Customer Programs and Community Relations. A complete listing of them is available on each provided link.	Community Relations Columbia Gas of Pennsylvania 650 Washington Rd. Pittsburgh, PA 15228 1-888-460-4332 Link to Customer Programs: http://www.columbiagaspa.md.com/community_outreach/pennsylvania_programs.htm Link to Community Relations: http://www.columbiagaspa.md.com/community_outreach/our_involvement.htm
Westinghouse Charitable Giving Program	The Program gives money to Pennsylvania non-profit organizations, with focuses in the Health and Welfare, Education, and Civic & Social areas.	Westinghouse Charitable Giving Program P.O. Box 355 Pittsburgh, PA 15230-0355 Web link: www.westinghousenuclear.com/E2.asp

Sources: Growing Smarter Toolkit – Catalog of Financial and Technical Resources and referenced web sites