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Appendix A

Plan Process

1. Plan Process
2. 14 Thematic Issues

Plan Process

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

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

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

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

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

While the collection and analysis of demographic, workforce, economic, and social data are important to identifying and validating existing, sustained, and emerging issues and trends in the planning area and its individual municipalities, this document is focused on actionable, implementable strategies to address those issues currently seen as the greatest priorities. **This is an implementation-focused plan.** To that end, the approach and construct of this review and implementation strategy were developed with the following characteristics and principles:

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

14 Thematic Issues prioritized across all PATs

These 14 Issue Statements were determined to be of importance to the six multi-municipal planning areas in Lycoming County during the 2015-2017 update process. All of these were selected by at least one PAT as a priority issue in their Comprehensive Plan.

1. The economy is changing, and our communities and workforce are not optimally positioned to realize our untapped economic potential and become resilient to economic trends.
2. Flooding is a threat to life, property, and communities throughout the county.
3. Communications infrastructure (especially cell phone and broadband internet) do not meet the needs of all areas of the County.
4. Significant cultural and historical resources are not adequately documented, protected, and promoted.
5. Current land use regulations and enforcement do not consistently and adequately meet community visions and respond to changing conditions.
6. Downtown and village center areas across the County are not thriving or achieving their maximum potential.
7. Fragmentation of local government in Pennsylvania is a barrier to efficient delivery of some public services.
8. Natural gas infrastructure is not adequate in all areas of the County.
9. Outdoor recreation resources are not fully developed, protected and promoted.
10. Drugs, particularly heroin, are creating significant social, economic, public health, and safety problems across the County.
11. Our multi-modal transportation system, particularly the airport, has deficiencies in safety, physical condition, and availability of facilities in some areas of the County.
12. Volunteerism and civic engagement, particularly among young people, are insufficient to sustain community institutions and services.
13. Water, sewer, and stormwater infrastructure systems are not sufficient across the County to meet all needs.
14. Water quality is vital, but is vulnerable to a multitude of threats.

Appendix B

Planning Advisory Team Meeting Summaries and Reports

1. Meeting #1 Summary
2. Meeting #1 SWOT Analysis Results
3. Meeting #2 Summary
4. Meeting #3 Summary
5. Meeting #3 Summary of Priority Issues with Strategic Actions
6. Meeting #4 Summary
7. Meeting #4 Thematic Issues & Projects List
8. Meeting #5 Summary
9. Joint Public Hearing Summary
10. Fairfield Township Public Hearing Meeting Minutes

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
Muncy/Montoursville PAT
October 22, 2015—Meeting #1
6:30 PM – 8:30 PM, Montoursville Borough Building



Attendees:

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

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

Agenda Item #1 – Welcome and Introductions

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

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

Agenda Item #2 – What is a Comprehensive Plan?

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

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

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

Agenda Item #4 – Draft Comprehensive Plan Timeline

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

Agenda Item #5 – Overview of 2006 Plan

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

Agenda Item #6 – Highlight of Accomplishments Since 2006

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

Agenda Item #7 – SWOT Analysis and Prioritization

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

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

Kurt adjourned the meeting at 8:45 PM.

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

MEETING SUMMARY

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



Attendees:

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

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

Agenda Item #1 – Welcome and Introductions

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

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

Agenda Item #2 – Reviewing Data and Issues

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

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

Agenda Item #3 – Facilitated Discussion on 2006 Plan Review

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

Agenda Item #4 – Comprehensive Plan Update Process

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

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

Agenda Item #5 – Next Steps

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

Meeting adjourned at 7:45 pm.

MONTOURSVILLE/MUNCY PAT - PRIORITIZED ISSUES (Keep)

Agriculture
Loss of farms
CAFO's

Community Development
Floodplains
Good schools
Inter municipal cooperation

Community Facilities
Stormwater Management
National gas distribution
Public water
Failing septics
Aging infrastructure

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

Heritage, Culture
Fewer younger families
Cultural resources

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

Public Safety
Drugs
EMS
Fire
Police

Transportation

Joint Rail Authority-strength
Quality transportation

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

Agriculture
Ag preservation
Industrial farms

Community Development
Strip housing development
Uniform construction code
Standardized land use inventory

Community Facilities
Sewer expansion
Broadband
Water system

Economic Development

Heritage, Culture

Natural Resources
Ridgetop development
Karst geology
River access

Public Safety
Interchange development

Transportation
High air transit costs
I-99
Public transit
Airport

MEETING SUMMARY

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



Attendees:

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

Ronald Smith, Montoursville
Tom Schaech, Muncy Twp

Agenda Item #1 – Welcome and Introductions

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

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

Agenda Item #2 – Focus Groups Review

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

Agenda Item #3 – Reviewing Priority Issues Discussion and Prioritization

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

Agenda Item #4 – Blue Board Exercise

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

Agenda Item #5 – Power Point Slides for Heritage Plan

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

Agenda Item #6 – Outreach

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

Agenda Item #7 – Next Steps

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

Meeting adjourned at 7:45 pm.



Muncy/Montoursville Planning Area Team (PAT)
PAT Meeting #3, May 24, 2016

Summary of Priority Issues with Strategic Actions

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

Strategic Actions

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

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

Strategic Actions

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

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

Strategic Actions

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

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

Strategic Actions

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

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

Strategic Actions

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

MEETING SUMMARY

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



Attendees:

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

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

Agenda Item #1 – Welcome and Introductions

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

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

Agenda Item #2 – Review MMP Contents

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

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

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

Agenda Item #4 – Top Viable Projects

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

Agenda Item #5 - Review Growth Map Boundaries

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

Agenda Item #6 – Review Future Land Use Map

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

Agenda Item #7 – Next Steps

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

Meeting adjourned at 7:30 pm.

MEMBERS:

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



Kurt Hausammann, Jr., AICP, Executive Director

McCormick Law Firm,
J. Michael Wiley, Solicitor

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

Location:
Executive Plaza - 330 Pine Street
Williamsport Pennsylvania 17701

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

PAT #4 - Thematic Issues & Projects List

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

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

MEETING SUMMARY

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



Attendees:

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

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

Agenda Item #1 – Welcome

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

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

Agenda Item #2 – Timeline

Kurt discussed the following:

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

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

Agenda Item #3 – Plan Review

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

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

Agenda Item #4 – Next Steps

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

Meeting adjourned at 8:00 pm.

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
Montoursville/Muncy PAT

May 23rd —Joint Public Hearing for Muncy and Fairfield Townships
and Montoursville Borough

6:05 – 7:10 pm, Muncy High School



Attendees:

Kurt Hausammann, Jr., AICP, PCD

Tom Krajewski, PCD

Nicholas Correll, PCD Intern

Eric Greenway, Montoursville Borough

Mark Tillson, Montoursville Borough

Tina Kline, Montoursville Borough

Rosemary Holmes, Montoursville Borough

Tom Schaech, Muncy Township

Greg Gilbert, Muncy Township

Grant Hetler, Fairfield Township

Ron Springman, Fairfield Township

Pam Barner, Muncy Borough Resident

Brian Martino, Martino Insurance, Inc.

Katelyn Hibbard, Williamsport Sun Gazette

Joint public hearing opened at 6:05 PM

Agenda Item #1 – Welcome

Kurt Hausammann Jr. and Tom Krajewski facilitated the meeting and began the presentation. They thanked the members of the PAT commended them for their commitment to this update effort, and asked that everyone sign-in.

It was confirmed that Muncy Township and Montoursville Borough were represented by a quorum of elected officials and that Fairfield Township would need to hold their own public hearing since they were not represented by a quorum of elected officials. Kurt then summarized the efforts undertaken to arrive at this point and that the focus of this effort is to provide an implementation strategy that builds off of the 2005 Comprehensive Plan.

Agenda Item #2 – Plan Process

Kurt discussed the following items that comprised our planning process:

- **Information Gathering**
 - 4 Public Meetings held throughout the county
 - Facilitated focus group secessions
 - Public surveys (on-line & in-person)
- **PAT Makeup and Responsibility**
 - Each municipality was represented on PAT, in addition to community and regional representatives
 - Responsibility was to convey current trends and experiences, prioritize issues, and recommend actions to address those issues

John then reviewed the contents of the draft plan and the schedule going forward:

- **The 2016 Plan is focused on implementation**
- **Plan Organization**
 - Community profile, Implementation Strategy, Growth Area & Future Land Use Map changes
 - Tom then presented each of the 7 priority issues and projects that the PAT had determined to be important in the planning area
- **45 Day Public Review Period**
 - Draft plans have been distributed to both PAT & contiguous municipalities, school districts and the general public
 - The public has the opportunity to comment on the plan until July 14th
 - Minor edits will be considered during the review period; any significant changes to document will require an additional public hearing
- **July/August Adoption**
 - Barring any major edits, each Montoursville/Muncy municipality can adopt the plan by resolution at a regularly scheduled meeting following the July 14th comment period
 - Any requested changes will be distributed to the PAT members for review
 - Kurt will be providing each municipality a sample resolution for each municipality

Agenda Item #3 – Question and Answer

- Brian Martino questioned how the PAT decided the future land use map and if there would be consideration to allow commercial zoning near the I-180 interchange in Montoursville Borough.
 - Kurt explained that PAT leaders had discussed future land use and decided that they did not wish to change the current land use designations. He said that Montoursville Borough Council could revisit the issue and make a change he they feel it's appropriate.

Joint public hearing adjourned at 7:10 PM.

FAIRFIELD TOWNSHIP BOARD OF SUPERVISORS MEETING OF July 10, 2017

Board Of Supervisors (BOS) Present:

Scott Slocum and Jeremy Harris. Grant was on vacation.

Planning Commission (FTPC) Members Present

Dick Fry, Russ Millheim, Randy Carey and Jeremy Harris.

Others Present

Mike Wiley, Ronald Springman, Todd Pysher, Robert Wein, Harvey Katz, Greg Welteroth and Gregory Welteroth.

CALL TO ORDER

The BOS met in regular session on July 10, 2017. Scott Slocum, Vice Chairperson, called the meeting to order at 8:00 PM with all joining in the pledge to the flag. Jeremy Harris moves Scott Slocum seconds to approve the minutes of the June 5, 2017, meeting. Carried. The minutes were posted for public view.

FAIRFIELD TOWNSHIP PLANNING COMMISSION (FTPC) REPORT

Dick Fry advised there was no business.

EMC REPORT

Frank Welsh was absent.

CII ZONING/BUILDING OFFICER REPORT

Code Inspections Inc. provided by mail a copy of zoning activity for the month of June as follows

Building issues:

None

Zoning issues:

#17-13 LY/FA 17-0015	Joe VanVost, split rail fence, @ 330 Lyons Barr Rd., Mtsv.
#17-14 LY/FA 17-0016	Casandra Emert, Deck around pool @ 1977 Quaker St Rd., Mtsv
#17-15 Ly/FA 17+0024	Roger Alvarado, pool with fence @ 439 Warren St., Mtsv.
#17-16 LY/FA 17-0018	Joshua Davis, 21' round above ground Pool @ 54 Rolling Hills Lane, Mtsv.
#17-17 LY/FA 17-0023	Turnkey Construction, accessory building @ 61 Choate Circle, Mtsv.
#17-18 LY/FA 17-0017	Ron Bachman, shed @ 490 Fairfield Church Rd., Mtsv.
#17-19 LY/FA 17-0020	Tim Confer, enlarge front porch @ 141 Arlyne Ave., Mtsv.
#17-20 LY/FA 17-0025	Adolph H Strittmatter, home addition @ 4205 Lycoming Mall Rd., Mtsv.
#17-21 LY/FA 17-0019	Horizon Land Mgmt., mobile home @ 528 Reuben Kehrer Rd., Mtsv.

HEARING

HEARING TO CONSIDER THE 2016 MULTI-MUNICIPAL COUNTY COMPREHENSIVE PLAN

Scott Slocum turned the meeting over to Mike Wiley to conduct a public hearing to consider the 2016 Multi-Municipal Montoursville/Muncy County Comprehensive Plan (includes Montoursville Borough, Fairfield Twp. and Muncy Twp.). The plan is a general policy guide for the physical, social, and economic development of the Lycoming County community and a process of organizing for the future. The PA Municipalities Planning Code requires a public hearing prior to official action.

Mr Wiley noted the county worked on the plan for the last two years conducting a number of community meetings to receive input and opened this hearing for public comment. Dick Fry noted the Township Planning Commission had no comments. Scott Slocum asked if priority 1 thru 5 in the plan were goals included in the plan for improvement. [1) fragmentation in local government. 2) volunteering among residents and particularly the young is lacking. 3) multi-mobile transportation is lacking. 4) land use is not consistent and is inadequate to meet future needs. 5) cultural issues not adequately documented] and it was noted these items are priority issues included in the plan.

There was no public comment and Jeremy Harris moves Scott Slocum seconds to close the hearing. Carried.

Page 2, July 10, 2017, meeting.

COUNTY COMPREHENSIVE PLAN OF 2016 APPROVED BY RESOLUTION #071017

Jeremy Harris moves Scott Slocum seconds to approve the 2016 Montoursville/Muncy Multi-Municipal County Comprehensive Plan by Resolution #071017. Carried.

NON-POLICE PENSION PLAN AMMENDED CORRECTS TYPO ERROR in RESOLUTION #120516

Grant Hetler moves Scott Slocum seconds to amend the Fairfield Township Non Police Pension Plan Resolution #120516 (approved at the November 6, 2016, meeting) to correct a typo in the after tax contribution percentage recorded as 0.50% to read 5.0 % of gross pension eligible salary of new municipal employees. Carried.

WELTEROTH'S REQUEST A SPECIAL MEETING RE: TRAFFIC SIGNALS FOR RT 2045

Mr Greg Welteroth and son Gregory Welteroth were present to request a special meeting with the Board of Supervisors and PennDot representatives to discuss traffic signaling of Fairfield Road, Rt 2045, the operation and maintenance of same and development plans related to same.

After discussion, the BOS asked Todd Pysher to set up an agreeable date and time to meet with PennDot. Suggested time was 6 PM at the township Building. Wednesdays seem to work best with all parties present. Suggested dates were July 26th, August 2nd, 16th and 23rd. Purpose is to begin a dialog with all parties. The meeting will be for information only and therefore will not be a public meeting. Todd to advise the BOS and Welteroth..

MS4 MEETING TO DISCUSS FUTURE COSTS OF THE PROGRAM

Todd Pysher advised of a meeting scheduled with all members of the MS4 Coalition to discuss future costs projected to operate the program. A meeting is currently scheduled for July 13, 2017, at 1 PM at the Old Lycoming Township Building. Board members are urged to attend because costs are projected to be high.

All bills were approved for payment as they appear on the financial statement.

Their being no further business the meeting adjourned at 9:04 PM.

Ronald Springman, Secretary



Appendix C

Results of Research and Analysis

1. Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts
2. Background data profile with population projections
3. Hemlock Village: Columbia Mall Retrofit

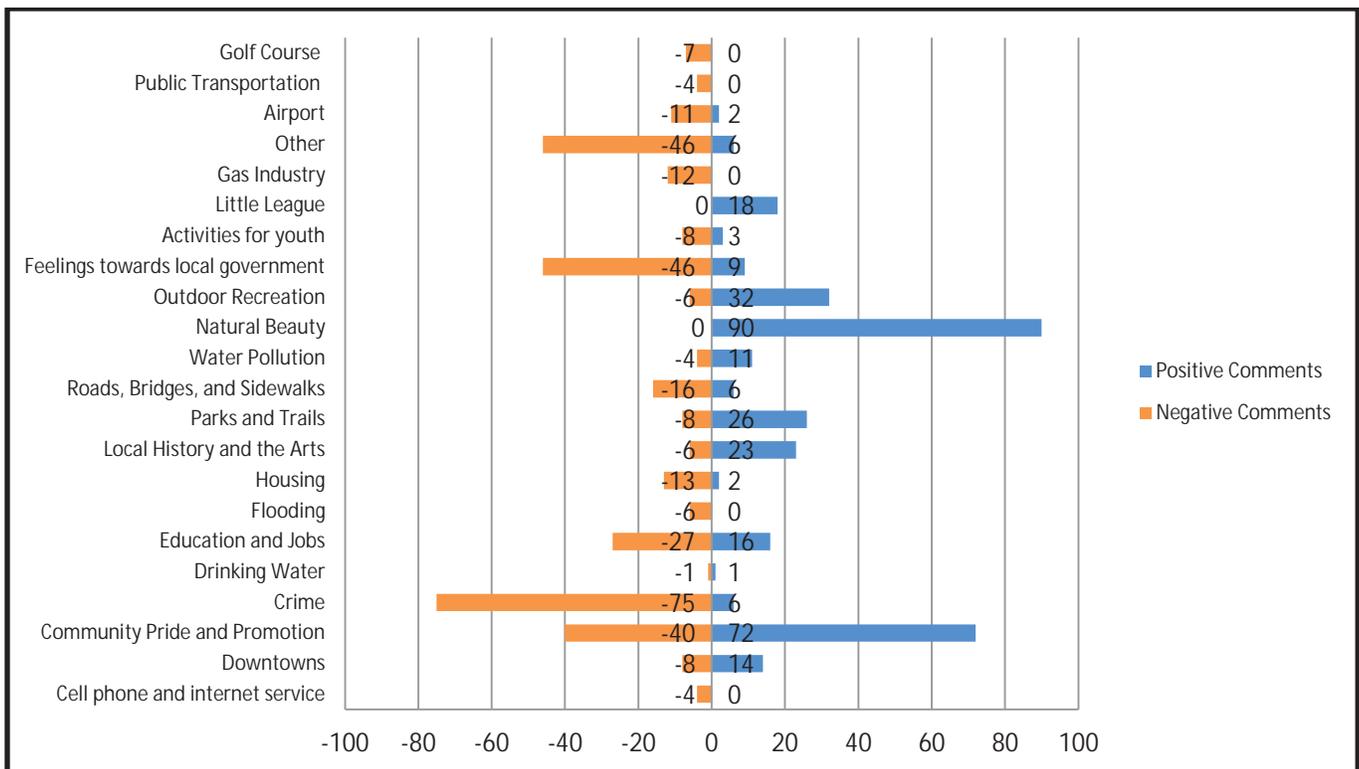
Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts

Planning Area Specific Analysis for the Montoursville-Muncy Planning Area

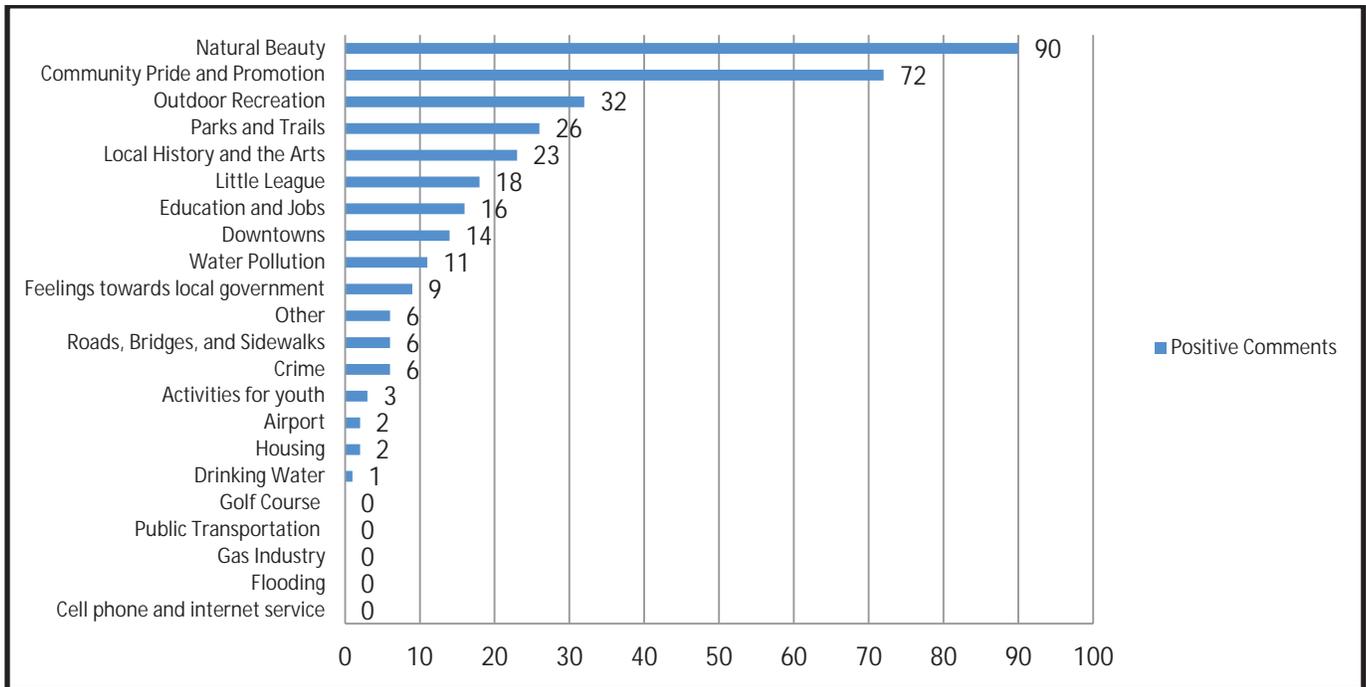
In the summer of 2016, the Lycoming County Department of Planning and Community Development (PCD) conducted several public outreach efforts where they collected data to determine which topics were most important to members of the public and what they liked and didn't like about Lycoming County. These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

Qualitative Analysis for 17754 and 17756 Zip Codes

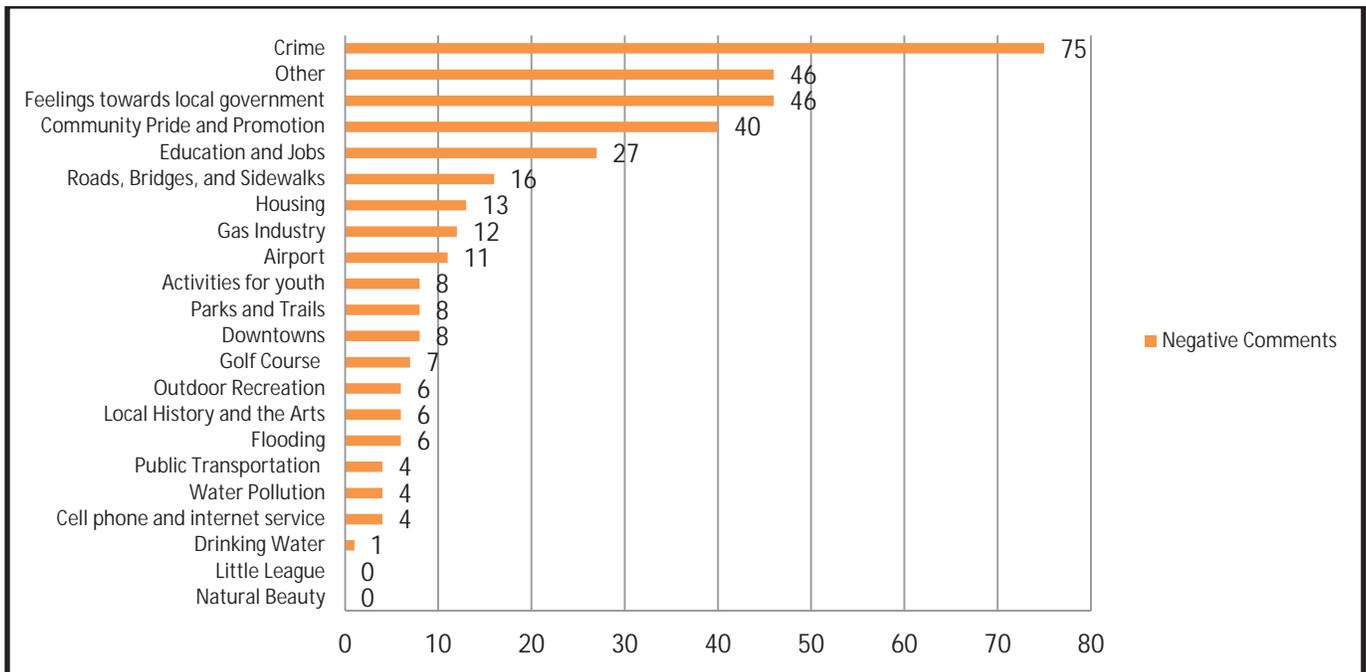
The online and intercept surveys both had open ended questions which allowed people to give their thoughts and opinions on the County. The first question asked "What do you like about Lycoming County and want to make sure lasts well into the future?" The second question was "What don't you like about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



Qualitative Analysis for 17754 and 17756 Zip Codes continued



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

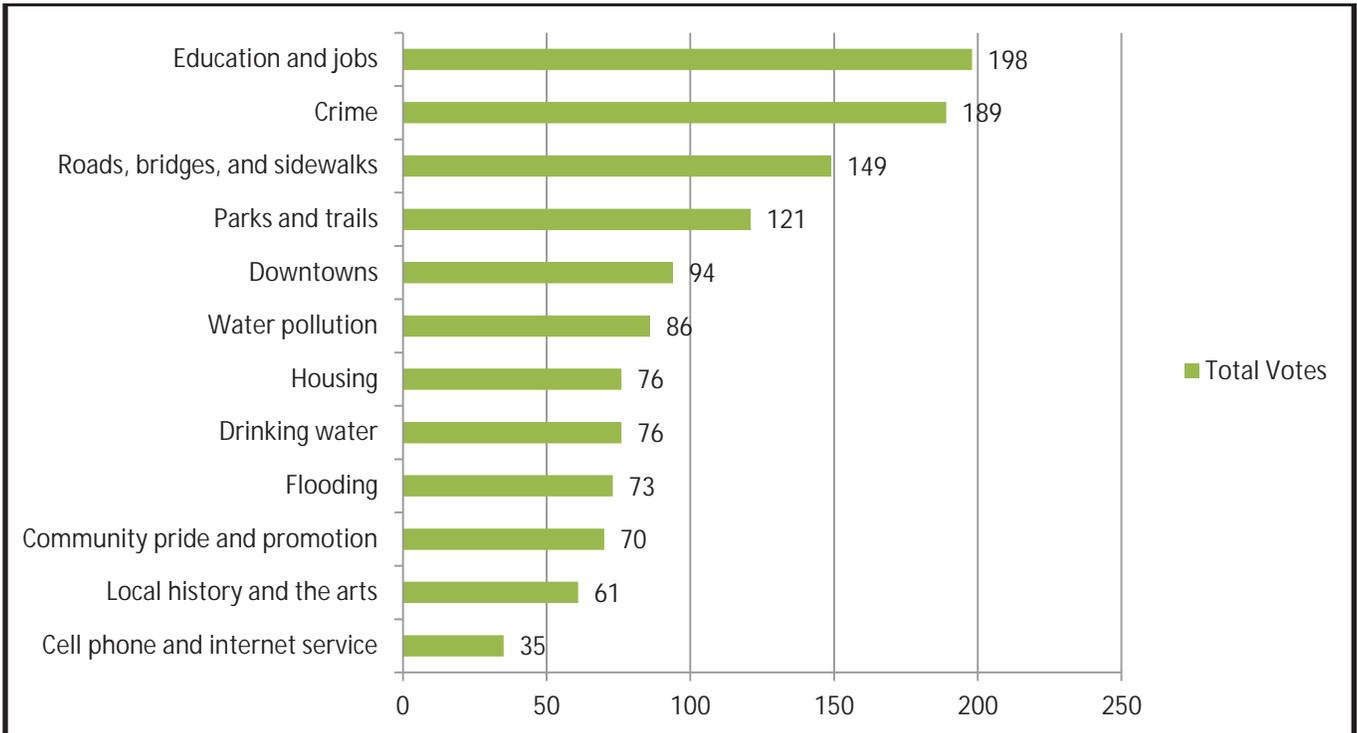


The most important topic which citizens of the Montoursville-Muncy planning area identified as something they want to see changed was crime. Additionally, citizens are also unhappy with government, however, the reasons varied from people who believed government was doing too much to those who thought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

Lyco Bucks Exercise for 17754 and 17756 Zip Codes

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

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

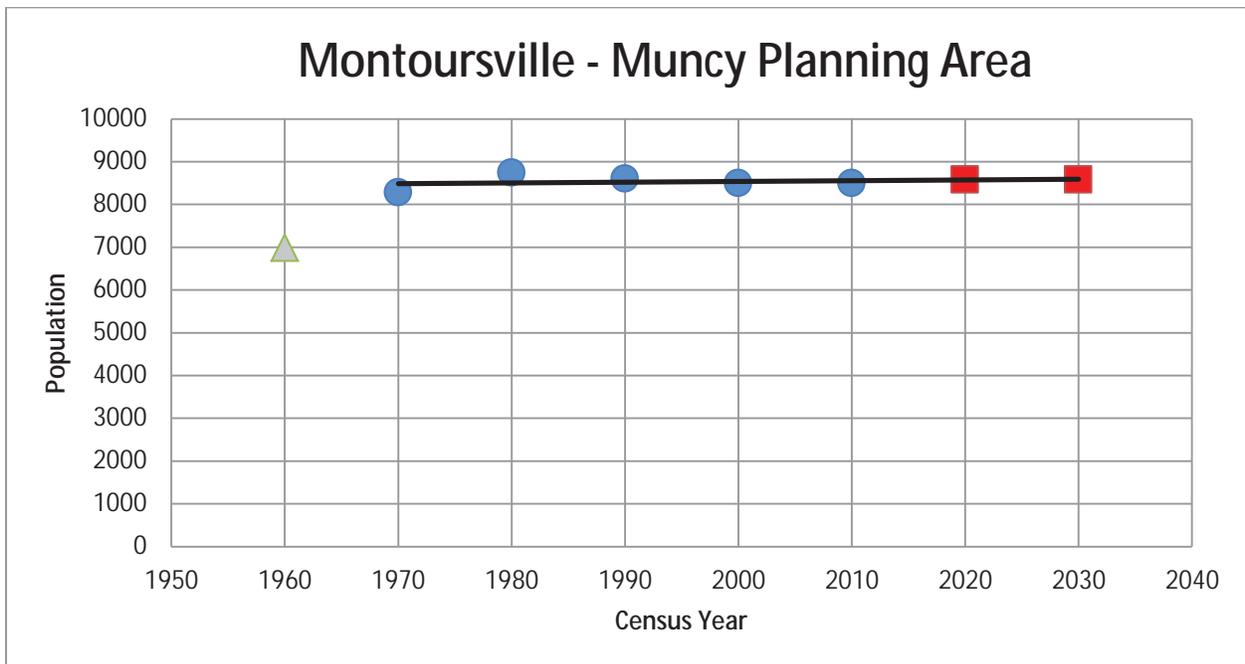




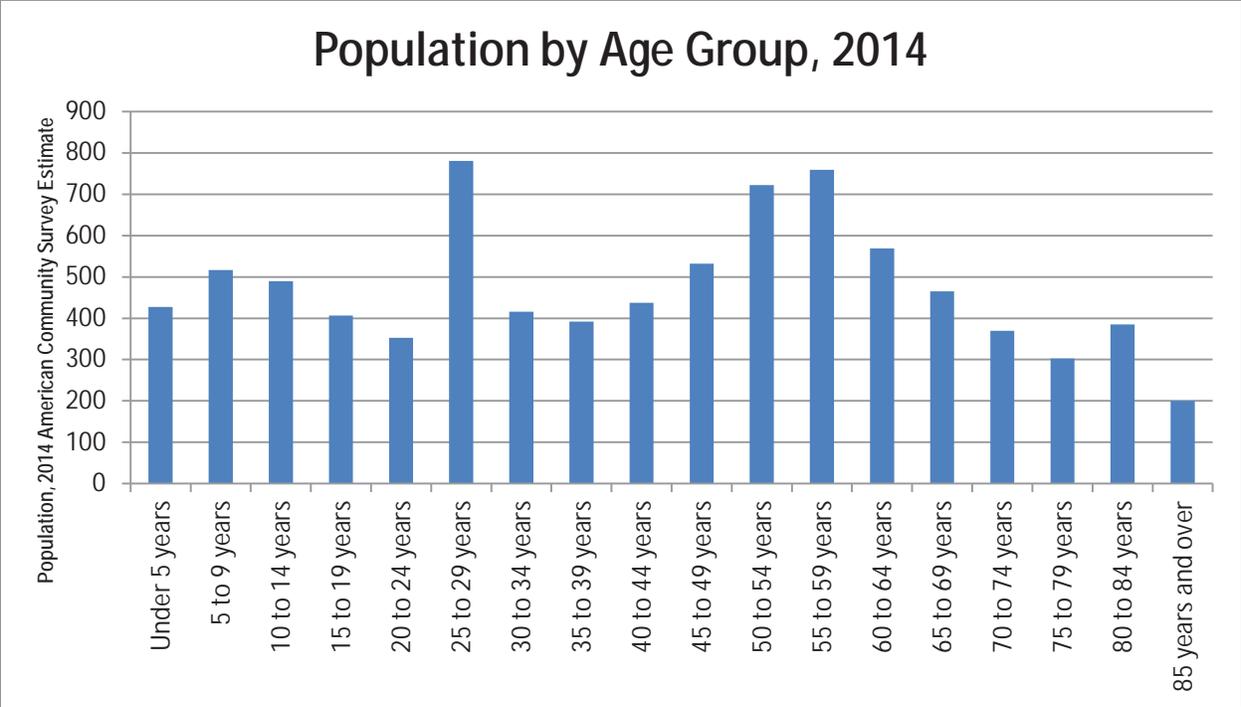
Montoursville-Muncy Planning Area Profile

Population change and projections

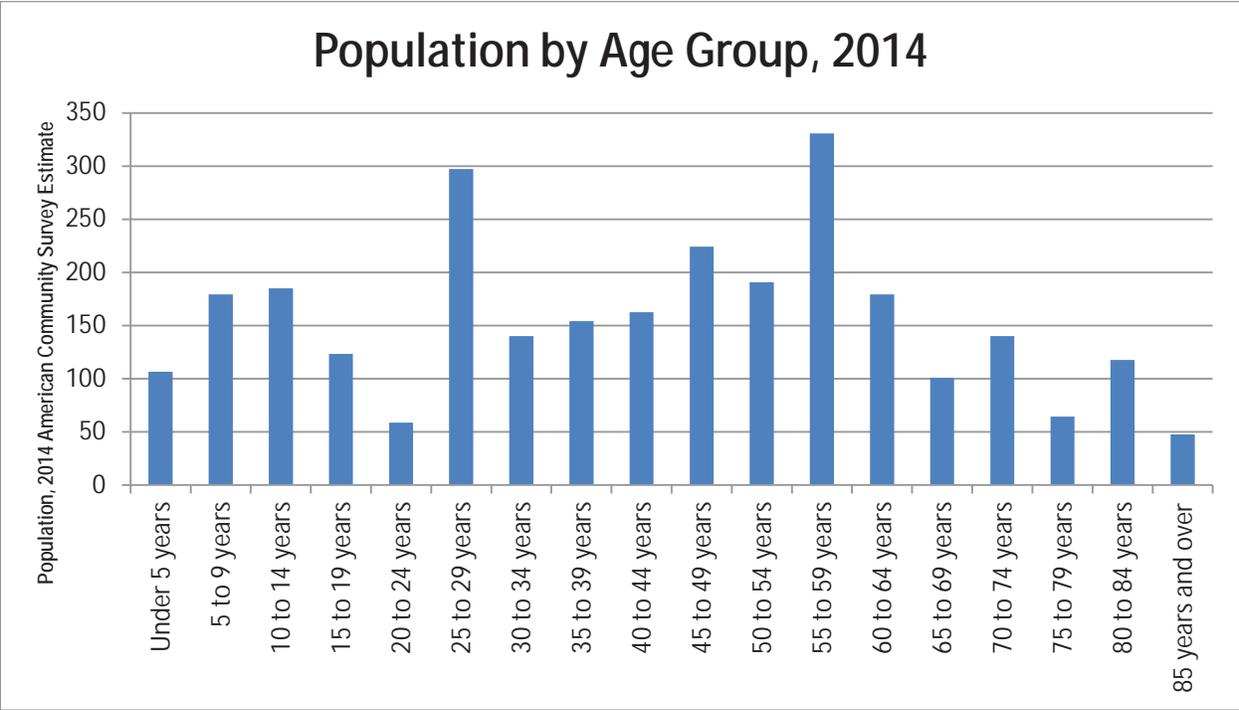
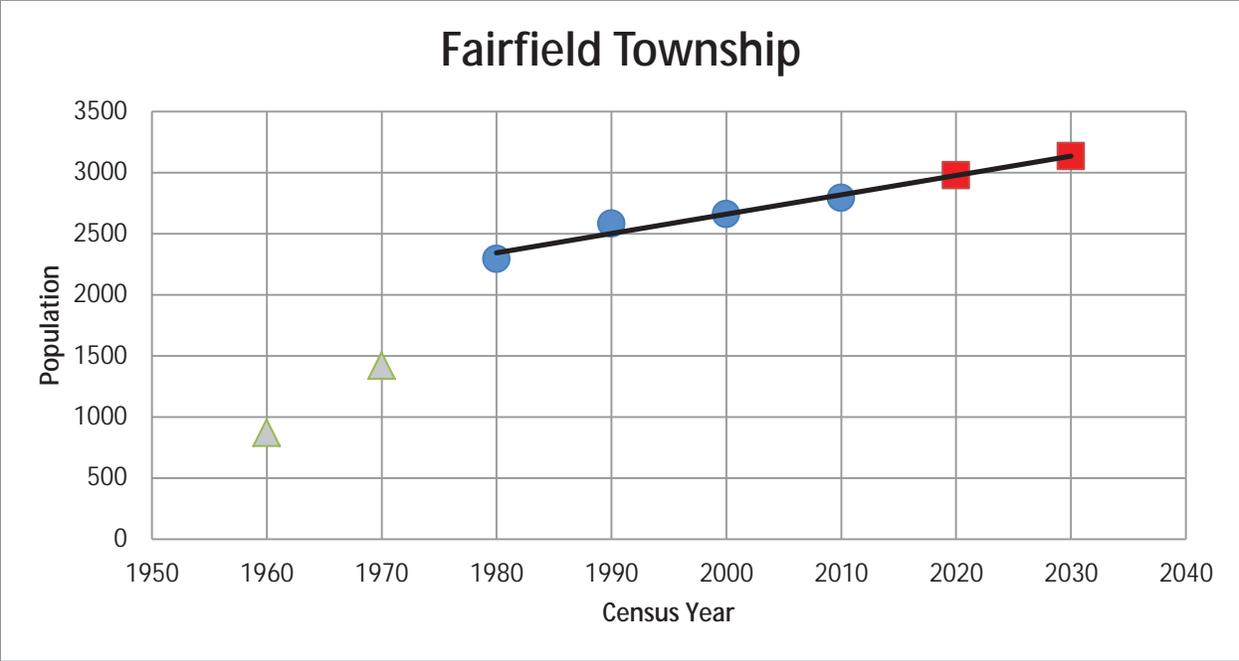
- Census Count of Population Used to Calculate Population Change Projection
- Census Count of Population Excluded From Calculations
- Projected Future Population Count
- Best Fit Population Change Trend Based on 30-50 Years of Census Population Counts

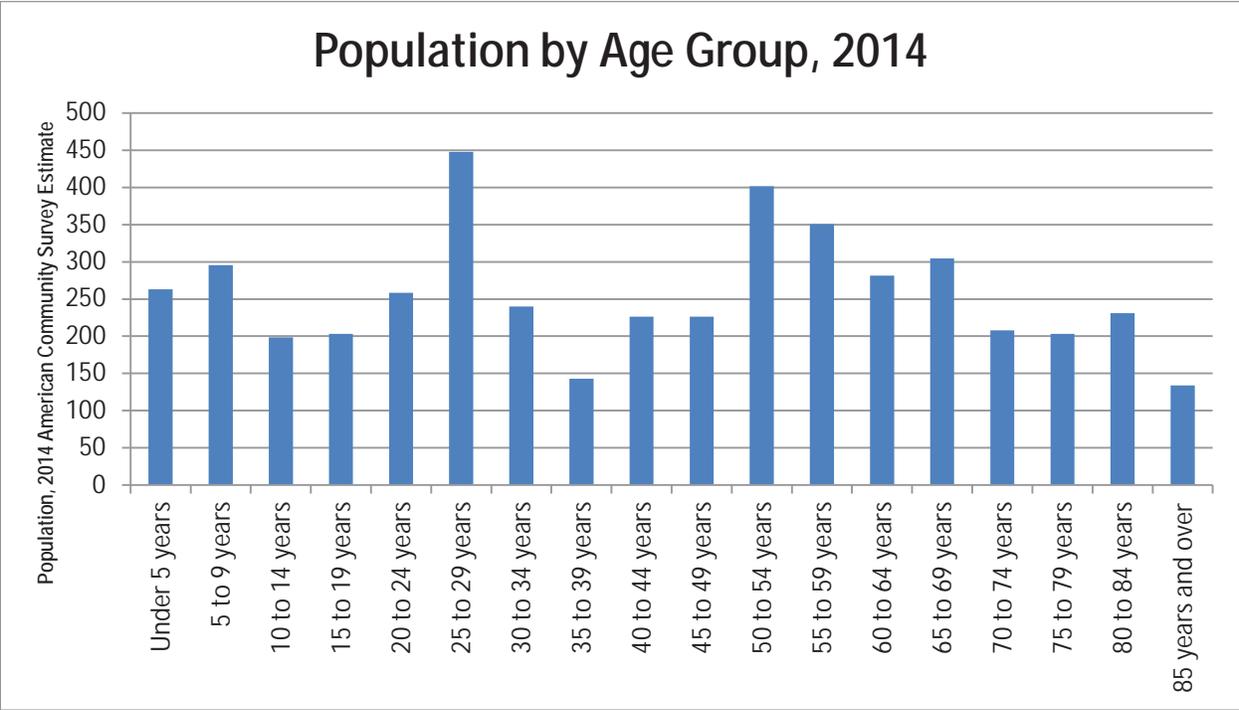
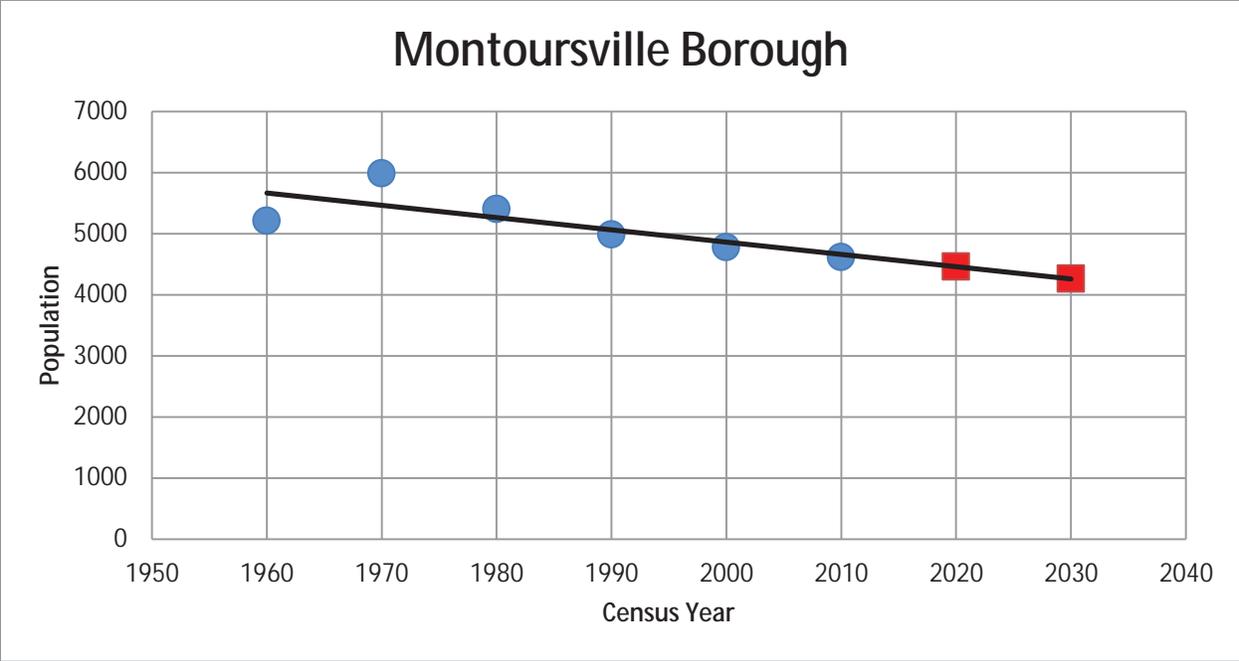


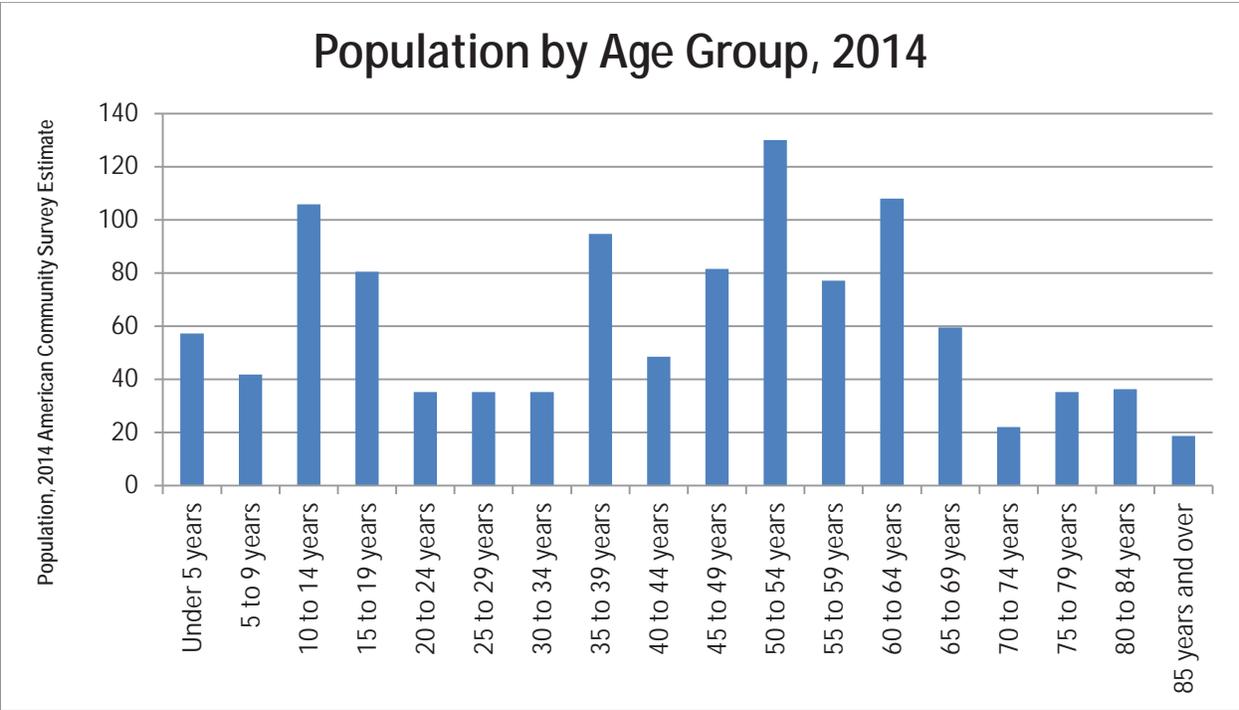
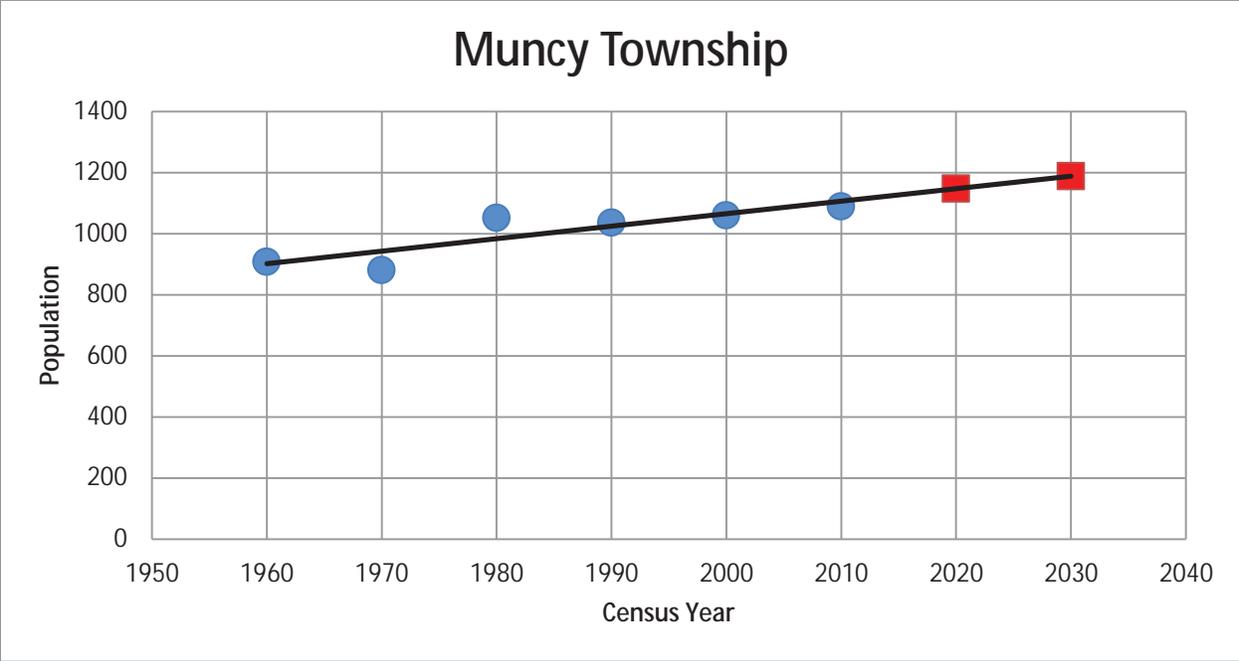
	1960	1970	1980	1990	2000	2010	2020	2030
Fairfield	869	1420	2291	2580	2659	2792	2976	3134
Montoursville	5211	5985	5403	4983	4777	4615	4460	4259
Muncy Twp	907	880	1051	1036	1059	1089	1147	1188
TOTAL	6987	8285	8745	8599	8495	8496	8583	8581



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



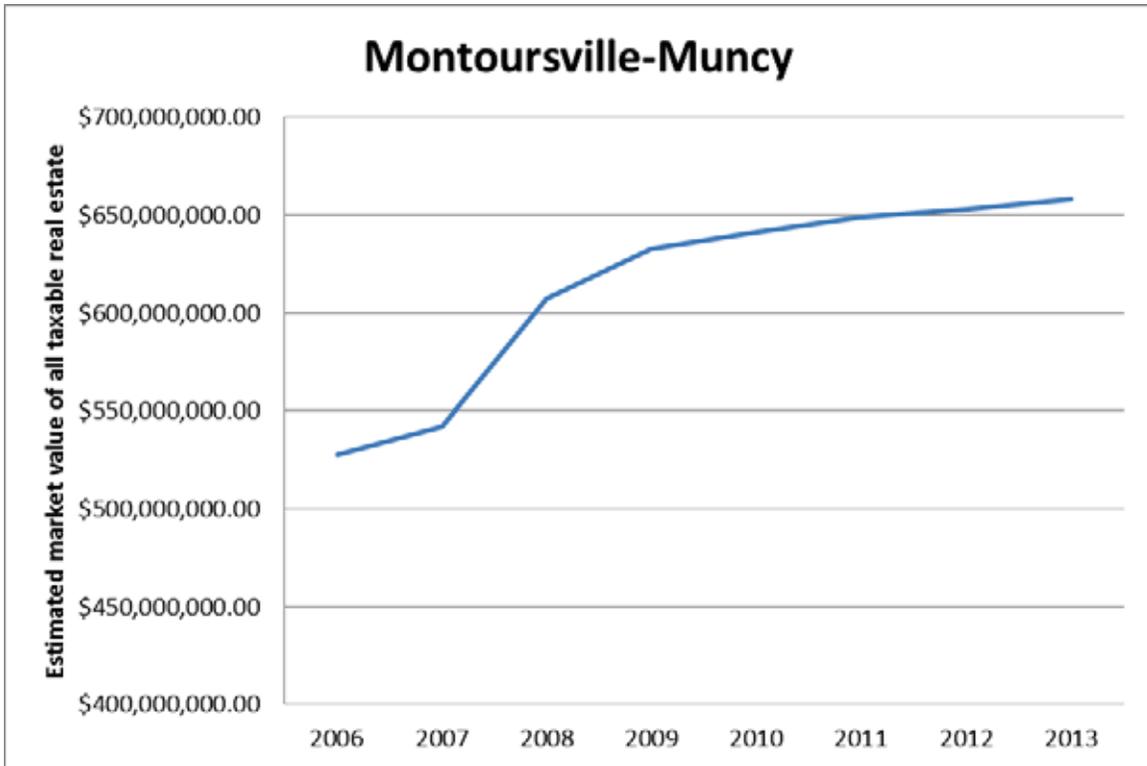




Housing

Taxable real estate market value

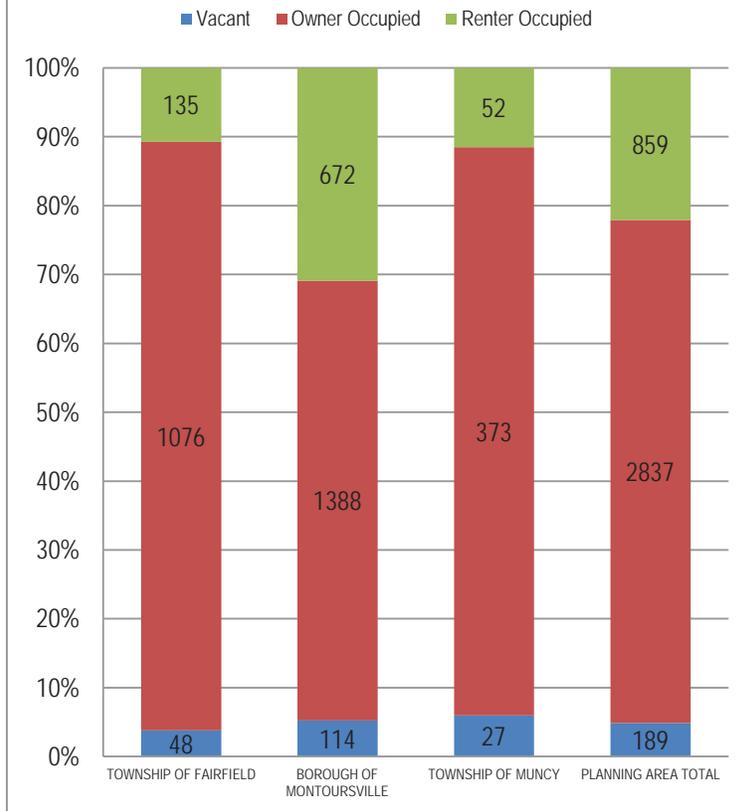
Data source: State Tax Equalization Board



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

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

Housing Occupancy, 2014 American Community Survey Estimates



Note: "Vacant" housing units include the following

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

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

2014 American Community Survey Estimates

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

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

2014 American Community Survey Estimates

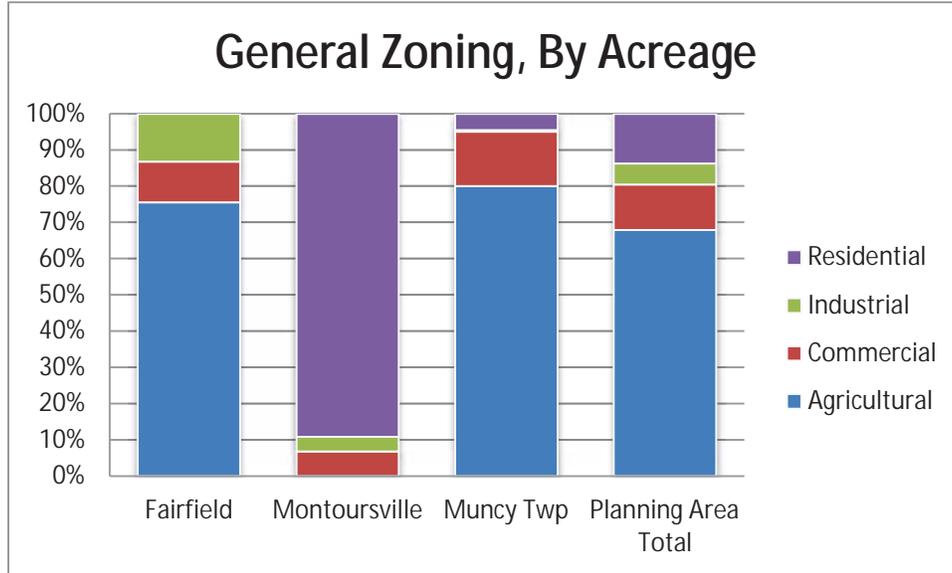
Floodplain and Flood Insurance

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

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

Current Zoning

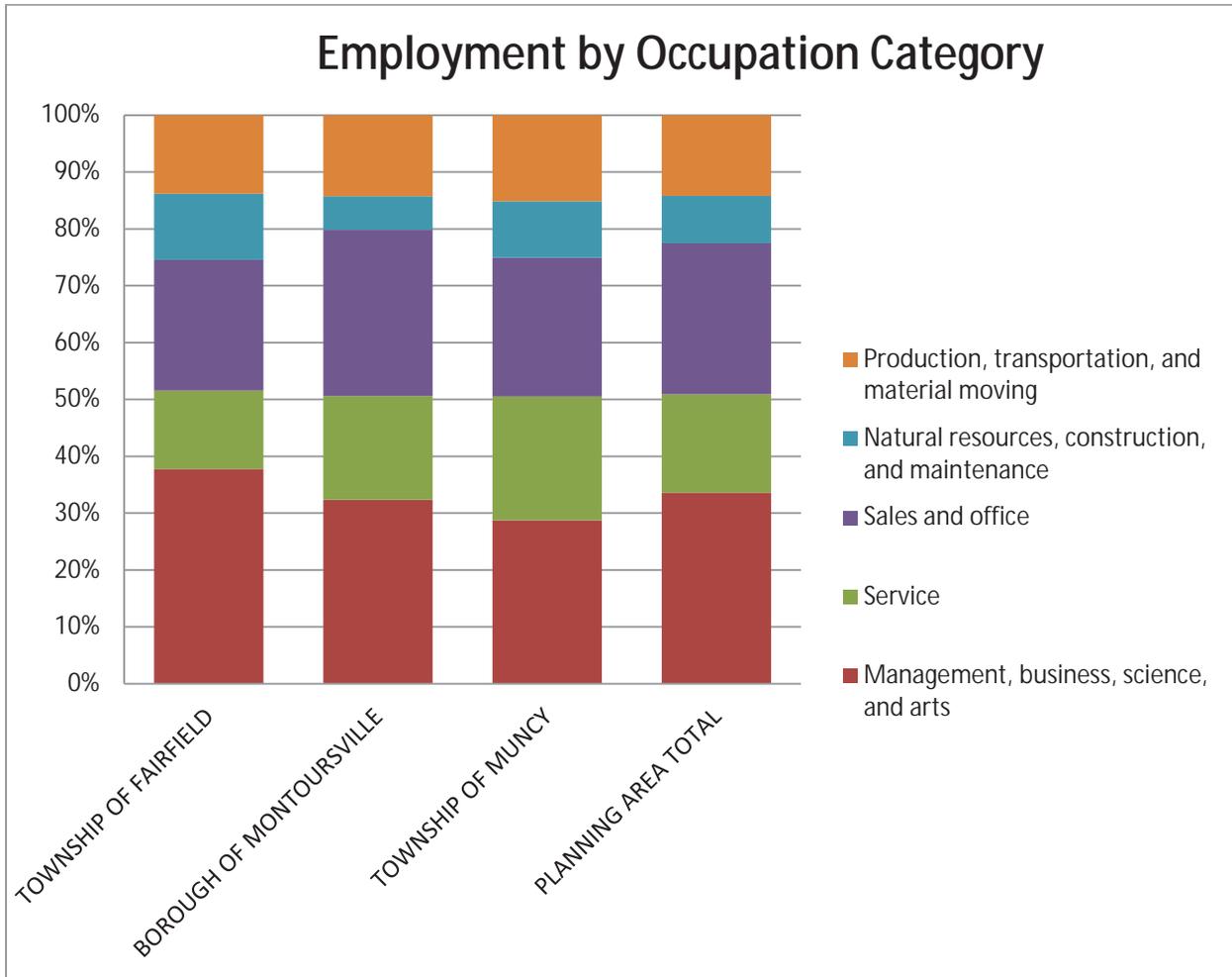
Data Source: Lycoming County Planning Dept. Data



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

Employment

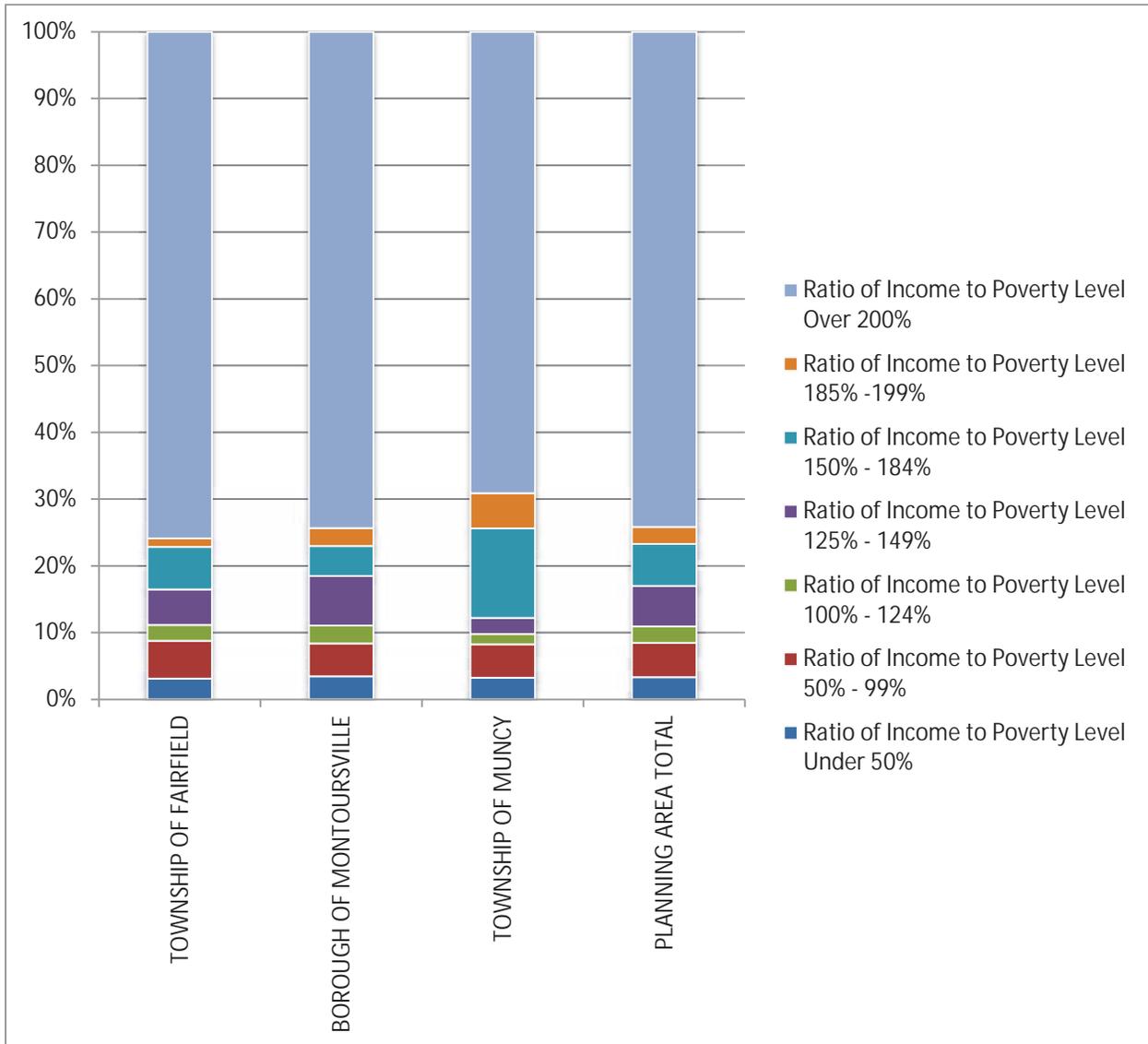
2014 American Community Survey Estimates



Poverty

2014 American Community Survey Estimates

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



Introduction

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

History of Retail in America

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

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

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

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

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

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

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

New Uses for a New Era

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

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

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

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

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

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

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Appendix D

Plan Consistency & Plan References

Plan Consistency & Plan References

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

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

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

Lycoming County Hazard Mitigation Plan (2010 & 2015)

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

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

Adopted in 2006 and prepared by the Lycoming County Planning Commission, the Lycoming County Recreation, Parks, & Open Space/Greenway Plan is a continuation of the original 1974 County Recreation Plan which aimed to incorporate recreational values into everyday life with the mission of improving the quality of life through health, individual happiness, creativity and community vigor. The Planning Commission utilized both a county wide survey as well as public meetings to help determine the primary visions and goals of the public, as well as implementation strategies for the Comprehensive Plan. Resulting from the Recreational Survey, most participants felt that the County government should be more involved with local Municipalities in developing recreational services, and were mostly interested in recreational trails, ice skating, environmental education that involves the preservation of nature, and youth-focused activities. The plan proposed the creation of the Lycoming County Recreation Council, the expansion of recreation programs throughout the municipalities, and selecting Greenway implementation projects like connecting the Susquehanna Trail and Greenway from Pine Creek to Union County and expanding the Lycoming Creek Bikeway past Trout Run.

5-County Solid Waste Plan (2013)

The County Commissioners of the Five-County Region encompassing Columbia, Montour, Lycoming, Union and Snyder Counties underwent a comprehensive, multi-year effort to create a Regional Solid Waste Plan. Lycoming County acted as the lead agency for much of the development of the Plan. The process involved extensive stakeholder and public involvement. The Plan was to meet the collective waste capacity needs of the region for a ten year period, as required by Pennsylvania law. It achieved this objective through a "modified flow control" approach that allows waste haulers to transport to any landfill or transfer station facility that responded to a

Solicitation of Interest, met the requirements of the plan, and entered into a waste capacity disposal agreement with the Region. The Regional Plan, accepted by DEP on February 26, 2013, complies with the requirements of Act 101 (the Pennsylvania Municipal Waste Planning, Recycling and Waste Reduction Act of 1988), and appropriate amendments to that Act. A one-year implementation period followed the official DEP acceptance of the plan, which occurred on February 26, 2013. The five counties formed a Regional Steering Committee to carry out implementation of the plan.

Lycoming County Act 167 Stormwater Management Plan (2010)

The Lycoming Creek Stormwater Plan was adopted in 2010 and prepared by K & W Engineers of Harrisburg, Pennsylvania, and was created to recognize and address the growing concern of extensive damage caused by stormwater runoff covering all areas of Lycoming County except where watershed specific stormwater plans have been adopted: Lycoming Creek, Grafius Run, Millers Run, & McClures Run Watersheds. It was enacted in compliance with Pennsylvania Stormwater Management Act (Act 167) which establishes a comprehensive systematic program for counties to develop comprehensive watershed-based stormwater management plans that provide control measures for development and activities that affect stormwater runoff, including quality, quantity, and groundwater recharge. Surveys were performed to monitor runoff activity and to assess existing characteristics like significant obstructions and drainage problems. Projected and alternative land development patterns and alternative runoff control techniques were assessed as well. Ultimately, the plan seeks to prevent future problems resulting from uncontrolled runoff with each Lycoming County municipality adopting a stormwater management ordinance that is consistent with the Lycoming County Act 167 Stormwater Management Plan.

Lycoming County Energy Plan (2011)

The Lycoming County Energy Plan was adopted in 2011 and prepared by the Lycoming County Department of Planning and Community Development in conjunction with consultants Delta Development Group Inc., and Vernon Land Use, LLC. The County wide Energy Plan was created to address the growing impact of Shale gas within the county as well as address reducing energy consumption, rising fuel costs, and to meet Pennsylvania's Municipalities Planning Code (MPC). Workshops and CNG Focus groups were conducted along with the installation of a CNG fueling station. Several implementation measures are to foster county-derived renewable energy generation, Install more CNG fueling stations throughout the county, and promote energy efficiency while demanding energy reduction.

Marcellus Shale Water Study (2012)

The Marcellus Shale Water Study was published in 2012 and prepared by the Lycoming County Department of Planning and Community Development in conjunction with Delta Development Group, Inc. The subject of the Study was "water, sewer, stormwater, and wastewater treatment resources needed to support industry (gas and non-gas), population growth, and related economic development". For the study key participants were interviewed, focus groups with local stakeholders were held, data was collected and analysis was completed. Recommendations include aggressively pursue funding, expand water infrastructure, and closely monitor potential game changers and current happenings with the Marcellus Shale Industry and its use of water and sewage.

The Marcellus Shale Housing Study (2012)

The Marcellus Shale Housing Study was published in 2012 and prepared by the Lycoming County Department of Planning and Community Development in conjunction with Delta Development Group, Inc. The study was

conducted to gauge the impact of housing for the Marcellus Shale industry in a market where a shortage of housing was already occurring. The Study was completed in accordance with Pennsylvania Act 13 (Oil & Gas Act of 2012) and to fulfill the requirements of Pennsylvania Housing Funding Agency to be considered for Act 13 funding. Interviews, focus groups and statistical analysis were used to gather information for the study. Several key findings included the lack of adequate housing for the Marcellus industry, the lack of up to date and move in ready properties in the area, and the increasing rental rates causing a strain on subsidized renters. Some recommendations include providing developer incentives, provide grants to existing housing programs and properties, develop affordable independent living apartments for seniors in downtown Williamsport.

Lycoming County Growth Area Land Use and Transportation Plan (2012)

The purpose of the Lycoming County Growth Area Land-Use and Transportation Plan is to first forecast future land-use within the Lycoming County growth areas given the increased demand pressures created by the Marcellus Shale industry, and secondly to assess the transportation impacts of this future land development on the roadway infrastructure of Lycoming County and identify transportation improvements to alleviate these impacts. The findings of this plan are intended to provide guidance for identifying potential future projects for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP), following further study, environmental screening, project scoping, and cost estimations.

Lycoming County Small Bridge Pilot Program Executive Summary (2010)

The Lycoming County Planning Commission working in partnership with the PennDOT Small Bridge Inventory Task Force completed a comprehensive inventory of locally owned bridges in Lycoming County with span lengths between 8 feet and 20 feet for purposes of developing a systematic inspection program on these types of smaller bridge structures. This special initiative was funded by Local Technical Assistance Program (LTAP) supplemental planning funds provided to the Williamsport Area Metropolitan Planning Organization as part of participation in LTAP planning and outreach activities for Lycoming County.

Multi-Modal Freight Transfer Feasibility Study (2006)

The Lycoming County Planning Commission, in cooperation with the Pennsylvania Department of Transportation, SEDA-Council of Governments and several other cooperating agencies and interests, sponsored a study of the feasibility of developing a transfer center where freight traffic moving to or from companies within the study area could be transferred between railroad cars and trucks. The study included a market analysis that was based on a telephone survey of 111 companies involved in manufacturing and wholesale trade within a 12-county area in Northcentral Pennsylvania. It found a substantial interest in intermodal transportation service, and identified that annually more than 80,000 units (truckloads and container-loads) could comprise a market base for a transfer facility in the area.

Coordinated Public Transit Plan (2014)

This plan updates and amends the Coordinated Public Transit-Human Services Transportation Plan of the SEDA-COG Metropolitan Planning Organization (MPO) and its local stakeholders with an interest in human service transportation programs. The SEDA-COG MPO closely coordinates transportation planning activities with neighboring Lycoming County which is served by the Williamsport Area Transportation Study (WATS) MPO. Consequently for this update, it was determined that the SEDA-COG MPO and WATS MPO would develop a joint Coordinated Plan to satisfy the requirements and use resources more efficiently. While this joint Coordinated

Plan update considers all human service transportation needs, an emphasis is placed on transportation needs of low-income populations, seniors, and persons with disabilities.

The I-180 Corridor Plan (City of Williamsport) (2012)

The I-180 Corridor Plan was adopted in 2012 and prepared by the Lycoming County Department of Planning and Community Development in conjunction with Mackin Engineering, MACTEC Engineering, Larson Design Group, Williamsport-Lycoming Chamber of Commerce, SEDA-COG, the City of Williamsport, and the US Environmental Protection Agency. The Plan was created to identify possible redevelopment of sites along the corridor. A feasibility study was completed along with market analysis, public meetings, charrettes, focus groups, and Stakeholder surveys. The implementation of the Plan will result in the area being reused as a hub for Marcellus Shale Servicing Companies and the transformation of the Montgomery Mill Office Building into a historical and community center.

Montoursville to Muncy Feasibility Study (2009)

The Lycoming County Planning Commission hired Larson Design Group (LDG) to study the feasibility of developing a family friendly trail that connects the Boroughs of Montoursville and Muncy. The trail would be multi-functional, and would be utilized for both transportation and recreational purposes, and serve multiple users including pedestrians, joggers, bicyclists, among others. Alternatives for a corridor alignment were identified based on the recommendations of the Lycoming County Planning staff and consultants, aerial mapping / photography, and field views. The field views helped to identify geographical features, area property uses, environmental issues and other factors that would affect construction. The trail was planned to utilize a combination of four types of bicycle facilities: Share the Road, Bicycle Lane, Shared-Use Path, and Rails-With-Trails. Several challenges facing construction of such a shared-use path included topography, lack of collector roadways, and right-of-ways. The Trail was divided into three segments determined by the physical terrain features and probable entrance and exit facilities. A programming cost estimate was developed to aid the county in applying for grant applications and planning.

Muncy Area Corridor Access Management Plan (2015)

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

Chesapeake Bay Pollution Reduction Plan for Joint MS4s (2015)

The Chesapeake Bay Pollution Reduction Plan for Joint MS4s was adopted in 2015. Michael Baker, Jr., Inc. of Philadelphia prepared the plan. According to the National Pollutant Discharge Elimination System (NPDES) permit for Municipal Separate Storm Sewer Systems (MS4's) a Chesapeake Bay Pollutant Reduction Plan (VBPRP) must be developed and implemented for regulated areas in the Chesapeake Bay Watershed. This report identifies Best Management Practices (BMPs) for the MS4 Coalition to reduce future pollution and implementation of these practices. Included are structural and nonstructural plans and future maintenance schedules. This plan also considers future options after the NPDES deadline in order to continue reducing pollution in the future.

Chesapeake Bay Phase II Study (2009)

This nutrient management study was created by Delta Development Group, Inc., of Mechanicsburg. This report presents recommendations to implement a Lycoming County-based regional strategy to help wastewater treatment plants and the non-point source community to cost-effectively manage the impact of the Pennsylvania Department of Environmental Protection's (PA DEP) regulatory requirements associated with its Chesapeake Bay Tributary Strategy (CBTS). The report's primary goal is to educate, summarize recommended strategies for a permanent and proactive solution, and outline anticipated impacts.

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

Appendix E

Acronyms

Acronyms

CBPRP: Chesapeake Bay Pollution Reduction Plans

CSVT: Central Susquehanna Valley Throughway

COG: Council of Governments

DCED: Pennsylvania Department of Community and Economic Development

DCNR: Pennsylvania Department of Conservation and Natural Resources

DEP/PADEP: Pennsylvania Department of Environmental Protection

DPS: Lycoming County Department of Public Safety

EMR: Emergency Medical Responder

EMS: Emergency Medical Services

EMT: Emergency Medical Technician

EPA: United States Environmental Protection Agency

FAA: Federal Aviation Administration

FHWA: Federal Highway Administration

HAZMAT: Hazardous Materials

HPP: Historic Preservation Plan

HVAC: Heating, Ventilation, and Air Conditioning

LCPC: Lycoming County Planning Commission

LCWSA: Lycoming County Water & Sewer Authority

LPCD: Lycoming County Department of Planning and Community Development

MPC: Pennsylvania Municipalities Planning Code

MPO: Metropolitan Planning Organization

MS4: Municipal Separate Storm Sewer System

PAT: Planning Advisory Team

PCD: Lycoming County Department of Planning and Community Development

PDT: Project Delivery Team

PennDOT: Pennsylvania Department of Transportation

RPO: Regional Planning Organizations

TEA-21: Transportation Equity Act for the 21st Century

UPMC: University of Pittsburgh Medical Center

VFC: Volunteer Fire Company

WMAA: Williamsport Municipal Airport Authority

Appendix F

Adopted Municipal Resolutions

COPY

RESOLUTION NO. 071017

**A RESOLUTION OF THE SUPERVISORS OF THE TOWNSHIP OF
FAIRFIELD IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING
THE
MONTOURSVILLE-MUNCY MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

WHEREAS, Pennsylvania Municipalities Planning Code (MPC; 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 Township 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 Montoursville Borough, Fairfield Township and Muncy Township; 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 Lycoming County Comprehensive Plan, as required by the MPC; and

WHEREAS, the Planning Advisory Team has conducted five (5) meetings to develop the Multi-municipal Comprehensive Planning

WHEREAS, the Lycoming County Planning Commission undertook a public involvement process by conducting a Focus Group Meetings to gain insights on existing conditions and issues concerning the functional planning areas of Community Development; Community Facilities & Infrastructure; Transportation; Economic Development; Natural Resources; Public Safety; Agriculture & Forestry; Heritage, Culture, & the Arts; and Youth Engagement

WHEREAS, the Lycoming County Planning Commission conducted in-person and on-line public surveys which have compiled over 1,100 responses in order to confirm that the Comprehensive Plan reflects the needs and opinions of the general public

WHEREAS, the Multi-municipal Plan addresses many critical issues facing the Montoursville-Muncy 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 Fairfield Board of Supervisors, under the laws of the Commonwealth of Pennsylvania, AND IT IS HEREBY RESOLVED:

1. That the Fairfield Board of Supervisors recognizes the Township Planning Commission as the official planning commission for the Township of Fairfield 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 Fairfield Board of Supervisors

* ADOPTED THIS 10th DAY OF JULY, 2017

Board of Supervisors
Fairfield Township

GRANT WAS
ABSENT.

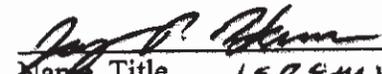
(SEAL)

Name, Title GRANT HEYLER


Name, Title SCOTT SLOCUM

ATTEST:


Name, Secretary


Name, Title JEREMY HARRIS

* RE-APPROVED, ^{By BOARD} NOVEMBER 6, 2017



RESOLUTION NO. 2017-05

**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 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 (MPC; 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 Borough 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 Montoursville Borough, Fairfield Township and Muncy Township; 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 Lycoming County Comprehensive Plan, as required by the MPC; and

WHEREAS, the Planning Advisory Team has conducted five (5) meetings to develop the Multi-municipal Comprehensive Planning

WHEREAS, the Lycoming County Planning Commission undertook a public involvement process by conducting a Focus Group Meetings to gain insights on existing conditions and issues concerning the functional planning areas of Community Development; Community Facilities & Infrastructure; Transportation; Economic Development; Natural Resources; Public Safety; Agriculture & Forestry; Heritage, Culture, & the Arts; and Youth Engagement

WHEREAS, the Lycoming County Planning Commission conducted in-person and on-line public surveys which have compiled over 1,100 responses in order to confirm that the Comprehensive Plan reflects the needs and opinions of the general public

WHEREAS, the Multi-municipal Plan addresses many critical issues facing the Montoursville-Muncy 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, under the laws of the Commonwealth of Pennsylvania, AND IT IS HEREBY RESOLVED:

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

ADOPTED by the Borough Council of the Borough of Montoursville on this 7th day of August 2017.

(SEAL)

ATTEST:

BOROUGH OF MONTOURSVILLE

By: *Ginny Gardner*
Ginny Gardner, Borough Secretary

By: *Eric Greenway*
ERIC GREENWAY, Council President

RESOLUTION NO. 2017-07

**A RESOLUTION OF THE SUPERVISORS OF THE TOWNSHIP OF MUNCY IN
THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE
MONTOURSVILLE-MUNCY MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

WHEREAS, Pennsylvania Municipalities Planning Code (MPC; 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 Township 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 Montoursville Borough, Fairfield Township and Muncy Township; 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 Lycoming County Comprehensive Plan, as required by the MPC; and

WHEREAS, the Planning Advisory Team has conducted five (5) meetings to develop the Multi-municipal Comprehensive Planning

WHEREAS, the Lycoming County Planning Commission undertook a public involvement process by conducting a Focus Group Meetings to gain insights on existing conditions and issues concerning the functional planning areas of Community Development; Community Facilities & Infrastructure; Transportation; Economic Development; Natural Resources; Public Safety; Agriculture & Forestry; Heritage, Culture, & the Arts; and Youth Engagement

WHEREAS, the Lycoming County Planning Commission conducted in-person and on-line public surveys which have compiled over 1,100 responses in order to confirm that the Comprehensive Plan reflects the needs and opinions of the general public

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

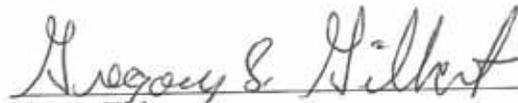
NOW, THEREFORE, BE IT RESOLVED by the Muncy Township Board of Supervisors, under the laws of the Commonwealth of Pennsylvania, AND IT IS HEREBY RESOLVED:

1. That the Muncy Board of Supervisors recognizes the Township Planning Commission as the official planning commission for the Township of Muncy 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 12 DAY OF July 2017

Board of Supervisors
Muncy Township

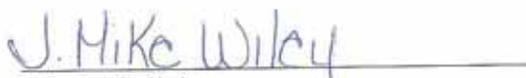

Name, Title


Name, Title

ATTEST:


Name, Secretary


Name, Title


Name, Solicitor