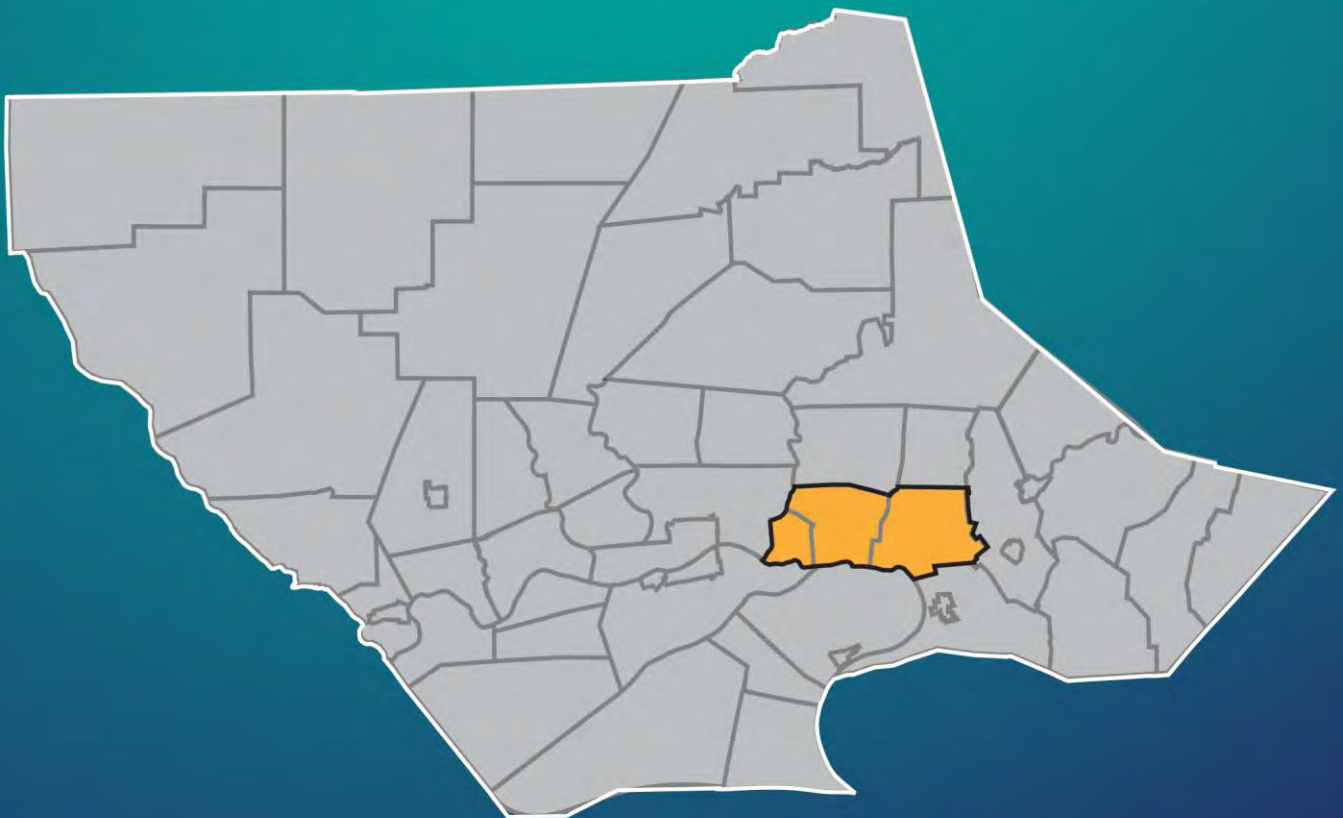




**2017 MULTI-MUNICIPAL
COMPREHENSIVE PLAN REVIEW
AND
IMPLEMENTATION STRATEGY**
Montoursville-Muncy Planning Area
Lycoming County, Pennsylvania



Plan Adoptions

MONTOURSVILLE BOROUGH COUNCIL – Adopted August 7, 2017

FAIRFIELD TOWNSHIP BOARD OF SUPERVISORS – Adopted November 6, 2017

MUNCY TOWNSHIP BOARD OF SUPERVISORS – Adopted July 12, 2017

Please refer to Appendix F for the Adopted Municipal Resolutions.

Acknowledgements

Montoursville-Muncy Planning Area Advisory Team (PAT)

David Hines, Representative of Montoursville Borough
Steve Rush, Representative of Montoursville Borough
Grant Hetler, Representative of Fairfield Township
Tom Shaeck, Representative of Muncy Township
Paul Wentzler, Representative of Muncy Township
Greg Gilbert, Representative of Muncy Township
Ronald Smith, Representative of Montoursville Borough and Water Works
Christine Weigle, Representative of LCWSA
John Bickhart, Representative of LCWSA
Tom Hart, Representative of WMAA
Bill McCleary, Representative of Montoursville Area School District
Frank Jankowski, Representative of Muncy Area School District
Vince Matteo, Representative of Williamsport Lycoming Chamber of Commerce
Jim Slotterback, Representative of Susquehanna Regional EMS
Bill Poulton, Representative of Muncy Historical Society

Lycoming County Department of Planning and Community Development

Kurt Hausammann Jr., AICP, Director/ LCPD PAT Lead
Kim Wheeler, AICP, Deputy Director
Megan Lehman, AICP, Lead Planner
Thomas Krajewski, Subdivision and Land Development Administrator/LCPD PAT Assistant

Consultant

Tetra Tech, Inc., Harrisburg, PA

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Chapter 1: Plan Overview

Introduction

The 2017 Montoursville-Muncy Planning Area Comprehensive Plan Review and Implementation Strategy has been shaped by the issues currently identified as priorities within this multi-municipal planning area.

THIS 2017 MONTOURSVILLE-MUNCY PLANNING AREA COMPREHENSIVE PLAN REVIEW AND IMPLEMENTATION STRATEGY is the culmination of months of planning, information and data gathering, trend analyses, collaboration, deliberation, task coordination, visioning, and prioritization between dozens of public- and private-sector leaders and stakeholders from within and beyond the Montoursville-Muncy Planning Area. Their skills, expertise, institutional knowledge, and individual insights have resulted in this focused, collaborative blueprint for both growing and preserving quality of life in this area of Lycoming County, Pennsylvania.

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

An exhaustive comprehensive planning effort for the Montoursville-Muncy Planning Area was last conducted prior to the adoption of the 2005 Montoursville-Muncy Comprehensive Plan. The issues, priorities, and key recommendations in the 2005 document were revalidated as a planning baseline for the 2017 update. The 2017 Plan translates the adopted 2005 Plan into a set of achievable goals by providing a succinct implementation strategy to address the current priorities of the Montoursville-Muncy Planning Area.

The 2005 Comprehensive Plan identified the Montoursville-Muncy Planning Area as the “fastest developing [commercial and industrial] growth area in Lycoming County for the next 10 years.” Based on this analysis and projection, the County invested in infrastructure in this corridor including water and sewer extensions and transportation improvements such as the full interchange at the Lycoming Mall. Having the infrastructure in place prepared the corridor for the arrival of the Marcellus Shale gas industry in 2008, as well as the associated demand for land to locate their facilities. As a result of the rapidly growing shale gas industry, several companies located their regional headquarters within this Planning Area, resulting in the creation of 3,700 new jobs at the height of the industry. Commercial and residential development has also occurred in this Planning Area since the 2005 Plan, including Lycoming Crossings, Mountainview, and Grey Fox Plaza developments.

This 2017 Montoursville-Muncy Planning Area Comprehensive Plan Review and Implementation Strategy is a living document; it is meant to capture the current desires of those communities and provide targeted implementation strategies to achieve their goals. It satisfies the Pennsylvania Municipalities Planning Code (PA MPC) (Act of 1968, P.L. 805, No. 247 as reenacted and amended) requirement for reviewing the existing, adopted mutli-municipal comprehensive plan every ten years.

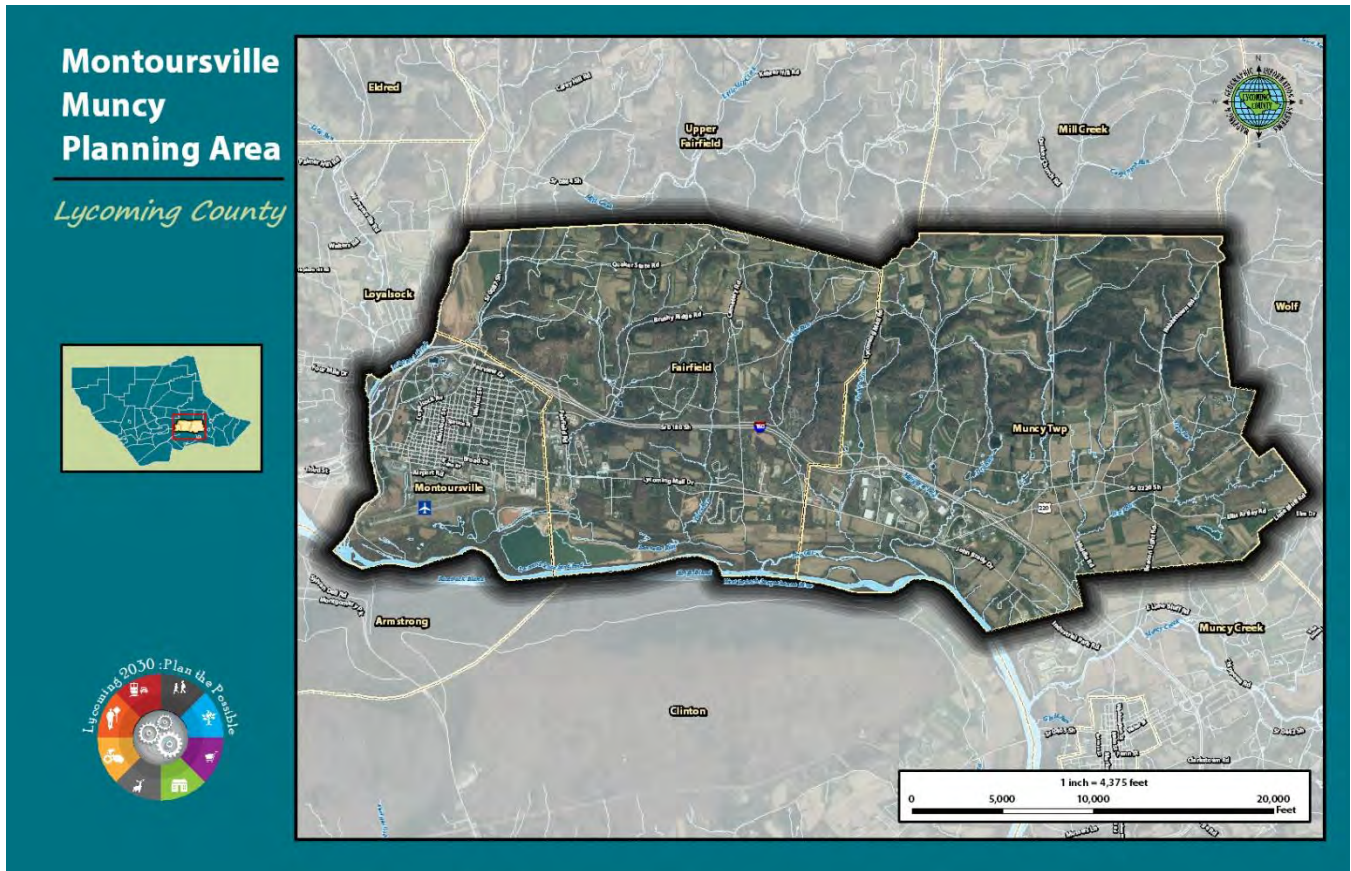
A key feature of this 2017 Plan update is the set of well-defined priority issues and list of the key projects that best address those issues.

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

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

Figure 1 provides a map of the Montoursville-Muncy Planning Area.

Figure 1. Montoursville-Muncy Planning Area Map



Montoursville-Muncy Summary Profile

GEOGRAPHY

Location: Lycoming County, north-central Pennsylvania, USA

Total Area: 32.2 square miles or 20,608 acres

Floodplain Area: 5.2 square miles

Major Watersheds: Susquehanna River Basin, Loyalsock Creek watershed

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

POPULATION

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

Tables 1 and 2, and Figures 2 and 3 below provide additional population details.

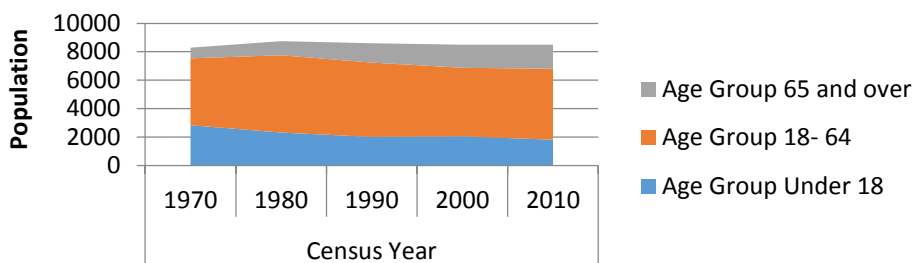
Table 1. Median Ages, 2014 American Community Survey Estimates

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

Table 2. Population in Each Census, 1960-2010

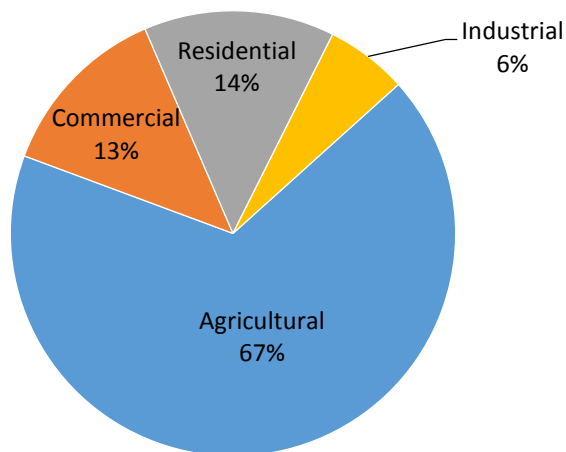
Year	1960	1970	1980	1990	2000	2010
Fairfield	869	1,420	2,291	2,580	2,659	2,792
Montoursville	5,211	5,985	5,403	4,983	4,777	4,615
Muncy Twp	907	880	1,051	1,036	1,059	1,089
TOTAL	6,987	8,285	8,745	8,599	8,495	8,496

Figure 2. Population Composition by Age, 1960-2010



ZONING

Figure 3. Current Zoning as Percentage of Total Area



INFRASTRUCTURE AND FACILITIES

Locally-Owned Roads (Pennsylvania Department of Transportation [PennDOT] 2016): 98 miles

State-Owned Roads (PennDOT 2016): 65.7 miles

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

School Districts: Montoursville Area, Muncy

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

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

ECONOMY

Table 3 provides median household income estimates for the Planning Area.

Table 3. Median Household Income

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

Source: 2014 American Community Survey

Top County employers with presence in the Planning Area (PA Department of Labor and Industry):

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

Plan Organization

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

This document incorporates a review of the 2005 Montoursville-Muncy Comprehensive Plan with emphasis placed on developing implementable strategies to address the current set of prioritized issues. This review is organized into the three sections described below.

The Plan Overview section presents background of the Montoursville-Muncy Planning Area including highlights of its 2005 Comprehensive plan, geography, and demographics.

The Implementation Strategy section identifies five (5) priority issues. These (5) were determined to be the most important, within the Montoursville-Muncy Planning Area, out of the top 14 thematic issues commonly identified across all multi-municipal planning areas during the 2015-2017 comprehensive planning process.¹ Following each priority issue is the PAT's "top viable project(s)" and implementation plan, as well as a list of additional projects chosen by the PAT to be highlighted in the plan. The Montoursville-Muncy Planning Advisory Team (PAT) will continue to meet at least twice a year to evaluate implementation progress. After the top project is completed, the PAT will convene to develop an implementation plan for another project on the list and create a Project Delivery Team

(PDT) to begin implementation of that project. The PDT will include those individuals responsible for planning and executing a particular project. The PDT will provide status updates on implementation at each PAT meeting.

The Growth Area and Future Land Use Maps section provides a detailed look at any areas of the multi-municipal Montoursville-Muncy Planning Area for which the PAT has recommended changes in the designated growth area boundaries, future growth area boundaries, and/or future land uses.










The Appendices are the final section of this document and include the following items:

- a. Plan Process
- b. Planning Advisory Team Meeting Summaries and Reports
- c. Results of Research and Analysis
- d. Reference Maps
- e. Plan Consistency and Plan References
- f. Acronyms
- g. Municipal Plan Adoption Resolutions

Current priority issues are listed in Table 4.

¹ See Thematic Issues List at the end of Appendix A

Table 4. Current Priority Issues

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

Chapter 2: Implementation Strategy

This chapter discusses each priority issue identified for the Montoursville-Muncy Planning Area, the top viable project of regional significance for each priority issue and the recommended implementation strategies for the project.

Priority Issue #1



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

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

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

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

Pennsylvania has built up an array of viable regional-scaled entities, such as regional council of governments (COG), metropolitan planning organizations (MPOs), and rural planning organizations (RPOs), and various other regional planning-type councils, commissions and organizations. In addition, there have been a growing number of multi-municipal cooperatives, joint efforts, and mergers related to the provision of police, fire, emergency

medical services (EMS), zoning, codes, sewer, water, stormwater and other infrastructure and public work programs.

A good local example of multiple municipalities joining forces to work towards a common goal is the six multi-municipal comprehensive planning efforts in Lycoming County, which includes the Montoursville-Muncy Planning Area. Another excellent example is the Lycoming County Municipal Separate Storm Sewer Systems (MS4) Coalition. MS4 is an unfunded federal mandate of the U.S. Environmental Protection Agency (EPA) that requires designated municipalities to prepare Chesapeake Bay Pollution Reduction Plans (CBPRP) that define how they will reduce sediment and nutrient levels, including nitrogen and phosphorous. The MS4 program is permitted and enforced at the state level through the Pennsylvania Department of Environmental Protection (PADEP). To lessen the municipal cost burden of the MS4 program, nine municipalities and one college came together to form the Lycoming County MS4 Coalition in 2011. Together they fund a County staff position, the MS4 Planner, that manages all of their permits and completes the required six minimum control measures. The Coalition allows them to share cost in permit fees, training, implementation of best management practices and consultant fees. The Coalition has operated successfully since its formation, keeping the participants in regulatory compliance, while maintaining effective economies of scale.

During the 2017 Comprehensive Plan update process, the Montoursville-Muncy PAT members acknowledged that fragmented government services have impacts on the Planning Area. Of particular concern was the ability to provide adequate and essential emergency services for police, fire, and EMS due to a decrease in volunteer capacity, intensive certification requirements, and the lack of sustainable financial resources. While Montoursville-Muncy PAT members were concerned about all three areas of emergency service, EMS was the focus of more intense analysis and discussion.

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

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

While this issue was not specifically identified in the 2005 Montoursville-Muncy Comprehensive Plan, it was addressed as a “Strategic Action” within Montoursville-Muncy’s 2005 Community Infrastructure Plan (Chapter 5-19) under Strategy #5 “Maintain Viability of Volunteer Fire Companies.” This issue was also indirectly addressed

as a “Strategic Action” within Montoursville-Muncy’s 2005 Community and Economic Development Plan (Chapter 2-30) under Strategy #3 “Establish a County Partnership Forum that will meet on a regular basis to create strategic partnerships and coordinate the mutual initiatives among these partnerships to achieve economy of scale and program efficiencies.” To date, no progress has been made on either of these two Strategic Actions.

Increasing Certification Requirements and Decreasing Volunteer Base

The provisions of the EMS Act, which took effect on April 10, 2014, state that all EMS agencies, including those located throughout Lycoming County, are required to provide coverage 24 hours a day and 7 days a week (24/7) to respond to a request for EMS assistance. The EMS Act does permit EMS agencies to provide services less than 24/7 coverage if they participate in a County-level EMS Response Plan approved by the Pennsylvania Department of Health.ⁱ

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

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

According to the EMS Act, all EMS certification examinations recognized by the Commonwealth are required to align with the National EMS Education Standards. To comply with these standards, emergency medical technician (EMT) certification requires 150 hours of training plus co-requisites including two online courses and a 2.5-hour HAZMAT Awareness class. The cost of training is over \$900. Currently, a Basic Life Support Ambulance must be staffed by one person trained to EMT or higher and one emergency medical responder (EMR). The EMR may be the driver if they are credentialed as the driver as well. This requires an additional 16-hour driving course. If the EMR is not a certified driver, a third person is required to staff the unit who is a certified driver of the unit, by their respective company. The cost to equip a fire fighter is in excess of \$10,000. There is currently no state mandate for structural fire fighters; however, many volunteer fire companies VFCs have internal standard operating guidelines and policies that do require specific training programs to become an “interior firefighter” except for HAZMAT class. The most common requirement is completion of the PA Fire Fighter I certification. The extensive training hours and costs required to be a volunteer fireman or EMS personnel are making it very difficult for new recruits to commit the time required to become certified while meeting the demands of a career and family.

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

Capacity Currently the municipalities in the Planning Area are served by the following EMS agencies:

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



Trends For the 5-year period between 2012 and 2016, the call volumes for the two counties served by the Lycoming/Sullivan 9-1-1 Center have declined, but there has been an increase in the number of Fire/EMS Incidents during this period. The types of 9-1-1 calls have also been changing. In recent years, there has been a significant increase in personal care and assistance requests as opposed to traditional emergency situations. Table 5 summarizes the types of 9-1-1 calls received between 2012 and 2016 in Lycoming/Sullivan County.

Table 5. Lycoming/Sullivan County 9-1-1 Center Activity 2012 - 2016 YTD

	2012	2013	2014	2015	2016	Up to 8/2017
Fire/EMS Incidents	17,378	16,915	17,314	18,856	18,601	13,062
Police Incidents	43,068	40,403	41,397	42,532	43,773	32,872
Total 911 Calls	61,598	59,836	60,628	58,223	56,295	35,659
Working Fires	126	97	125	113	137	98
2nd Alarm Fires	19	18	27	11	12	10
3rd Alarm Fires	1	2	3	2	2	2
MVA w/entrapment	74	46	80	75	64	31
Water Rescues	19	11	17	11	20	10

The Montoursville-Muncy PAT identified a series of potential strategic approaches for addressing issues related to EMS services including:

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

Cooperative Relationships In addition to the issues described above, strong communication between volunteer fire departments and municipal governing bodies is of utmost importance. Because townships and boroughs are required to ensure provision of adequate fire and EMS services in the municipality, and volunteer fire departments are the primary entities providing these services in Lycoming County (and particularly in the Planning Area), an open and transparent relationship between these entities is essential. Most importantly, both parties should have a mutual understanding and agreement about annual budget, funding needs, service delivery parameters and requirements, operational management, and problems encountered. If this is not already occurring, a healthy working relationship that responds to these objectives must be cultivated.

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

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

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

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

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

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

Volunteer fire departments and EMS providers located in or serving the Planning Area should collect the following information:

- Service area
- Service call trends (increase or decrease or missed)
- Response time
- Current gaps in providing 24/7 service
- # of paid staff and volunteers
- Average salary of employees
- Identify the changes from volunteer to paid programs (EMS)
- Average age of volunteer (Are the youth and/or younger residents volunteering?)
- Annual budget (expense and revenue)
- Level of financial commitment from local governments
- Funding received from County and for what purpose
- Who and how are operations managed?
- What reporting methods are used by each? Same, different?
- Costs for equipment / technology
- Training costs (trend over time)
- Training time commitment (trend over time)
- Facility costs

- Statutory requirements for training (provide statute/name and identify any changes that have occurred)
- Other training requirements?
- Is a training consortium in the County provided for fire departments? If yes, what is the amount of subsidy, to whom, and how much?
- Are there any specific examples of problems related to provision of services?

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

HOW PROJECT ADDRESSES THE ISSUE

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

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

Once funding can be secured to develop the Countywide EMS Response Plan, a consultant will be hired. However, as a first step the local PAT members can begin the dialogue and collect the needed data and information to help ensure a coordinated and effective planning process.

PROJECT LEADERSHIP

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

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

Other Partners – Fire Chief's Board and Hospitals

Table 6 outlines steps for success for the Top Viable Project for Priority Issue #1.

Table 6. Steps for Success for Top Viable Project for Priority Issue #1

STEP NUMBER	DESCRIPTION OF STEP	TIMEFRAME	RESPONSIBLE PARTIES
1	Form Planning Advisory Team (PAT) Steering Committee.	Early 2018	Fire Responders EMS Units Municipal Officials PCD and DPS Staffs
2	Convene Steering Committee to define the shortcomings and needs of the fire and EMS service providers in PAT.	January 2018 – July 2018	Steering Committee PCD and DPS Staff
3	Define list of data needs and begin collection of information. Identify funding needs and potential funding sources.	January 2018 – July 2018	Steering Committee
4	Participate in the EMS Response Plan for Lycoming County.	July 2018 – April 2019	All
5	Formulate solutions.	July 2018 – On-Going	Steering Committee PCD and DPS Staffs Consultants
6	Begin implementation of agreed upon solutions.	On-Going	Local Governments Steering Committee Others – TBD

FUNDING RESOURCES

Applicable potential funding sources will be developed by the Steering Committee in the January - June 2018 timeframe.

Additional Projects, Programs, and Initiatives for this Issue

There are no additional projects proposed for this issue.

Priority Issue #2



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

Back Story In Pennsylvania, smaller municipalities rely heavily on volunteers to provide public amenities and services to their citizens and to serve on appointed boards. Volunteers fulfill a variety of essential community functions such as serving as local fire firefighters and EMTs and assisting municipalities on boards such as municipal planning commissions, zoning hearing boards, and municipal authorities. However, volunteerism and civic engagement, particularly among young people, has been an issue since at least the 1980s. As stated in Priority Issue #1, since 1985 the number of fire and EMS volunteers statewide has declined from 152,000 to 70,000. Municipal officials at the local level recognize that the declining trend in volunteer involvement is consistent with what they have seen in their municipalities. One municipality even reported that they did not have enough manpower to cover EMS responsibilities at all times.

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

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

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

- They did not fully comprehend the roles and responsibilities of local government (before the focus group meeting).
- They believe the single greatest way to make a difference in their community was through active participation in local government.
- They wanted the older generations to know that they are ready to step up into leadership positions in government and in the community.

- They are confident in their ability and interest in doing so.
- They feel that the older generations do not always understand their perspective.

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

- Utilizing social media and the Internet to engage public
- Actively recruiting EMS and fire service volunteers
- Providing funding for training programs
- Regionalizing services and merging districts

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

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

This particular issue was not identified in the 2005 Montoursville-Muncy Comprehensive Plan; however, it was addressed as a Strategic Action within the Montoursville-Muncy Community Infrastructure Plan (Chapter 5-19) under Strategy #5 "Maintain Viability of Volunteer Fire Companies." At this time, no progress has been made on this Strategic Action.

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

Top Viable Project of Regional Significance for this Issue**CREATE A PUBLIC AND YOUTH ENGAGEMENT COMMITTEE**

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

HOW PROJECT ADDRESSES THE ISSUE

While the Public and Youth Engagement Committee should examine multiple ideas for engaging the public and youth in local government, the committee could start examining two particular strategies: the Youth Ambassador Program and the Public Engagement Guidelines, described below.

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

Table 7 on the following page lists boards within this Planning Area that could incorporate youth members as either a full member or an advisor to the board.

Table 7. Boards within the Planning Area That Could Incorporate Youth Involvement

MONTOURSVILLE	FAIRFIELD TOWNSHIP	MUNCY TOWNSHIP
Borough Council	Board of Supervisors	Board of Supervisors
Planning Commission	Planning Commission	Planning Commission
Zoning Hearing Board	Zoning Hearing Board	
Property Maintenance Board	Vacancy Board	
Civil Service Commission		
Recreation Board		
Montoursville Memorial Gardens Committee		

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

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

indicated the program has helped prepare them for college.

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

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

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

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

In November 2015, the City of San Luis Obispo in California adopted a Public Engagement and Noticing Manual to provide guidance to various departments within the City on how to best engage the public.^{vii} The manual identifies best practices depending on whether the communication objective is to inform, consult, or collaborate. The Montoursville-Muncy Public and Youth Engagement Committee could use this manual as a template for their own guidance documentation.

PROJECT LEADERSHIP

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

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

Table 8 outlines steps for success for Top Viable Project for Priority Issue #2.

Table 8. Steps for Success for Top Viable Project for Priority Issue #2

STEP NUMBER	DESCRIPTION OF STEP	TIMEFRAME	RESPONSIBLE PARTIES
1	Form Public and Youth Engagement Committee to identify methods for engaging public in local government.	September 2018	PCD Staff – Lead Municipal Officials
2	Identify and pursue potential funding streams.	November 2018 – January 2019	PCD Staff
3	Develop Youth Ambassador’s Program -- Start with PCD School Outreach.	September 2018 – January 2019	Public and Youth Engagement Committee
4	Develop Public Engagement and Social Media Outreach Guidelines.	January 2019 – March 2019	Public and Youth Engagement Committee
5	Research and develop additional civic engagement tools.	On-Going	Public and Youth Engagement Committee
6	Begin implementation of agreed-upon solutions.	On-Going	Public and Youth Engagement Committee

FUNDING RESOURCES

The Funding and Financing Strategy will be pursued prior to initiating the process.

Additional Projects, Programs, and Initiatives for this Issue

No additional projects have been identified at this time.

Priority Issue #3



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

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

The needs of the Planning Area's Williamsport Regional Airport were well-documented in the 2005 Montoursville-Muncy Comprehensive Plan. Chapter 4 in the 2005 Plan recommended maintenance and improvements (where needed) for roadways, rail lines, and the airport; increased bicycle and pedestrian facilities; and maintenance of public transit systems. Strategy #2 (pg. 4-10) in that Plan deals specifically with the airport and recommended that the runway be extended to accommodate larger air passenger and cargo planes. This Strategic Action was accomplished in 2009. Strategic Actions 2c and 2d described in the 2005 Plan recommend improved connectivity between the airport and other modes of transportation. These Strategic Actions require further action, as defined in the Project of Regional Significance section, below. Additionally, Strategic Actions 2b and 2e to 2j contained recommendations to increase demand for the airport including ideas such as a demand analysis to identify destinations where Williamsport area residents want to travel, continuation of the Fare Watch Program, and continuing efforts to attract additional carriers and improve connections to major east coast hubs. Again, further action is warranted.

Residents rely on transportation systems everyday to commute to work and school; take an evening jog; access goods and services; or visit neighbors, friends, and relatives. These systems allow us to function and enjoy life. Transportation systems are also critical components of a strong economy by providing local businesses with access to regional and national markets. This transportation system, however, requires constant maintenance

to provide the level of service needed. Additionally, expansion or improvements to this transportation systems may be required to accommodate the changing demands of residents and businesses.

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

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

John Brady Drive is a two-lane road leading from Muncy Borough to the intersection of Lycoming Mall Drive in Muncy Township. The road currently serves as a primary route between Muncy Borough, the Lycoming Mall and Montoursville Borough. Land adjacent to John Brady Drive was identified as a growth area in the 2005 Montoursville-Muncy Comprehensive Plan and local zoning was subsequently changed to allow denser development in this location. Muncy Township officials are concerned that increasing density of development along John Brady Drive will result in numerous driveways with direct access to John Brady Drive. Numerous access points to this primary transportation route can cause a number of issues including traffic congestion and safety concerns. In December 2015, the Muncy Area Corridor Access Management Plan (CAMP) was completed. The plan evaluated the projected level of service in 2034 for existing intersections in Muncy Township, Wolf Township, Muncy Creek Township, Hughesville Borough, and Muncy Borough. The report indicated that many intersections along the John Brady Drive corridor would be either failing or have a poor level of service by that time. This indicates that further development along this corridor with uncoordinated driveway locations could result in poor levels of service at those driveway locations as well.

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

The airport was a top priority at the start of the comprehensive plan process for the Montoursville-Muncy Planning Area because the project was still in the planning process. During the comprehensive plan process,

bids were solicited and a contract awarded for construction of the new terminal. Now that the project is underway, it has been re-positioned as the Planning Area's second most important priority because it is now guaranteed to move forward. It is a very important project that has now been confirmed to happen.

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

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

First Top Viable Project of Regional Significance for this Issue

DEVELOP JOHN BRADY DRIVE ACCESS CONTROLS

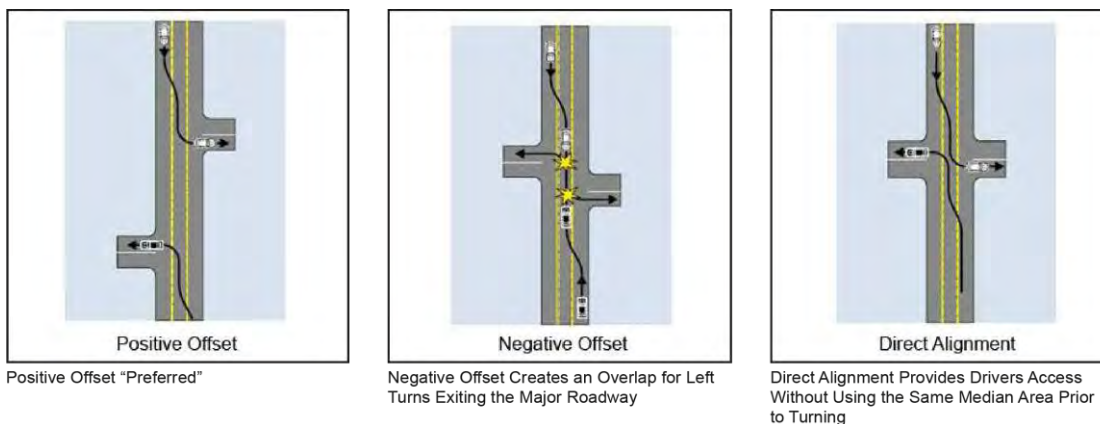
Muncy Township supervisors are concerned that concentrated, uncoordinated development along John Brady Drive could result in numerous access points to this primary transportation route and potentially cause a number of issues including traffic congestion and safety concerns. This project will create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

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

HOW PROJECT ADDRESSES THE ISSUE

The first step in developing access controls for John Brady Drive is to review the local land use ordinances (specifically the Subdivision and Land Development Ordinance). In addition to suggested intersection improvements for the corridor, the Muncy Area CAMP study also included road and driveway alignment recommendations. The team reviewing the land use ordinances should make sure that the ordinances are consistent with the recommendations of the Muncy Area CAMP study. The review team should ensure that the ordinance prevents negative offset intersections and encourages positive offset intersections and direct alignment intersections (illustrated in Figure 4 below). The review team may also want to consider separate standards for driveways intersecting with major roadways and driveways intersecting with minor roadways and internal driveways. Driveway standards developed for major roadways will not always be applicable for low-volume developments with internal intersections

Figure 4. Positive Offset, Negative Offset, and Direct Alignment Intersections



Source: Road/Street Design and Redesign Guidelines – Muncy Area Corridor Access Management Plan

PROJECT LEADERSHIP

Lead Agency – PCD

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

Table 9 lists the steps for success for Top Viable Project for Priority Issue #3.

Table 9. Steps for Success for Top Viable Project for Priority Issue #3

STEP NUMBER	DESCRIPTION OF STEP	TIMEFRAME	RESPONSIBLE PARTIES
1	Review land use ordinances to ensure consistency with the Muncy Area CAMP.	Early 2018	PCD – Lead Muncy Township Williamsport Lycoming Chamber of Commerce PennDOT
2	Explore possibility of overlay district or other options to differentiate between rural area driveways and growth area driveways.	Mid 2018	PCD – Lead Muncy Township PennDOT Williamsport Lycoming Chamber of Commerce Major landowners
3	Implement best management land use policies based on above evaluations.	Late 2018	PCD – Lead

FUNDING RESOURCES

No funding is needed for this project.

Second Top Viable Project of Regional Significance for this Issue**SUPPORT THE AIRPORT AUTHORITY IN CONSTRUCTION OF THE NEW TERMINAL AND NEW ACCESS STREET AT WILLIAMSPORT REGIONAL AIRPORT**

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



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

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

HOW PROJECT ADDRESSES THE ISSUE

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

This project has the potential to positively impact the regional economy by providing the opportunity to add more flights to more destinations at competitive air fares by stimulating more airline competition. The current annual economic impact of the airport is approximately \$66 million, supporting 253 jobs directly related to airport operations and tenants (PennDOT Bureau of Aviation-commissioned study dated 2011). It is anticipated that this project will create opportunities to expand the positive economic impacts of the airport. A modern full-service airport can also help recruit additional industries to the area as well as better support current employer air service needs, especially with the likely resurgence of Marcellus Shale activity. This project will include a building design that will allow for future expansion to ensure the facility is able to continually respond to changing demand and operational needs.

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

PROJECT LEADERSHIP

Lead Agency – Williamsport Municipal Airport Authority

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



Artist rendition of the new airport terminal

STEPS FOR SUCCESS

The Airport Authority has completed several initial implementation steps including final designs for the expanded facility, environmental clearance and secured funding for the \$16 million project. Construction is anticipated to begin in April 2017* with construction completion in 2018. Therefore, the focus is to maintain strong support from the community at large and municipal officials represented on the PAT. Table 10 lists the steps for success for the Second Top Viable Project for Priority Issue #3.

Table 10. Steps for Success for Second Top Viable Project for Priority Issue #3

STEP NUMBER	DESCRIPTION OF STEP	TIMEFRAME	RESPONSIBLE PARTIES
1	Advertise for bids.	January 2017*	Airport Authority
2	Award construction contracts.	March 2017*	Airport Authority
3	Initiate construction.	April 2017*	Airport Authority
4	Complete construction.	June 2018	Airport Authority

*These steps have been completed as of the date of publication of this plan.

FUNDING RESOURCES

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

Additional Projects, Programs and Initiatives for this Issue

1. FAIRFIELD ROAD SAFETY IMPROVEMENTS

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

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

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



Priority Issue #4



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

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

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

The 2005 Montoursville-Muncy Multi-Municipal Comprehensive Plan (Chapter 3: Land Use and Resource Management Plan) covered a myriad of different issues ranging from ridgetop development to commercial development along I-180 to communications towers to industrial farming. Several Strategic Actions were proposed for these issues. To date, some of these Strategic Actions have been addressed, either partially or fully, including the following:

- Review and revise ordinances to ensure that they are consistent with the goals and objectives of the comprehensive plan.
- Coordinate economic development and transportation and infrastructure planning with land use planning.
- Utilize land management techniques and practices to protect natural resources.

Lycoming County has implemented portions of this chapter in the County Zoning Ordinance, which has jurisdiction in Muncy Township. The County has adopted steep slope and ridgetop development requirements as well as limiting development north of I-180 that would require infrastructure improvements. The 2005

Montoursville-Muncy Multi-Municipal Comprehensive Plan has land use information that is still applicable today. Municipalities should review the 2005 Plan to see where changes can be made in their land use ordinances. In light of planned infrastructure projects and changing development pressures since the 2005 Plan, development regulations and ordinances should be revisited to ensure continued protection of community assets, character, and quality of life.

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

Priority Issue Overview There are two significant changes on the horizon that may have a profound impact on the Planning Area: the upcoming CSVT Project and the changing business base at the Lycoming Mall.

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

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

The changing retail environment in the United States is also a trend that is impacting the Planning Area. The Montoursville-Muncy Planning Area is the retail center of the County. The Planning Area contains the Lycoming Mall and several large retailers such as Walmart, Target, Lowes, and Sam's Club along with many other box stores. The mall has had three anchor stores announce that they were closing within the last two years (Sears, JC Penney, and Macy's).

A Brief History of Malls The first mall in the United States was built in 1956. Over the next 35 years 1,500 shopping malls would be built across the country causing many downtowns to fall into decline. By 1990, Walmart was ranked as America's number one retailer and many other box stores began drawing business away from malls. Meanwhile, cities across America began to identify the need to revitalize downtown areas that had become neglected and dangerous. By 1998, shopping mall construction had halted entirely. At the same time, Internet shopping began to emerge and many teenagers began to spend their time on the Internet rather than going to the mall to hang out. In February 2001, the Congress for New Urbanism commissioned a report that stated that 7% of America's regional malls were greyfields or effectively "dead" while another 12% would probably fail in the next 5 years.^{viii} The Great Recession of 2008 led to a drop in sales and foot traffic at big-brand retailers like JC Penney and Macy's.^{ix} According to an article published in Time Magazine, mall visits during the holiday season had dropped by 50% between 2010 and 2013. While some malls are struggling others

are actually doing quite well. According to an article published the New York Times, 80% of the country's malls are considered healthy with vacancy rates less of 10% or less. However, that number is down from 96% in 2006.^x Nearly 15% of malls are 10-40% vacant, up from 5% in 2006, and 33.4 percent are more than 40% empty, a threshold that signals the beginning of what experts call "the Death Spiral." Typically the most successful malls are located in affluent markets adjacent to metropolitan areas, mostly concentrated on the East and West coasts of the U.S. One industry executive representing Kimco (a very large real estate investment firm) told the New York Times in 2015 that, "There are B and C malls in tertiary markets that are dinosaurs and will likely die," he said, but "A malls are doing well." By 2022, analysts estimate that 1 out of every 4 malls in the U.S. could be out of business. (Time)

Given the national trends, the mall will need to accommodate a more mixed-use approach to sustain itself as a viable enterprise. Vacant buildings also exist in the Planning Area—most notably, the two large warehouses associated with the former Grizzly Industrial properties.

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

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

Key Implications Failure to implement and enforce land use regulations will result in uncoordinated development and land use conflicts. Land use conflicts could cause decreases in property values, which hurts the economic prosperity of the municipality. Additionally, uncoordinated development could result in public safety hazards and increased infrastructure costs. Land use regulations also protect local resources such as our community character and scenic views. In 2005, local zoning ordinances of most municipalities did not contain guidance regarding natural gas development. If the County and municipalities had not responded as quickly as they did with this industry, many of the County's most spectacular landscapes may have been scarred for a long time. Additionally, it is imperative that the existing vacant stores in the Planning Area be filled. Vacancy will negatively impact the tax base for the municipal, school, and County governments and may even impact adjacent property values. These large businesses also make up a significant portion of the customer base for the local water and sewer provider. If these large business spaces are not filled, water and sewer rates may rise.

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

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

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

HOW PROJECT ADDRESSES THE ISSUE

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

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

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

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

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

PROJECT LEADERSHIP

Lead Agency – PCD will take lead to engage mall ownership and other property owners of vacant properties in the Planning Area and to evaluate zoning use standards. Muncy Township will take lead coordinating with the Williamsport Lycoming Chamber of Commerce.

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

Table 11 lists the steps for success for the Top Viable Project for Priority Issue #4.

Table 11. Steps for Success for Top Viable Project for Priority Issue #4

STEP NUMBER	DESCRIPTION OF STEP	TIMEFRAME	RESPONSIBLE PARTIES
1	Engage mall ownership to discuss future of the mall including potential future uses.	Early 2018	PCD Staff – Lead Muncy Township current mall owners Williamsport Lycoming Chamber of Commerce
2	Review current zoning uses allowed within the growth area zoning districts to ensure they allow for re-use of the properties. Also review other sections of the zoning ordinance for other regulations that could be adapted to encourage reuse of vacant buildings. (Ex: Evaluate possibility of reducing parking requirements.)	Early 2018	PCD Staff – Lead Muncy Township Williamsport Lycoming Chamber of Commerce
3	Township and Chamber of Commerce will coordinate efforts to recruit and retain businesses within the Muncy Township Growth Area.	2018 & On Going	Muncy Township Officials – Lead Williamsport Lycoming Chamber of Commerce PCD Staff

FUNDING RESOURCES

No funding needed for this project.

Second Top Viable Project of Regional Significance for this Issue

CSVT – I-180 INTERCHANGE ZONING REVIEWS AND TRAFFIC IMPACT STUDY

Montoursville-Muncy PAT members acknowledge that the CSVT may create additional development pressure in the I-180 corridor. To proactively deal with the potential development pressure, the Montoursville-Muncy PAT’s municipalities will review their current ordinances and determine if changes are needed to accommodate development pressure, including the possibility of creating interchange overlay zoning districts. As part of their ordinance review, typical interchange uses should be examined and the municipalities should decide which uses they want to allow near interchanges. Additionally, infrastructure needs should be reviewed at the interchanges and improvement plans developed if needed.

HOW PROJECT ADDRESSES THE ISSUE

The future development of CSVT and the re-routing of traffic from the U.S. 15 corridor to the I-180 corridor resulting from that project will provide local municipalities with additional land development opportunities, particularly around interchanges. However, such opportunities could also pose the following challenges:

- Mitigating the potential negative impacts
- Providing sufficient infrastructure to accommodate this growth
- Ensuring that interchange development does not excessively drain business from downtown areas

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

PROJECT LEADERSHIP

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

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

Table 12 lists the steps for success for the Seond Top Viable Project for Priority Issue #4.

Table 12. Steps for Success for Second Top Viable Project for Priority Issue #4

STEP NUMBER	DESCRIPTION OF STEP	TIMEFRAME	RESPONSIBLE PARTIES
1	Secure funding and conduct study to determine potential local traffic impacts caused by CSVT.	Early 2018	PCD Staff – Lead Elected Municipal Officials Consultant
2	Initiate a Community Visioning Process to determine how the community wants to see development to occur at interchanges. Output: A vision statement describing future interchange development	Late 2018	Elected Municipal Officials – Lead Municipal Zoning Officers Municipal Planning Commissions Municipal Zoning Hearing Board Members PCD Staff
3	Review current land use requirements for areas which will be impacted by CSVT to determine consistency with community development goals and whether changes to land use requirements are needed. Output: list of areas with potential conflicts between existing land use requirements and potential future development	Early 2019	Elected Municipal Officials – Lead PCD Staff Municipal Zoning Officers Municipal Planning Commissions Municipal Zoning Hearing Board Members
4	Convene meetings to discuss identified land use concerns near interchanges and possible solutions to those issues. Output: list of solutions for each area identified	Late 2019	Elected Municipal Officials – Lead PCD Staff PennDOT Municipal Zoning Officers Municipal Planning Commissions Municipal Zoning Hearing Board Members
5	Review infrastructure needs and determine whether upgrades to existing infrastructure are needed. Output: Updated capital improvement planning to reflect identified infrastructure projects	Late 2019	PCD – Lead Elected Municipal Officials LCWSA Montoursville Water Works
6	Prepare draft model interchange regulations (districts, overlays, other amendments) to satisfy concerns regarding interchange development. Output: Model codes and ordinances that address the conditions and needs for each identified area	Mid 2020	PCD - Lead Elected Municipal Officials PennDOT Municipal Zoning Officers Municipal Planning Commissions Municipal Zoning Hearing Board Members Consultant
7	Review recommended interchange land use regulations for modification and adoption by the municipalities. Output: Adoption of Land Development,	Early 2021	Elected Municipal Officials – Lead PCD Staff PennDOT

STEP NUMBER	DESCRIPTION OF STEP	TIMEFRAME	RESPONSIBLE PARTIES
	sub-division and/or Zoning Ordinances		Municipal Zoning Officers Municipal Planning Commissions Municipal Zoning Hearing Board Members

FUNDING RESOURCES

The first step listed above states that the responsible entites will identify funding for the project.

Additional Projects, Programs, and Initiatives for this Issue

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

Recreation is important to the citizens of the Montoursville-Muncy Planning Area as shown in the public surveys conducted for this plan review process. Pedestrian and bike-friendly routes will help to promote recreation in the Montoursville-Muncy Planning Area. These routes should be identified to connect neighborhoods and communities together as well as providing access to local amenities such as parks, schools, and libraries. Montoursville Borough’s downtown area is a good example of what can be done to create a more pedestrian-friendly neighborhood. The Borough has installed crosswalks with signage downtown to improve walkability. Similar techniques could be used in other parts of this Planning Area where improvements to neighborhood walkability is needed. At the larger scale, improvements may need to be made to primary routes throughout the Planning Area to make them safer for pedestrians and cyclists. These improvements should be targeted along collectors and arterial roadways in the Planning Area as these roadways usually provide the best connectivity but also the greatest risk of accidents. Roadway designs could include narrower lanes, lower speed limits, and clearly-marked bicycle lanes or wide shoulders for cyclists. Table 13 lists roadways in each of the three municipalities within the Planning Area that may be good candidates for improvements to make them more pedestrian and bike friendly.



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

Source: thirdwavecyclingblog

Table 13. Potential Roadways for Bike-Friendly Enhancements

MONTOURSVILLE	FAIRFIELD TOWNSHIP	MUNCY TOWNSHIP
Broad Street	Lycoming Mall Drive	Lycoming Mall Drive
North Loyalsock Avenue	Fairfield Road	John Brady Drive
Walnut Street	Brushy Ridge Road	Route 220
Fairview Drive	Cemetery Road	Quaker Church Road
North Montour Street	Quaker State Road	
Spruce Street	Route 87	

Priority Issue #5



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

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

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

The 2005 Montoursville-Muncy multi-municipal plan, Chapter 3, “Land Use and Resource Management Plan” (page 3-12), documents the historical resource issue. Lycoming County also produced the Historical Preservation Plan (HPP) in 1974. The County’s HPP contains a great amount of currently relevant information on historical preservation, including an inventory of the historical buildings in the Planning Area (mapped below). This inventory has not been updated since that plan and does not represent a comprehensive list of historically and culturally significant sites. The issue has not been fully



Church of Our Savior – Montoursville, PA

addressed since the 2005 multi-municipal plan and additional steps are needed to protect local heritage, preserve historic and cultural assets and promote cultural activities.

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

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

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

New uses have been found for some of the structures including (1) Mt. Equity, which is now upscale apartments; (2) the Pennsdale School House, which has been converted into a residence; and (3) the Hunter House property in Fairfield Township, which now houses several small, locally owned businesses. To ensure the protection of local character and history, it is important to inventory additional historic assets within the Planning Area, assess their conditions, and pursue opportunities for preservation.

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

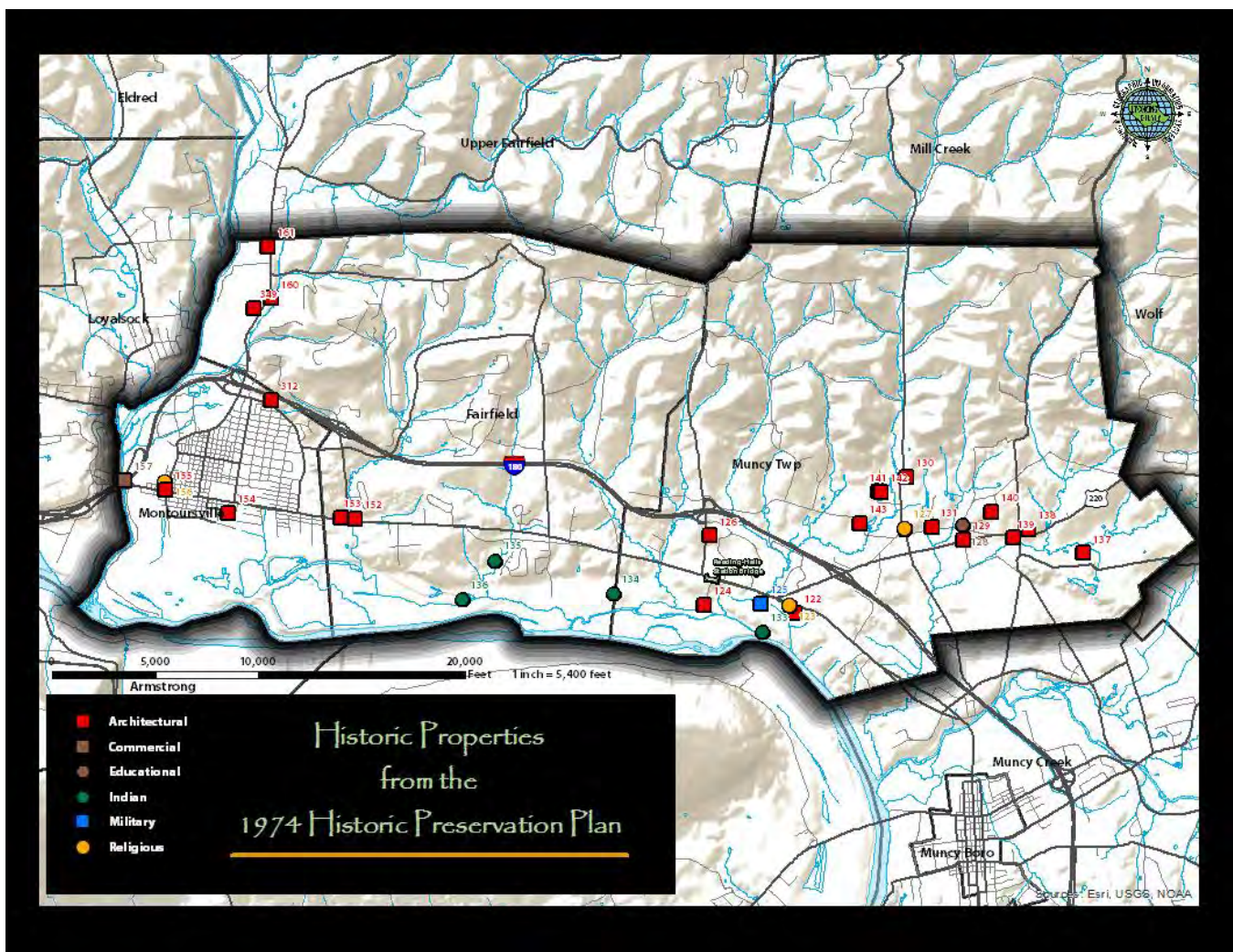
Key Implications If historic and cultural resources are not protected, they are at risk of obsolescence. The loss of these resources may have cascading impacts for the area including diminishing the character and heritage of the Montoursville-Muncy Planning Area, decreased quality of life for residents,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



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

base through vacancies and reduced land values. Well maintained historic structures usually have higher property values because they are unique properties. These property values may also increase the value of neighboring properties. Identifying these properties now may also prevent future controversies if people want to demolish them in the future. For example, the Montoursville High School is a beautiful stone building built in 1956 that the school board was proposing to partly demolish to make way for a new school building. However, public outcry over the demolition of this historic structure was so great that the school board decided to renovate the historic portions of the building instead of demolishing it. Figure 5 provides a map of the historic properties in the Planning Area as documented in the 1974 HPP.

Figure 5. Historic Properties from the 1974 Historic Preservation Plan



For more information about the sites shown on this map, please view the Heritage Plan web map on lycomap.lyco.org.

Top Viable Project of Regional Significance for this Issue

DOCUMENT, PROMOTE, AND PROTECT SIGNIFICANT CULTURAL AND HISTORICAL RESOURCES

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

HOW PROJECT ADDRESSES THE ISSUE

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

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

PROJECT LEADERSHIP

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

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

Table 14 lists the steps for success for the Top Viable Project for Priority Issue #5.

Table 14. Steps for Success for Top Viable Project for Priority Issue #5

STEP NUMBER	DESCRIPTION OF STEP	TIMEFRAME	RESPONSIBLE PARTIES
1	Create a Countywide Historical Advisory Committee that will lead preservation efforts. Work with the existing organization Historical Organizations of Lycoming County. The Committee will be responsible for identifying preservation needs and best management practices regarding historic and cultural preservation.	Early 2020	Local Zoning and Planning Officials - Lead Historical Organizations of Lycoming County Museums Volunteers Local Officials PCD Staff Member
2	Conduct an updated Inventory and map of historically and culturally significant properties. Inventory should include location, ownership status, site conditions, and potential vulnerabilities.	Mid 2020	Historical Societies and Agencies PCD Staff Member
3	Identify non-regulatory tools for preservation and assess viability for implementation. Discuss options with local officials to determine appropriate methods. Options for consideration should include outreach to private owners; public education; technical assistance; and promotion of historic sites, tax incentives, façade improvement program,.	Mid - Late 2020	Historical Societies and Agencies Local Officials PCD Staff Member
3	Review local ordinances and identify opportunities for improved protection. Discuss viability of regulatory tools for preservation with each municipality.	Mid 2020	Local Zoning and Planning Officials – Lead PCD Staff Member Historical Societies and Agencies
4	Prepare model preservation ordinances for use and adoption by municipalities. Examine possibilities for performance bonuses for historic preservation.	Late 2020	Historical Advisory Committee Municipal Planning Commissions
5	Delineate historic districts through the adoption of zoning amendment where appropriate and desired by local government.	Late 2020	Municipal Officials Historical Advisory Committee
6	Adopt standards for adaptive reuse where appropriate and desired by local government.	Late 2020	Municipal Planning Commissions Historical Advisory committee
7	Develop and offer educational programs	On-going	Historical Societies and Agencies

FUNDING RESOURCES

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

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

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

Additional Projects, Programs and Initiatives for this Issue

1. ENHANCE ACCESS TO THE LOYALSOCK CREEK AND SUSQUEHANNA RIVER

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

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

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

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

2. IMPROVE THE BOAT LAUNCH TO THE SUSQUEHANNA RIVER

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

Chapter 3: Growth Area and Future Land Use Maps

Figures 6 and 7 provide maps of designated growth and land use (respectively) within the Planning Area.

Figure 6. Future Growth Area Map

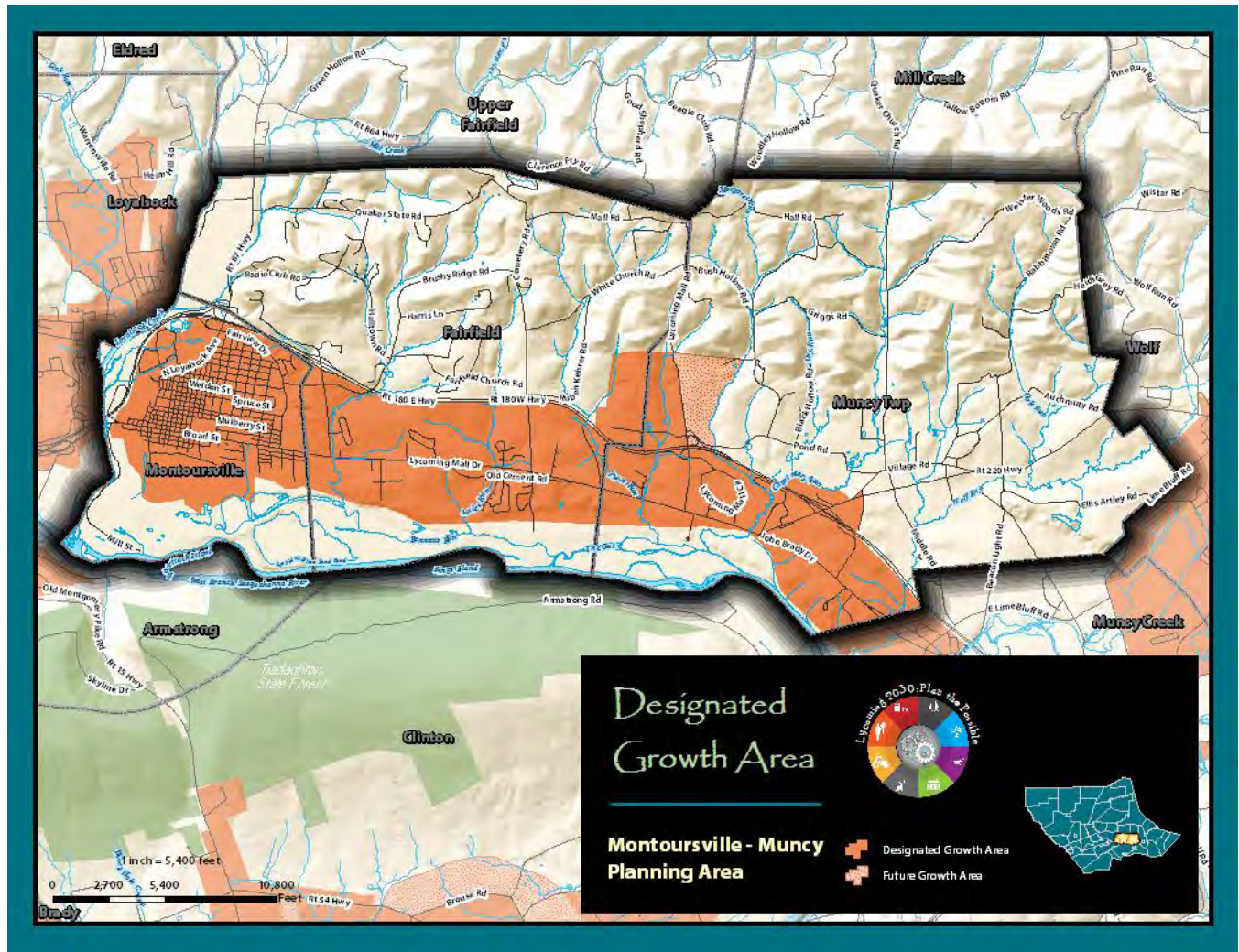
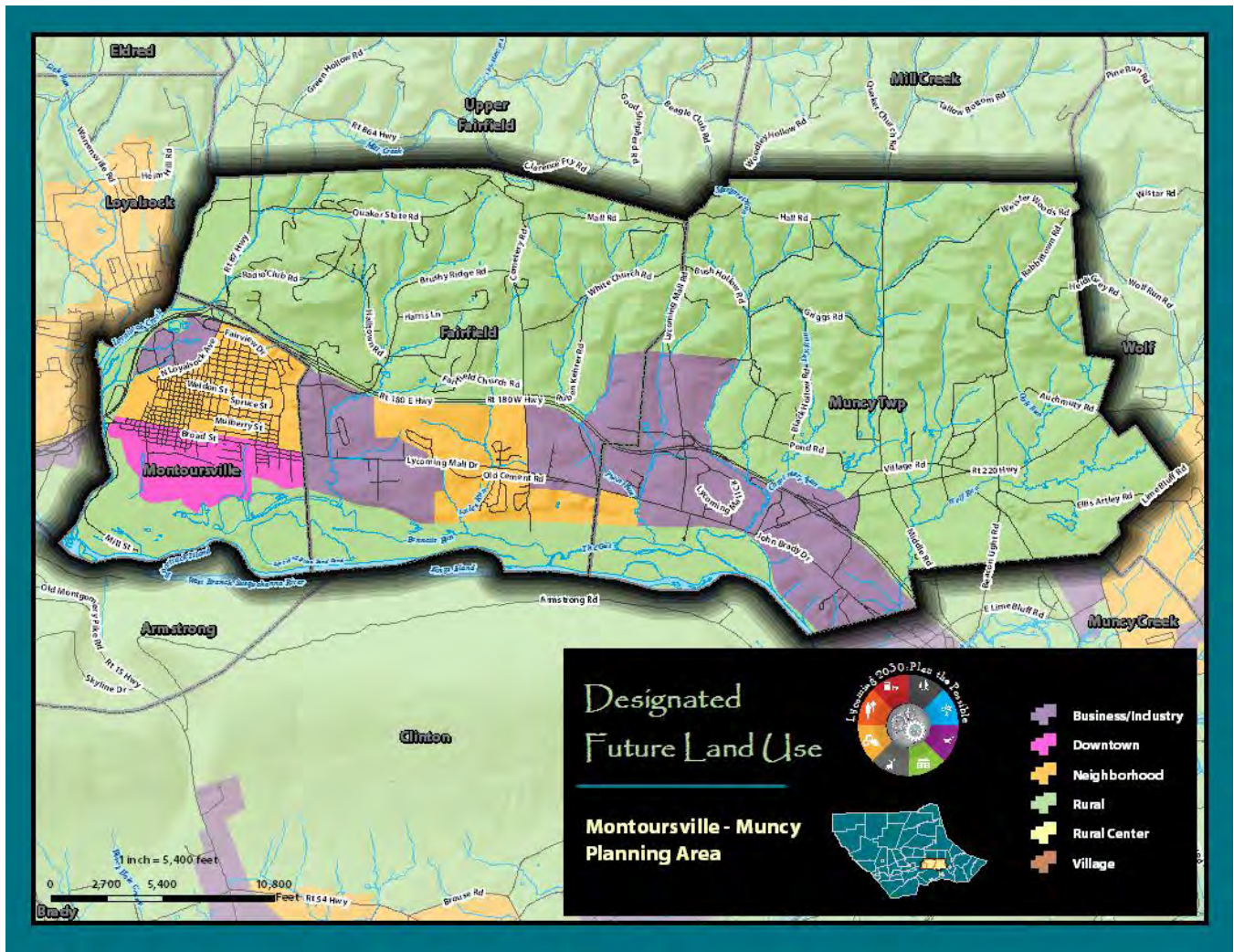


Figure 7. FUTURE LAND USE MAP



References

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