

Appendix Table of Contents

Appendix A – Plan Process	A-1
1. Plan Process	A-2
2. 14 Thematic Issues.....	A-4
Appendix B – Planning Advisory Team Meeting Summaries and Reports	B-1
1. Meeting #1 Summary.....	B-2
2. Meeting #1 SWOT Analysis Results.....	B-5
3. Meeting #2 Summary.....	B-7
4. Meeting #2 Issue Edits	B-9
5. Meeting #3.A Summary	B-16
6. Meeting #3.A Summary of Priority Issues with Strategic Actions	B-18
7. Meeting #3.B Summary	B-20
8. Meeting #3.B Summary of Priority Issues with Strategic Actions.....	B-21
9. Meeting #4 Summary.....	B-25
10. Meeting #4 Thematic Issues & Projects List	B-27
11. Meeting #5 Summary.....	B-33
12. Joint Public Hearing Summary	B-35
Appendix C – Results of Research and Analysis	C-1
1. Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts	C-2
2. Background data profile with population projections.....	C-5
3. Lycoming County Resource Management Services	C-18
4. Streetscape Improvements along S.R. 405 and 54	C-19
5. Summary of Amish Community at National, State, and County Levels.....	C-21
6. Right size culvert system in Village of Allenwood.....	C-22
7. Sun Gazette Article on Storm Drainage in Allenwood, PA.....	C-23
Appendix D – Reference Maps	D-1
1. 2006 Growth Area Map	D-2
2. 2006 Future Land Use Map.....	D-3
3. WBRA Route 15/54 Corridor Infrastructure Plan	D-4
Appendix E – Plan Consistency and Plan References	E-1
Appendix F – Acronyms.....	F-1
Appendix G – Resolutions.....	G-1

Appendix A

Plan Process

1. Plan Process
2. 14 Thematic Issues

Plan Process

Although Article III of the Municipalities Planning Code (MPC) establishes parameters and requirements for comprehensive planning in PA, the process itself is largely left in the hands of the municipalities preparing the plan. This plan is the 10-year update to the 2005 US-15 South Multi-municipal Comprehensive Plan for the US-15 South Planning Area.

As in the preparation of the 2005 Plan, a Planning Advisory Team (or PAT) was established to help guide the process and content related to this plan. The advisory team's purpose was to provide input, feedback, and pertinent information pertaining to the development of the Comprehensive Plan, as well as to present issues and concerns facing the future of Lycoming County. This PAT had broad representation from various sectors in the community, including: municipal government, municipal authorities and other entities, public safety agencies, education and health institutions, community organizations and other relevant institutions within this Planning Area. The full list of participants can be found in the front chapter of this document. The US-15 South PAT met for five meetings between September 2015 and April 2017. Meeting notes can be found in the next section of the Appendices.

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

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

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

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

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

14 Thematic Issues prioritized across all PATs

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

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

Appendix B

Planning Advisory Team Meeting Summaries and Reports

1. Meeting #1 Summary
2. Meeting #1 SWOT Analysis Results
3. Meeting #2 Summary
4. Meeting #2 Issue Edits
5. Meeting #3.A Summary
6. Meeting #3.A Summary of Priority Issues with Strategic Actions
7. Meeting #3.B Summary
8. Meeting #3.B Summary of Priority Issues with Strategic Actions
9. Meeting #4 Summary
10. Meeting #4 Thematic Issues & Projects List
11. Meeting #5 Summary
12. Joint Public Hearing Summary

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT

October 29, 2015—Meeting #1
6 – 8:30pm, Clinton Township Firehall



Attendees:

Kim Wheeler, AICP, PCD
Tom Krajewski, PCD
Michael Sherman, LCPC
Brett Taylor, LCPC
Mike Goetz, Brady Township
Richard Barto, Clinton Township
David Eakin, Clinton Township
Edward Ferguson, Clinton Township
Charles Frey, Clinton Township
Ed Shrimp, Clinton Township
Todd Winder, Clinton Fire Company

Doug Hovey, Gregg Township
Ken Kipp, Gregg Township
Gloria Munsell, Gregg Township
Tom Snoddy, Gregg Township
Tom Snyder, Gregg Township
Tom Hamm, Washington Township
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Robert Harding, Muncy Prison
Eric Moore, WBRA

Agenda Item #1 – Welcome and Introductions

John Lavelle, the County Planning Department PAT lead, was out sick. Kim Wheeler facilitated the meeting and began the discussion. She thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in. All members present introduced themselves, including their organization and role.

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

Agenda Item #2 – What is a Comprehensive Plan?

Kim reviewed the PowerPoint slides regarding the intent and scope of a county comprehensive plan. She explained that the Comprehensive Plan is a general policy guide for the physical, social and economic development of the Lycoming County community. It is a vision for the County and a long-range policy to make that vision a reality. Kim also explained the differences between planning and regulation and cited examples of both. Furthermore, Kim explained that a Comprehensive Plan evaluates existing land use, transportation systems, housing, community facilities and services, natural and cultural resources, water supply needs, and opportunities for intergovernmental cooperation.

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

Kim reviewed the PowerPoint slides regarding the roles, responsibilities, and operating procedures of the PAT as provided in the packet. Kim also emphasized that the role of the PAT members is to convey the concerns of the local residents and other constituents as they are aware.

Agenda Item #4 – Draft Comprehensive Plan Timeline

Kim explained the expected timeline for the comprehensive plan update process as provided in the packet. The next opportunity for full public engagement is June of 2016 when there will be an opportunity for County residents to weigh in on some of the project ideas coming out of the PAT process. The process is expected to conclude in Summer 2017.

Agenda Item #5 – Overview of 2006 Plan

Kim provided a short summary of the major themes and conclusions from the 2006 Plan for this PAT. The following items were noted as part of the overview:

- **Identified Corridor as Economically Diverse**
 - Commercial Hub = Montgomery Borough
 - Mix of Agricultural and Industrial development in the rest of the corridor
 - Proximity to Rail and Interstate Routes are ideal for wholesale / distribution facilities
 - Institutional Employers round out the economy (Penn College & Lycoming County Landfill)
- **Need to set the table for new / growing employers**
 - Expansion of sewer & water infrastructure needed
 - Designation of KOZ land was also noted as important to attracting new businesses
 - Encourage infill through the brownfields program
- **Land Use and Resource Management issues of greatest concern**
- **Need for improved / diverse housing stock**
- **Transportation concerns**
 - Few transportation alternatives in the region
 - Lacking good access management
 - Traffic safety on Rte 15 corridor

Agenda Item #6 – Highlight of Accomplishments Since 2006

Kim provided a short list of accomplishments that have taken place in this PAT area since the 2006 Plan was adopted. The following were noted as part of the presentation.

- Creation of the WBRA
- KOZ Designations (all ending in 2020):
 - Haliburton (700 Employees), Timber Run Industrial Park, River Valley Commerce Park
- Old Mill Corridor Brownfield Redevelopment Project
- Transportation Safety Improvements
 - Rt. 15 Northern portion of Clinton Twp
- Panda Patriot Natural Gas Power Plant
- STEP Homes in Need Program
- Landfill Initiatives to improve impact on community & extend the facility's functional life: odor, wind screen fencing, methane recovery, single-stream

In addition, members of the PAT added the following comments:

- Rail service to Great Stream Commons
- RR Bridge over White Deer Creek (PennDOT)
- Great Stream Commons received KOZ status
- Great Stream Commons has redirected their marketing approach in hopes of being more attractive to businesses and industry. In January of 2012, the zoning district designation of an

additional 50+/- acres was changed to commercial and manufacturing, effectively expanding the park.

- The economic/industrial development is now its own department in Union County that reports directly to the County commissioners.
- Brady township sewage treatment plants are now independent

Agenda Item #7 – SWOT Analysis and Prioritization

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

Agenda Item #8 – Homework Assignment and Next Meeting

Members were asked to add a standing agenda item for Comprehensive Plan Update to their municipality's or organization's monthly meeting agendas, and to provide updates when available and solicit feedback to bring back to the PAT.

Members were also asked to check back to the project website regularly for updated information and resources for future PAT meetings. All material will be housed at www.lyco.org/CompPlan, with sub-pages to be created for PAT meeting resources.

Kim explained specific homework assignments to be completed prior to the next meeting, which is planned for January 2016. Homework assignments will be focused around review of specific sections of the 2006 plan. John Lavelle will follow up with reminders to all members.

PAT members agreed that the same day of the month in January would work for the next meeting. **The next meeting of the US-15 South PAT is Thursday, January 28th at 6pm at the Clinton Firehall.**

Kim adjourned the meeting at 8:40pm.

- 1 – Optimization of traffic patterns
- 1 – Commercial development
- 1 – Sports complex
- 1 – Greenway connecting to amenities
- 0 – Gregg Township grocery store
- 0 – Better understand market potential from market analysis
- 0 – Montgomery downtown revitalization
- 0 – CSVT

Threats: 29 votes total

- 12 – Complacency of general population
- 12 – Decline in traditional industry
 - Continued loss
- 4 – Traffic from built out industrial parks
- 1 – Drugs

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT

January 28th — Meeting #2
6 – 8:15pm, Clinton Township Firehall



Attendees:

Kim Wheeler, AICP, PCD
John Lavelle, AICP, PCD
Michael Sherman, LCPC
Brett Taylor, LCPC
Linda Bower, Brady Township
Richard Barto, Clinton Township
David Eakin, Clinton Township
Charles Frey, Clinton Township
Ed Shrimp, Clinton Township
Todd Winder, Clinton Fire Company
Ken Kipp, Gregg Township

Tom Snoddy, Gregg Township
Jason Fink, Chamber / IPC
Tom Hamm, Washington Township
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Wally Bohner, Montgomery Borough
Andy Onufrak, Montgomery Borough
Robert Harding, Muncy Prison
Eric Moore, WBRA
John DelVecchio, Union Co. Planning Dept.

Agenda Item #1 – Welcome and Introductions

John Lavelle & Kim Wheeler facilitated the meeting and began the discussion. They thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in. All members present introduced themselves, including their organization and role.

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

Agenda Item #2 – Reviewing Data and Issues

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

Kim reviewed the demographic information that has been gathered thus far from census data. A summary document was distributed to the group that showed ***projections*** based upon population and demographic trends. A demographic ***forecast*** which combines observations & assumptions with the ***projections*** presented in this meeting will be arrived at as a result of this planning process. A key example of a forecast was brought up with Montgomery Borough commented that the median age (31.5) of their community should probably contribute to a rise in future population – not a decline as the projection had shown. Kim also noted that the some of Gregg Township's population data included the prison population while other data sets did not and that the County will seek to clarify and correct these differences moving forward.

Agenda Item #3 – Facilitated Discussion on 2006 Plan Review

John then lead a discussion regarding the review of issues covered in the 2006 plan to see what is still relevant and what topics needed to be expanded. (Please refer to attached spread sheet for details)

Agenda Item #4 – Comprehensive Plan Update Process

Kim then summed up the remainder of the presentation by touching on our updated meeting schedule, the organization and contents of the updated planning document, prioritization of projects, PAT members role/responsibilities, data needs and focus group information. Kim also encouraged each municipality to keep the Comprehensive plan update as a standing item on their agendas to encourage conversation and spread an understanding about what the plan is and how it impacts the community.

Agenda Item #5 – Next Steps

PAT members agreed that the same day of the month in April would work for the next meeting.

The next meeting of the US-15 South PAT is Thursday, April 28th at 6pm at the CTVFC Fire Hall.

Meeting adjourned at 8:10 pm.

Main Topic/Chapter in the Plan	Main Issues Identified in the Plan	Update of Issues based on PAT discussion
Chapter 2 - Economic Development	<p>Exodus of Younger Generation with Increasing Elderly Population – This is a concern because as an area ages the social fabric of the community becomes less stable. Fewer younger workers, who generate a greater proportion of the tax base required to support necessary community services required by older individuals, can create the potential for budget deficits and adversely impact the provision of community services to all individuals.</p>	
	<p>Diverse Economy – This was viewed as a real need for the future of the Planning Area.</p>	
	<p>Housing Stock and Diversity – This is a concern due to the increasing elderly population needing affordable choices to go with a changing lifestyle. It is also important to younger families with limited budgets.</p>	
	<p>Good Labor Force – This was viewed as important to business development and expansion in the Planning Area.</p>	<p>This was viewed as important to business development and expansion in the Planning Area. The transient nature of the younger portion our work force threatens the ability of corridor to attract new employers to the area because there isn't a "known quantity" of talent.</p>
	<p>The influence of KOZs – KOZs were noted as key to improving economic conditions in the area.</p>	<p>KOZs continue to be looked at as key to improving economic conditions in the area. One notable issue discussed by the PAT is that KOZ developments do not provide any additional funding for specialized training or new equipment for emergency responders. A payment in lieu of taxes (PILOT) agreement, or variation thereof, should be discussed with potential developers, as well as current KOZ beneficiaries, to aid in any additional pressures that a particular development may place upon the local services needed to keep their employees -</p>
	<p>Parochial Competition – This was considered a detriment in terms of achieving regional cooperation to improve local economic conditions.</p>	<p>There has been a positive and notable change is the ability of the municipalities to communicate with one another. Municipal services (fire and police) also appear to have open lines of communication between one another. While there has been a positive trend since the 2006 plan, it should be noted that these relationships will continuously change and evolve because of the nature of municipal service and the constant changing of elected officials/volunteers/workers that fill these positions. The growing presence and success of the West Branch Regional Authority (WBRA) appears to aid in this issue.</p>
	<p>Storefront vacancies – These can create a bad image for business development in boroughs and villages.</p>	
	<p>Lack of retail shopping services – Although the immediate U.S. Route 15 South study area has a limited amount of retail shopping services, there are numerous opportunities north of the Planning Area in Williamsport and Montoursville areas. Potential exists in the Borough of Montgomery to revitalize vacant storefronts as well.</p>	
	<p>Since fewer younger individuals and families are making the Planning Area their home, our population is growing older. This may be due in part to declining income levels, relatively lower wage rates, and fewer employment opportunities.</p>	
	<p>Current housing choices, particularly in terms of type and price, do not meet the changing needs of younger workers, the elderly, and more non-traditional family households.</p>	<p>Particularly in terms of type and price, do not meet the changing needs of younger workers (modern/affordable homes), the elderly (low/no maintenance accommodations), and more non-traditional family households. It was noted that the purchasing practices of the Amish population appear to inflate home and land values and substantially reduce the availability of real-estate on the market at any given time.</p>
	<p>The Planning Area has a good labor force that has served a relatively diverse economy that was anchored by the manufacturing sector. However, it may not be well equipped to support our nation's changing economy, where the number of manufacturing jobs is decreasing and the number of high tech service jobs is increasing.</p>	
	<p>Our small business community struggles to expand due to a lack of programs designed to help small businesses access capital and to deal with increasing tax burdens.</p>	
	<p>The increasing number of storefront vacancies in our downtown business districts adversely impacts our ability to maintain or improve the vitality of our towns.</p>	

	<p>Concerning trends in the City of Williamsport trends include a declining population, increasing number of non-family households, high mobility rate of city residents, low median household income levels, and lack of affordable housing. These trends can impact the fabric of the community leading to higher crime rates and increasing social service needs.</p>	
<p>Chapter 3 - Land use policy and natural and cultural resource management</p>	<p>Publicly Owned Land -</p> <p>Strip housing developments—Residents are concerned with the trend to build housing developments that are strung out along one road, which creates access management problems. In addition, they are not conducive to developing a sense of neighborhood.</p> <p>Promote Traditional Mixed Use Neighborhoods – Residents and officials would like to encourage mixed use neighborhoods, though current regulations do not easily accommodate such designs or the re-use of existing buildings.</p> <p>Keystone Opportunity Zones – Three KOZ sites are currently located within Lycoming County: the Lycoming County Industrial Park is located in Brady Township, just across US 15 from Lycoming County landfill. The other two are industrial parks located in Clinton Township. Another KOZ is Great Stream Commons, which is in Gregg Township, Union County. KOZs provide development incentives through reduced or completely eliminated state and local taxes. Once developed, KOZs foster opportunities to strengthen and diversify the local economy.</p> <p>State Correctional Institution (SCI) Muncy - The...</p> <p>Allenwood Federal Correctional Center (FCC) – The Federal Correctional Complex in Gregg Township (Union County) is one of the region’s largest employers and its existence is critical to sustaining the region’s low unemployment rate.</p> <p>Open space preservation – Open space is a key feature of the Planning Area landscape. It protects and preserves groundwater quality and quantity, provides habitat for local biological resources, and provides recreational opportunities. Development is increasingly consuming open space lands and impacting the natural ecosystem.</p> <p>Industrial Farm Operations—The sustainability of the traditional family farm is becoming increasingly difficult to achieve as trends in the agricultural industry are shifting towards the proliferation of a franchising trend where independent producers enter into a production contract with animal processing corporations. In addition to the environmental impacts, research is beginning to reveal negative social impacts as well. Lycoming County is in the process of amending Lycoming County’s zoning ordinance to limit concentrated animal feeding operations to areas zoned specifically for agriculture, and then only after a public hearing and proof that measures have been taken to protect public health and safety. If approved, such measures would only apply to those municipalities who have adopted Lycoming County’s zoning ordinance. Gregg Township already has such provisions in its zoning ordinance.</p>	<p>There is a tremendous amount of land owned by the Federal, State, and County governments. While some of this land is actively utilized for specific purposes other portions are currently laying dormant and undeveloped and thus not contributing taxable revenue to the local municipalities. Land that is not contemplated to serve a valid public purpose should be analyzed in coordination within the context of owner’s strategic plan, as well as this comprehensive plan, and considered for sale or lease to the private sector for</p>
		<p>KOZs contained within the US 15 South Corridor are set to expire in 2017, 2020 and 2022. An effort to coordinate KOZ extensions between the Municipalities, School Districts, County Commissioners, Chamber, and SEDA-COG will have to be undertaken to ensure that we do not lose these economic incentives as we wait for more favorable market conditions to materialize.</p> <p>SCI Muncy located along Rt. 405 in Clinton Township is a major employer Need #'s</p> <p>Add employment #'s</p>
	<p>Uniform Construction Code—The Pennsylvania Uniform Construction Code (Act 45 of 1999) established consistent construction standards in every municipality in the Commonwealth. The goal of the law is to prevent substandard construction, both for residential and commercial purposes. The Planning Area municipalities have adopted the UCC and administer the code locally. Central Keystone Council of Governments provides code administration for Gregg Township.</p>	

	<p>Telecommunication towers – Due to their rural location and proximity to US 15, the Planning Area municipalities have already begun to experience the development of wireless facilities. There are currently no regulations of wireless telecommunication facilities that may limit liability risks to local municipalities, or prevent the negative visual impacts of the towers. Gregg Township is in the process of developing an ordinance to address this specific issue.</p> <p>Standardized land use inventory – The need for developing a standardized land use inventory system has long been recognized. Such a system would greatly benefit the regional cooperation and planning initiatives of the US 15 South Planning Areas' municipalities, as well as enhance land use and community development objectives. Moreover, a standardized land use system would, in part, enable local municipalities and the Counties to achieve consistency among their comprehensive planning policies and land use regulations. To this end, Lycoming County, in cooperation with its municipal partners, has developed the Lycoming County Comprehensive Plan Consistency Manual, which uses the American Planning Association's Land-Based Classification Standards (LBCS) model in their GIS-based land use inventory and classification procedures.</p>	<p>Review ordinances to ensure that they require co-location and aesthetic design standards (mono-pole vs. lattice tower). There is a cell coverage and high speed internet availability issue throughout the region. This is a public safety issue as much as it is an economic development or convenience issue. Can we get a coverage map of the area? Add map of current Cell Towers?</p> <p>Work with GIS to update this comment.</p>
	<p>Opportunities for growth – The potential exists for additional development to occur along the US 15 corridor. Commercial development in this area could easily result in a commercial strip, which leads to access management problems, reduces travel time, and is not conducive to developing a sense of neighborhood. Careful consideration must be given to this land use issue.</p>	
	<p>Floodplain development—The eastern section of the Planning Area is located in the floodplain of the Susquehanna River and its tributaries. Protection of existing development remains a constant challenge; however, accurate delineation of the floodplains and appropriate land use regulations will help ensure that new development respects this hazard.</p>	
	<p>Agricultural Preservation – The possible future development impacts of the new I-99 corridor may threaten additional agricultural lands. The Planning Area contains nearly 10,000 acres of productive farmland soils, the majority of which are located in the floodplains and most developable land areas. Permanent agricultural preservation has been accomplished in Clinton Township and Gregg Township where development rights have been purchased for several hundred acres. However, over 2,000 acres in Clinton Township have been designated as Agricultural Security Areas. The most popular form of agricultural conservation is the Clean and Green program, in which more than 7,500 acres are currently enrolled from the Planning Area.</p>	<p>The valuation method used in the clean and green program appears to have recently made the program less advantageous to property owners. More investigation needed to outline this issue. Update acreage and add map</p>
	<p>Karst Topography—Portions of the Planning Area's landscape are underlain by limestone-based geologic formations that are susceptible to the formation of solution caverns and sinkholes. Known as karst topography, these areas are considered to be both hazardous, because of the danger of collapse, and beneficial because they provide unique habitats, mineral sources, and recreational opportunities. These areas are very susceptible to changes in land use and development.</p>	<p>Explain Brady Twp.'s efforts in adding a conservation zone for limiting development in the area of inundation of The Sinks.</p>
	<p>Groundwater—As a main source of drinking water for residents of the area, groundwater protection will require sound practices regarding sewage and septic systems. New development will need to be sensitive to the fact that paving and other surface alterations will impact both the quality and quantity of accessible groundwater.</p>	
	<p>Air Quality – Air quality is very important to the overall quality of life and is generally good in this Planning Area. Identified hazards to air quality include vehicle emissions and open burning. Another impact to air quality comes from the Lycoming County landfill in Brady Township. Methods to minimize air quality impacts need to be developed.</p> <p>Scenic Resources – The natural beauty of the area is one its greatest assets and is very important not only to the people who live there, but also to those who visit. The 1973 study, Scenic Resources of Lycoming County, identified many of the scenic vistas in the Planning Area, including the Susquehanna River corridor. New development needs to use design techniques that preserve and enhance the views and scenic beauty of the area.</p>	

	<p>Cultural Resources – Cultural and historical resources can be found throughout the area. They are an integral part of the quality of life in the region. A strong sense of community and volunteerism help to promote these resources.</p>	<p>edit to: A stronger sense of community and volunteerism is needed help to promote these resources.</p>
	<p>Development pressure has increased in recent years.</p> <p>Open spaces and agricultural lands are less prominent. The preservation of natural resources, including open spaces, wetlands, and prime agricultural soils is a high priority.</p> <p>Much of the usable land in the US 15 South Planning Area is located in the floodplains of the Susquehanna River and its tributaries. Minimizing flood damages, while still allowing for growth and development, is a significant challenge.</p> <p>Many of the Planning Area's cultural and historical resources are not protected.</p>	
Chapter 4 - Transportation	<p>There are few transportation alternatives for residents of the Planning Area.</p> <p>CSVT -</p> <p>A access management is lacking - Currently there are too many access drives along the corridor and some are poorly designed. This results in a number of safety issues.</p> <p>The bridges throughout the Planning Area need major rehabilitation or replacement - While some of these bridge projects are programmed for funding in the PENNDOT TIP, others have been identified in the Williamsport Area Transportation Study Long Range Transportation Plan, but funding to implement these improvements has not been secured.</p> <p>Traffic Safety and a poor road system are two prominent issues for many residents. The 1997 County Comprehensive Plan identified the need to "conduct a comprehensive safety, capacity, and access control study for Route 15 south of Williamsport to the Village of Allenwood." High accident rates and new development were cited as the basis for the study. At the present time, safety and access are still major concerns of the residents who live along this corridor. This study was recently completed in late 2004.</p> <p>The Williamsport Regional Airport provides connecting services to Philadelphia; however, affordability is an issue for many residents - Located in the Borough of Montoursville, the Williamsport Regional Airport is classified by the Pennsylvania Bureau of Aviation as a scheduled service facility and provides services to area businesses, residents, and companies visiting the region. The airport provides commercial airline services with direct flights via US Airways Express to major international hubs at Philadelphia and Pittsburgh. Multiple daily departures connect Williamsport to over 160 cities in the U.S., Canada, Europe, and Central and South America. Due to the Airport Authority's Fare Watch Program, which is designed to keep the airport's fees competitive, fares are normally within 5-15 percent of competitor's prices.</p> <p>The SEDA-COG Joint Rail Authority has played a key role in preserving freight services in Lycoming County by purchasing the Williamsport Branch Line from Conrail. Currently, the Lycoming Valley Railroad operates the line. The Authority's goal is to "preserve service to rail-dependent industries through shortline operations." At the present time, the Authority serves 8 Counties and owns 300 miles of track and 5 shortline railroads that haul approximately 30,000 carloads of freight annually. This has allowed some 50 companies to remain cost competitive, which, in turn, has protected over 2,000 jobs in the region. The LYRR alone services 20 companies and handles approximately one third of the total carloads of freight. Currently, there are concerns regarding the preservation of the Norfolk-Southern Harrisburg to Buffalo Main Line.</p>	
	<p>Roads of Rural Character - Many of the roads in the Planning Area should be maintained for their rural character and scenic vistas they provide. In conjunction with the rural character, special consideration should be given to the use of horse drawn vehicles on roads and highways. special consideration should be given to the use of horse drawn vehicles on roads and highways.</p> <p>Traffic congestion and access points to roadways are increasing.</p>	<p>Should this be expanded? The Amish do not have just one main route, they travel everywhere they need to go. The presence of this population on the entirety of the corridor should be taken into account when ever a new transportation project is being planned.</p>

<p>Creation of WBRA -</p>	<p>The West Branch Regional Authority (WBRA) was created in 2010 to take over the water and sewer service needs covered by the increasingly non-compliant (add detail about CBTS impact) infrastructure owned by the Montgomery Water and Sewer Authority, Muncy Borough Municipal Authority, and Muncy Creek Township Sewer Authority. The new regional system serves Montgomery Borough, Muncy Borough, Clinton Twp., Muncy Creek Twp. The WBRA plans to extend service west towards W and along SR 15.</p>	<p>water quantity for wells—there is excellent water quantity in the groundwater aquifer.</p>
<p>Chapter 5 - Community Infrastructure Plan</p>	<p>Water Quality for Wells—There is excellent water quality in the groundwater aquifer. Pollution of groundwater from non-point sources, such as agriculture, has been identified as problematic. Nitrate contamination forced the closure of one of the Borough's wells not long ago.</p>	<p>Pollution of groundwater from non-point sources, such as agriculture, has been identified as problematic. Nitrate contamination forced the closure of one of the Borough's wells not long before the 2006 plan was adopted. A 3rd well will be brought online in 2016. <u>Wellhead design for private well owners should be discussed. Currently there are no regulations for their construction - leading to poor well construction and contaminated water.</u></p>
	<p>Water Quantity for Wells—Historically, there has been an abundance of water in the groundwater aquifer; however, recent drought conditions appear to have had some impact on supplies in some areas.</p>	<p>Although this hasn't been a recent issue, it should always be an issue that is retained for constant consideration.</p>
	<p>Stormwater Management Problems—Development has occurred without stormwater management controls required. This has led to runoff problem areas adjacent to township roads and complaints amongst residents.</p>	<p>All munic. have adopted stormwater regulations.</p>
	<p>Good Water Supply—There is a good water supply through the public water supply system and in the groundwater aquifer.</p>	
	<p>Regional Water System—The regional water supply is a strongpoint for economic and industrial growth.</p>	<p>The WBRA plans to extend service west towards White Deer Golf Course and along SR 15 South. Which will</p>
	<p>Sewer Expansion Capacity—The existing capacity of public sewerage systems is an asset for the Planning Area's continued development. The Montgomery Borough Water and Sewer Authority currently serves the Borough as well as portions of Brady and Clinton Townships. The Authority is presently preparing a study of future sewer demand. The Gregg Township Municipal Authority serves portions of Gregg Township, including the Great Stream Commons Industrial Park, and the Allenwood Federal Correctional Complex.</p>	<p>The WBRA plans to extend service west towards White Deer Golf Course and along SR 15 South. Which will</p>
	<p>Flood Protection—Flood protection from the Susquehanna River is a primary concern of many citizens. There are still many residences within the 100-year floodplain. Flood protection in these areas has been restricted to moving essential services, such as electricity and heat, to an area in residences that is above the flood levels.</p>	
	<p>Good school systems (public/private) – The communities along the US 15 South corridor have the opportunity to attend quality public and private school systems at the elementary, middle school and high school levels. Additionally, there are excellent technical schools, colleges, and universities in the immediate area.</p>	<p>Comments have been made that the opportunities with technical program at Montgomery Area High School has been reduced in recent years due to budget restrictions. Additionally, it was mentioned that the students might not be as well prepared as they could be when compared other institutions outside of our region. This information needs to be reconciled with the quantifiable and notable achievements for which the school district has been recognized. FURTHER RESEARCH NEEDED</p>
	<p>Intermunicipal Cooperation—There are cooperative agreements in-place and a general spirit of cooperation between the municipalities in providing services.</p>	<p>Expand to explain what agreements are in place currently. Montgomery Police patrols Brady Twp. - Fire - EMS - ???</p>
	<p>Public Infrastructure – The existing infrastructure, including road network, utilities, and services, is in place and can support continued growth.</p>	
	<p>Landfill Odors – Undesirable odors from the landfill are a deterrent to growth and retention in the area.</p>	<p>Mention Landfill initiatives to improve impact on community & extend the facility's functional life: odor, wind screen fencing, methane recovery, single-stream</p>
	<p>Subdivision without Infrastructure—An issue that is prevalent throughout the rural areas of these municipalities is residential subdivisions that are planned and constructed without adequate road network, sewage treatment, or water supply.</p>	
	<p>Immediate Access to State Forest lands—One of the strong points of this area is its natural setting in the heart of central Pennsylvania. These communities have excellent access to a tremendous State Forest Land and State Game Land resource.</p>	

	<p>Prime Fishing, Open Space, Clean Air, and Good Water Quality—There is immediate access to excellent fresh water fisheries, including White Deer Creek and the Susquehanna River. These fisheries have the benefit of good water quality which supports warm water species and cold water species, such as trout in White Deer Hole Creek. This area is rich with open space, both public and private. It is only a short drive, or in some cases a short walk, to peace and solitude in a rural or forest setting. Scenic views surround the area.</p>	
	<p>Outdoor Recreation—There are many opportunities for outdoor recreation with numerous hiking and mountain biking trails in nearby State Forest Land and State Game Lands. The opportunities for outdoor recreation in the vast forestland and open fields of the region are endless. The region is also rich with quality streams and creeks, plus the Susquehanna River, offering opportunities for swimming, boating, and fishing.</p>	<p>Add a comment about the planned active recreation activities between Union County and WBRA to add new rail trail and river access near Great Streams Common and a possible trail head at the, now decommissioned, waste water treatment plan in Clinton Township. (More details needed)</p>
	<p>Golf Courses—The region has a variety of quality golf courses, including the White Deer Golf Complex and the Williamsport Country Club. There are numerous other golf courses within an hour drive outside Lycoming County.</p>	<p>This plan should contemplate any strategic plans that may be brought in motion as a result of new management of the Golf Course.</p>
	<p>Public infrastructure is attractive to residential, commercial, and industrial growth.</p>	
	<p>Open Space, State Forest Land and State Game Lands play an important role in our community.</p>	
	<p>Intermunicipal Cooperation is productive and beneficial.</p>	
	<p>Community character is being compromised.</p>	

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
May 24th — Meeting #3A
6 – 7:45 pm, CTVFC



Attendees:

Kim Wheeler, AICP, PCD
John Lavelle, AICP, PCD
Linda Bower, Brady Township
Mike Goetz, Brady Township
Ed Shrimp, Clinton Township
David Eakin, Clinton Township
Todd Winder, Clinton Fire Company
Thomas Snoddy, Gregg Township

Lauren Robinson, Lycoming County RMS
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Andy Onufrak, Montgomery Borough
Eric Moore, WBRA

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler facilitated the meeting and began the discussion. They thanked the members of the PAT for their continued interest and attendance, and asked that everyone sign-in.

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

Agenda Item #2 – Heritage Plan Update

John presented information on the County’s Heritage Plan update which will be integrated into the County Comprehensive Plan. The presentations covered:

- The historic inventory update process;
- what a historic resource is;
- the newly created Lycomap gallery which is currently being populated with historic sites and will provide useful information via the County’s online GIS tool;
- and, requested that all group members provide additional sites for consideration through a survey handout.

Detailed information on the heritage plan update can be found in the attached PowerPoint presentation.

Agenda Item #3 – Focus Group Update

Kim then summarized the information that was gathered through the following focus groups: Public Safety, Natural Resources, Agriculture & Forestry, Heritage/Culture & Arts, Economic Development, Community Facilities & Infrastructure, Community Development, Transportation, and Private Developers. Detailed information on the focus group meeting notes can be found in the attached PowerPoint presentation.

Agenda Item #4 – Prioritize Issues

The group then performed a “dot exercise” to prioritize which issues were most important in the PAT. The results were:

1. Water quality and supply need to be protected (14 votes)
2. Interagency cooperation, municipal partnerships, & regional services should be maintained or considered where necessary. (13 votes)
3. Outdoor recreation / scenic assets as well as cultural and historic resources need to be protected, maintained, and enhanced. (7 votes)
4. Communications infrastructure needs improvement (Cell phone, broadband internet) (6 votes)
5. Water and sewer systems need to be expanded (6 votes)
6. Future development of the US Route 15 S. corridor (created based on meeting input)

Agenda Item #5 – Develop Actions

Kim and John then broke the PAT members into three different groups and began an exercise in populating actions under each issue. With the meeting running late, the group decided to table this discussion until a future date in June.

Agenda Item #5 – Next Steps

PAT members agreed that a follow up meeting would be needed in order to complete the actions list. Brady Township volunteered the use of their municipal building. Meeting 3B will be held on June 30th at 6:00 pm.

Meeting adjourned at 8:00 pm.



US-15 South Planning Area Team (PAT)
PAT Meeting #3, May 24, 2016

Summary of Priority Issues with Strategic Actions

Priority Issue # 1: Water Quality and Supply Need to be Protected (14 votes)

Strategic Actions

- Household hazardous waste drop-off at LCRMS site
- Improve community access to natural gas resources in an affordable manner. (New)
- Explore provision of additional natural gas fueling facilities in region. (New)

Priority Issue # 2: Interagency Cooperation, Municipal Partnerships, & Regional Services should be Maintained or Considered Where Necessary (13 votes)

Strategic Actions

- Work with municipal partners to identify opportunities to share facilities and services
- County Assistance with Financial Management for fire companies (Paid Position) (New)

Priority Issue # 3: Outdoor Recreation/ Scenic Assets as well as Cultural and Historic Resources need to be Protected, Maintained and Enhanced (7 votes)

Strategic Actions

- Develop a streetscape and traffic-calming plan for the Borough
- Establish a neighborhood preservation program to support property maintenance and beautification in target areas
- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.
- Improve access to the Susquehanna River – visual access, boat access, fishing access, etc.

Priority Issue # 4: Communications Infrastructure Needs Improvement (cell phone, broadband internet) (6 votes)

Strategic Actions

- Use public infrastructure improvements and extensions as tools to guide development.

Priority Issue # 5: Water and Sewer Systems need to be Expanded (6 votes)

Strategic Actions: TBD

Priority Issue # 6: Future Development of the US Route 15 Corridor (created based on meeting input)

Strategic Actions

- Current Zoning and Land Use to be Reviewed
- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas
- Consider CSVT's impacts on the Route 15 Corridor (Zoning, Access Management, Economic Considerations)

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
June 30th — Meeting #3B
6 – 7:45 pm, Brady Township Building



Attendees:

Kim Wheeler, AICP, PCD
John Lavelle, AICP, PCD
Michael Sherman, LCPC
Linda Bower, Brady Township
Edward Ferguson, Clinton Township
David Eakin, Clinton Township
David Morehart, Montgomery Historical Society
Todd Winder, Clinton Fire Company
Doug Hovey, Gregg Township

Lauren Robinson, Lycoming County RMS
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Andy Onufrak, Montgomery Borough
Robert Harding, Muncy Prison
Eric Moore, WBRA

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler facilitated the meeting and began the discussion. They thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in.

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

Agenda Item #2 – Reviewing Issues and Creating Actions

John & Kim then reviewed the issues that were voted on in meeting #3 and worked with all attendees to build a list of actions which are listed on the attached document. These actions will aid PCD staff in generating a menu of projects that will be prioritized in an upcoming meeting by the group and listed in updated comprehensive plans.

Agenda Item #3 – Next Steps

PAT members agreed that the September 29th would work for the next meeting.

The next meeting of the US-15 South PAT is Thursday, September 29th at 6pm at the CTVFC Fire Hall.

Meeting adjourned at 7:45 pm.



US-15 South Planning Area Team (PAT)
PAT Meeting #3B, June 30, 2106

Summary of Priority Issues with Strategic Actions

Color Key: Black text = developed in meeting 3A

Blue text = developed in meeting 3B

Red text = information to be considered in plan formulation

Green text = information from PAT member post meeting

Priority Issue # 1: Water Quality and Supply Need to be Protected (14 votes)

Strategic Actions

- ~~Household hazardous waste drop-off at LCRMS site (removed)~~
- Work towards elimination of burner barrels & rural dump sites.
- Develop a wellhead protection program to protect public water supply.
- Consider reservations or easements to protect from contaminating uses.
- Encourage secondary containment on home heating oil tanks.
- Revise ordinance to establish buffer zones around valuable wetlands and other natural resource areas, such as "The Sinks" (modify to focus more on water supply).

Priority Issue # 2: Interagency Cooperation, Municipal Partnerships, & Regional Services should be Maintained or Considered Where Necessary (13 votes)

Sustainability of Public Safety Services: These service providers have experienced a significant increase in incidents that they have to respond to and have noticed that the public now expects them to be able to provide for a greater array of incidents outside of the typical fire, car accident, or medical emergency.

Strategic Actions

- Work with municipal partners to identify opportunities to share facilities and services.
- Possibly add or modify a County position to help with financial management aspects of running a fire company. (Paid Position) (New)
- Create a sustainable funding stream for fire and ambulance services. Determine if there are additional/alternative sources of revenue that haven't been considered yet:
 - o Fire tax: could there be a fire tax at the County level or per capita tax? Not real estate tax b/c not all municipalities have real estate tax.
 - o Payment in lieu of taxes (PILOT) – for emergency service users that don't contribute to due to tax exemptions (KOZ, County housing residents). Guidelines

for this program be created at the County level to provide municipalities and service providers guidance to local use a ratio of use – to – cost .

- Develop a strategy to increase volunteerism and encourage involvement for local service providers and local government in general.
- Optimize training state mandated training requirements for fire and EMS personnel. The County and Municipalities should work with PSATS/Boro Association to lobby for legislative changes to fire/ems training requirements.

Priority Issue # 3: Outdoor Recreation/Scenic Assets as well as Cultural and Historic Resources need to be Protected, Maintained and Enhanced (7 votes)

Strategic Actions

- General
 - o Develop a streetscape and traffic-calming plan in culturally significant areas.
 - o Establish a neighborhood preservation program to support property maintenance and beautification in target areas.
 - o Enact/enforce property maintenance ordinances.
- Historic Resources
 - o Consider preservation and reuse potential of historically significant structures.
 - Eagle Grange #1 is not in active use.
 - o Ensure that the stone church and cemetery which are located on prison remain publicly accessible if the land gets transferred to the County.
 - Ensure that these important sites are preserved and/or protected through any capitol improvement plans that might be made for the property.
 - o Inventory historic & cultural assets of significance.
 - o Make regulations conducive to reuse and rehabilitation of older structures.
- Outdoor Rec
 - o Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.
 - o Improve access to the Susquehanna River – visual access, boat access, fishing access, etc.
 - o Improve trail access / connectivity
 - Ridge trail
 - Union Co. trail extension project
 - Review and coordinate all trail efforts to maximize efforts and impact.
 - Snowmobile/ATV access on state forest/game land
 - Federal prison property has a trail system that cannot be accessed
 - o The benefit of outdoor recreation on the economy should be recognized in the plan

Priority Issue # 4: Communications Infrastructure Needs Improvement (cell phone, broadband internet) (6 votes)

Consider moving this issue to an action under the County wide plan.

Strategic Actions

- ~~Use public infrastructure improvements and extensions as tools to guide development.~~

Priority Issue # 5: Water and Sewer Systems need to be Expanded (6 votes)

Strategic Actions:

- Identify growth areas for development of larger residential subdivisions where infrastructure is available or will soon be available.
- Coordinate development potential with golf course partners.
- Expanding water & sewer to Rt. 15 and then to west side of Rt. 15 in phases.
- Residential properties along Cemetery Road on border of Clinton/Brady need addressed by water (supplied WBRA) & sewer expansion (supplied by Gregg Twp.)
- Consider established water supplies for redundancies (emergency backup systems) and interconnections.
 - o CSI Muncy's water supply
 - o Federal Prison wells may soon come under County Ownership

Priority Issue # 6: Future Development of the US Route 15 Corridor (created based on meeting input)

Strategic Actions

- Develop streetscape and traffic calming projects in culturally significant areas.
- Current Zoning and Land Use documents need to be reviewed.
- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas.
 - o Explore/identify compatible uses for undeveloped land
- Consider CSVT's impacts on the Route 15 Corridor (Zoning, Access Management, Economic Considerations)
 - o Develop Zoning ordinance that are compatible with land use patterns and densities that define the local character of US 15 South communities.
- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.

- Consider safety improvements educational opportunities for Amish buggies and pedestrians.
- Provide for better signage for potential hazards as well as attractions (Montgomery borough, park and rec access points, historic sites, and other important destinations).
- Look for opportunities to implement Complete Streets initiatives.

Here are other issues that are just as important, but have a scope much bigger than the Route 15 Corridor PAT. Maybe these should be included in the County wide plan.

- Agriculture
 - Changing nature of agricultural sector
- Communication improvements (Cell, radio, internet)
- Economic Development
 - KOZ properties
 - Changing face of industrial sector

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
September 29th — Meeting #4
6 – 8:30 pm, CTVFC



Attendees:

John Lavelle, AICP, PCD
Kim Wheeler, AICP, PCD
Linda Bower, Brady Township
Mike Goetz, Brady Township
Richard Barto, Clinton Township
David Eakin, Clinton Township
Chris Miller, Clinton Township
Edward Shrimp, Clinton Township
Todd Winder, Clinton Fire Company
Doug Hovey, Gregg Township
Thomas Snoddy, Gregg Township

Michael Sherman, LCPC
Brett Taylor, LCPC
Lauren Robinson, Lycoming County RMS
Michael Hnatin, Lycoming County RMS
David Morehart, Montgomery Historical Society
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Andy Onufrak, Montgomery Borough
Fae Herb, Montgomery Borough
Dale Breudle, Montgomery Borough
Eric Moore, WBRA

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler facilitated the meeting and began the discussion. They thanked the members of the PAT for their continued interest and attendance, and asked that everyone sign-in.

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

Agenda Item #2 – Online & In-person Survey Update

Kim first discussed the public opinion survey results (Attached – page 2 of survey results document)

- The group asked that they be provided with a breakdown of location and demographic data associated with the survey. This will be sent to PAT members as soon as available.
- 936 individuals took the online survey, and 196 people took the in-person survey.
- The top five issues were consistent, and ranked exactly the same, between the online survey and the intercept survey. Please see the attached summary document for more information on the results
- More detailed information on the survey will be distributed after all of the information that we've collected has been processed. The answers to the first two open-ended survey questions are still being coded and analyzed.

Agenda Item #3 – Updated timeline

Kim discussed the project's updated timeline and anticipated timeline for adoption.

- A rough draft of the plan will be emailed to PAT members in mid-December.
- Comments or suggestions will be received via email or phone prior to the January meeting.
- That draft plan will be reviewed at meeting #5 in January.

- A final draft document, with PAT suggested edits, will be distributed to the PAT members by February 2017.
- It is our goal to have the PAT municipalities adopt these plans in April 2017.
- A more detailed breakdown of these important dates can be reviewed in the attached PowerPoint.

Agenda Item #4 – Draft Plan Format

Kim detailed our draft plan format, its contents, and how the top viable project will be detailed.

- Plan introduction will include a planning area and individual municipality profile.
- The top viable project, as decided upon in our next exercise, will be developed to include steps for implementation, possible funding sources, and mapping / demographic information as needed.
- All other projects that are not considered “the top viable project” will be given a brief description which will be expanded upon once the PAT’s priority project has been completed.
- Growth Area and Future Land Use Map changes will be detailed in the plan.
- Background data and plan process information will be located in the appendices.

Agenda Item #4 – Identification of “Top Viable Project”

John then summarized the information that was gathered through the development of the PAT’s selected priority issues in meeting # 2, the strategies that were developed from those issues in meeting 3A & 3B, and the potential projects that were created through this process and PAT member feedback.

John then reviewed each potential project with the group and discussed/amended projects as deemed necessary by the group. Any changes that were made to the wording of a project are captured in red text in the attached document.

The group then voted once per issue to determine the top viable project.

Results and voting information can be found on the attached document labeled “Update and Tallied Project List.”

Agenda Item #5 - Review Growth Map Boundaries

Kim then reviewed the Growth Area Map with the group. The growth boundary has been modified in Brady and Gregg Townships.

Agenda Item #6 – Review Future Land Use Map

Minor changes were recommended to the Future Land Use Map.

*The Growth Area Map and the Future Land Use Map will be e-mailed to the group for review along with the confirmation of January’s meeting date and time.

Agenda Item #7 – Next Steps

Next Meeting is tentatively scheduled for January 26 at 6 pm in the Clinton Twp. Volunteer Fire Hall.

Meeting adjourned at 8:00 pm.



US-15 South Planning Area Team (PAT) PAT Meeting #4, September 29, 2106 Issues & Draft Project List

Project List Based on PAT Feedback: This document represents a reorganized and edited list of the PAT's Top Viable Project based on member voting in our 9/29/16 meeting.

1. **The economy is changing, and our communities and workforce are not optimally positioned to realize our untapped economic potential and become resilient to economic trends.**

- i. (12 Votes) Develop a US-15 Gateway Corridor masterplan.
 - o What's the vision of the Corridor?
 - o Examine the economic potential of the Corridor.
 - o Determine the economic impact of the Central Susquehanna Valley Transportation (CSTV) project. Conduct an economic impact study to determine the impact of CSVT on the US-15 South Corridor. The study should answer the following questions:
 - Will ridership on Rt. 15 change? If so, how and who will be traveling through the corridor.
 - Will this change necessitate a change in economic development strategy for the corridor? Will industrial uses such as warehouses and manufacturing companies remain the focus, or will we need to focus on different employers?
 - Will these changes also necessitate providing for new or different uses in the zoning districts in the corridor growth area?
 - Will access management tools need to be implemented to prevent traffic hazards as development occurs?
- ii. (5 Votes) Capitalize on outdoor recreation assets for economic development opportunities. Also known as: Asset-based development. This includes recognizing and promoting local parks, lands and facilities as well as regionally significant initiatives such as the PA Wilds. Look to FG notes for examples.
- iii. (2 Votes) Determine the changing workforce needs of existing/potential area employers. Communicate employer's needs to educational institutions that most likely train that workforce to potentially expand or amend their course offerings to meet these new or expanding roles. Offer incentives to existing workforce to further develop their skill sets and become more marketable.
- iv. (0 Votes) Develop marketing strategy to showcase assets of the PAT communities.

2. **Communications infrastructure (especially cell phone and broadband internet) do not meet the needs of all areas of the County.**

****Consider moving this project up to countywide plan****

- i. (17 Votes) Work with service providers to expand coverage areas.
 - o Assess communication (radio, cellular, & broadband) gaps are within the corridor and seek to minimize these shortcomings through a public/private partnership.
 - o Alert communications service providers to these gaps to evaluate feasibility of expanding their service areas.

- Where appropriate incorporate this information into the next hazard plan and/or recreation plan update.
- Coordinate with neighboring municipality regarding communication tower development in order to preserve sensitive scenic areas.

3. Significant Cultural and historical resources are not adequately documented, protected, and promoted.

- i. (11 Votes) Inventory historic and cultural assets located within the PAT and incorporate that information into the County’s Heritage Plan.
- ii. (7 Votes) Maintain and utilize the Eagle Grange building in Clinton Township.
This was the site of the first Grange in PA.
 - Find an adaptive, new use for the site (i.e. 4-H clubs).
 - Raise \$ to keep the building viable and in good repair.
- iii. (6 Votes) Maintain Stone Church and graveyard on federal prison land. (possible landfill acquisition site)
 - Keep access available to the public for ceremonies and masses.
- iv. (2 Votes) Enhance the Michael Sechler grave site in Clinton Township. Served as a bodyguard to General George Washington.
 - Work to preserve and enhance site.

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

- i. (6 Votes) Adopt and enforce property maintenance codes.
 - Ordinances should address garbage accumulation, junkyards, and abandoned cars to protect the visual quality and community character
- ii. (4 Votes) Strive for stormwater regulation consistency. County to provide updated model ordinance examples including best management practices (BMP’s) for various applications.
- iii. (3 Votes) Develop a Municipal Ordinance Review Program or System. Review and update the municipal ordinances with the help of a consultant to:
 - Review ordinances for consistency with the comprehensive plan
 - Work to create a community with a land use pattern which mirrors the municipality’s desired long term vision
 - Encourage mixed use zoning particularly in downtown areas
 - Ensure ordinances are up to date with the latest laws including case law (signage)
 - Ensure that ordinances are adequately designed to provide for all uses either specifically or generally, and have a mechanism to handle uses that haven’t been contemplated
 - Update land use regulations to limit access to high volume roadways
 - Update land use regulations to limit the development of private sewage treatment plants, meet DEPs sewage management requirements (especially for on-lot septic systems), and update ordinances (especially bulk standards: minimum lot size, setbacks, etc.) when public sewer becomes available
 - Utilize land use regulations to mitigate the impacts of development such as erosion and sedimentation control, flood hazards, and stormwater runoff. Capture and document significant milestones or projects that will help municipalities show compliance with MS4 & CBPRP permitting

- Discourage new developments in flood hazard areas
 - Encourage new developments to include pedestrian and bicycle facilities
 - Review ordinances affecting the regulation of junkyards and abandoned cars to protect the visual quality and community character
 - Amend the Township zoning ordinances to limit development in desired protection areas such as steep slope/ ridgetop overlay district
 - Zoning to protect source water areas
 - Land use regulations needed for municipal system wellhead protection
 - Regulate extraction industries through appropriate legal land use controls
 - Consider mixed-use farming districts to accommodate changing nature of farming industry
- iv. **(3 Votes) Develop a Municipal Training Program.** Provide adequate training opportunities for planning commission, zoning hearing board, municipal officials, and land use review officers. Include education for on-lot septic system standards
- v. **(3 Votes) Develop a conservation easement program to encourage conservancy and land trust organizations to explore easements to preserve sensitive and scenic areas from future development.**
- vi. **(1 Votes) Conduct transportation and land use impact and access control studies to ensure future growth patterns can be supported by existing and proposed infrastructure systems.**
- vii. **(0 Votes) Prepare for the impacts of CSVT.**
- Evaluate how ridership will change on US 15 South and I-180 corridors.
 - Evaluate how this will impact economic development strategies along those corridors
 - Should zoning ordinances be amended to allow or encourage new or different uses because of this change?
 - Where applicable, incorporate interchange zoning.
- viii. **(0 Votes) Develop guidance documentation to make land use processes more accessible and understandable for citizens and developers.**
- Create County Developers guide with information on the various processes involved in subdivision and land development and zoning.
 - Create form documents which can be completed to satisfy land use requirements and create accompanying guidance documentation to assist applicants in complete the required documentation.
 - Publish guidance documents on county and municipal websites where it is easy to access for surveyors, engineers, and the general public.

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

- i. **(11 Votes) Expedite and Subsidize** state mandated training requirements for fire and EMS personnel. The County and Municipalities should work with PSATS/Boro Association to lobby for legislative changes to fire/ems training requirements.
- ii. **(4 Votes) Expand utilization of West Branch COG**
- iii. **(2 Votes) Create or develop an EMS Authority or umbrella organization-with staff support for shared Services/Finance/Planning/Bookkeeping /Auditing for Law Enforcement, Fire, and EMS.**
 - Paid position to act as a resource for multiple entities.
 - Define a model EMS delivery response system for county interface with municipal organizations.

- iv. (1 Vote) Create a sustainable funding stream for fire and ambulance services. Determine if there are additional/alternative sources of revenue that haven't been considered yet:
 - o Fire tax: could there be a fire tax at the County level or per capita tax? Not real estate tax b/c not all municipalities have real estate tax & certain property owners would be disproportionately impacted.
 - o Payment in lieu of taxes (PILOT) – for emergency service users that don't contribute to due to tax exemptions (KOZ, County housing residents). Guidelines for this program be created at the County level to provide municipalities and service providers guidance to local use a ratio of use – to – cost.
- v. (0 Votes) Develop a strategy to increase volunteerism and encourage involvement for local service providers and local government in general.

6. Outdoor recreation resources are not fully developed, protected and promoted.

- i. (8 Votes) Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.
- ii. (2 Votes) Support the Union County Trail Extension Project. Profile trail in plan to ensure documented support of project by Lycoming County. Trail will connect the Village of Allenwood (Gregg Twp) and the Borough of Montgomery. This project helps to achieve the NY-Genessee to Maryland- Chesapeake Bay Interstate Greenway. Consider adding this as a "redevelopment" project under project i.
- iii. (2 Votes) US-15 South Municipal Parks & Rec Enhancements
 - o Montgomery Borough Park Enhancement Project. This includes upgrades to the park pavilion and the carnival grounds.
 - o Catalogue and list needs of each park.
 - o Coordinate this project with the County Rec Plan update.
- iv. (0 Votes) Expand the purposes of the Lycoming County Recreational Authority. Will help to address recreational needs, oversight, and management of facilities beyond the Golf Course
- v. (0 Votes) Improve trail access / connectivity:
 - o Ridge trail.
 - o Union County Trail Extension.
 - o Review and coordinate all trail efforts in order to maximize impact of each group's efforts.
 - o Work to expand snowmobile/ATV access on state forest/game lands – where reasonable.
 - o Game Commission land has a trail system that can no longer be accessed due to prison policy.
- vi. (0 Votes) Improve access to the Susquehanna River – visual access, boat access, fishing access, etc.

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

- i. (7 Votes) Establish communication forum with Amish Community
- ~~ii. (4 Votes) Initiate Montgomery-Allenwood Trail as part of Genessee-Susquehanna Greenway.~~
 - ~~o Consider moving this project up to Issue #6~~

- iii. (2 Votes) Evaluate impacts of CSVT traffic patterns on potential growth opportunities.
- iv. (2 Votes) Develop policy to ensure all street reconstruction projects are evaluated under the 'complete streets' guidelines prior to design and development. Complete Streets are for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- v. (1 Vote) Implement Timber Run Access Road to Proposed County Industrial Park.
- vi. (0 Votes) Initiate Bald Eagle Mountain Ridge Trail Project.
- vii. (0 Votes) Consider safety improvements and educational opportunities for Amish buggies and pedestrians.
- viii. (0 Votes) Provide for better signage for potential hazards as well as attractions (Montgomery borough, park and rec access points, historic sites, and other important destinations).

8. Water, sewer, and stormwater infrastructure systems are not sufficient across the County to meet all needs.

- i. (15 Votes) Phase II & III sewer and water extensions (ongoing WBRA project). Make sure that this extension project is accurately represented in the growth area map and future land use map. Coordinate expansion and development potential with major land owners and golf course management.
- ii. (4 Votes) Residential properties along Cemetery Road on border of Clinton/Brady need addressed by water (supplied WBRA) & sewer expansion (supplied by Gregg Twp.)
- iii. (0 Votes) Consider established water supplies for redundancies (emergency backup systems) and interconnections.
 - o CSI Muncy's water supply
 - o Federal Prison wells may soon come under County Ownership

9. Water quality is vital, but is vulnerable to a multitude of threats.

- i. (8 Votes) Develop a wellhead/source water protection program for all public water systems. This includes mobile home parks and other small systems.
- ii. (8 Votes) Provide support to identify, track, and mitigate potential sources of contamination.
- iii. (Should this be deleted?) Develop a model ordinance that eliminates the use of burner barrels and develop a program to tracks/cleans up illegal dump sites. In order to be successfully implemented "carrots" like community clean up days and trash disposal education must be provided for residents. These regulations must be enforced in order to ensure a behavior change.
 - o Consider combining this project with project i above.
- iv. (0 Votes) Develop and provide educational material regarding for home heating oil storage.
 - o Encourage secondary containment of home heating oil tanks.

- Explain floodplain management requirements for new tank installations.
 - Consider combining this project with project i above.
- v. ~~Revise ordinance to establish buffer zones around valuable wetlands and other natural resource areas, such as "The Sinks". Brady Township is currently working to develop an ordinance amendment that may steer development away from known inundation areas. Other communities should also look to mitigate potential issues with karst geology through land use ordinance amendments.~~

**** The PAT has determined that this is not project is not relevant to their needs moving forward. ****

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
March 30th — Meeting #5
6 – 8:30 pm, CTVFC



Attendees:

John Lavelle, AICP, PCD
Kim Wheeler, AICP, PCD
Linda Bower, Brady Township
Ed Ferguson, Clinton Township
David Eakin, Clinton Township
Doug Hovey, Gregg Township
Thomas Snoddy, Gregg Township
Ken Kipp, Gregg Township

Michael Sherman, LCPC
Brett Taylor, LCPC
Lauren Robinson, Lycoming County RMS
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Eric Moore, WBRA
Robert Harding, SCI Muncy

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler facilitated the meeting and began the discussion. They thanked the members of the PAT for their continued interest and attendance, and asked that everyone sign-in.

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

Agenda Item #2 – Timeline

Kim discussed the following:

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

- **Joint Public Hearing** – May 25, 2017 (*tentative*)
 - PCD to cover advertising costs
 - *Quorum of elected municipal officials MUST be present or separate municipal meeting will be needed*
 - This public hearing will fulfill Section 302 (b) of the MPC which requires at least 1 public hearing prior to adoption. Minor revisions can be made if the PAT deems necessary without having to hold a 2nd hearing.
- **July/August Adoption**
 - For each US 15 South municipality at a regularly scheduled mtg.

Agenda Item #3 – Plan Review

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

- Comments and suggestions have been addressed in attached plan
- Of note:
 - The Property maintenance project has been removed from plan at the request of PAT members
 - The multimodal project write-up will be re-written and sent out to the group for review shortly
 - Currently working to determine the prison populations that skew Brady (decommissioned prison camp), Clinton (SCI - Muncy), and Brady (federal prison) Townships

Agenda Item #4 – Final review of Growth Area Map

- The following changes were made to the draft map:
 - Correct labeling error to ensure Gregg Twp is labeled appropriately
 - Label the Village of Allenwood
 - Highlight SCI Muncy, Federal Prison, RMS, and White Deer Run as “Developments of Regional Significance”
 - Add confirmed AG Preservation lands to map
 - Add future growth area along Elimsport Rd. between Brady Twp line and the Growth area along US 15

Agenda Item #5 – Next Steps

- As covered above in Item #2, the LCPC will be holding a public meeting on April 20th in the 1st floor Commissioners Boardroom located at 330 Pine Street, Williamsport. This meeting is optional for PAT members.
- After gathering dates of availability for each municipality we will hold a public hearing on or around May 25th to kick off the 45 day review period as required by the MPC.

Meeting adjourned at 8:30 pm.

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT

May 25th —Joint Public Hearing for Brady, Clinton, & Gregg
Townships and Montgomery Borough

6:05 – 7:10 pm, CTVFC



Attendees:

John Lavelle, AICP, PCD

Kim Wheeler, AICP, PCD

Linda Bower, Brady Township

Tim Bower, Brady Township

John Sear, Brady Township

Mike Goetz, Brady Township

Lanny Wertz, Clinton Township

Larry Stout, Clinton Township

Robert Lyman, Clinton Township

Richard Barto, Clinton Township

Ed Ferguson, Clinton Township

David Eakin, Clinton Township

David Masser, Gregg Township

Gloria Munsell, Gregg Township

Thomas Snoddy, Gregg Township

Ken Kipp, Gregg Township

Andy Onufrak, Montgomery Borough

Lynn Crist, Montgomery Borough

Whitlow Wertz, Montgomery Borough

Fae Herb, Montgomery Borough

Dale Brendle, Montgomery Borough

Brett Taylor, LCPC

Eric Moore, WBRA

Todd Winder, CTVFC

Joint public hearing opened at 6:05 PM

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler facilitated the meeting and began the presentation. They thanked the members of the PAT commended them for their commitment to this update effort, and asked that everyone sign-in.

It was confirmed that all Planning Area municipalities were represented by a quorum of elected officials. John then summarized the efforts undertaken to arrive at this point and that the focus of this effort is to provide an implementation strategy that builds off of the 2005 Comprehensive Plan.

Agenda Item #2 – Plan Process

Kim discussed the following items that comprised our planning process:

- **Information Gathering**
 - 4 Public Meetings held throughout the county
 - Facilitated focus group sessions
 - Public surveys (on-line & in-person)
- **PAT Makeup and Responsibility**
 - Each municipality was represented on PAT, in addition to community and regional representatives

- Responsibility was to convey current trends and experiences, prioritize issues, and recommend actions to address those issues

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

- **The 2016 Plan is focused on implementation**
- **Plan Organization**
 - Community profile, Implementation Strategy, Growth Area & Future Land Use Map changes
 - John then presented each of the 7 priority issues and projects that the PAT had determined to be important in the planning area
- **45 Day Public Review Period**
 - Draft plans have been distributed to both PAT & contiguous municipalities, school districts and the general public
 - The public has the opportunity to comment on the plan until July 14th
 - Minor edits will be considered during the review period; any significant changes to document will require an additional public hearing
- **July/August Adoption**
 - Barring any major edits, each US 15 South municipality can adopt the plan by resolution at a regularly scheduled meeting following the July 14th comment period
 - Any requested changes will be distributed to the PAT members for review
 - John will be providing each municipality a sample resolution for each municipality

Agenda Item #3 – Question and Answer

- Related to Priority Issue #1, a member of the audience asked if there is a way to get a baseline for water quality of private wells outside of the PA American and WBRA service area.
 - Eric Moore, WBRA, offered that the USGS baseline water quality study was a good start, and that the WBRA might be interested in exploring a project like this in the future.
 - John added that the write-up for Priority Issue #1 does discuss the fact that PA has no private well construction standards or regulations and what potential implications might result from an improperly installed well.
- Gregg Twp Planning Commission member commented that he is grateful for the County taking on this plan update task and including the Township in the process, but would like to see more local needs be addressed in subsequent efforts.
 - John suggested that capital improvement planning may be one avenue to explore, but that the Corridor Plan project under Priority Issue #6 may also help address the Township's concerns be greater detail.

Joint public hearing adjourned at 7:10 PM.

Appendix C

Results of Research and Analysis

1. Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts
2. Background data profile with population projections
3. Lycoming County Resource Management Services
4. Streetscape Improvements along S.R. 405 and 54
5. Summary of Amish Community at National, State, and County Levels
6. Right size culvert system in Village of Allenwood
7. Sun Gazette Article on Storm Drainage in Allenwood, PA

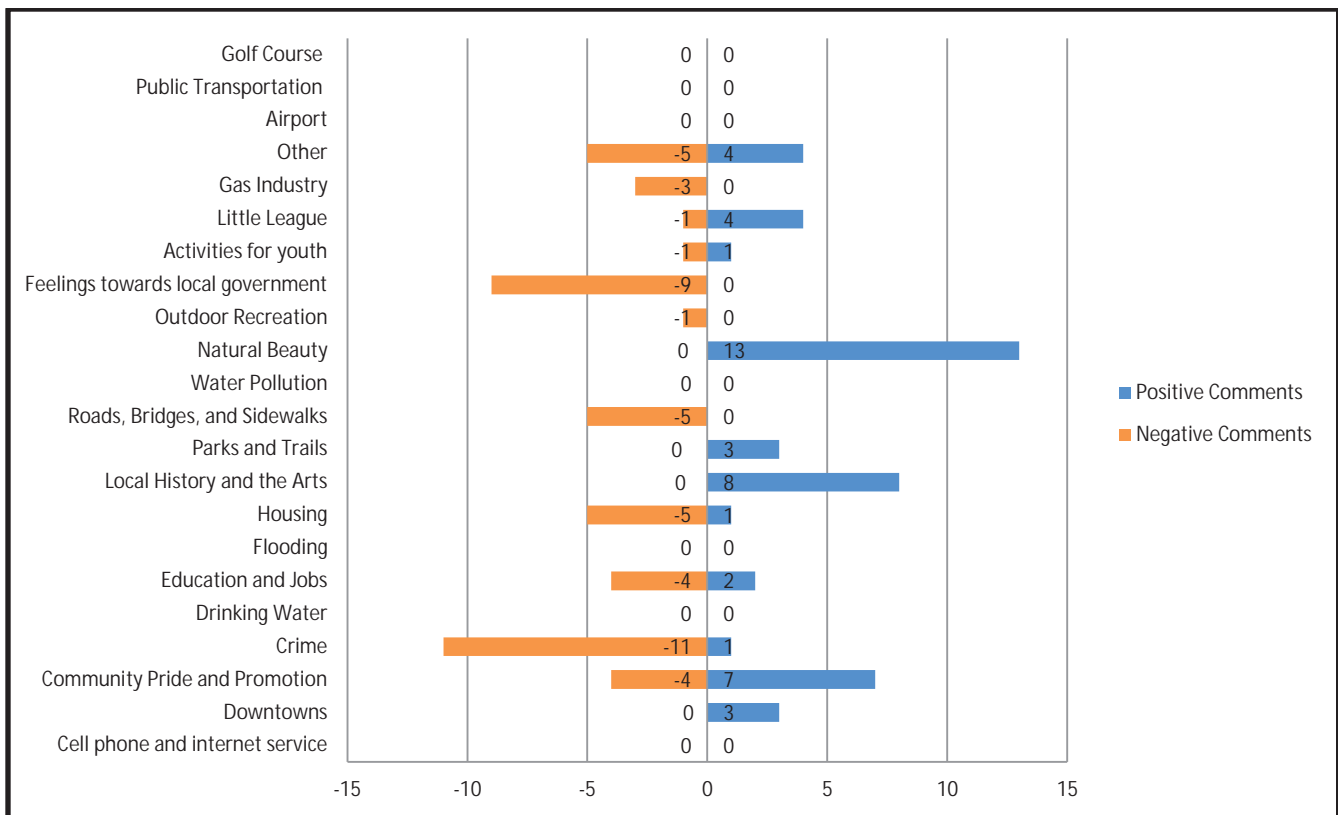
Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts

Planning Area Specific Analysis for the US 15 South Planning Area

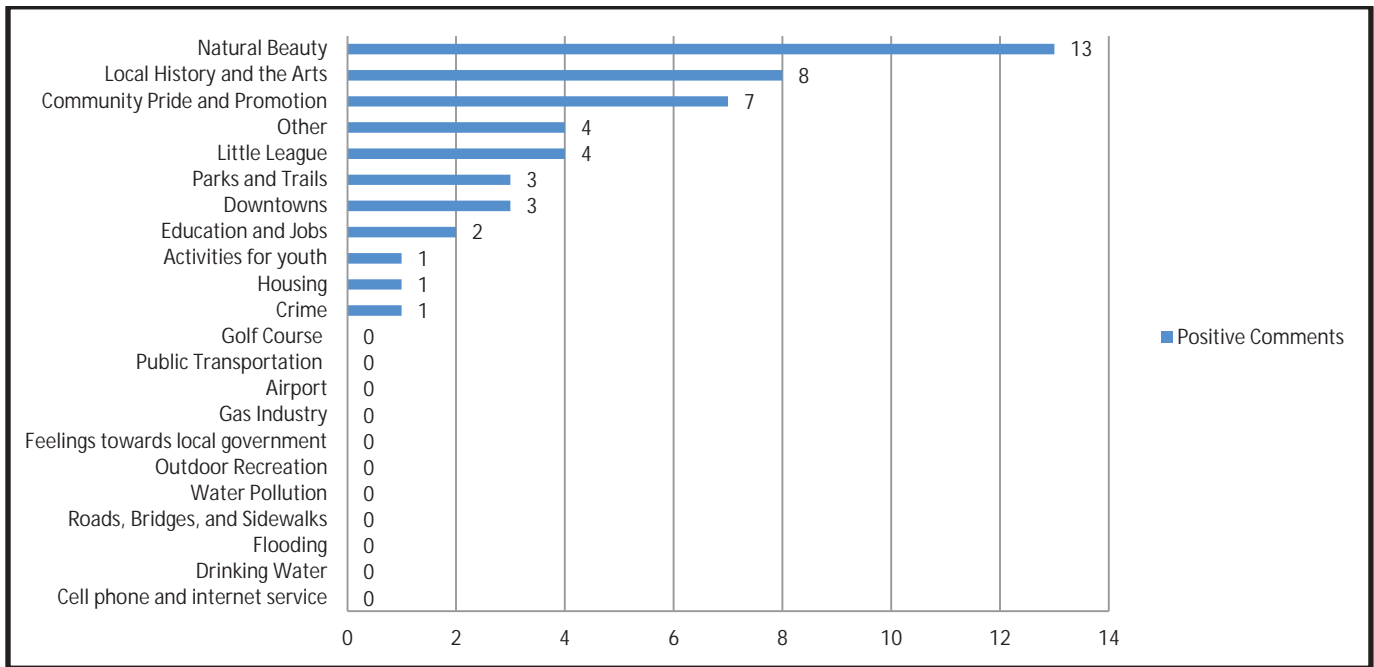
In the summer of 2016, the Lycoming County Department of Planning and Community Development (PCD) conducted several public outreach efforts where they collected data to determine which topics were most important to members of the public and what they liked and didn't like about Lycoming County. These outreach efforts were mainly centered around two specific methods. First, from May to August, PCD staff members conducted "Intercept Surveys" where they went to public events and conducted one-on-one survey sessions. Then from August 12th through September 18th the county hosted a survey online. All survey respondents were asked to provide home zip codes. The survey results were then separated by Planning Area based on which zip codes intersected with the Planning Area. Below is the combined analysis from the two surveys gathered from the 17752 and 17777 zip codes. The 17756 zip code briefly crosses into the Planning Area but was excluded because of the small area which it intersects with. 20 people participated in the online survey and 6 participated in the intercept survey for a total of 26 survey respondents.

Qualitative Analysis for 17752 and 17777 Zip Codes

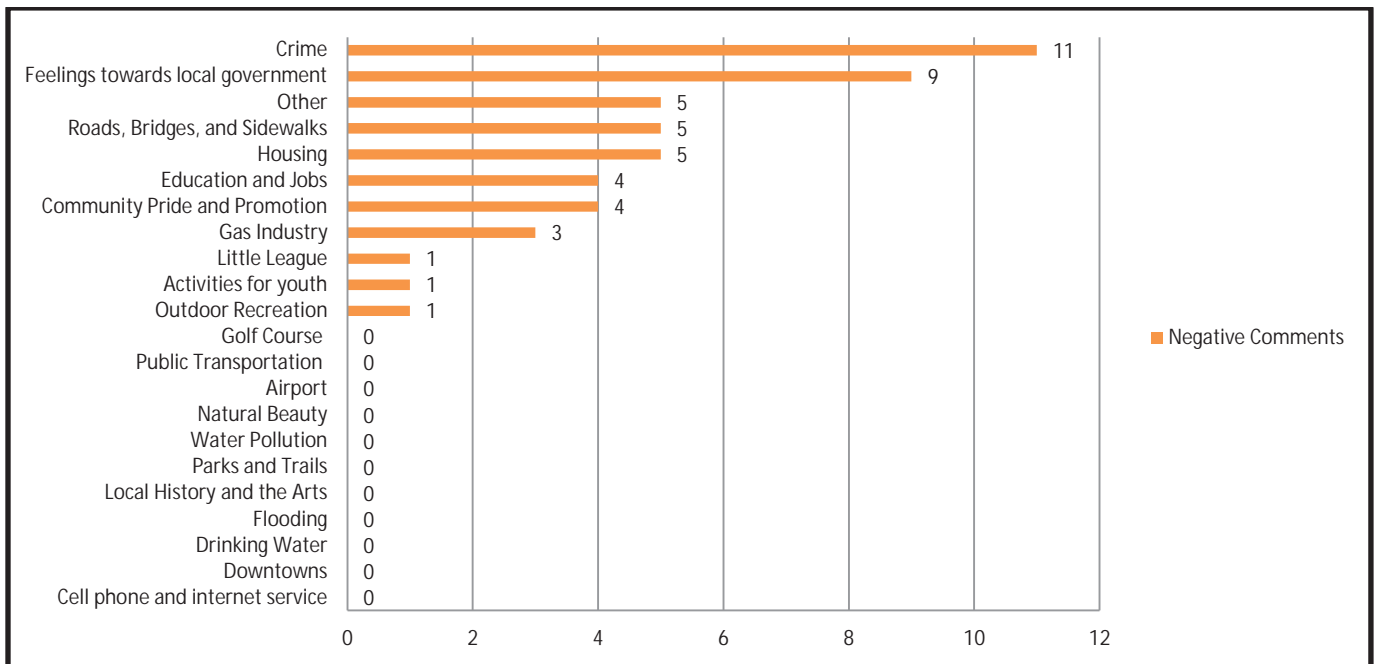
The online and intercept surveys both had open ended questions which allowed people to give their thoughts and opinions on the County. The first question asked "What do you like about Lycoming County and want to make sure lasts well into the future?" The second question was "What don't you like about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



Qualitative Analysis for 17752 and 17777 Zip Codes continued



Culture, scenic beauty, and local history were the themes of the top 3 most commented on categories by citizens of the US 15 South planning area. This is consistent with feedback received throughout the county. Many citizens believe these topics are important to their quality of life and do not want to see them negatively changed.

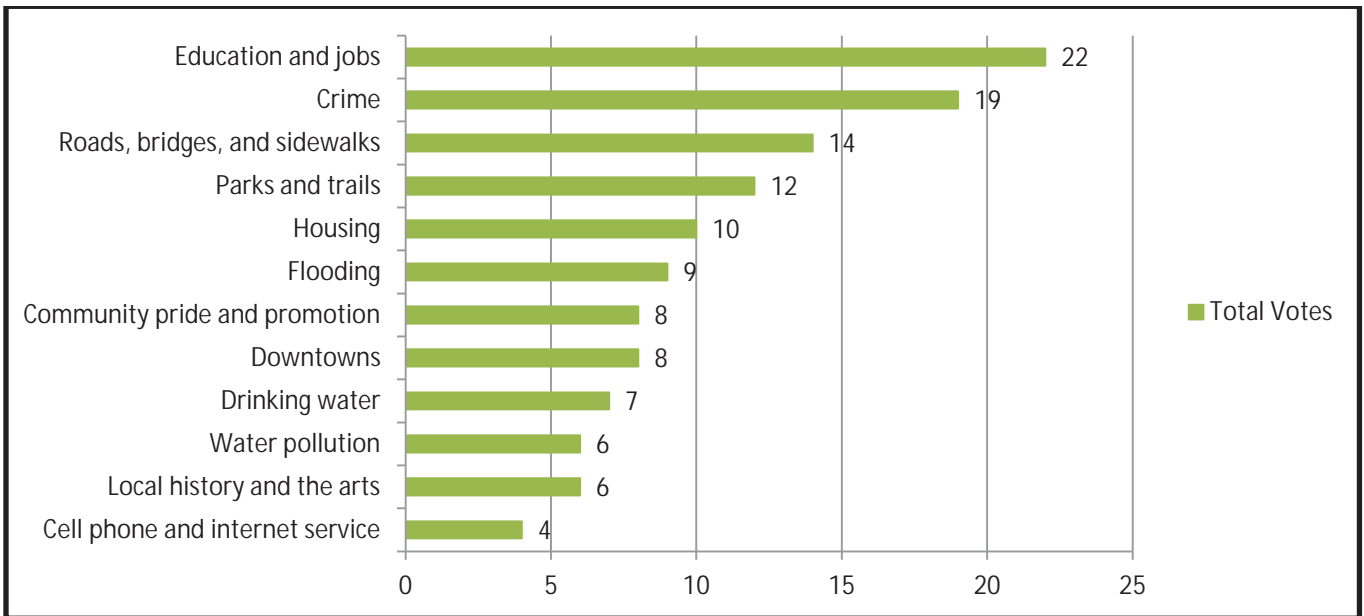


The most important topic which citizens of the US 15 South planning area identified as something they want to see changed was crime. Additionally, citizens are also unhappy with government, however, the reasons varied from people who believed government was doing too much to those who thought it wasn't doing enough. Citizens also identified housing and infrastructure such as roads, bridges, and sidewalks as important topics. The other category was a variety of responses which covered topics including the landfill, emergency services, and even the proximity of the County to the beach.

Lyco Bucks Exercise for 17752 and 17777 Zip Codes

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

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

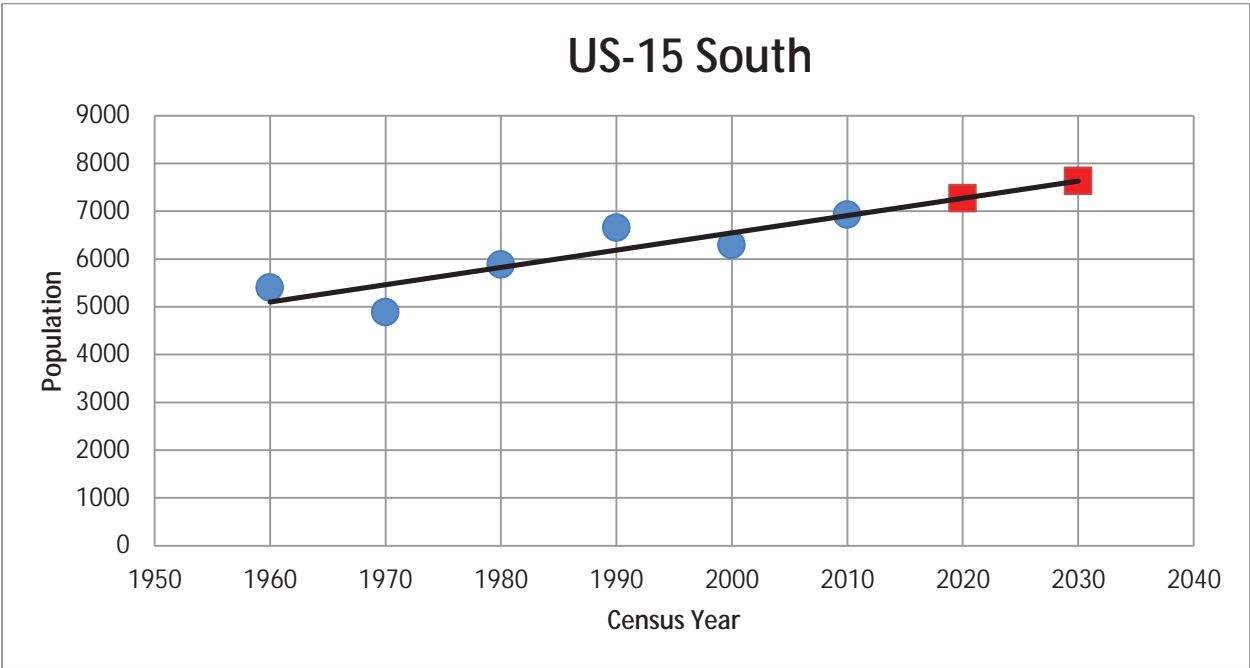




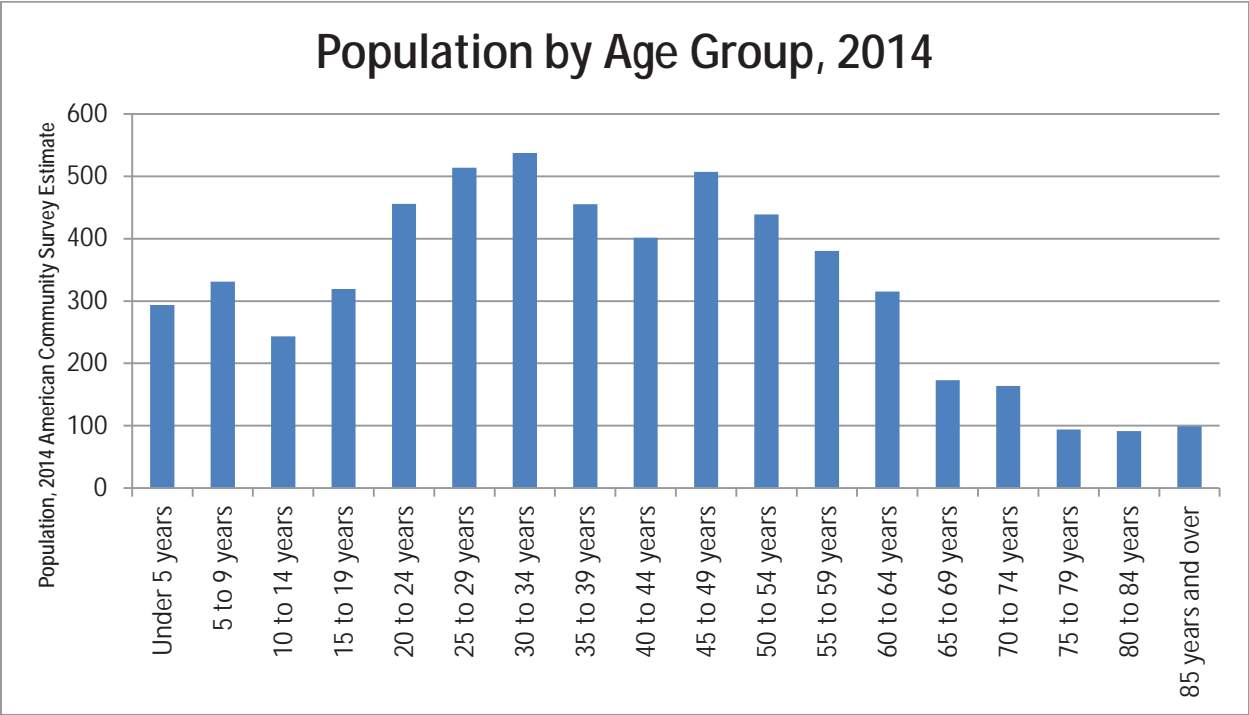
US-15 South Planning Area Profile

Population change and projections

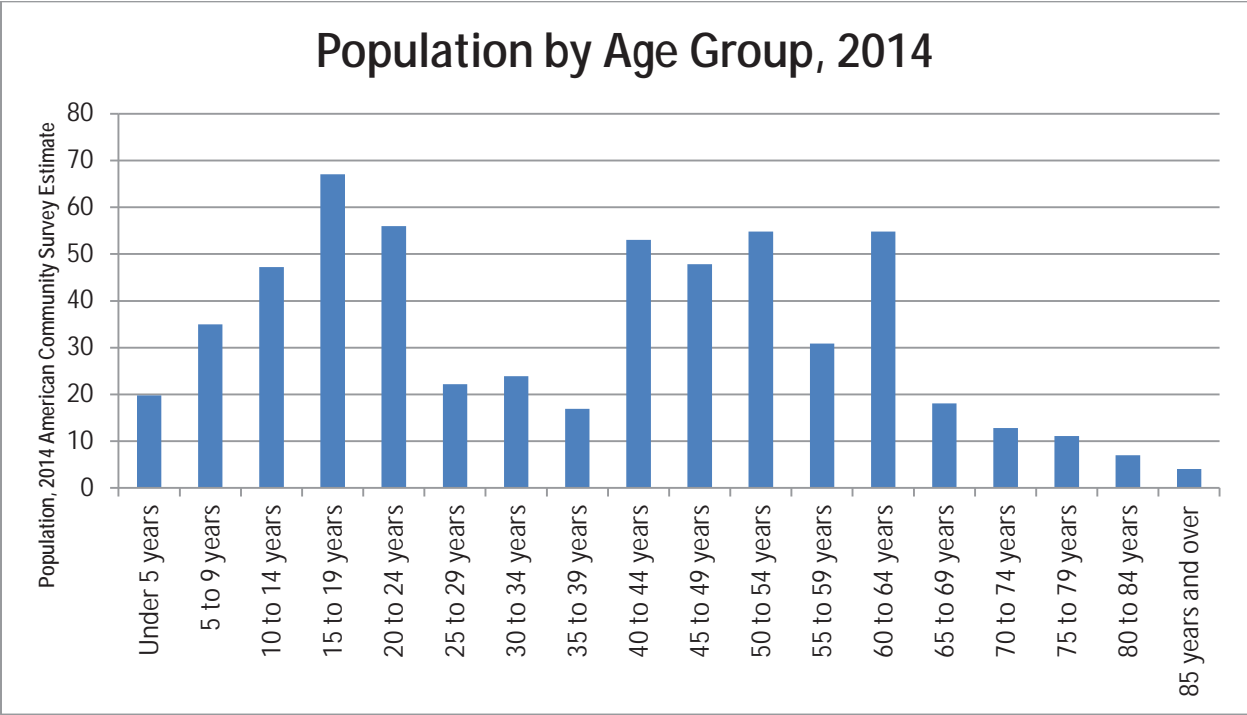
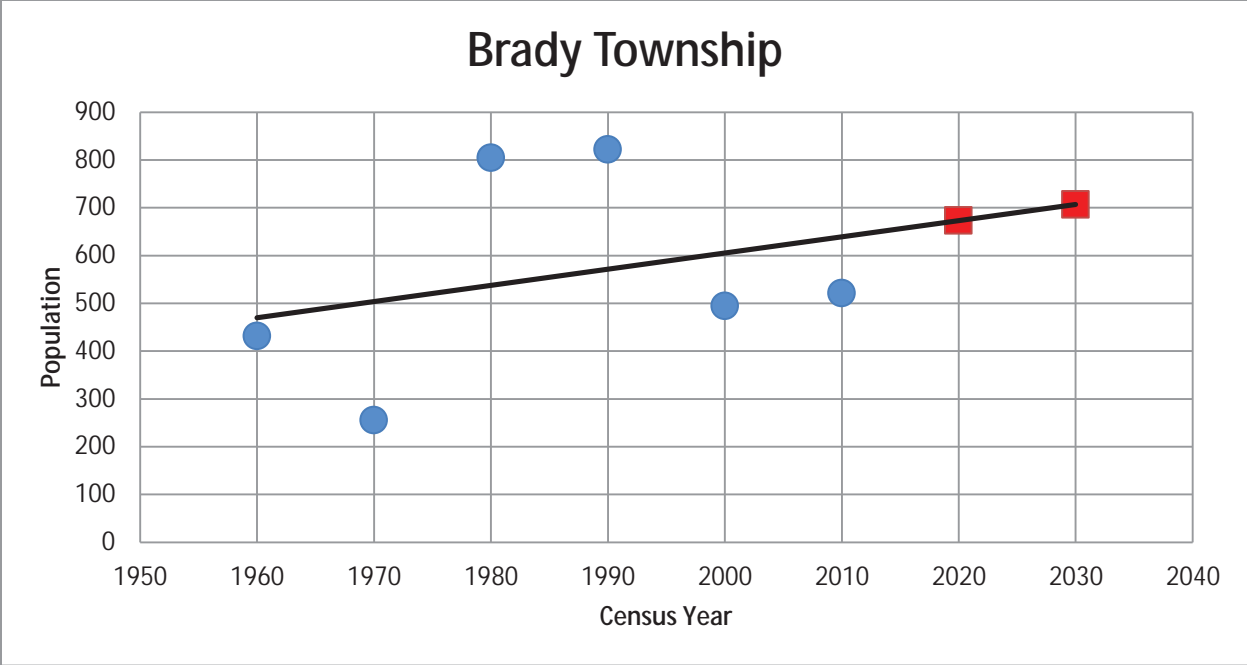
- **Census Count of Population Used to Calculate Population Change Projection**
- ▲ **Census Count of Population Excluded From Calculations**
- **Projected Future Population Count**
- **Best Fit Population Change Trend Based on 30-50 Years of Census Population Counts**

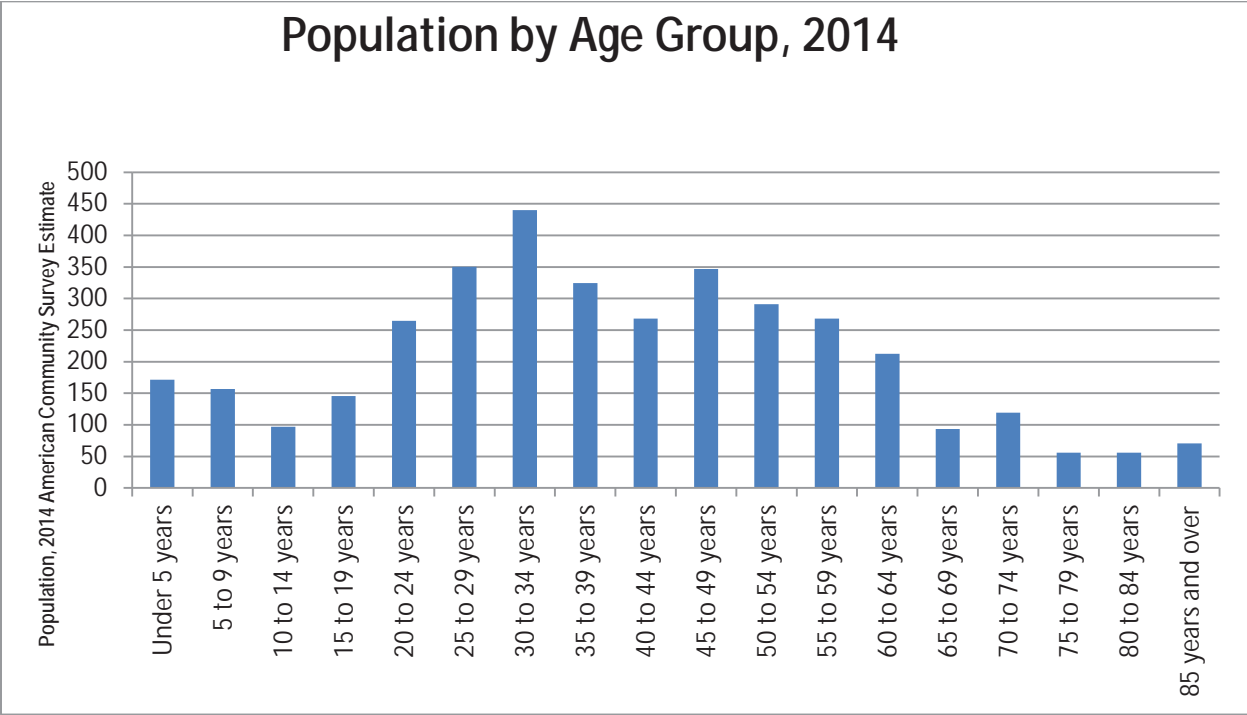
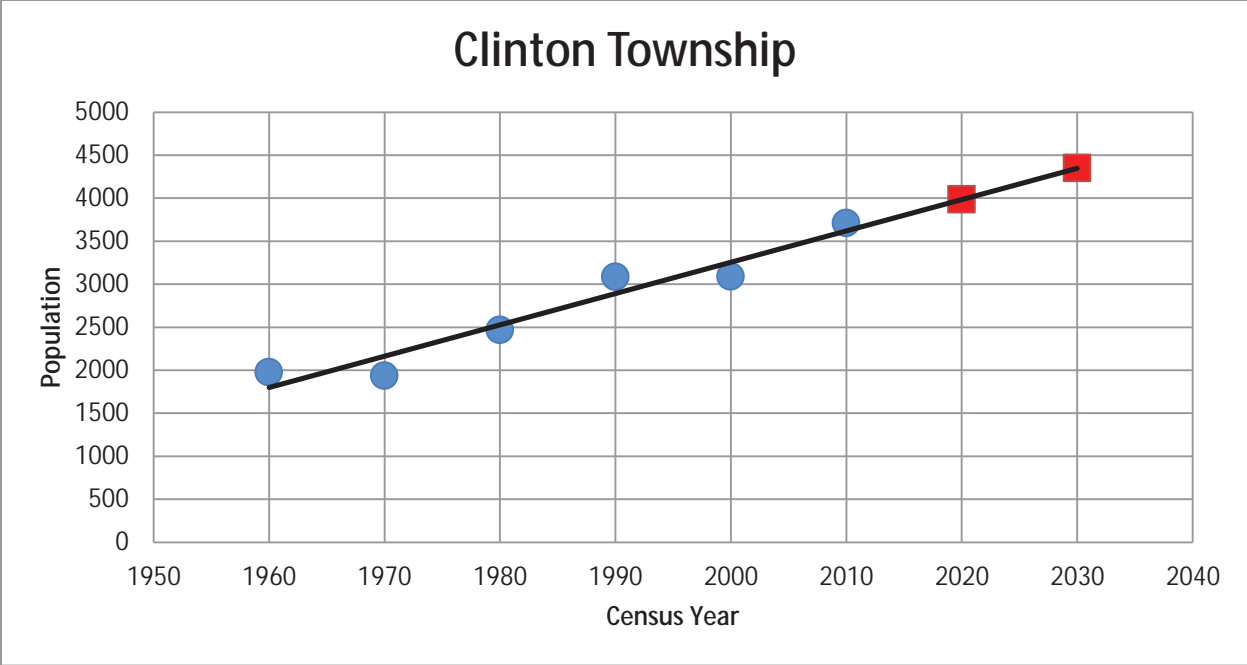


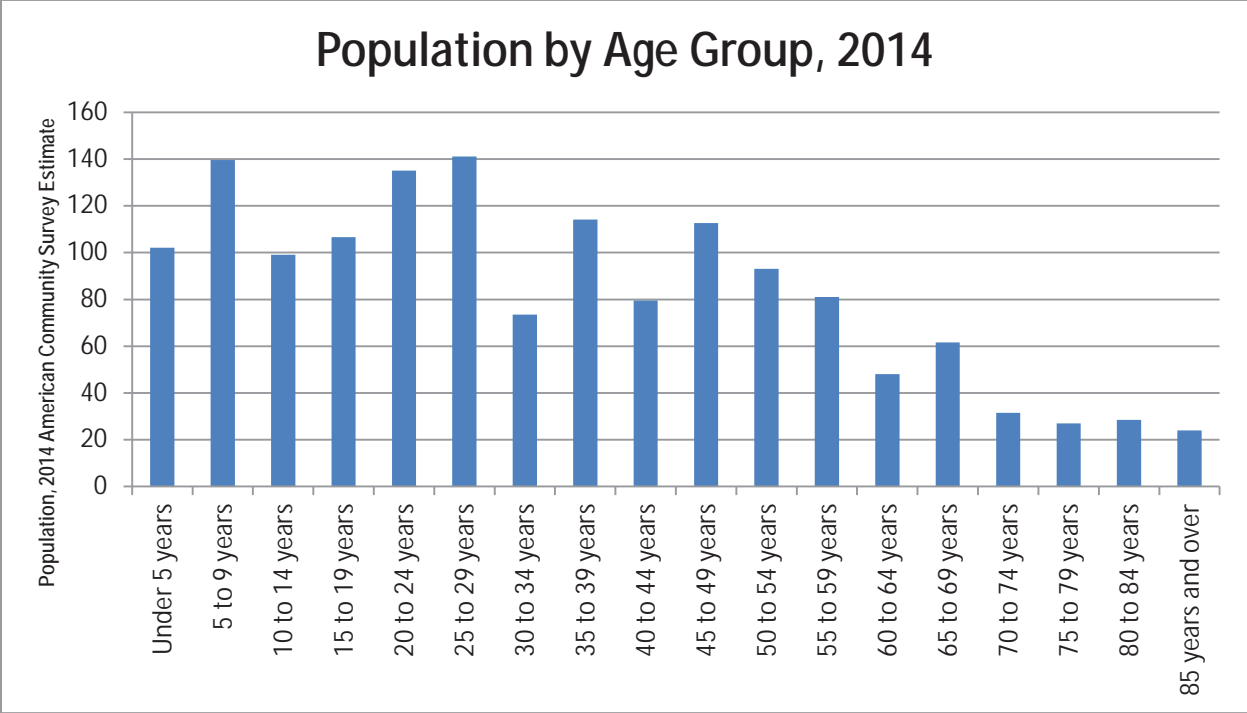
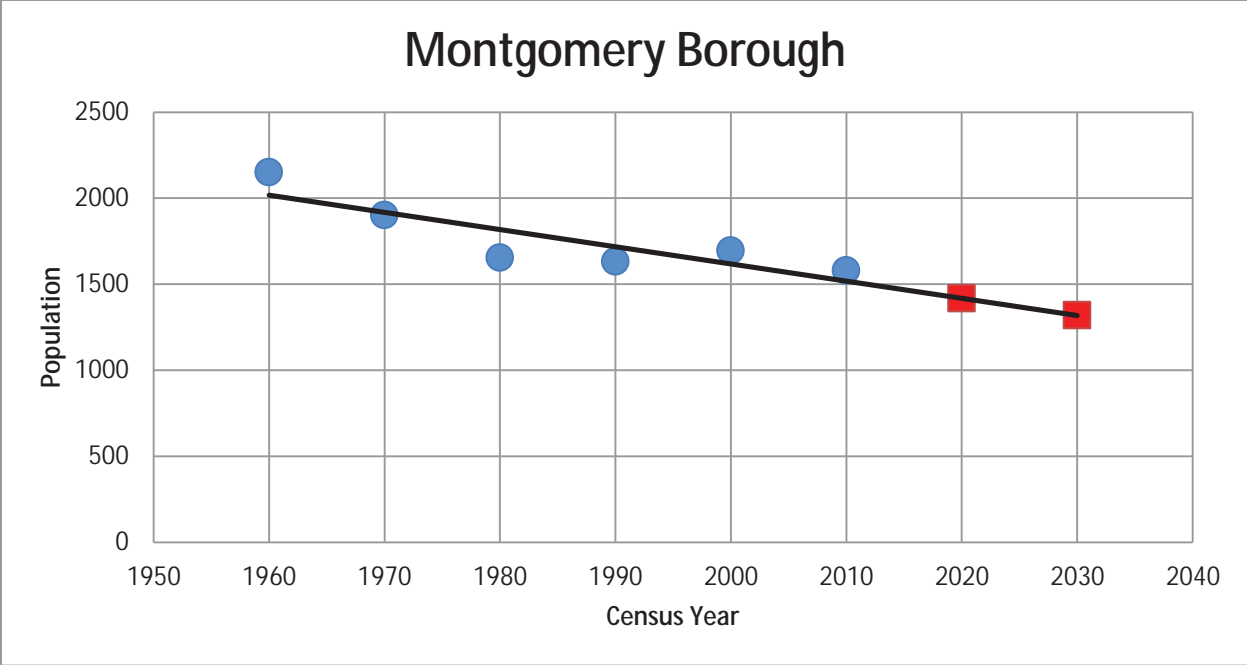
	1960	1970	1980	1990	2000	2010	2020	2030
Brady	431	255	804	822	494	521	673	707
Clinton	1976	1934	2467	3086	3090	3708	3985	4349
Montgomery	2150	1902	1653	1631	1695	1579	1418	1319
Gregg	842	792	954	1114	1008	1120	1191	1254
TOTAL	5399	4883	5878	6653	6287	6928	7268	7629



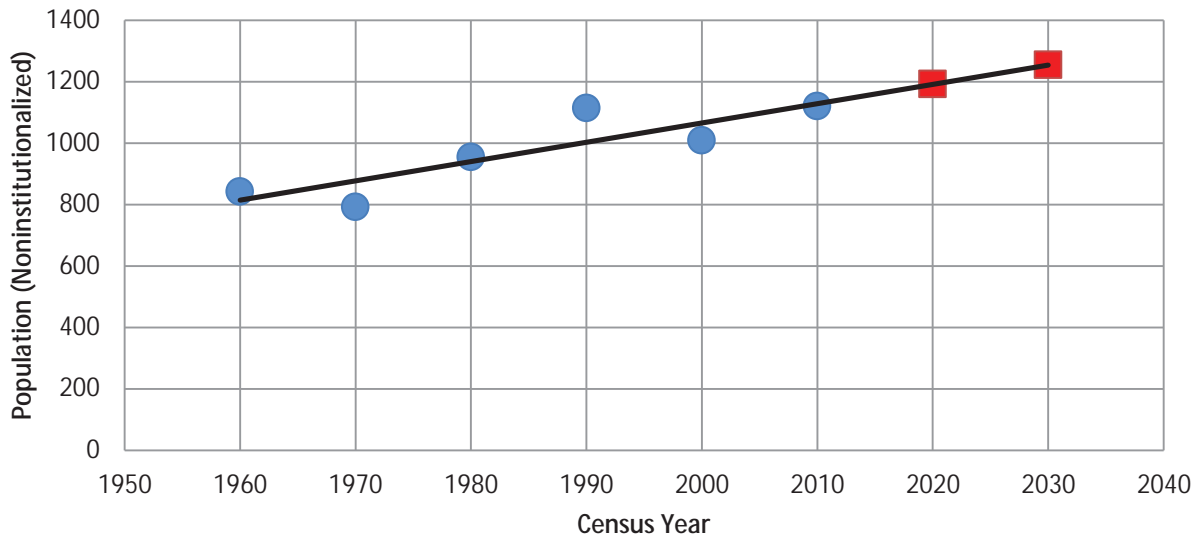
	Median age
TOWNSHIP OF BRADY	41
TOWNSHIP OF CLINTON	38.6
BOROUGH OF MONTGOMERY	31.5
TOWNSHIP OF GREGG	38.6



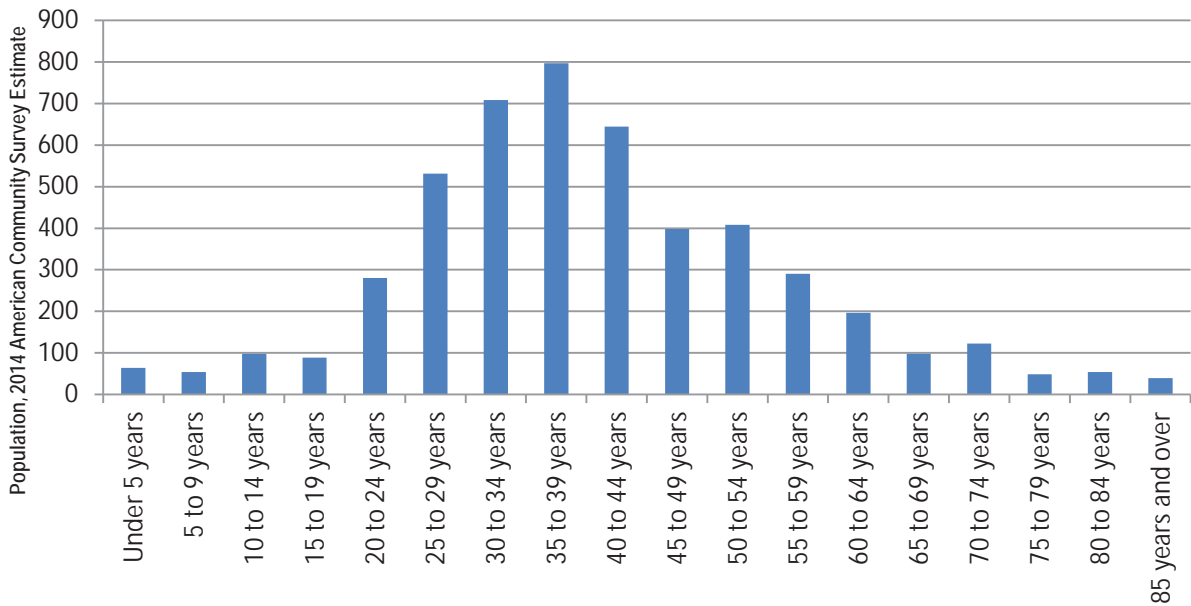




Gregg Township, Union County



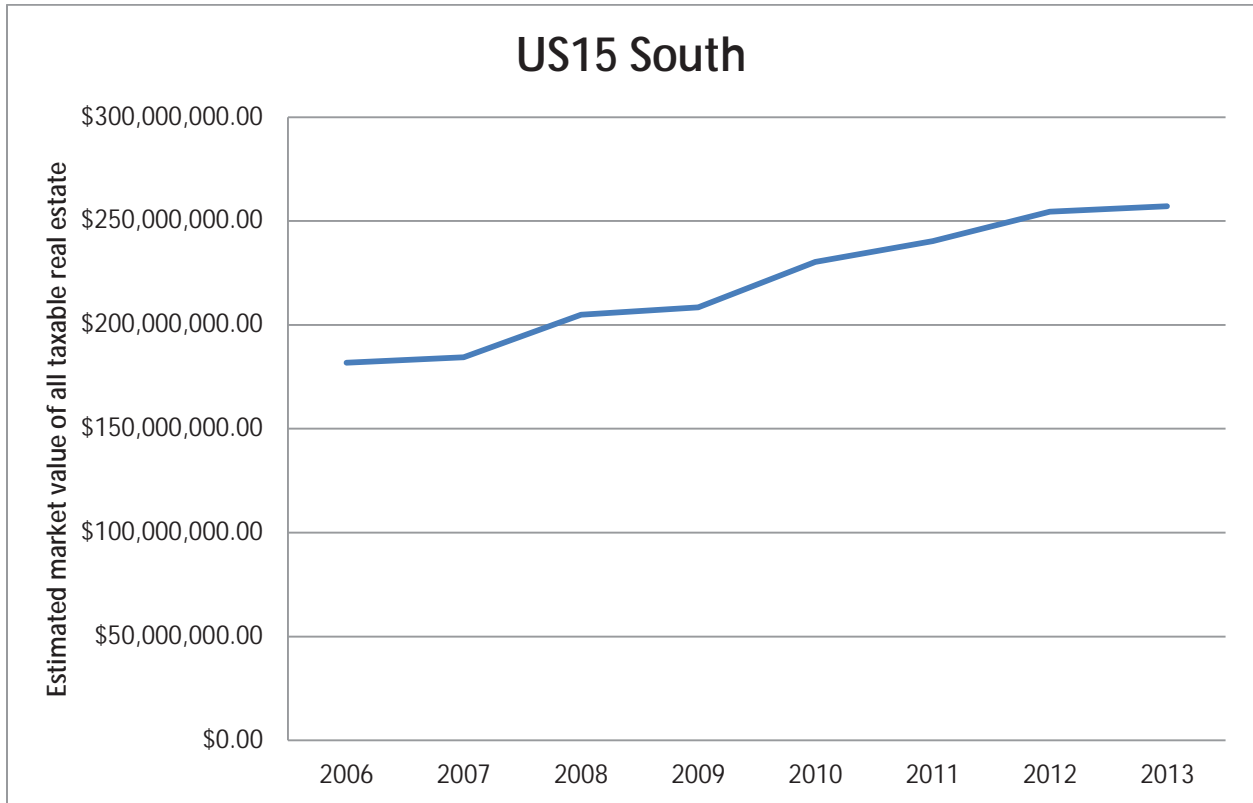
Population by Age Group, 2014



Housing

Taxable real estate market value

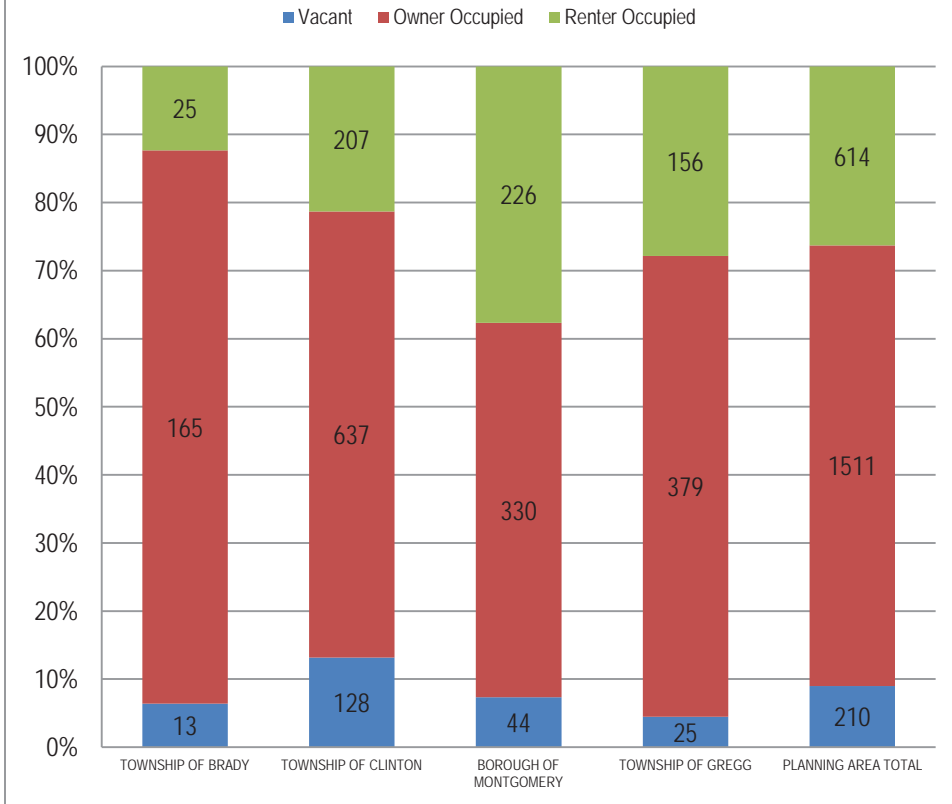
Data source: State Tax Equalization Board



	2006	2007	2008	2009	2010	2011	2012	2013
Brady Township	\$18,299,400.00	\$17,854,567.65	\$19,797,877.64	\$20,029,454.31	\$22,252,742.14	\$22,499,092.18	\$23,941,382.81	\$24,423,248.32
Clinton Township	\$101,627,300.00	\$104,561,526.26	\$113,276,374.21	\$115,892,145.14	\$128,007,325.99	\$135,673,414.28	\$140,523,661.83	\$142,166,983.80
Montgomery Borough	\$31,401,800.00	\$30,897,689.03	\$34,568,960.25	\$34,683,806.73	\$38,311,367.44	\$38,240,950.83	\$41,000,532.79	\$41,098,702.03
Gregg Township	\$30,525,400.00	\$31,068,248.17	\$37,332,526.11	\$37,821,914.96	\$41,762,092.40	\$43,910,919.24	\$49,068,519.37	\$49,493,255.73
US15 South TOTAL	\$181,853,900.00	\$184,382,031.11	\$204,975,738.21	\$208,427,321.14	\$230,333,527.97	\$240,324,376.53	\$254,534,096.80	\$257,182,189.88

	Percent change, 2006-2013	Dollar change, 2006-2013
Brady Township	33%	\$6,123,848.32
Clinton Township	40%	\$40,539,683.80
Montgomery Borough	31%	\$9,696,902.03
Gregg Township	62%	\$18,967,855.73
US15 South TOTAL	41%	\$75,328,289.88

Housing Occupancy, 2014 American Community Survey Estimates



Note: "Vacant" housing units include the following

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

	Median Household Income	Median Annual Housing Costs for Homeowner with Mortgage, 2014	Annual Housing Costs for Homeowner with Mortgage as Percentage of Median Family Income	Median Annual Housing Rental Costs, 2014	Annual Housing Rental Costs as Percentage of Median Family Income
TOWNSHIP OF BRADY	\$67,833.00	\$14,544.00	21.4%	\$7,464.00	11.0%
TOWNSHIP OF CLINTON	\$46,750.00	\$14,868.00	31.8%	\$9,552.00	20.4%
BOROUGH OF MONTGOMERY	\$45,543.00	\$13,476.00	29.6%	\$9,276.00	20.4%
TOWNSHIP OF GREGG	\$47,292.00	\$13,764.00	29.1%	\$7,560.00	16.0%

2014 American Community Survey Estimates

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

2014 American Community Survey Estimates

	Median Year of Construction of Housing Units
TOWNSHIP OF BRADY	1980
TOWNSHIP OF CLINTON	1965
BOROUGH OF MONTGOMERY	1939 or Earlier
TOWNSHIP OF GREGG	1970

2014 American Community Survey Estimates

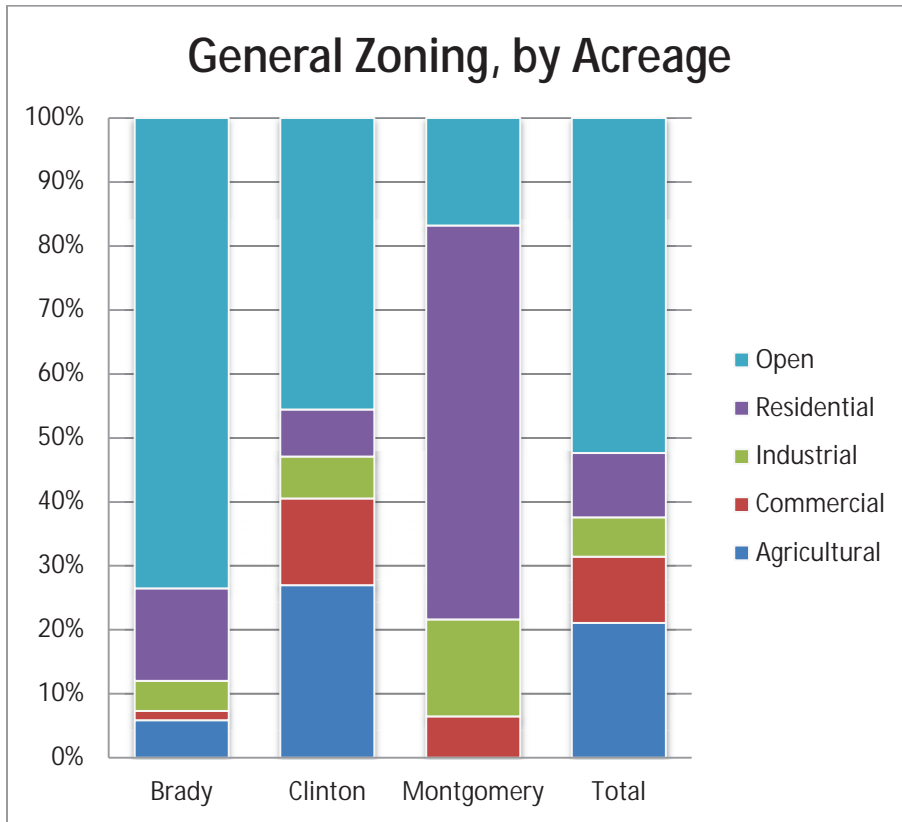
Floodplain and Flood Insurance

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

	Policies	Insured Amount	Total Premiums	Total Claims	Total Payments	Total Number of Tax parcels	Parcels Containing Regulatory Floodplain	Percent Containing Floodplain
TOWNSHIP OF BRADY	2	\$401,200.00	\$1,070.00	4	\$25,955.69	245	4	1.6%
TOWNSHIP OF CLINTON	20	\$2,386,800.00	\$22,200.00	28	\$219,384.69	1217	232	19.1%
BOROUGH OF MONTGOMERY	66	\$7,328,700.00	\$82,667.00	122	\$1,313,428.16	609	289	47.5%
TOWNSHIP OF GREGG	16	\$1,725,000.00	\$10,705.00	44	\$364,400.35			
PLANNING AREA TOTAL	104	\$11,841,700.00	\$116,642.00	198	\$1,923,168.89	2071	525	68.2%

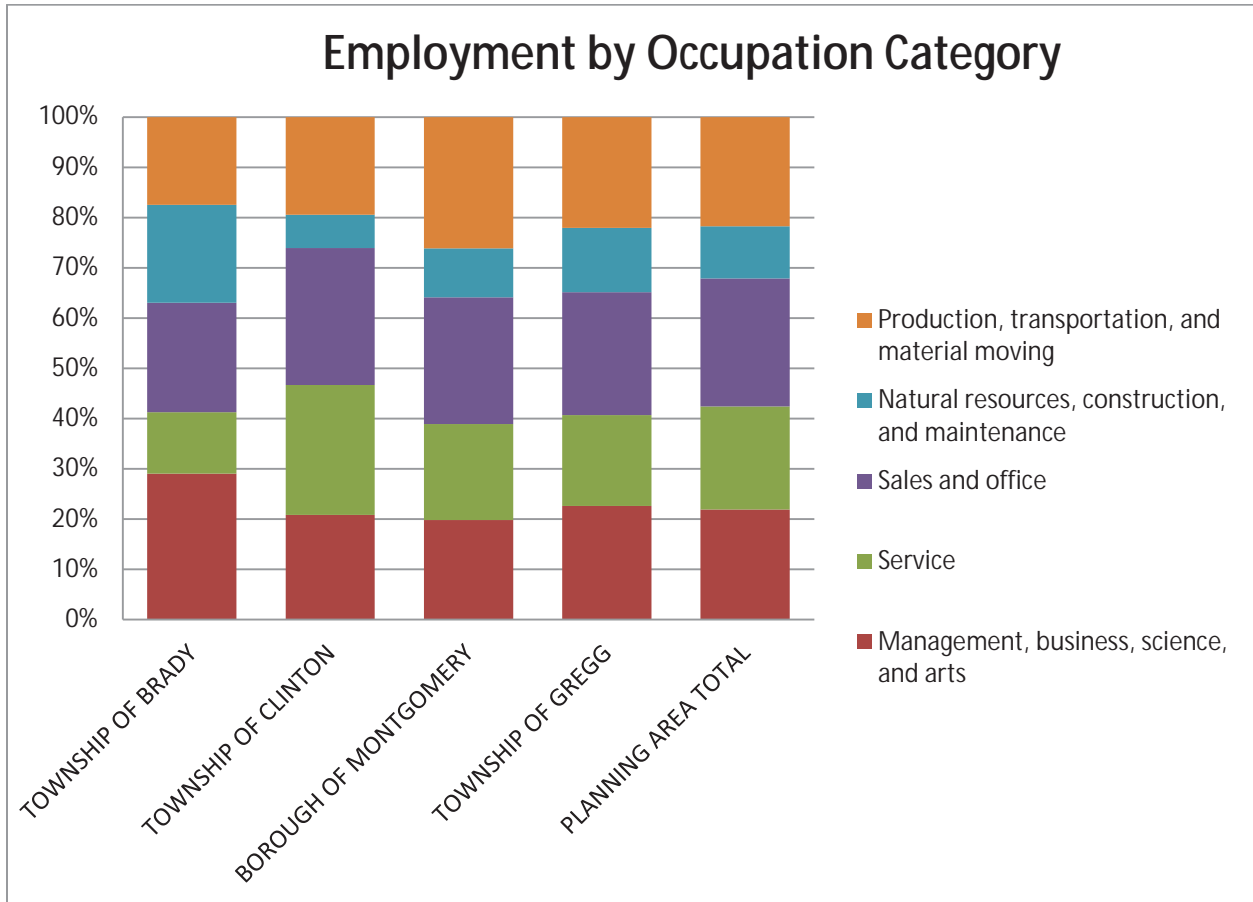
Current Zoning (for Lycoming County portion of Planning Area)

Data Source: Lycoming County Planning Department



	Vacant Land (Acres)	
	Zoned Commercial	Zoned Industrial
Brady	16.94	0.7
Clinton	72.75	199.82
Montgomery	1.76	0.34
TOTAL	91.45	200.86

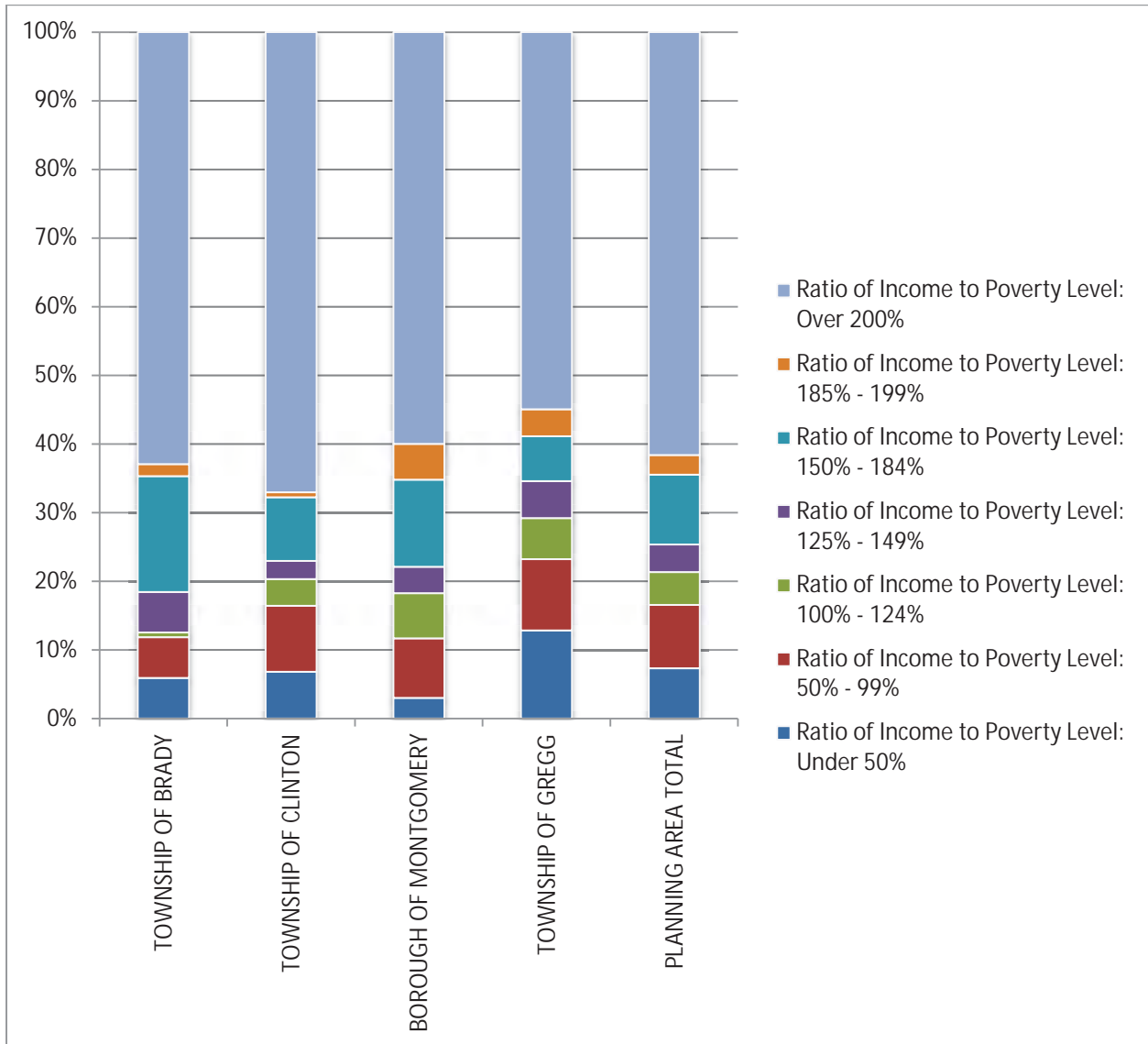
Employment



Poverty

2014 American Community Survey Estimates

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



Lycoming County Resource Management Services

Lycoming County operates a municipal and residual waste landfill which is adjacent to and located on property owned by the Federal Bureau of Prisons approximately 9.5 miles south of Williamsport on US 15. At the present time 9 million tons of waste are in place with additional capacity available to approximately 2026. The landfill construction features a full Subtitle D Liner system with 22 monitoring wells that are monitored every three months by a fully accredited laboratory for a variety of parameters. Test results are reported to PADEP. Several identified contiguous property owner water supplies are also tested to ensure no impact from the operation. The landfill offers a secure compliant disposal of household waste, sewage sludge, highway spills and local industrial customers. Easy local disposal helps curb illegal dumping.

Lycoming County also operates a 60,000 square foot regional recycling center which accepts single stream recycling from both home owners and haulers at competitive rates. By emphasizing recycling versus disposal or burner barrels, the landfill is extending its available life and promoting a cleaner local environment.

To help protect the local air quality, LCRMS operates an extensive gas collection system which gathers the landfill gas for sale to a 6.4 MW electrical generating plant. Half of the electricity is sold to the Allenwood Prison and half is sold for local distribution. The total power produced is enough for about 4000 homes. Excess heat from the operation is used to offset the use of fossil fuels in several county owned buildings.

Over 80 hauling companies use the facility to provide competitive rates for waste and recycling service. The whole facility provides jobs for over 70 county employees meaning money spent for safe handling stays local and promotes sustainable economy.

Project: Streetscape Improvements along State Routes 405 and 54

Municipality: Montgomery Borough

The Borough of Montgomery has expressed interested in undertaking a streetscape enhancement project along State Routes 405 and 54 to provide for a more inviting gateway in the community's downtown. A corner stone to this idea is the addition of a series of solar street lights which will display banners that detail the Borough's history, events, or notable places. Another key component of this project is to provide a highly visible space to acknowledge the Borough's citizens through the Hometown Heroes banner program which honors service men and women who have served or are serving our county in a branch of the military. In addition, the Borough will also be looking to provide a friendlier neighborhood feeling with enhanced parks and pedestrian facilities that can promote improved livability in the community. Pedestrian facilities such as curb cuts, sidewalk repair, crosswalks improvements, and signage should also be installed where deemed appropriate.

Chapter 9, page 9-6 of the 2005 US 15 South Comprehensive Plan lists the development of a streetscape improvement and traffic-calming plan as a key strategic action for the Borough of Montgomery.

Project priorities* are as follows:

1. Enhance aesthetic appearance of the entrance to the Borough from SR 405/54 Bridge and then north along 2nd Street. This effort includes the installation streetlights and banners on the bridge, park improvements on both sides of 2nd Street, and sidewalk repair – specifically Montgomery Street. Also included in this effort would the refurbishment of the Borough owned park just off of Houston Street
2. Enhance aesthetics along Montgomery Street
3. Enhance aesthetics along Main Street
4. Refurbish and improve existing parks

*Please refer to map on next page for more information

Potential Grant Funding:

- CDBG
- Susquehanna Greenway Partnership

Potential Project Partners:

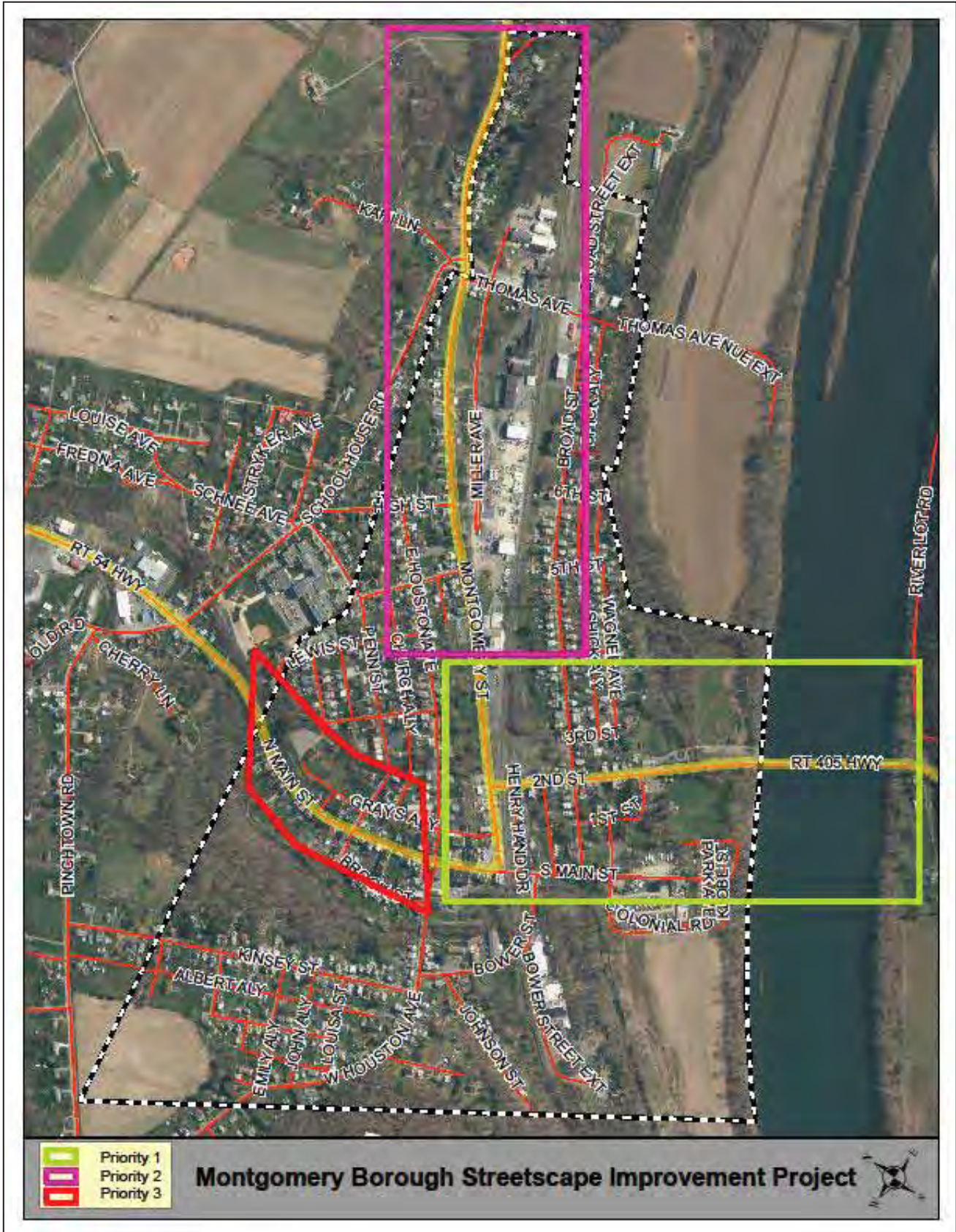
- Montgomery Borough
- Blackhole Creek Watershed Association
- PennDOT



Above: Richard Stackhouse Park at intersection of E. Houston Ave. & Main St. – an example of ideal aesthetics

Below: A park along West Houston in need of repair and modernization





Summary of Amish Community at National, State, and County Levels:

The following information is provided to better understand the size, trends, and organizational structure of the Amish community within the Commonwealth and, more specifically, Lycoming County. According to 2016 data provided by the Young Center for Anabaptist and Pietist Studies at Elizabethtown College, there are Amish communities in 31 states and three Canadian provinces. The total estimated population was 308,030 in 2016, a 17.9 % increase from 2011 estimates, showing continued steady growth of the community. Pennsylvania contains the second most Amish settlements out of any US state with 55 and has an estimated population of 70,890. Within those 55 settlements there are 479 Church Districts. The oldest settlement, which is still in existence today, is located in Lancaster/Chester Counties containing an estimated population of 35,070 and from which the two settlements in Lycoming County have originated. Raber's Almanac (a yearly publication which lists important religious dates, schedules, and a listing of ministers & church districts) reports that Lycoming County's earliest Amish settlement was founded in 1976 and is located within the US 15 South Planning Area commonly referred to as the White Deer Valley. It has grown to include four church districts. The second recognized settlement was established in 1985 in the Nippenose Valley and is noted as having two church districts.

The nationwide population of Amish continues grow, States with established populations, like Pennsylvania, reflect this trend – but are also seeing the emigration of newer families to other states with cheaper land, less restrictive regulations, and more seclusion from encroaching urbanization. Conversations with local Amish community members confirm that some new families have set out to create homesteads, form businesses, or expand agricultural operations, but found regulations and bureaucracy are a major deterrent for remaining in a local settlement. Therefore, although the Amish population in Lycoming County (and in the entire Commonwealth) continues to grow, a small percentage of new families are choosing to relocate to states with fewer regulations (such as stormwater management and sewage planning protocols). Another attraction to these areas would be more affordable real estate.

Project: Right size culvert system in Village of Allenwood

Municipality: Gregg Township

Gregg Township has expressed interest in advocating for a culvert enlargement and stormwater management project in the Village of Allenwood. The culvert, which conveys water from a small stream located along PA-44 that drains southeast towards the village. The stream is eventually diverted into swales along the state roadway and then sent into culverts which route the water underground as the stream reaches village. A system of storm sewers directs the water under US-15 (at its intersection with White Deer Ave) and eventually daylights around the intersection of 1st Street and Bridge Ave. During periods of heavy rain the stream has been known to exceed the capacity of the culvert resulting in the flood damage for nearby structures and shutting down traffic on US-15 itself. This problem has been noted since the 70's. Proceeding this write-up are two newspaper articles from 1976 & 1978.

Preliminary examination of this issue indicate that a combination of better stormwater management practices upstream (to prevent increased stormwater runoff) and the enlargement of the existing culverts would help to alleviate this issue. The following are steps to that can be taken to resolve this issue:

1. Have the Township Engineer review all proposed developments to ensure that there is no substantial increase in stormwater runoff, paying particular attention to developments upstream of this problem area. New stormwater facilities should be monitored to ensure proper functioning.
2. Have Township Engineer review existing culvert system and suggest feasible design modifications.
3. Incorporate SEDA-COG and PennDOT District 3 into this project discussion.
4. Seek funding for any proposed changes, or ensure that this project is incorporated into their TIP.

Potential Grant Funding Agencies:

- PennDOT

Potential Project Partners:

- Gregg Township
- SEDA-COG
- PennDOT



STORM DRAINAGE
ALLENWOOD, PA

The retirement board also approved other pensions, including: —A \$3,069 monthly pension for retired State Superior Court hearings next March on their appeal that their alleged actions were not a crime.

PennDOT calls for storm flood study at Allenwood

Construction of a well graded ditch or storm sewer system has been proposed as a long term solution to Allenwood's storm flooding problems. A township study has been proposed.

Kenneth C. Larson, Jr., district engineer for Pennsylvania Department of Transportation, told Sen. Franklin L. Kury that the storm drainage problem is one that must be addressed by local municipal officials. "Although we would like to assist where we can, our resources are limited and we must limit our participation to construction of inlets and cross pipes. Our primary function in regard to drainage is to carry water from a natural drainage course on one side of the road to the other," Larson said.

PennDOT will participate in helping to ease the problem by widening the shoulder

and swale ditching from the cross pipe to the present intersection with Routes 15 and 44, Larson said, but he added that it will be necessary to obtain releases from adjacent property owners. PennDOT's right of way is only 33 feet in the area.

Larson said the problem is that there is a cross pipe under Route 176 at Allenwood, west of the intersection of Routes 15 and 44. The pipe overflows during severe storms and the overflow crosses Route 176 and continues across several properties. Drainage through the community has been a problem for some time and the overflow aggravates an already bad situation, he said.

Larson said PennDOT is encouraging the township to undertake an overall drainage study of the area.

Flash Flood Watch Issued

8/4/78

Storm Conditions Continue

A flash flood watch for this afternoon and tonight was issued by the National Weather Service because the same weather conditions exist as those which created flooding conditions in some areas yesterday.

Although the sun was out at noon today, the stagnant frontal system lying across the state is loaded with moisture, according to local weather service chief John T. Murray. Normal afternoon heating conditions could trigger showers and thunderstorms which could be heavy in some areas, he said.

Yesterday, a portion of Route 220 near Port Matilda was closed by flooding. At Allenwood, 4.69 inches of rain fell, causing some problems. And at Beavertown, in Snyder County, nearly six inches of rain was reported.

But at the Williamsport-Lycoming County Airport, the total was a moderate .52 of an inch. For about four hours, from 2 to 6 p.m., thunder rolled and lightning flashed.

But the Pennsylvania Power and Light Co. reported only scattered, minor power problems.

Allenwood reported 4.69 inches of rain from two storms yesterday

afternoon, the heavier of which came about 4 p.m.

Route 15 was covered with water the length of Allenwood and traffic was backed up by the slow movement of cars through town.

Residents reported the open drainage ditches in town could not handle the deluge. One resident claimed the ditches have not been cleaned since the 1972 Agnes flood.

Sump pumps were needed to

empty cellars of water and small ponds formed in backyards, but no serious damage was reported.

Other rainfall reports received by the weather service here for yesterday included two inches at Sunbury, 1.05 inches at Wellsboro, .9 of an inch at Troy, half an inch at Barbours, .28 of an inch at Jersey Shore and only .09 of an inch at Eagles

(Continued on Page 10, Col. 4)

House Debate Slated On Tax-Cut Measure

WASHINGTON (AP) — Months after President Carter proposed cutting income taxes by \$25 billion, the full House plans this week to begin debate on a considerably altered \$16.2 billion tax reduction bill.

The first tests of the bill will come before the House Rules Committee on Tuesday, as proponents of a compromise and Republicans who want a vote on a totally different

measure argue for a chance to put their ideas to a House debate.

The current bill, recommended to the House by its Ways and Means Committee after weeks of negotiation, is criticized by Carter and liberal Democrats for the substantial reductions it would make in the taxation of capital gains — the profits on stocks, real estate and other assets sold after being held at least a year.

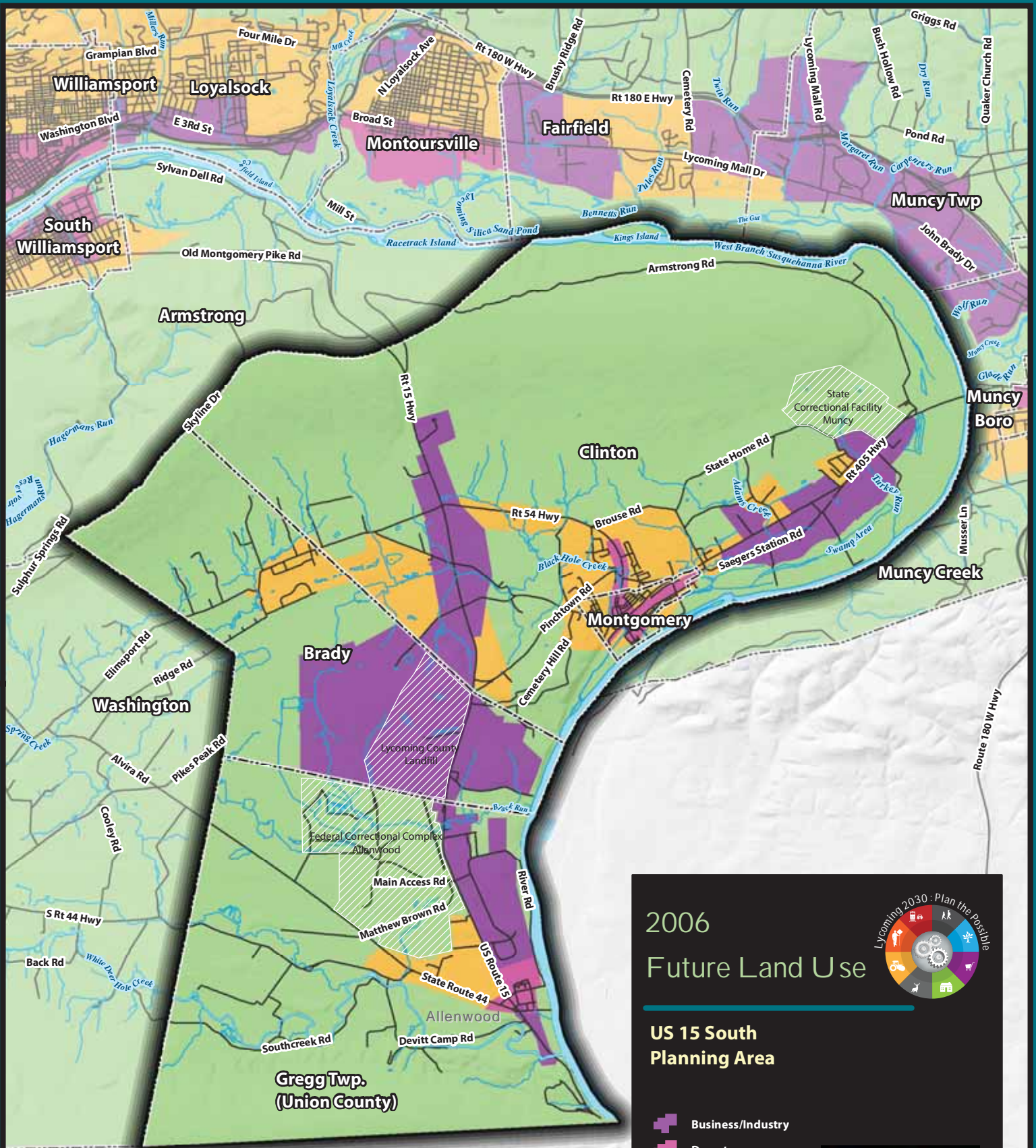
Several Democratic critics have joined forces behind an amendment

Nuclear Protesters

Appendix D

Reference Maps



1. 2006 Designated Growth Area Map
2. 2006 Future Land Use Map
3. WBRA Route 15/54 Corridor Infrastructure Plan

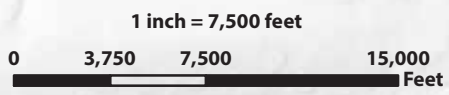


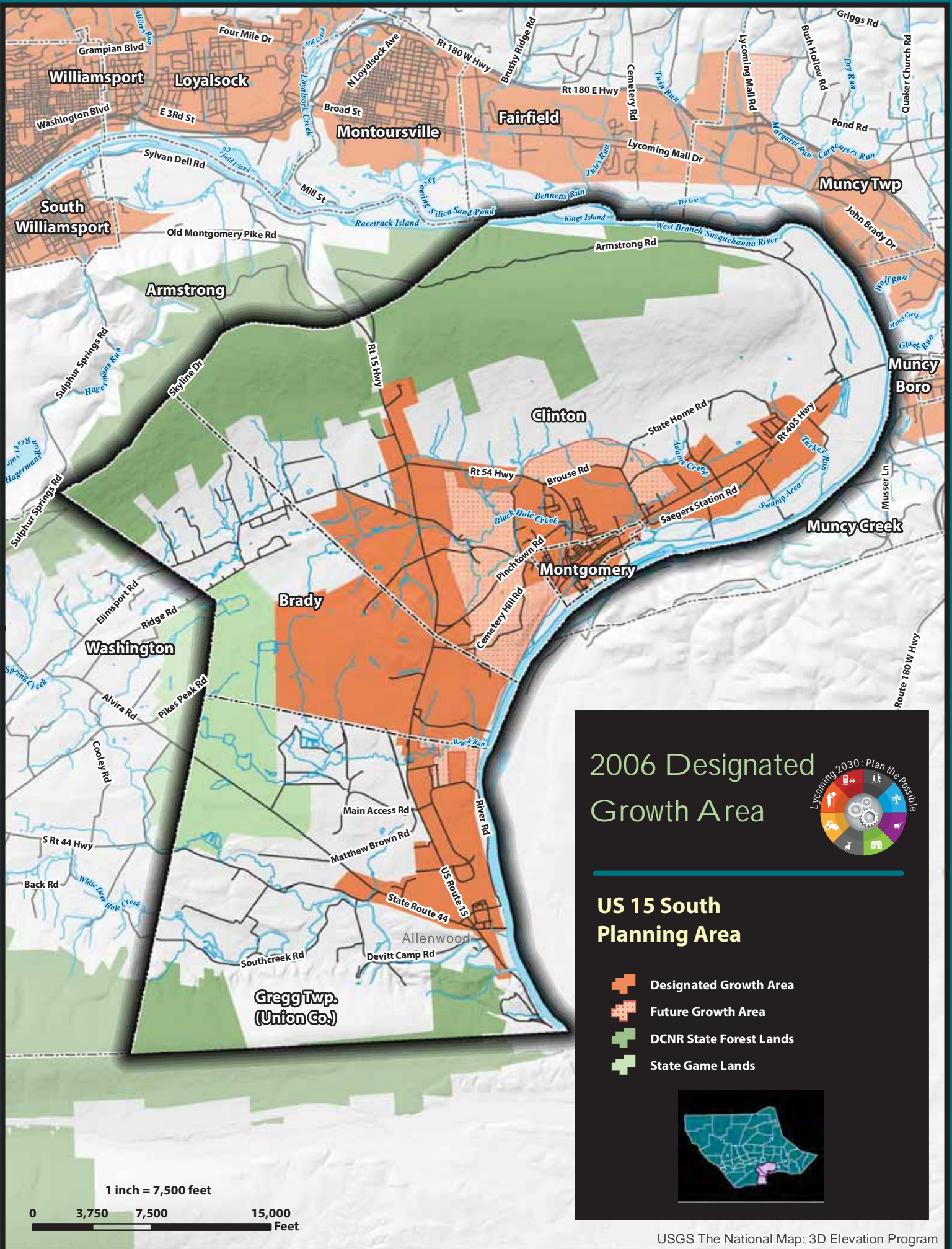
2006 Future Land Use

**US 15 South
Planning Area**

- Business/Industry
- Downtown
- Neighborhood
- Rural
- Rural Center
- Village
- Developments of Regional Significance





2006 Designated Growth Area

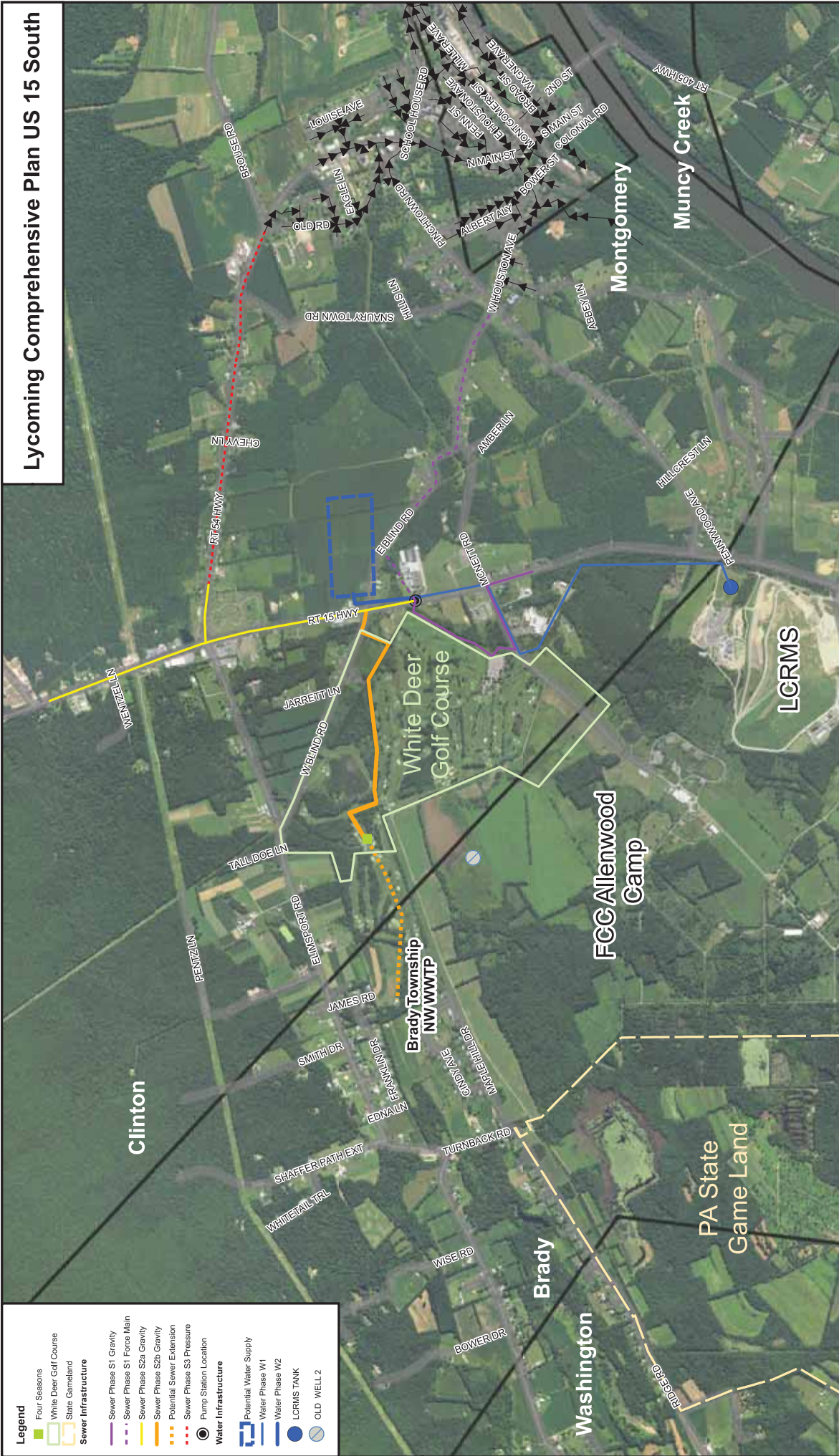


US 15 South Planning Area

-  Designated Growth Area
-  Future Growth Area
-  DCNR State Forest Lands
-  State Game Lands



Lycoming Comprehensive Plan US 15 South



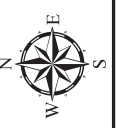
Legend

- Four Seasons
- White Deer Golf Course
- State Cameland
- Sewer Infrastructure**
 - Sewer Phase S1 Gravity
 - Sewer Phase S1 Force Main
 - Sewer Phase S2a Gravity
 - Sewer Phase S2b Gravity
 - Potential Sewer Extension
 - Sewer Phase S3 Pressure
 - Pump Station Location
- Water Infrastructure**
 - Potential Water Supply
 - Water Phase W1
 - Water Phase W2
 - LCRMS TANK
 - OLD WELL 2

West Branch Regional Authority
Route 15/54 Corridor Infrastructure Plan



MAP BY: ZMS
 NOT TO SCALE
 DATE: 4/7/2017



Appendix E

Plan Consistency & Plan References

Plan Consistency & Plan References

The 2005 US-15 South Multi-municipal Comprehensive Plan describes the Relationship and Consistency with County Functional Plans and Consistency with Regional Planning in Chapters 7 and 8 respectively. These sections are still relevant today with the exception of the following updates:

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

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

Lycoming County Hazard Mitigation Plan (2010 & 2015)

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

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

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

5-County Solid Waste Plan (2013)

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

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

Lycoming County Act 167 Stormwater Management Plan (2010)

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

Lycoming County Energy Plan (2011)

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

Marcellus Shale Water Study (2012)

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

The Marcellus Shale Housing Study (2012)

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

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

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

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

Lycoming County Small Bridge Pilot Program Executive Summary (2010)

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

Multi-Modal Freight Transfer Feasibility Study (2006)

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

Coordinated Public Transit Plan (2014)

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

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

The Old Mill Corridor Plan (2012)

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

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

Union County Greenway & Open Space Plan (Draft)

The purpose of the Greenway and Open Space Plan is to provide direction for future greenway, land conservation, outdoor recreation, and trail initiatives in the county and to set priorities for action. The plan defines a network of connections between the county's diverse natural areas, cultural and historic sites, recreation opportunities, and population centers. These links will help conserve natural systems, working farms, and scenic qualities while providing valuable recreation, community health, alternative transportation, and economic benefits for all to enjoy.

Union County Hazard Mitigation Plan (2014)

Union County is at risk of damage from a variety of natural hazards: flooding, winter storms, tornado or windstorms, wildfire, earthquake, land subsidence, landslide, hurricanes, and drought. This plan explains a rigorous analysis of the potential effects of these natural hazards on the structures and infrastructure within Union County and proposes hazard mitigation measures to reduce the risk of a natural hazard leading to a disaster with property loss, business disruption, or even loss of life.

Appendix F

Acronyms

Acronyms

Act 167: Pennsylvania Stormwater Management Act of 1978

Act 537: Pennsylvania Sewage Facilities Act of 1966

AFIG: Alternative Fuels Incentive Grants

BIOS: Business in Our Sites Program

CBD: Central Business District

CBPRP: Chesapeake Bay Pollution Reduction Plans

CNG: Compressed Natural Gas

COG: Council of Governments

CRS: Community Rating System

DCED: Pennsylvania Department of Community and Economic Development

DCNR: Pennsylvania Department of Conservation and Natural Resources

DEP/PADEP: Pennsylvania Department of Environmental Protection

DPS: Lycoming County Department of Public Safety

DUI: Driving Under the Influence

EMR: Emergency Medical Responder

EMS: Emergency Medical Services

EMT: Emergency Medical Technician

EPA: United States Environmental Protection Agency

FEMA: Federal Emergency Management Agency

FHWA: Federal Highway Administration

GSG: Genesee-Susquehanna Greenway

JRA: Joint Rail Authority

JSAJWA: Jersey Shore Area Joint Water Authority

LCPC: Lycoming County Planning Commission

LVR: Lycoming Valley Railroad

MPC: Pennsylvania Municipalities Planning Code

MPO: Metropolitan Planning Organization

MS4: Municipal Separate Storm Sewer System

NFIP: National Flood Insurance Program

NSDUH: National Survey on Drug Use and Health

PAT: Planning Advisory Team

PCD: Lycoming County Department of Planning and Community Development

PDT: Project Delivery Team

PEMA: Pennsylvania Emergency Management Agency

PennDOT: Pennsylvania Department of Transportation

PENNVEST: Pennsylvania Infrastructure Investment Authority

PMPEI: Pennsylvania Municipal Planning Education Institute

PUC: Public Utilities Commission

RACP: Redevelopment Assistance Capital Program

RFP: Pennsylvania Rail Freight Program

RPO: Regional Planning Organizations

RTAP: Pennsylvania Rail Transportation Assistance Program

RVT: River Valley Transit

SALDO/SLDO: Subdivision and Land Development Ordinance

SEDA-COG: Susquehanna Economic Development Association – Council of Government

SFHA: Special Flood Hazard Area

TIP: Transportation Improvement Program

TVMA: Tiadaghton Valley Municipal Authority

USDA: U.S. Department of Agriculture

VFC: Volunteer Fire Company

WATS: Williamsport Area Transportation Study

WMWA: Williamsport Municipal Water Authority

WSA: Williamsport Sanitary Authority

Appendix G

Adopted Municipal Resolutions

RESOLUTION NO. 17-03

**A RESOLUTION OF THE BOARD OF SUPERVISORS FOR THE TOWNSHIP OF
BRADY IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING FOR THE
US-15 SOUTH MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

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

WHEREAS, the Lycoming County Planning Commission, the Board of Supervisors, and
the Township Planning Commission wanted to encourage maximum community input
and thereby appointed the US-15 South Planning Advisory Team composed of elected
officials, planning commission members, as well as representatives from municipalities,
school districts, authorities, and public and private sector interests; and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of
the US-15 South Multi-municipal Comprehensive Plan consisting of Brady Township,
Clinton Township, Gregg Township, and Montgomery Borough; and

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

WHEREAS, the Planning Advisory Team has conducted six (6) meetings to develop the
Multi-municipal Comprehensive Planning

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

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

WHEREAS, the Multi-municipal Plan addresses many critical issues facing the US-15 South Planning Area, including land use, population, housing, economic development, transportation, community facilities and services, public utilities, and natural and cultural resources; and

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

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

ADOPTED THIS 14th DAY OF Aug

Board of Supervisors
Brady Township

[Signature]
Name, Title

(SEAL)

[Signature] SUPERVISOR
Name, Title

ATTEST:

[Signature]
Name, Secretary

[Signature]
Name, Title

RESOLUTION NO. 17-01

**A RESOLUTION OF THE COUNCIL OF THE TOWNSHIP OF CLINTON IN
THE COMMONWEALTH OF PENNSYLVANIA ADOPTING FOR THE
US-15 SOUTH MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

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

WHEREAS, the Lycoming County Planning Commission, the Board of Supervisors, and the Township Planning Commission wanted to encourage maximum community input and thereby appointed the US-15 South Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests; and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the US-15 South Multi-municipal Comprehensive Plan consisting of Brady Township, Clinton Township, Gregg Township, and Montgomery Borough; and

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

WHEREAS, the Planning Advisory Team has conducted six (6) meetings to develop the Multi-municipal Comprehensive Planning

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

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

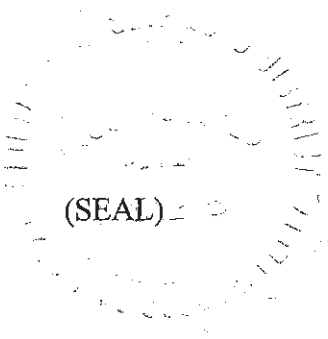
WHEREAS, the Multi-municipal Plan addresses many critical issues facing the US-15 South Planning Area, including land use, population, housing, economic development, transportation, community facilities and services, public utilities, and natural and cultural resources; and

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

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

ADOPTED THIS 24th DAY OF JULY, 2017

Board of Supervisors
Clinton Township



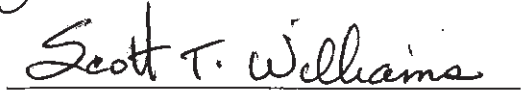

Larry W. Stout, Chairman



Robert O. Lyman, Vice Chairman

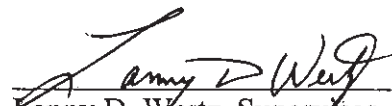
ATTEST:


Janet F. Mincemoyer, Secretary


Richard P. Barto, Road Master


Scott T. Williams, Solicitor


Edward E. Ferguson, Supervisor


Lanny D. Wertz, Supervisor

RESOLUTION NO. 2017-03

**A RESOLUTION OF THE COUNCIL OF THE TOWNSHIP OF GREGG IN THE
COMMONWEALTH OF PENNSYLVANIA ADOPTING FOR THE
US-15 SOUTH MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

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

WHEREAS, the Lycoming County Planning Commission, the Board of Supervisors, and the Township Planning Commission wanted to encourage maximum community input and thereby appointed the US-15 South Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests; and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the US-15 South Multi-municipal Comprehensive Plan consisting of Brady Township, Clinton Township, Gregg Township, and Montgomery Borough; and

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

WHEREAS, the Planning Advisory Team has conducted six (6) meetings to develop the Multi-municipal Comprehensive Planning

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

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

WHEREAS, the Multi-municipal Plan addresses many critical issues facing the US-15 South Planning Area, including land use, population, housing, economic development, transportation, community facilities and services, public utilities, and natural and cultural resources; and

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

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

ADOPTED THIS 7th DAY OF August

Board of Supervisors
Gregg Township


Name, Title

(SEAL)

Name, Title

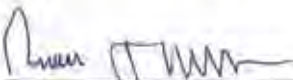
ATTEST:



Name, Secretary



Name, Title



Name, Solicitor

RESOLUTION NO. 2017-8-8

**A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF MONTGOMERY
IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING FOR THE
US-15 SOUTH MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

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

WHEREAS, the Lycoming County Planning Commission, the Borough Council, and the Borough Planning Commission wanted to encourage maximum community input and thereby appointed the US-15 South Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests; and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the US-15 South Multi-municipal Comprehensive Plan consisting of Brady Township, Clinton Township, Gregg Township, and Montgomery Borough; and

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

WHEREAS, the Planning Advisory Team has conducted six (6) meetings to develop the Multi-municipal Comprehensive Planning

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

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

WHEREAS, the Multi-municipal Plan addresses many critical issues facing the US-15 South Planning Area, including land use, population, housing, economic development, transportation, community facilities and services, public utilities, and natural and cultural resources; and

NOW, THEREFORE, BE IT RESOLVED by the Montgomery Borough Council, under the laws of the Commonwealth of Pennsylvania, AND IT IS HEREBY RESOLVED:

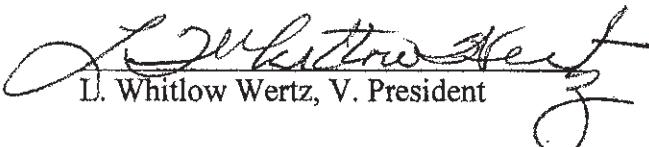
1. That the Montgomery Borough Council recognizes the Borough Planning Commission as the official planning commission for the **Borough of Montgomery** and that such agency promote public interest in, and understand of, the Multi-municipal Comprehensive Plan; and
2. That the Multi-municipal Plan submitted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

ADOPTED THIS 8th DAY OF August 2017

Borough Council
Montgomery Borough

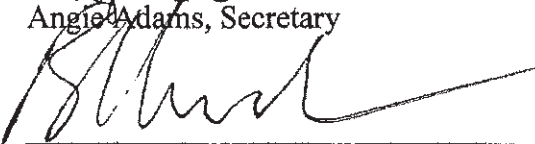

Lynn A. Crist, President

(SEAL)


L. Whitlow Wertz, V. President

ATTEST:


Angie Adams, Secretary


Benjamin Landon, Solicitor