



Adopted 10/11/2005

**The Comprehensive Plan
for the
Greater Williamsport Alliance
Planning Area**

Lycoming County, PA



The Greater Williamsport Alliance Comprehensive Plan is comprised of three documents:

Policy Document

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

Technical Background Studies

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

GIS Map Set

Resource Inventory Maps
Future Land Use Map
Future Transportation Map

Borough of South Williamsport
329 West Southern Avenue
South Williamsport, Pennsylvania 17702-7296

PHONE: (570) 322-0158

FAX: (570) 322-1011

RECEIVED

April 26, 2005

APR 28 2005

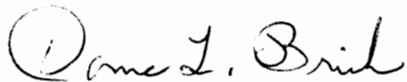
Mr. Jerry Walls
Executive Director
Lycoming County Planning and Economic
Development
48 W. Fourth St.
Williamsport, PA 17701

Lycoming County
Economic Development &
Planning Services

Dear Jerry:

Enclosed please find a copy of Resolution 2005-R7 adopting the Greater Williamsport Alliance Multi-Municipal Comprehensive Plan. The resolution was adopted at the April 11, 2005 council meeting.

Sincerely,



Donna L. Brink
Borough Secretary/Treasurer

Enclosure

Resolution 2005 R-7**A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF SOUTH WILLIAMSPORT IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE GREATER WILLIAMSPORT ALLIANCE MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

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

WHEREAS, the Lycoming County Planning Commission, the Board of Supervisors and the Planning wanted to encourage maximum community input and thereby appointed the Greater Williamsport Alliance 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 Greater Williamsport Alliance Multi-municipal Comprehensive Plan consisting of Old Lycoming Township, Loyalsock Township, Armstrong Township, Duboistown Borough, South Williamsport Borough, and Williamsport City; and

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

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

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

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


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

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

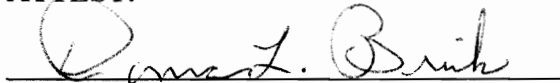
NOW, THEREFORE, BE IT RESOLVED by the South Williamsport Borough Council of the Borough of South Williamsport, under the laws of the Commonwealth of Pennsylvania, **AND IS HEREBY RESOLVED:**

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

ADOPTED THIS 11th DAY OF APRIL, 2005


 Jeffrey J. Neyhart
 Council President

ATTEST:


 Donna L. Brink
 Borough Secretary

RESOLUTION NO. 05.05.05.01

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF OLD LYCOMING IN
THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE GREATER WILLIAMSPORT
ALLIANCE MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

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

WHEREAS, the Lycoming County Planning Commission, the Board of Supervisors and the Planning Commission wanted to encourage maximum community input and thereby appointed the Greater Williamsport Alliance 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 Greater Williamsport Alliance Multi-municipal Comprehensive Plan consisting of Old Lycoming Township, Loyalsock Township, Armstrong Township, Duboistown Borough, South Williamsport Borough, and Williamsport City; and

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

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

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

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

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

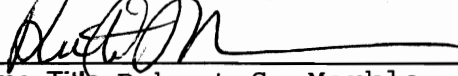
WHEREAS, the Multi-municipal Plan addresses many critical issues facing the Multi-municipal Comprehensive Planning Area, including land use, population, housing, economic development, transportation, community facilities and services, public utilities, and natural and cultural resources; and

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

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

ADOPTED THIS 5TH DAY OF May
~~2004~~ 2005

BOARD OF SUPERVISORS OF
OLD LYCOMING TOWNSHIP

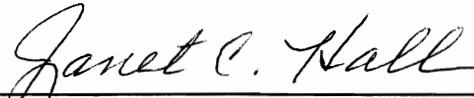

Name, Title Robert S. Markle, Chairman

(SEAL)


Name, Title John W. Eck, Supervisor

ATTEST:


Name, Secretary Linda D. Mazzullo


Name, Title Janet C. Hall, Supervisor

Name, Solicitor

Board of Supervisors of Loyalsock Township

Board Members

RICHARD C. HAAS
Chairman
DONALD L. GARVER
Vice Chairman
LYNN C. WOMER, JR.
Assistant Secretary
WILLIAM C. REIGHARD
RUTH J. WHEELAND



LYCOMING COUNTY, PENNSYLVANIA

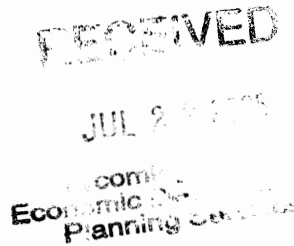
WILLIAM D. BURDETT
Manager/Treasurer

MARY ANN MILLER
Secretary

2501 E. Third Street
WILLIAMSPORT, PA. 17701-4096
Telephone: (570) 323-6151
FAX (570) 323-1437

July 29, 2005

Kurt Hausammann, Jr., AICP
Lycoming County Planning Commission
Executive Plaza
330 Pine Street
Williamsport, PA 17701



Dear Kurt,

Enclosed is a copy of Resolution No. 2005-11 adopted by the Loyalsock Township Board of Supervisors at their regular meeting held July 26, 2005. This resolution adopted the multi-municipal comprehensive plan for use by our township.

If the township needs to provide anything further concerning this new comprehensive plan we shall be glad to do so. Please advise the township of when we will receive copies of the comprehensive plan and its supporting documents.

Sincerely,

Stephen J. Holmes,
Codes Enforcement Officer
Loyalsock Township

enclosure

Resolution 2005-11 County Planning Commission 05

RESOLUTION 2005-11

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF LOYALSOCK IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE GREATER WILLIAMSPORT ALLIANCE MULTI-MUNICIPAL COMPREHENSIVE PLAN

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

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

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

WHEREAS, The Lycoming County Planning Commission, the Board of Supervisors and the Planning Commission wanted to encourage maximum community input and thereby appointed the Greater Williamsport Alliance Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public private sector interest; and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the Greater Williamsport Alliance Multi-Municipal Comprehensive Plan consisting of Old Lycoming Township, Loyalsock Township, Hepburn Township, Lewis Township and Lycoming Township; and

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

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

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

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

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

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

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

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

ADOPTED THIS 26 DAY OF July, 2005.

**BOARD OF SUPERVISORS OF
LOYALSOCK TOWNSHIP**

(SEAL)

ATTEST:

Mary Ann Miller
Secretary

R.C. Hoads
Donald J. Farow
Scott J. Wheeland
Wesley

CITY OF WILLIAMSPORT, PA RESOLUTION

RESOLUTION # 7146

DATE 21 July 05

TITLE

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILLIAMSPORT IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE GREATER WILLIAMSPORT ALLIANCE MULTI- MUNICIPAL COMPREHENSIVE PLAN

WHEREAS, The Williamsport City Planning Commission serves as the official planning agency for the City of Williamsport; and

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

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

WHEREAS, the Lycoming County Planning Commission, the Council and the Planning Commission wanted to encourage maximum community input and thereby appointed the Greater Williamsport Alliance 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 Greater Williamsport Alliance Multi-municipal Comprehensive Plan consisting of Old Lycoming Township, Loyalsock Township, Armstrong Township, Duboistown Borough, South Williamsport Borough, and Williamsport City; and

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

COPY

Approved

Stephanie M. Mitchell
City Clerk

Thomas P. O'Connor
Council President

(Page 1)

CITY OF WILLIAMSPORT, PA RESOLUTION

RESOLUTION # 7146

DATE 21 July 05

TITLE

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

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

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

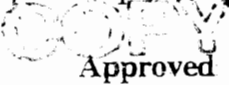
WHEREAS, the Lycoming County Planning Commission and the Planning Advisory Team undertook a public involvement process by conducting a Key Person Focus Group Workshop to gain insights on existing conditions and issues concerning the functional planning areas of Community Development, Community Infrastructure,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

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

NOW, THEREFORE, BE IT RESOLVED by the Williamsport City Council of the City of Williamsport, under the laws of the Commonwealth of Pennsylvania, that

1. The Williamsport City Council recognize the Planning Commission of Williamsport as the official planning commission for the City of Williamsport and that such agency promote public interest in, and understanding of, the Multi-municipal Comprehensive Plan; and
2. the Planning Commission of the City of Williamsport recommended the adoption of the final draft of the Multi-Municipal Comprehensive Plan on February 28, 2005.

BE IT FURTHER RESOLVED that the City Council of the City of Williamsport hereby adopts the Multi-Municipal Comprehensive Plan.


Approved

Stephanie M. N. [Signature]
City Clerk

Thomas P. O'Connor Jr.
President 

(Page 2)

CITY OF WILLIAMSPORT, PA RESOLUTION

RESOLUTION # 7146

DATE 21 July 05

TITLE

***amended To maintain and revise as needed the list of historic significant buildings in Williamsport identified in the 1994 Williamsport comprehensive plan which sources for the following, Lycoming County planning commissions survey of historic sites and landmarks of 1971 and the historic preservation plan of 1974.



Approved

Stephanie M. Mitchell
City Clerk

Thomas P. O'Connor Jr.
Council President

(Page 3)



CITY OF WILLIAMSPORT
DEPARTMENT OF ECONOMIC & COMMUNITY DEVELOPMENT
245 WEST FOURTH STREET, WILLIAMSPORT, PA 17701

(570) 327-7511
FAX (570) 327-7509

FAX COVER SHEET

SEND TO: Company Name:	FROM: John Grado
ATTENTION: Bill KELLY	DATE: Sept. 14, 2005
OFFICE LOCATION:	OFFICE LOCATION:
FAX NUMBER: 320-2135	PHONE NUMBER: 327-7516

Total pages, including cover: 4

THE INFORMATION CONTAINED IN THIS FACSIMILE MESSAGE IS INTENDED FOR THE PERSONAL AND CONFIDENTIAL USE OF THE DESIGNATED RECIPIENT NAMED ABOVE. THIS MESSAGE MAY BE PRIVILEGED AND CONFIDENTIAL. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT OR AN AGENT RESPONSIBLE FOR DELIVERING IT TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT YOU HAVE RECEIVED THIS DOCUMENT IN ERROR AND THAT ANY REVIEW, DISSEMINATION, DISTRIBUTION OR COPYING OF THIS MESSAGE IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS COMMUNICATION IN ERROR, PLEASE NOTIFY US IMMEDIATELY BY TELEPHONE AND RETURN THE ORIGINAL MESSAGE TO US BY MAIL. THANK YOU.

CITY OF WILLIAMSPORT, PA RESOLUTION

RESOLUTION # 7146

DATE 21 July 05

TITLE

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

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

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

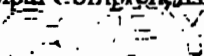
WHEREAS, the Lycoming County Planning Commission and the Planning Advisory Team undertook a public involvement process by conducting a Key Person Focus Group Workshop to gain insights on existing conditions and issues concerning the functional planning areas of Community Development, Community Infrastructure,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

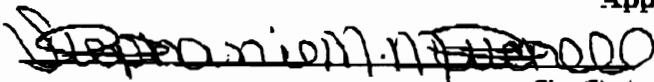
WHEREAS, the Multi-municipal Plan addresses many critical issues facing the Multi-municipal Comprehensive Planning Area, including land use, population, housing, economic development, transportation, community facilities and services, public utilities, and natural and cultural resources;

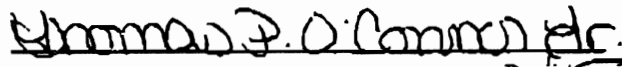
NOW, THEREFORE, BE IT RESOLVED by the Williamsport City Council of the City of Williamsport, under the laws of the Commonwealth of Pennsylvania, that

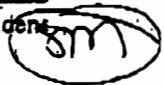
1. The Williamsport City Council recognize the Planning Commission of Williamsport as the official planning commission for the City of Williamsport and that such agency promote public interest in, and understanding of, the Multi-municipal Comprehensive Plan; and
2. the Planning Commission of the City of Williamsport recommended the adoption of the final draft of the Multi-Municipal Comprehensive Plan on February 28, 2005.

BE IT FURTHER RESOLVED that the City Council of the City of Williamsport hereby adopts the Multi-Municipal Comprehensive Plan.


Approved


City Clerk


President



CITY OF WILLIAMSPORT, PA RESOLUTION

RESOLUTION # 7146

DATE 21 Aug 05

TITLE

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILLIAMSPORT IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE GREATER WILLIAMSPORT ALLIANCE MULTI-MUNICIPAL COMPREHENSIVE PLAN

WHEREAS, The Williamsport City Planning Commission serves as the official planning agency for the City of Williamsport; and

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

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

WHEREAS, the Lycoming County Planning Commission, the Council and the Planning Commission wanted to encourage maximum community input and thereby appointed the Greater Williamsport Alliance 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 Greater Williamsport Alliance Multi-municipal Comprehensive Plan consisting of Old Lycoming Township, Loyalsock Township, Armstrong Township, Duboistown Borough, South Williamsport Borough, and Williamsport City; and

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

COPY

Approved

Stephanie M. Mitchell
City Clerk

Thomas P. O'Connell
Council President

(Page 1)

CITY OF WILLIAMSPORT, PA RESOLUTION

RESOLUTION # 7146

TITLE

DATE 21 Aug 05

***amended To maintain and revise as needed the list of historic significant buildings in Williamsport identified in the 1994 Williamsport comprehensive plan which sources for the following, Lycoming County planning commissions survey of historic sites and landmarks of 1971 and the historic preservation plan of 1974.

CO. 1

Approved

Stephanie M. [Signature]
City Clerk

[Signature]
Council President

RESOLUTION NO. 2005-4**A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF DUBOISTOWN IN THE
COMMONWEALTH OF PENNSYLVANIA ADOPTING THE GREATER WILLIAMSPORT ALLIANCE
MULTI-MUNICIPAL COMPREHENSIVE PLAN**

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

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

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

WHEREAS, the Lycoming County Planning Commission, the Board of Supervisors and the Planning Commission wanted to encourage maximum community input and thereby appointed the Greater Williamsport Alliance 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 Greater Williamsport Alliance Multi-municipal Comprehensive Plan consisting of Old Lycoming Township, Loyalsock Township, Armstrong Township, Duboistown Borough, South Williamsport Borough, and Williamsport City; and

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

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

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

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

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

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

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

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

ADOPTED THIS 6 TH DAY OF October 2005.

Borough Council
Duboistown Borough


Name, Title

(SEAL)

Norman J. Conner
Name, Title

ATTEST:

Robin Rundle
Name, Secretary

Michael F. Ridge
Name, Title

Garth Everett
Name, Solicitor



ARMSTRONG TOWNSHIP
LYCOMING COUNTY

RECEIVED

JAN 19 2006

Lycoming County
Economic Development &
Planning Services

Armstrong Township Supervisors
% Barbara S. Thompson
664 Sylvan Dell Park Rd
S Williamsport, PA 17702
(570) 329-3236

January 16, 2006

Lycoming Co Planning Commission
330 Pine Street
Williamsport, PA 17701
ATTN: Kurt Hausammann

RE: Greater Williamsport Comprehensive Plan

Dear Kurt:

Enclosed is a copy of the resolution adopting the Comprehensive Plan. The Armstrong Township Supervisors passed the resolution at the October 11, 2005 meeting. I did not realize that you needed a copy.

If you have any questions regarding the above, please do not hesitate to contact us at the above address or telephone number.

Sincerely,

A handwritten signature in cursive script that reads "Barbara".

Barbara S. Thompson
Secretary / Treasurer

cc: File

RESOLUTION NO. 2005-012

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF ARMSTRONG IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE GREATER WILLIAMSPORT ALLIANCE MULTI-MUNICIPAL COMPREHENSIVE PLAN

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

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

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

WHEREAS, the Lycoming County Planning Commission, the Board of Supervisors and the Planning Commission wanted to encourage maximum community input and thereby appointed the Greater Williamsport Alliance 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 Greater Williamsport Alliance Multi-municipal Comprehensive Plan consisting of Old Lycoming Township, Loyalsock Township, Armstrong Township, Duboistown Borough, South Williamsport Borough, and the City of Williamsport; and

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

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

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

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

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

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

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

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

ADOPTED THIS 11TH DAY OF OCTOBER,
2005

BOARD OF SUPERVISORS OF
ARMSTRONG TOWNSHIP

Glenn A. Markle Chairman
Name, Title

(SEAL)

[Signature]
Name, Title VICE CHAIRMAN

ATTEST:

[Signature]
Name, Secretary

[Signature]
Name, Title SUPERVISOR

[Signature]
Name, Solicitor

**The Comprehensive Plan
for the
Greater Williamsport Alliance
Planning Area**

Lycoming County, PA

Adopted by the

Armstrong Township Board of Supervisors

Adopted October 11th 2005

Duboistown Borough Council

Adopted October 6th 2005

Loyalsock Township Board of Supervisors

Adopted July 27th 2005

Old Lycoming Township Board of Supervisors

Adopted May 5th 2005

South Williamsport Borough Council

Adopted April 11th 2005

Williamsport City Council

Adopted July 21st 2005

Prepared by

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Comprehensive Plan

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

	- <i>Outlines a strategic plan for land and resource stewardship, coordinated with infrastructure planning and development</i>	
Chapter 4	Transportation Plan	4-1
	- <i>Includes community goals and objectives related to the movement of people and goods</i>	
	- <i>Outlines a strategic plan for a multi-modal transportation network that improves mobility for people and the economy</i>	
Chapter 5	Community Infrastructure Plan	5-1
	- <i>Includes community goals and objectives related to community facilities and services, and public utilities</i>	
	- <i>Outlines a strategic plan for the effective delivery of services to County residents and businesses</i>	
Chapter 6	Interrelationship of the Four Planning Elements	6-1
Chapter 7	Relationship and Consistency with County Plans	7-1
Chapter 8	Consistency with Local and Regional Planning	8-1
	<i>Relationship to Adjacent and Regional Municipalities</i>	
Chapter 9	Implementation	9-1
	<i>Plan of Regional Cooperation and Partnership: Responsibilities to the Planning Partnership</i>	
	<i>Plan Review and Maintenance</i>	
Appendix	Glossary and References	a-1

List of Figures

Figure 1 The Planning Process.....	1-8
Figure 2 Percent of Individuals Below Poverty Level, 1989-1999	2-6
Figure 3 Trends in Population by Generation	2-8
Figure 4 Annual Median Income Trends, Actual and Projected	2-9
Figure 5 Lycoming County Wages versus State Median	2-9
Figure 6 Housing Diversity (Units in Structure) by Planning Area, 2000	2-11
Figure 7 Housing Diversity (Units in Structure) by Municipality, 2000	2-11
Figure 8 Age of Housing Stock by Planning Area, 2000.....	2-13
Figure 9 Age of Housing Stock by Municipality, 2000	2-13
Figure 10 Employment Change in Lycoming County, 1990-2000	2-15
Figure 11 Employment Change in Pennsylvania, 1990-2000.....	2-15
Figure 12 Existing Land Use Composition in the Greater Williamsport Alliance Planning Area	3-5
Figure 13 Ridgetop Illustration from the Lycoming County Zoning Ordinance	3-8

List of Matrices

Matrix 1 Potential Breadth of Impact of Community and Economic Development Strategies.....	2-23
Matrix 2 Potential Breadth of Impact of Land Use and Resource Management Strategies	3-15
Matrix 3 Potential Breadth of Impact of Transportation Strategies	4-5
Matrix 4 Potential Breadth of Impact of Community Facilities, Services and Infrastructure Strategies.....	5-8
Matrix 5 Common Key Issues Among Lycoming County Planning Partnerships	8-2

List of Tables

Table 1 Population Change, 1970-2000	2-5
Table 2 Resident Mobility, 1995-2000	2-5
Table 3 Housing Affordability, 2000	2-6
Table 4 Population Projections	2-20
Table 5 Population Forecasts	2-21
Table 6 Population Targets	2-21
Table 7 Selected Land Use regulations for the Greater Williamsport Alliance	3-7
Table 8 Top 10 Natural Areas of Statewide Significance in Lycoming County.....	3-11
Table 9 Recommended Uses and Development Guidance for Growth Areas and Future Growth Areas...3-34	
Table 10 Recommended Uses and Development Guidance for Rural Resource Areas.....	3-35
Table 11 Recommended Uses and Development Guidance for Special Resource Areas	3-36
Table 12 Acres of Developable Land within the Designated Growth Areas of the Greater Williamsport Alliance Planning Area	3-37
Table 13 Acres of Developable Land outside the Designated Growth Areas of the Greater Williamsport Alliance Planning Area	3-38
Table 14 Growth Scenario* Based on Population Projections versus Sewer Capacity in the Greater Williamsport Alliance Planning Area – Part 1	5-6
Table 15 Growth Scenario* Based on Population Projections versus Sewer Capacity in the Greater Williamsport Alliance Planning Area – Part 2	5-6
Table 16 Growth Scenario* based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the Greater Williamsport Alliance Planning Area – Part 1.....	5-7
Table 17 Growth Scenario* based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the Greater Williamsport Alliance Planning Area – Part 2.....	5-7
Table 18 Available Treatment Capacity at Local Sewer Treatment Plants	5-7

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

The municipalities in the Greater Williamsport Alliance Planning Area offer a wide range of residential neighborhoods from downtown apartments above first floor merchants to duplex and single family home neighborhoods to retirement living communities.

As the home of three institutions of higher education, Lycoming College, the Pennsylvania College of Technology, and the Newport Business Institute, residents of the Planning Area have ready access to career and continuing education in liberal arts and technical fields.

The City and its surroundings provide a diverse range of business environments. From the downtown business district to commercial corridors to industrial parks, there is a location for every business. Available air and rail transportation services make the greater Williamsport region an attractive hub for manufacturing and distribution.

The scenic landscapes of the Greater Williamsport Alliance Planning Area include the Susquehanna River, Loyalsock Creek, and Lycoming Creek corridors, the forested northern face of

Bald Eagle Mountain, and the rolling foothills of the Appalachian Plateau that many people associate with Lycoming County. In addition, one can find historic structures and neighborhoods, outstanding examples of 19th and 20th century architecture, and beautiful gardens, parks and riverfronts, within an ever-evolving urban core.

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



Comprehensive Plan

Role and Purpose of the Comprehensive Plan

Relationship between the Comprehensive Plan and Other Plans

Overview of the Planning Process

Relevance of Statewide Planning Recommendations

Role and Purpose of the Comprehensive Plan

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

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

What the Comprehensive Plan does

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

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

...to plan for their physical development,

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

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

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

What the Comprehensive Plan does not do:

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

Relationship of the Comprehensive Plan to Other Policy and Plans

County Policy and Functional Plans

The Greater Williamsport Alliance Planning Area Comprehensive Plan gives policy guidance and direction to local regulations and codes. The Plan makes policy recommendations for future updates to the following functional plans and regulations in order to provide consistent planning among the various decision makers of the Planning Area:

- Armstrong Township Zoning Ordinance
- Armstrong Township Subdivision and Land Development Ordinance
- Duboistown Borough Zoning Ordinance
- Duboistown Borough Subdivision and Land Development Ordinance
- South Williamsport Zoning Ordinance
- South Williamsport Subdivision and Land Development Ordinance
- City of Williamsport Zoning Ordinance
- City of Williamsport Subdivision and Land Development Ordinance

- Loyalsock Township Zoning Ordinance
- Loyalsock Township Subdivision and Land Development Ordinance
- Old Lycoming Township Zoning Ordinance
- Old Lycoming Township Subdivision and Land Development Ordinance
- Lycoming County Zoning Ordinance
- Lycoming County Subdivision and Land Development Ordinance
- Act 537 Sewage Facilities Plans (systems-based)
- Act 167 Stormwater Management Plans (watershed-based)
- Lycoming County Water Supply Plan
- Hazard Reduction/Mitigation Plans
- Susquehanna River Greenway Plan
- Lycoming County Parks, Recreation, and Open Space Plan

Local Municipal and Multi-Municipal Comprehensive Plans

The Greater Williamsport Alliance Comprehensive Plan aims to achieve its established goals and objectives in a manner that is consistent with that of local municipal comprehensive plans, as required by the Pennsylvania MPC. The Plan has, in fact, been prepared concurrently with the preparation of the Lycoming County Comprehensive Plan Update and five other multi-municipal plans across Lycoming County and Union County. The Plan acknowledges and is consistent with the goals of the County Plan, while making specific recommendations for the Greater Williamsport Alliance Planning Area. Furthermore, the plan is consistent with the comprehensive plans of the adjacent multi-municipal Planning Areas, namely Lower Lycoming Creek, US 220/Future I-99, Montoursville-Muncy, and US 15 South, that have adopted their own comprehensive plans.

Regional Plans

The Greater Williamsport Alliance Comprehensive Plan is not required by the MPC to be consistent with regional planning policy. It is in the best interest of the Planning Area to be aware of regional planning efforts and to be consistent, wherever possible. To this extent, representatives of regional planning efforts were informed of and invited to participate in development of this Greater Williamsport Alliance Comprehensive Plan. Recommendations from the following plan(s) have been considered during the planning process:

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

FAQ - Frequently Asked Questions

Is this the first Comprehensive Plan to be prepared for the Greater Williamsport Alliance Planning Area?

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

Will the Greater Williamsport Alliance Comprehensive Plan be updated in the future?

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

How will the Plan be used?

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

Who is in charge of making this Plan work?

While planning commission members, municipal officials and municipal staff will implement this Plan, public support for the vision and recommendations will be important. This public includes residents, business owners, and organizations that have a direct interest in the future of the Greater Williamsport Alliance Planning Area. With support from the public, these officials and community leaders can implement and uphold the recommended changes to public policy and program physical community improvements to benefit Planning Area residents.

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

Declining open space and the need for coordinated management of natural resources were identified early as priority issues for the Greater Williamsport Alliance Planning Area. Through a variety of recommended strategic actions, this Plan proposes conservation of these areas. Lycoming County’s Open Space, Recreation and Greenways Plan addresses this topic more specifically.

Definition and Overview of the Planning Area



Historic Millionaire’s Row in Williamsport

This Greater Williamsport Alliance Planning Area consists of six municipalities: the City of Williamsport, South Williamsport and Duboistown Boroughs, and Armstrong, Loyalsock, and Old Lycoming Townships. Together, these municipalities comprise the urban and primary suburban Williamsport regions. Once a rural landscape traveled by the Iroquois Nation, today the greater Williamsport region is home to over 55,000 residents, county, state and federal government offices, Little League Baseball, three

institutions of higher education, Susquehanna Health System, and hundreds of private businesses.

Since before its designation as the County seat of Lycoming in 1795, the Williamsport area has been a major center of business and trade. As raw materials were extracted from the mountain landscape, and as agricultural products were cultivated upon the fertile soils, the three Boroughs (then small towns and villages) were hubs of trade and transaction. Wealth accumulated in the City from iron, timber, and limestone resources, as well as from the shipping of these materials, and profits funded investments in materials processing and manufacturing.



East Third Street in Williamsport

Early growth based on natural resources followed natural opportunities, such as creeks to power mills and fertile floodplains for productive fields. Later, as manufacturing took the employment lead over resource production and extraction, residential neighborhoods flourished in and around the City and surrounding towns. Today, the Greater Williamsport Alliance Planning Area is the most intensively developed Planning Area in Lycoming County.

Facts about the Greater Williamsport Alliance Planning Area

Location: Lycoming County,
Northcentral Pennsylvania, USA

Size: 68.54 square miles or 43,864 acres

Population (2000): 55,499 persons; 1.7 % decrease since 1990

Community / Economic Profile:

Median Age: 40.6 years

1999 Median Household Income: \$ 34,433

Major Employers:

Susquehanna Health System

PA State Government

Brodart

Pennsylvania College of Technology, Lycoming College

Williamsport Area School District

Russoli Temps

U. S. Government

Shop Vac, West Company

School Districts: Loyalsock Township, Williamsport Area, and
South Williamsport Area

Major Transportation Routes: I-180, US 15, US 220, PA 554

Natural Setting:

Major watersheds:

Susquehanna River Basin

Loyalsock Creek watershed

Lycoming Creek watershed

Woodlands: 53 % of total Planning Area

Agricultural: 14 % of total Planning Area

Overview of the Planning Process

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

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

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

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

- Clarify and focus on the key issues affecting the Greater Williamsport Alliance Planning Area,
- Enable community leaders to see problem solving and outcomes as synergistic and achievable,
- Engage the community to realize the issues and strengths of their community,
- Provide a basis for action, and
- Create ownership of the vision.

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

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

Figure 1 The Planning Process

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

Phase V – How do we get started?

Identifying Implementation Opportunities

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

Phase IV – How do we get there?

Discerning the Strategic Actions

Developing the steps of action needed to catalyze desired change

Setting the Objectives

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

Establishing the Goals

Determining the desired outcomes for areas of planning emphasis

Phase III – Where do we want to be?

Creating the Vision

Characterizing a more desirable Lycoming County community

Phase II – Where are we going?

Validating Issues and Identifying Trends

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

Phase I – Where are we now?

Defining the Issues

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

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

1. The Community and Economic Development Plan addresses issues relating to demographic, housing, and economic trends. (Chapter 2)
2. The Land Use and Resource Management Plan addresses issues relating to the designation and limitation of land uses, and to the preservation, conservation and on-going management of natural and cultural resources. (Chapter 3)
3. The Transportation Plan describes the preferred future for transportation systems as a multi-modal network, serving residents, business and industry, and even leisure and recreational travel. (Chapter 4)
4. The Community Infrastructure Plan addresses community services, as well as public utilities and privately developed infrastructure, which facilitate growth and development. (Chapter 5)

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

Relevance of Statewide Planning Recommendations

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

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

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

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

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

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

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

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

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

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

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

Invest in a High Road Economy...

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

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

Promote Large-Scale Reinvestment in Older Communities...

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

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

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

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

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

Prepare the Ground for Reform...

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

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



Comprehensive Plan

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

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

**Discerning the Strategic
Actions**

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

Defining the Issues, Validating Issues, and Identifying Trends

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

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

2. **Low Wages and Income** - can adversely impact the stability of the younger worker population and generation of tax revenues to support community service needs.
3. **Lack of Employment Opportunities and Lower Paying Jobs** - This is a concern because employment is generally the key factor that dictates where younger workers will make their home.
4. **Decrease in the Traditional Family** - which is perceived as having an impact on human service needs.
5. **Housing Stock and Diversity** - This is a concern due to the increasing elderly population needing affordable choices to go with a changing lifestyle. It is also important to younger families with limited budgets.
6. **Low Migration Rates** - were viewed as an important indicator of close-knit stable communities.
7. **Diverse Economy** - was viewed as a real need for the future of Lycoming County.
8. **Good Access to Capital** - is viewed as a positive aspect of Lycoming County in terms of new business start-ups and existing business expansions.
9. **Good Labor Force** - was viewed as important to business development and expansion in Lycoming County.
10. **The Influence of KOZs, Little League Baseball, and the Airport** - were noted as key contributors to economic conditions in the Williamsport Area.
11. **Tax Rates** - were noted as being a particular burden for business development as well as for low income and elderly families.
12. **Storefront vacancies** - can create a bad image for business development in boroughs and villages.
13. **Lack of retail diversity** - is a concern because it reduces employment opportunities and retail and service opportunities and choices that play a role in maintaining a stable community.

14. **Increasing Crime and Drug Use** – were noted as social service concerns as well as community image concern for business development.

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

- The population trends of the Greater Williamsport 2000 Alliance Planning Area (GWA) municipalities over the 1970 to 2000 Census periods are indicative of county and statewide trends where population shifted outward from the cities and boroughs into the suburban and rural townships.
- Williamsport City experienced a significant decrease in its populations over the 1970-2000 period, with a calculated loss of 19 percent (7,212 persons). The City's largest reduction of 4,517 persons (-11.9 percent) occurred between 1970 and 1980. This loss can be attributed to a number of factors including relocation caused by the construction of the beltway, urban renewal and the 1972 Flood caused by Hurricane Agnes. Since 1980, the city's population losses have slowed considerably, but the continued decrease remains a critical issue.
- Duboistown Borough and South Williamsport Borough also experienced significant decreases in their populations over the 1970-2000 period, with calculated losses of 12.8 percent (188 persons) and 10.4 percent (741 persons), respectively. More recently, over the 1990-2000 period, Duboistown Borough shifted from population loss to population gain with an increase of 79 residents (6.6 percent), and population loss in South Williamsport has been stabilizing (-84 residents from 1990 to 2000, a loss of 1.3 percent).
- Population gains were experienced over the 1970-2000 period by each township, except Armstrong, with Old Lycoming increasing by 19.3 percent (892 persons) and Loyalsock by 2.8 percent (295 persons). These population trends may be partially attributed to the increase in out-migration patterns from the city and boroughs to the rural and suburban townships.
- The population growth rate enumerated for Armstrong Township (6.1 percent) during the 1990 to 2000 Census period exceeded the state's growth rate of 3.4 percent.

- Change is imminent given that the population losses experienced by Williamsport City and South Williamsport Borough are stabilizing. Population gains are evident in the suburban townships of Armstrong and Loyalsock Townships, as well as in Duboistown Borough. These trends may be indicative of the flood hazard mitigation efforts of the county and GWA municipalities, as well as the downtown revitalization efforts being undertaken by the City of Williamsport. These efforts are, in part, supporting these repopulation trends through housing and economic development opportunities.
- GWA's mobility rate of 45.8 percent exceeded the rates enumerated for all surveyed jurisdictions, except the U.S. Route 15 South Planning Area, where the mobility rate is elevated due to institutional resident turnover at the Allenwood Federal Correctional Complex. This suggests that the GWA Planning Area is not a close-knit community relative to the other planning areas, Lycoming County and Pennsylvania as a whole.
- Housing affordability in the Greater Williamsport planning area varies with each municipality. Residents of Williamsport City and Loyalsock Township are spending 36.4 percent and 32.0 percent of their median monthly household income on selected owner costs—higher rates than County residents as a whole (29.9 percent) and Pennsylvanians (30.2 percent). The other four municipalities in the planning area are dedicating between 25.9 percent and 27.7 percent of their income to selected owner costs.
- Median home values in 2000 varied widely in the planning area from \$105,900 in Loyalsock Township to \$67,500 in the City of Williamsport. Housing would appear to be more affordable in Williamsport City, but residents lost purchasing power when their median household income declined by 11.1 percent in the past decade, explaining the greater percentage of their monthly income that is devoted to owner costs.
- Renters in this planning area generally devoted a greater percentage of their median monthly household income (16.7 percent) to rent when compared to the county (15.8 percent), though renters in Armstrong Township and Old Lycoming Township spent only 15.7 and 13.7 percent, respectively, of their monthly income for rent.
- On average the planning area's poverty level increased slightly from 9.7 percent in 1989 to 10.6 percent in 1999, but

was still less than the county’s poverty level of 11.5 percent in 1999.

- In 1999, approximately 21.5 percent of the City’s population was below the poverty level. This is a slight increase from 21.1 percent in 1989. The percentage of the City’s population falling below the poverty level is significantly greater than throughout the county, 11.5 percent in 1999, and the state, 11.0 percent in 1999. Elsewhere in the planning area, Loyalsock Township, Old Lycoming Township and South Williamsport Borough experienced over 3 percent increases in the number of residents falling below the poverty level between 1989 and 1999. Only Armstrong Township and Duboistown Borough saw a decline in their poverty levels.

Table 1 Population Change, 1970-2000

Population Change 1970-2000								
Municipality	Total Population				Population Change			
	1970	1980	1990	2000	1990-2000		1970-2000	
					#	%	#	%
Pennsylvania	11,800,766	11,863,895	11,881,643	12,281,054	399,411	3.40%	480,288	4.10%
Lycoming County	113,296	118,416	118,710	120,044	1,334	1.10%	6,748	6.00%
Greater Williamsport Alliance Planning Area	62,463	57,831	56,476	55,499	-977	-1.70%	-6,964	-11.10%
Armstrong Township	727	732	676	717	41	6.10%	-10	-1.40%
Duboistown Borough	1,468	1,218	1,201	1,280	79	6.60%	-188	-12.80%
Loyalsock Township	10,581	10,763	10,644	10,876	232	2.20%	295	2.80%
Old Lycoming Township	4,616	5,136	5,526	5,508	-18	-0.30%	892	19.30%
South Williamsport Borough	7,153	6,581	6,496	6,412	-84	-1.30%	-741	-10.40%
Williamsport City	37,918	33,401	31,933	30,706	-1,227	-3.80%	-7,212	-19.00%

Source: U.S. Census Bureau

Table 2 Resident Mobility, 1995-2000

Resident Mobility								
	Population 5 years and over	Same house in 1995	New Residents since 1995	Mobility Rate	Origin of New Residents			
					Elsewhere in Lycoming County	Elsewhere in PA	Other State	Abroad
Greater Williamsport Alliance Planning Area	52,437	28,550	23,887	45.60%	65.50%	22.70%	10.40%	1.50%
Armstrong Township	687	503	184	26.80%	82.60%	6.00%	11.40%	0.00%
Duboistown Borough	1,220	840	380	31.10%	84.70%	13.70%	1.60%	0.00%
Loyalsock Township	10,335	6,306	4,029	39.00%	73.50%	14.30%	11.50%	0.80%
Old Lycoming Township	5,257	3,587	1,670	31.80%	81.60%	8.70%	9.20%	0.50%
South Williamsport Borough	6,091	3,575	2,516	41.30%	79.10%	13.80%	6.40%	0.70%
Williamsport City	28,847	13,739	15,108	52.40%	58.60%	28.30%	11.10%	1.90%

Source: U.S. Census Bureau

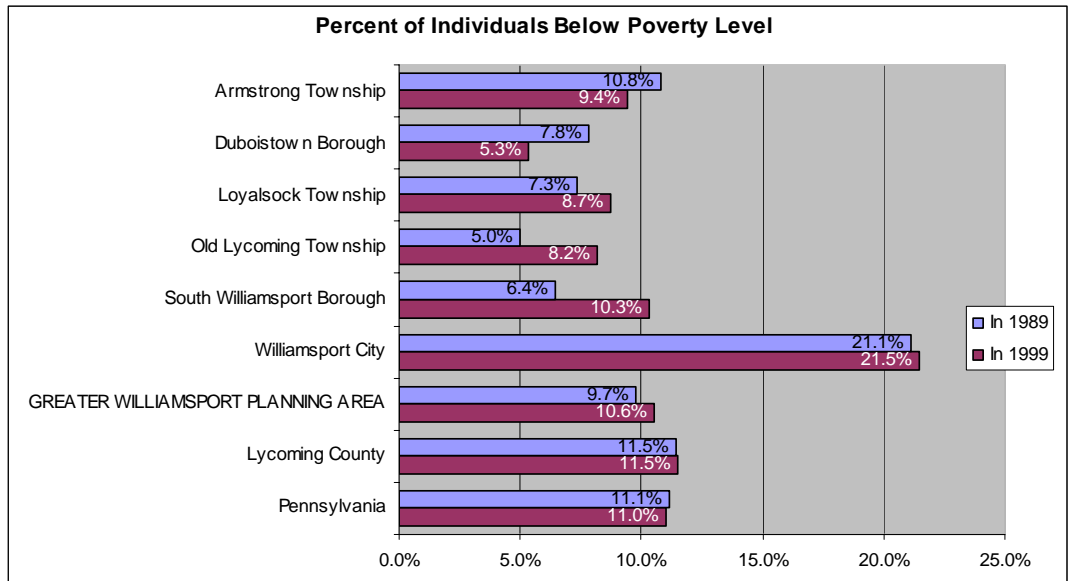
Table 3 Housing Affordability, 2000

Housing Affordability							
Municipality	2000 Median Home Value	1999 Median Household Income	Median Monthly Household Income	Median Monthly Owner Costs, with a Mortgage	% of Owner Income	Median Monthly Gross Rent	% of Renter Income
Pennsylvania	\$97,000	\$40,106	\$3,342	\$1,010	30.20%	\$531	15.90%
Lycoming County	\$86,200	\$34,016	\$2,835	\$848	29.90%	\$449	15.80%
Greater Williamsport Alliance Planning Area	\$84,983	\$34,433	\$2,869	\$828	28.80%	\$476	16.60%
Armstrong Township	\$87,900	\$34,844	\$2,904	\$805	27.70%	\$456	15.70%
Duboisstown Borough	\$78,700	\$35,132	\$2,928	\$786	26.80%	\$493	16.80%
Loyalsock Township	\$105,900	\$36,806	\$3,067	\$981	32.00%	\$538	17.50%
Old Lycoming Township	\$94,300	\$39,852	\$3,321	\$861	25.90%	\$455	13.70%
South Williamsport Borough	\$75,600	\$34,018	\$2,835	\$746	26.30%	\$488	17.20%
Williamsport City	\$67,500	\$25,946	\$2,162	\$786	36.40%	\$424	19.60%

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

Source: U.S. Census Bureau

Figure 2 Percent of Individuals Below Poverty Level, 1989-1999



While many other issues were identified, these issues related to community and economic development were of the greatest concern to community leaders and residents of the Greater Williamsport Alliance Planning Area. Stakeholders and residents from across the Planning Area and the County were invited to discuss these issues and give input to vision statements that described the preferred approach to addressing unfavorable

conditions and trends. Discussion was facilitated by statistical analysis from the following sources:

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

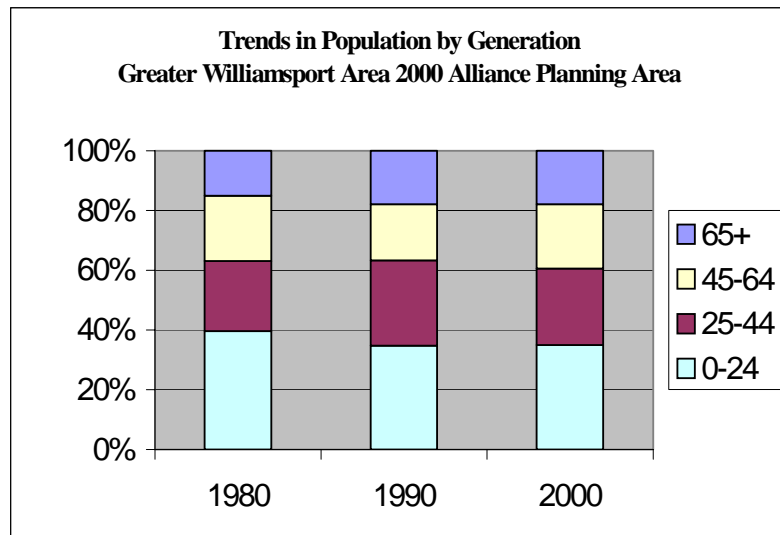
Various perspectives on the priority issues were contributed. In some cases, consensus on preferred future conditions and trends was reached quickly. In other instances, more extensive discussion or a broader, more flexible vision statement was needed for all participants to agree. From the preferred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

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

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

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

Figure 3 Trends in Population by Generation



The Implications to Our Community

- As younger workers (25-55) leave the area, the median housing value will typically decline due to a decreasing demand for larger and higher priced housing. This can adversely impact tax revenues.
- As the median age of the community’s population increases, tax revenues typically decrease. At the same time, demands for community services change based on the needs of its older residents.

Figure 4 Annual Median Income Trends, Actual and Projected

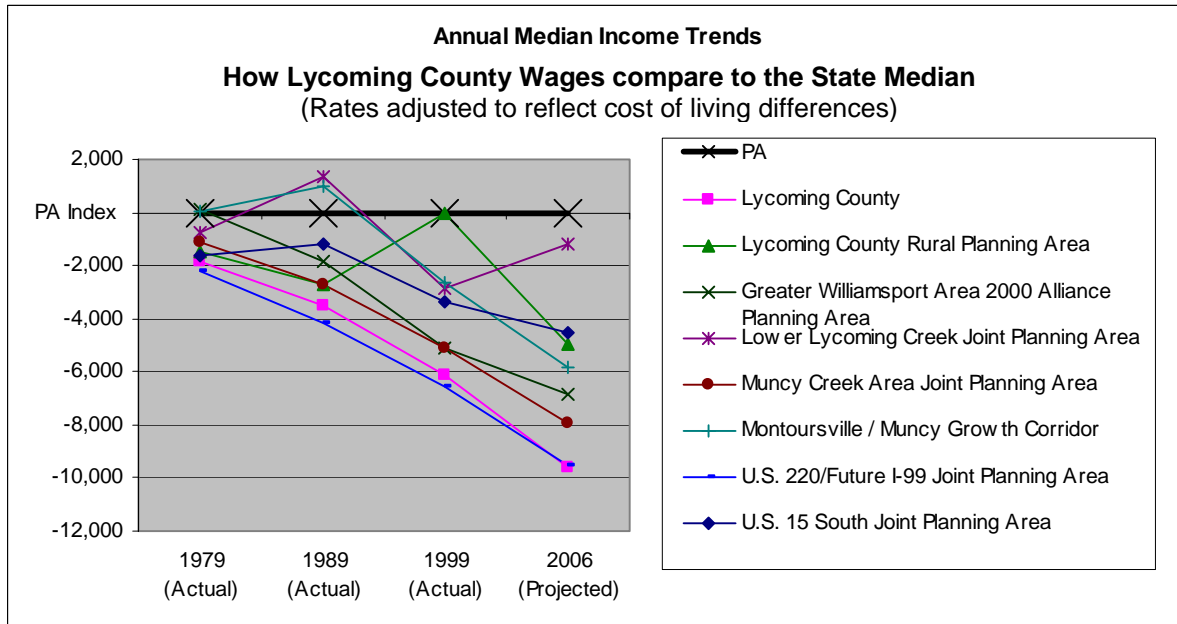
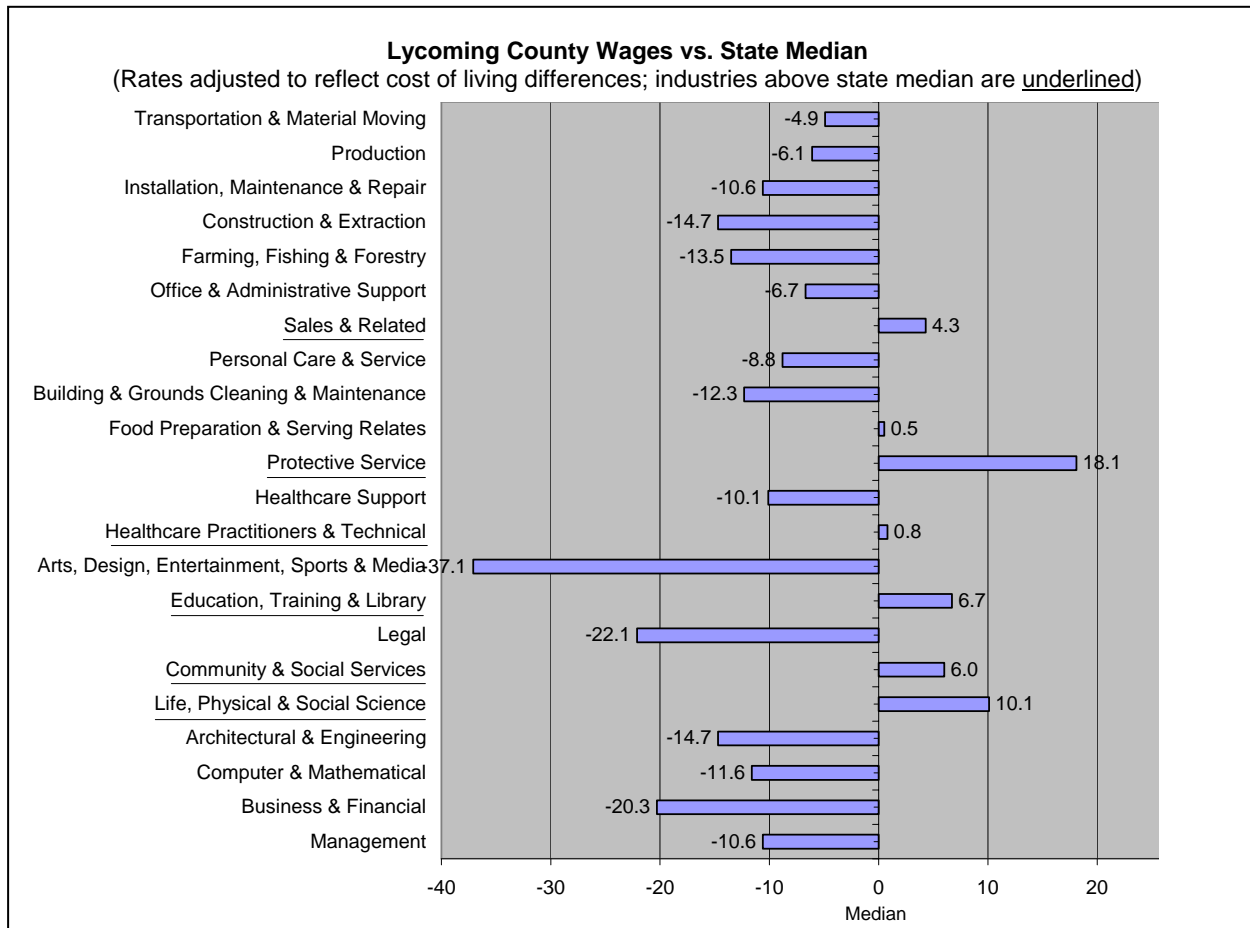


Figure 5 Lycoming County Wages versus State Median



Our Vision for the Future

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

Common Goal

To maintain and enhance our quality of life

Common Objectives

- Increase affordable housing options
- Increase the interaction between all age groups / generations
- Increase awareness about opportunities that impact the quality of life including recreation, social and cultural events, community services and facilities.
- Increase the number and quality of employment opportunities for all ages. Improve the average household income levels.
- Attract more young professionals to the area.

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

Figure 6 Housing Diversity (Units in Structure) by Planning Area, 2000

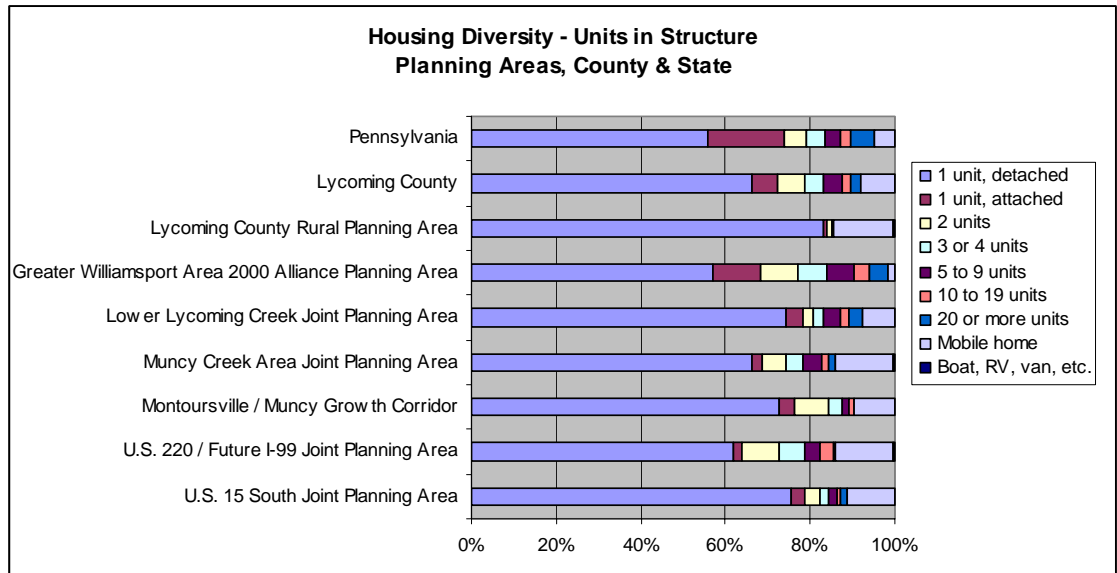
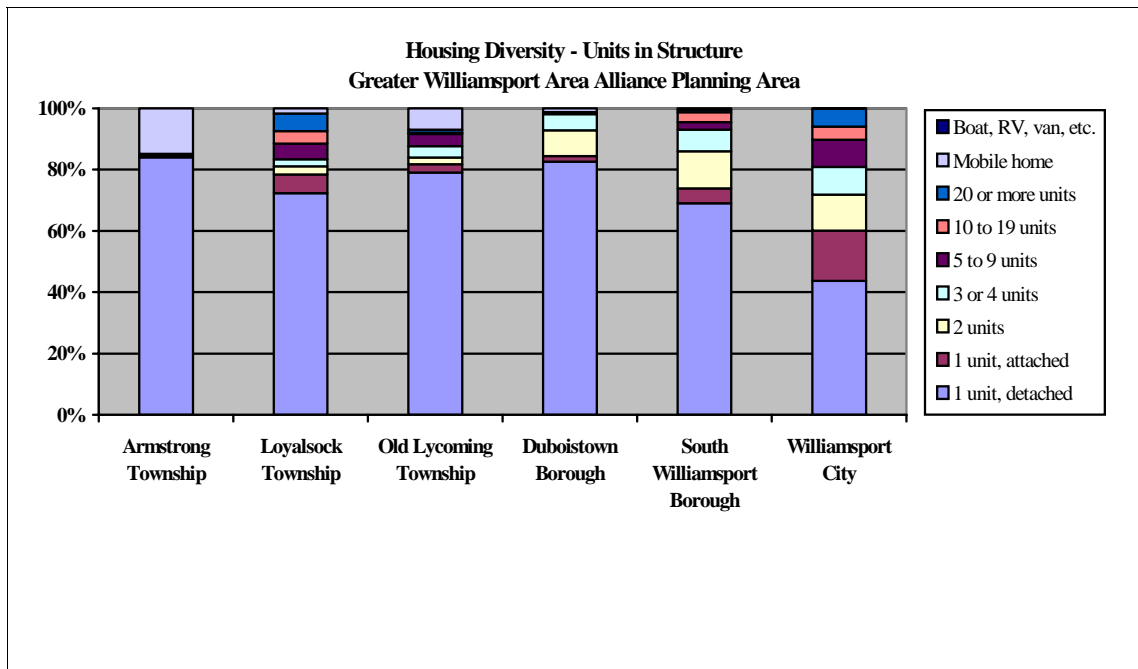


Figure 7 Housing Diversity (Units in Structure) by Municipality, 2000



The Implications to our Community

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

Our Vision for the Future

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

Common Goal

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

Figure 8 Age of Housing Stock by Planning Area, 2000

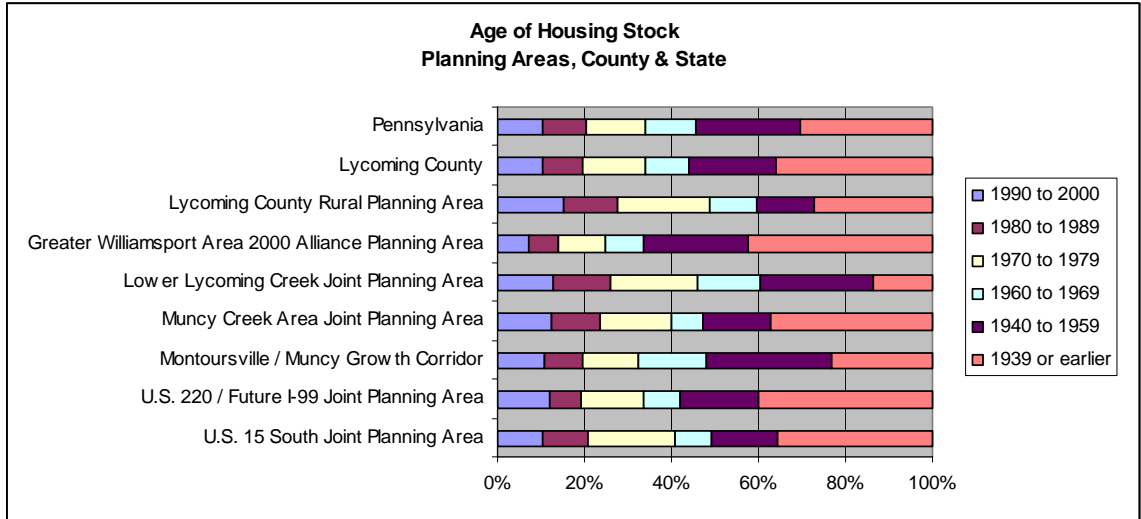
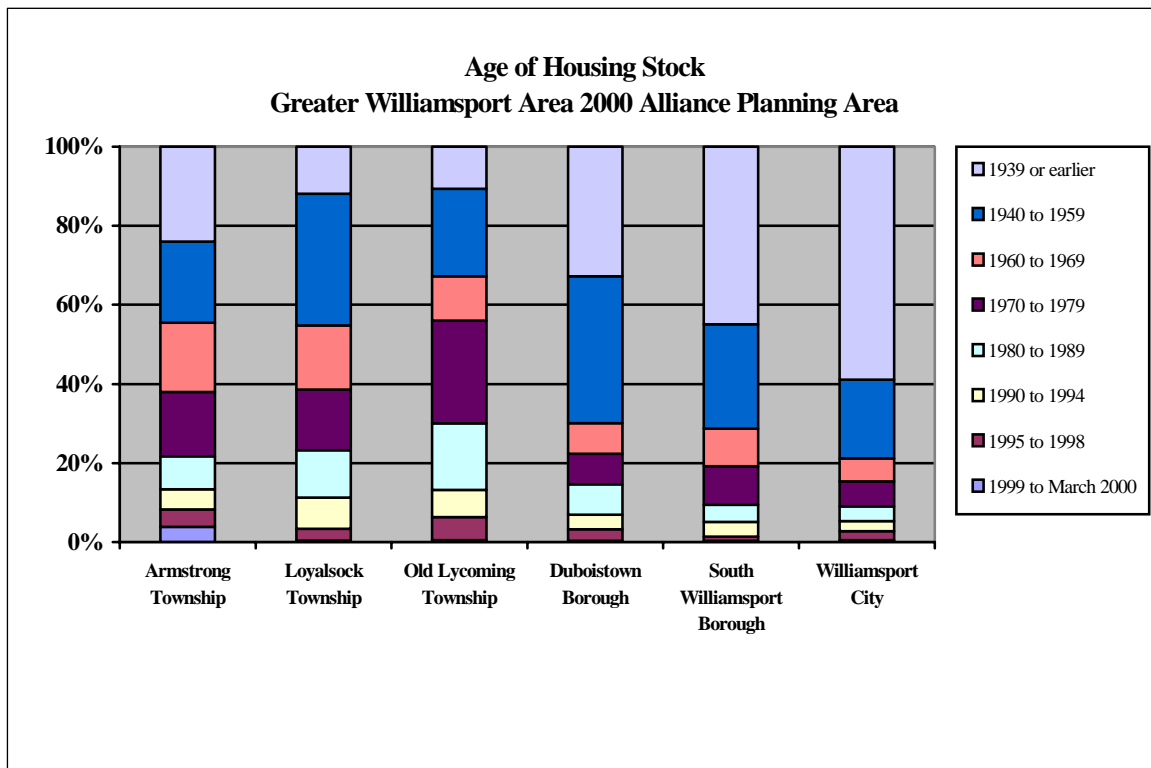


Figure 9 Age of Housing Stock by Municipality, 2000



Common Objectives

- Reduce suburban sprawl
- Increase opportunities for senior housing/living development
- Increase community awareness about the advantages of different housing types and densities.
- Examine market supply and demand to assure that options are available to those that desire them
- Increase housing and building code enforcement
- Establish a more balanced diversity of housing types and price ranges in all communities.
- Increase the number of homes being rehabilitated to meet building codes.
- Increase the amount of infill development to better support the vitality of existing neighborhoods.
- Monitor the housing needs of the elderly population.



Apartment housing in Williamsport

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

Figure 10 Employment Change in Lycoming County, 1990-2000

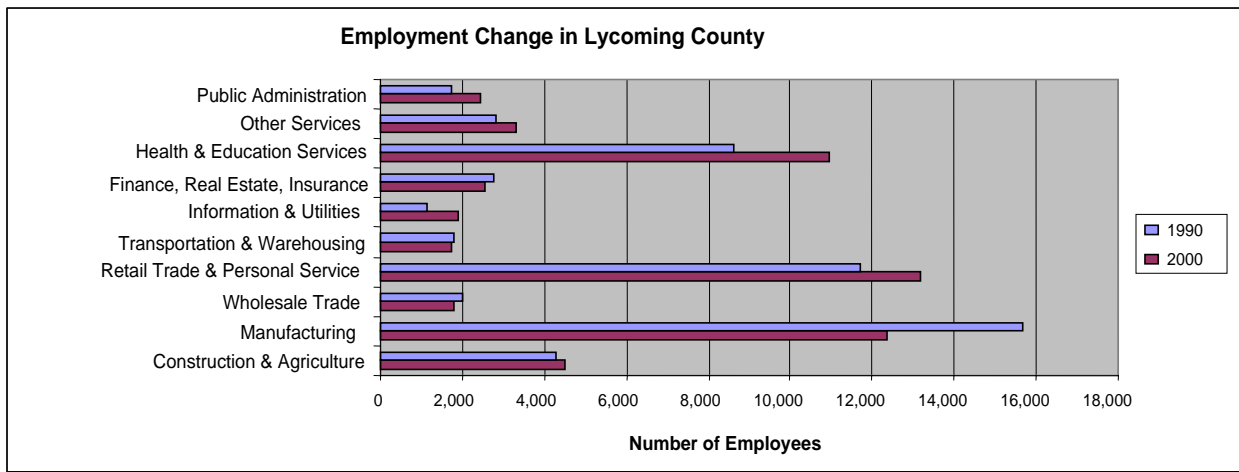
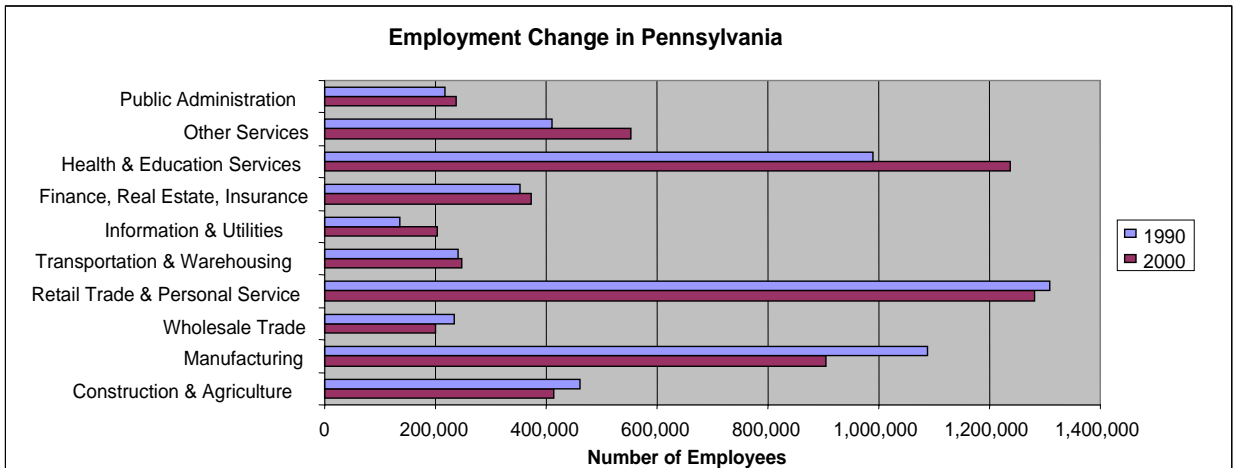


Figure 11 Employment Change in Pennsylvania, 1990-2000



The Implications to Our Community

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

Our Vision for the Future

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

Common Goal

To strengthen and diversify our economy, while retaining and growing existing industries and businesses

Common Objectives

- Increase local employment of Lycoming County graduates
- Increase business start-ups and expansions
- Increase employment of older residents
- Increase dialogue between educational institutions and business community
- Improve the tax environment in order to facilitate business creation
- Increase program capacities to facilitate economic development initiatives.
- Increase our training opportunities to meet the changing workforce requirements.
- Increase entrepreneurial development and support capabilities



Williamsport/Lycoming Chamber of Commerce

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

The Implications to our Community

- In Central Pennsylvania, small businesses with less than 100 employees account for a very large proportion of the total employment. Thus, maintaining small business start-ups can be important to the future of the local economy.
- Small business expansions have an important role to play in maintaining the economic vitality of our downtown business districts



Small business in South Williamsport

Our Vision for the Future

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

Common Goal

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

Common Objectives

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

Issue: The increasing number of storefront vacancies in our downtown business districts adversely impacts our ability to maintain or improve the vitality of our towns.

The Implications to our Community

- This condition can negatively impact the number and variety of retail stores and local service oriented businesses available to the community.
- Small scale higher tech oriented business investors may look to downtown areas if they provide for a variety of their service needs including legal, communication, health care and food services, as well as quality of life needs such as cultural events and historic preservation districts.



Third Street storefronts

Our Vision for the Future

Our communities will improve the image of our downtown business districts through residential and *mixed-use* development in order to promote future investments within our towns.

Common Goal

To maintain and reinvest in downtown districts as vital centers of our communities

Common Objectives

- Increase understanding of commercial trends in the downtown areas.
- Invest in infrastructure needs to support business and residential development in the downtown areas.
- Encourage land use policy to support development in the downtown areas.
- Expand business development programs to support small business entrepreneurs.
- Increase residential development within our mixed-use downtown business districts.
- Discourage suburban sprawl.

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

The Implications to our Community

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



Community Arts Center

Our Vision for the Future

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

Common Goal

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

Common Objectives

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

Population Projections, Forecasts, and Targets

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

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

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

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

Population projections of Lycoming County and its municipalities were prepared in 2003 by Bondata of Hummelstown. These projections, shown below, anticipate continued losses of approximately 1,000 residents per decade for the Greater Williamsport Alliance Planning Area.

Table 4 Population Projections

Municipality	Census Counts				Population Projections					
	1990	2000	1990-2000 Change		2010	2000-2010 Change		2020	2010-2020 Change	
	#	#	#	%	#	#	%	#	#	%
Lycoming County	118,779	120,444	1,542	1.40	121,397	1,542	1.28	122,859	1,590	1.31
Greater Williamsport Alliance Planning Area	56,510	55,499	-1,011	-1.79	54,416	-1,083	-1.95	53,107	-1,309	-2.40
Armstrong Township	676	717	41	6.07	759	42	5.81	799	40	5.28
Dubois Township	1,202	1,280	78	6.49	1,359	79	6.20	1,436	77	5.65
Loyalsock Township	10,652	10,876	224	2.10	11,093	217	2.00	11,271	178	1.61
Old Lycoming Township	5,529	5,508	-21	-0.38	5,480	-28	-0.51	5,430	-51	-0.92
South Williamsport Borough	6,500	6,412	-88	-1.35	6,315	-97	-1.52	6,191	-124	-1.97
Williamsport City	31,951	30,706	-1,245	-3.90	29,410	-1,296	-4.22	27,981	-1,429	-4.86

Source: Bondata

Population forecasts were prepared by the Lycoming County Department of Economic Development and Planning Services for the County Water Supply Plan Update (2003). These forecasts were developed based on 2000 population figures and the average decennial growth rate from 1950-2000. These forecasts suggest a shift from population loss to population gain for the Greater Williamsport Alliance Planning Area. Growth rates could range from 2.08 to 5.59 percent for the Planning Area as a whole. Loyalsock and Old Lycoming Townships would continue to grow at double-digit rates. Armstrong Township and Dubois Borough would sustain moderate growth—5.93 and 2.46 percent

respectively. The City of Williamsport would continue to lose population at rates ranging from 4.49 to 6.37 percent per decade.

Table 5 Population Forecasts

Municipality	Average Growth Rate per Decade (1950-2000)	2000 Population	2010	2000-2010 change		2020	2010-2020 change	
			Forecast (1)	#	%	Forecast (2)	#	%
Lycoming County	-	120,044	128,308	8,264	6.88	138,872	10,564	8.23
Greater Williamsport Alliance Planning Area		55,499	54,992	-507	-0.91	54,786	-205	-0.37
Armstrong Township	5.9%	717	760	43	5.93	805	45	5.93
Duboisstown Borough	2.5%	1,280	1,311	31	2.46	1,344	32	2.46
Loyalsock Township	4.0%	10,876	11,311	435	4.00	11,763	452	4.00
Old Lycoming Township	16.9%	5,508	6,437	929	16.87	7,523	1,086	16.87
South Williamsport Borough	0.2%	6,412	6,422	10	0.15	6,431	10	0.15
Williamsport City	-6.4%	30,706	28,751	-1,955	-6.37	26,920	-1,831	-6.37

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

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

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

These forecasts were further refined as population targets by the Lycoming County Department of Economic Development and Planning Services. Development of these targets incorporated a growth percentage for public infrastructure availability (water, sewer, and transportation). Population targets describe the Greater Williamsport Alliance Planning Area as a region of steady growth over next 15 years. The Planning Area population could increase at a rate of four to six percent per decade. The population targets suggest that more residents will be attracted to Loyalsock and Old Lycoming Townships than was indicated by the population forecasts. The population target for the City of Williamsport indicates a continued trend of population decline; however, the population loss is more moderate than that shown under the population forecast. This increased retention of residents would represent an improved condition for the City.

Table 6 Population Targets

Municipality	Development Factor	2000 Population	2010	2000-2010 change		2020	2010-2020 change	
			Target (1)	#	%	Target (2)	#	%
Lycoming County	-	120,044	130,378	10,334	8.61	141,093	10,715	8.22
Greater Williamsport Alliance Planning Area		55,499	56,192	693	1.25	55,997	-195	-0.35
Armstrong Township	2%	717	775	58	8.05	821	46	5.93
Duboisstown Borough	1%	1,280	1,325	45	3.48	1,357	33	2.46
Loyalsock Township	3%	10,876	11,650	774	7.12	12,116	466	4.00
Old Lycoming Township	3%	5,508	6,630	1,122	20.37	7,749	1,118	16.87
South Williamsport Borough	1%	6,412	6,486	74	1.15	6,496	10	0.15
Williamsport City	2%	30,706	29,326	-1,380	-4.49	27,459	-1,867	-6.37

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

(1) Based on Forecast 2010 Population x Development Factor

(2) Based on Forecast 2020 Population x Development Factor

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

Discerning the Strategic Actions

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

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

Key Issues for the Greater Williamsport Alliance Planning Area

Strategy	<i>Aging Population</i>	<i>Housing</i>	<i>City of Williamsport Trends</i>	<i>Economy</i>	<i>Small Business (Defined as less than 100 employees)</i>	<i>Storefront Vacancies</i>
1 Review all applicable ordinances to make sure they are conducive to meeting the specific goals and objectives identified in the comprehensive plan.	X	X	X	X	X	
2 Implement a Central Business District Revitalization and Community Gateway Initiative.	X	X	X	X	X	X
3 Establish a County Partnership Forum that will meet on a regular basis to create strategic partnerships and coordinate the mutual initiatives among these partnerships to achieve economy of scale and program efficiencies.	X	X	X	X	X	X
4 Establish a closer working relationship with our educational institutions to make them a more integral player in shaping our community.	X	X	X	X	X	X
5 Undertake specific actions or programs to promote the development of housing to support the community goals and objectives identified in the Comprehensive Plan.	X	X	X	X		X
6 Undertake specific actions or programs to promote economic development that supports the community goals and objectives identified in the Comprehensive Plan.	X	X	X	X	X	X
7 Establish a Regional Cooperation Forum to focus on important issues requiring regional cooperation.	X	X	X	X	X	X


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


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

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

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

Strategy #2	
Implement a Central Business District Revitalization and Community Gateway Initiative.	
Methods, Tools, and References	
Partnership creation, community projects, implementation of Lower West Branch Susquehanna River Conservation Plan and marketing the live, work and play benefits of Lycoming County, and the Market Street Land Use and Transportation Study.	
Partners	
County, City, Boroughs, Townships, Chamber of Commerce, Our Towns 2010, Pennsylvania College of Technology, Lycoming College, Arts Council, IPC, EDPS, Lycoming Housing Finance Inc. , Northcentral PA Conservancy	
Funding Sources	
Federal Transportation Appropriations, Transportation Equity Act Reauthorization, Commonwealth Capital Budget, Transportation Enhancements Funding, DCNR Community Conservation Partnership Program	
Strategic Action	Notes
2a. Establish a partnership between the County, Chamber of Commerce, and Our Towns 2010 to sustain and implement “Main Street” Initiatives for the Central Business Districts.	The Market Street Land Use and Transportation Study is a key partnership initiative to be considered.
2b. Identify partnership projects with Lycoming College and Pennsylvania College of Technology to develop community projects in the City and the boroughs of South Williamsport and Duboistown.	These may include such initiatives as the Plastics Technology Business Incubator, student housing, and neighborhood redevelopment and revitalization.
2c. Improve pedestrian circulation through the completion of the streetscape enhancement project and the completion of the Susquehanna River Trail.	Public forums and surveys identified the importance of these initiatives in tying together the resources of the river to the City and Boroughs of South Williamsport and Duboistown to facilitate economic development investments.
2d. Develop additional activities in our downtowns that will increase pedestrian activity during daytime, evening and weekend hours.	This may include a marketing initiative to promote the “live, work and play” concept. Also see Strategic Actions 2.g. and 2.i., below.

Strategic Action	Notes
<p>2e. Promote cultural events and establishments in the City and Boroughs of South Williamsport and Duboistown as a package. This may include the development of a cultural district in the City.</p>	<p>Our Towns 2010 is currently working with the Chamber of Commerce to identify and promote museums and other cultural attractions in the City. It is anticipated that this process will be undertaken in other municipalities.</p>
<p>2f. Continue to support the development of Millionaire’s Row through the efforts of public and private entities</p> 	<p>Lycoming Neighborhood Development Corporation is actively involved with the development of Millionaire’s Row as a cultural and tourist attraction. Current events include the Victorian Christmas that features the houses along Millionaire’s Row.</p>
<p>2g. Promote initiatives that encourage downtown living.</p>	<p>As the saying goes “retail follows rooftops.” As people fled urban areas, opting for the single-family home in the suburbs, many businesses have followed suit. Businesses will return to downtown when residents return to downtown. Such initiatives may include streetscapes with good lighting and pedestrian walkways to promote safety, outdoor seating for cafes adjacent to pedestrian malls, and tax incentives, etc.</p>
<p>2h. Increase public awareness of the cultural and historical resources unique to the area by promoting implementation of the Lower West Branch River Conservation Plan.</p>	<p>Developed by the Northcentral Pennsylvania Conservancy, the river conservation plan outlines a series of management options to restore, enhance, and protect this river corridor. Many of the recommendations outlined in this study are designed to increase the public’s awareness of the cultural and historical resources unique to this area.</p>

Strategic Action	Notes
<p data-bbox="248 235 792 300">2i. Facilitate the involvement of the Arts Council in downtown redevelopment.</p>  <p data-bbox="237 737 781 802"><i>Murals on Trade and Transit Center Building in downtown Williamsport</i></p>	<p data-bbox="823 235 1398 411">The Arts Council will play a prominent role in developing a cultural district with sufficient cultural resources to create a “critical mass” essential to successfully promoting more downtown investment.</p>

Strategy #3	
<p>Establish a County Partnership Forum that will meet on a regular basis to create strategic partnerships and coordinate the mutual initiatives among these partnerships to achieve economy of scale and program efficiencies.</p>	
<p>Methods, Tools, and References</p> <p>Existing County Economic Development Strategy, partnerships, and targeting priorities.</p>	
<p>Partners</p> <p>County, City, Boroughs, Townships, Chamber of Commerce, Industrial Properties Corporation, Greater Williamsport Alliance, Lycoming Neighborhood Development Corporation, Lycoming Housing Finance Inc., Williamsport Hospitality Group, the Williamsport / Lycoming Foundation, Business Roundtable, Little League World Series, Our Towns 2010, IPC, EDPS, and the development community, Northcentral PA Conservancy/Lumber Heritage Region.</p>	
<p>Funding Sources</p> <p>DCED Shared Municipal Services</p>	
Strategic Action	Notes
<p>3a. Implement the Partnership Agreement between the County of Lycoming and the Williamsport/Lycoming Chamber of Commerce and the Industrial Properties Corporation. <i>(Also see <u>Partnership Agreement</u> and the <u>Economic Development Strategy</u>)</i></p>	<p>Contact the Lycoming County EDPS for copies of the <u>Partnership Agreement</u> and the <u>Economic Development Strategy</u>. These should be reviewed periodically to identify objectives that are completed, need to be modified or implemented.</p>
<p>3b. Continue to promote and enhance existing public-private partnerships through the Williamsport/Lycoming Chamber of Commerce and the Greater Williamsport Alliance.</p>	<p>Existing partnerships should be utilized to the fullest extent to reinforce their value and capacity to affect positive change in the region.</p>
<p>3c. Promote the City’s historical, cultural and tourism amenities through local and regional business partnerships and publications.</p>	<p>This would include ads and articles for trade and tourism publications to draw attention to historic and cultural attractions.</p>
<p>3d. Continue to support the efforts of Lycoming Neighborhood Development Corporation (LNDC), City Department of Community and Economic Development, and Lycoming Housing and Finance, Inc., to develop and rehabilitate housing in the City.</p>	<p>These entities should continue to work together to pool financial and personnel resources in the revitalization of neighborhoods.</p>

Strategic Action	Notes
3e. Establish committee to develop market rate housing in the City.	This committee will need to include the development and real estate community in order to garner support for such an approach.
3f. Proactively target the redevelopment of vacant, “brownfield” properties for commercial and industrial reuse through partnerships with private developers, federal, state, local and city resources.	Because the County’s affordable housing program is a powerful economic development tool that is transforming brownfields into productive properties, it should be continued indefinitely.
3g. Evaluate local incentives for economic and community development to determine opportunities to leverage federal, state, and private funding resources.	By pooling local incentives and funding resources, there is a greater opportunity to secure Federal, state, and private funding to support community development projects.
3h. Establish a Williamsport / Lycoming Business Roundtable to represent businesses with a significant employment presence in Lycoming County.	<p>In addition to advocating for initiatives that will improve the region’s business climate, the organization can help to increase awareness of the job opportunities available to <i>local</i> college graduates. Because many of today’s students are being prepared for careers in high-tech and emerging industries, they represent tremendous human capital that can strengthen the workforce and diversify the economy. A business recruitment alliance could help to reverse this ‘brain drain,’ by promoting <i>local</i> job opportunities through on-campus recruiting, career fairs, and alumni networks. Membership in the alliance would be comprised of companies that have a presence in Lycoming County.</p> <p>Support efforts of the Pennsylvania Business Roundtable and The Business Climate Coalition to institute state fiscal reforms that deliver a more competitive tax structure to Pennsylvania. In 1999, the Pennsylvania Economy League compared Pennsylvania’s major business taxes to determine how it measured up against competitor states. This study was updated in 2001. (continued)</p>

Strategic Action	Notes
(continued)	Although the General Assembly did institute changes throughout the early 1990s to reduce the state’s business tax liability, Pennsylvania still maintains the 3 rd highest Corporate Net Income tax (9.99 percent) in the nation. It is also among a handful of states that levies a distinct tax on corporate worth, known as the Capital Stock/Franchise Tax. Although the CS/F tax is scheduled for full elimination by 2009, other changes could be implemented in the more immediate future to reduce business tax liability. Lycoming County can promote a more positive business climate by lobbying for changes to the Commonwealth’s Tax Reform Code.
3i. Develop a “Live Lycoming” campaign that promotes the County’s “town and country” lifestyle to working young professionals	Sponsored primarily by local real estate agencies, this campaign could utilize the Internet and radio ads to promote the unique qualities of the Lycoming lifestyle. The web site should feature available properties and provide links to participating organizations ² . Other potential program sponsors might include the Business Roundtable, the Williamsport Hospitality Group, the Williamsport/Lycoming Foundation, Lycoming Neighborhood Development Corporation (LNDC), and the Williamsport/Lycoming Chamber of Commerce.
3j. Support efforts of the Pennsylvania Business Roundtable and the Business Climate Coalition to institute state fiscal reforms that deliver a more competitive tax structure to Pennsylvania.	Government Officials and Businesses represented by the Chamber of Commerce need to act as “one voice” advocating a more competitive tax structure statewide.

² This campaign builds upon the success of the Live Baltimore project (www.livebaltimore.com), funded in part by the Abel Foundation.

Strategic Action	Notes
<p>3k. Utilize the Little League World Series and other conference events as a means to promote historical, cultural and tourism attractions to the City and the surrounding area.</p>	<p>The Little League World Series represents a two-week opportunity for the County , City and the Boroughs of South Williamsport and Duboistown as well as the townships to showcase local attractions and highlight the quality of life this area affords those visiting or businesses looking to expand or locate in Lycoming County.</p>
<p>3l. Establish a Keystone Innovation Zone (KIZ) Partnership. <i>(Also see item 6.a)</i></p>	<p>This partnership will need to include the City, Penn College and Lycoming College.</p> <p>To be considered eligible for State designation, municipalities must establish a Partnership organization comprised of private business, commercial lending institutions, venture capital networks, and institutions of higher education, et al. Because the Partnership has a specific objective - to seek designation for the KIZ - it could support purposeful interaction between these organizations.</p> <p>The Chamber should take the lead in implementing this action item.</p>
<p>3m. Publicize the existence of partnerships to increase awareness of their value in making for a better community.</p>	<p>The County and Chamber should work together to produce an educational piece that highlights existing partnerships and clearly defines the importance of such partnerships to this community.</p>
<p>3n. Establish Community Resource Centers as clearing-house for community information.</p>	<p>The County, Chamber and Our Towns 2010 should work together to establish “one stop shops” that provide all types of community and economic development information to local residents, businesses and future business investors.</p>

Strategy #4	
Establish a closer working relationship with our educational institutions to make them a more integral player in shaping our community.	
Methods, Tools, and References	
Program implementation, evaluations and partnerships.	
Partners	
County, City, boroughs, townships, school districts, local colleges, Neighborhood Development Corporation, Chamber of Commerce, IPC, EDPS, Leadership Lycoming (adult and youth) and the Work Force Investment Board.	
Funding Sources	
Not applicable	
Strategic Action	Notes
4a. Work with the local school districts to establish a senior citizens volunteer program in grades K-12.	As our elderly population grows, it is increasingly disconnected from society at large. Distance separates many senior citizens from their families, while senior housing limits their interaction with other age groups and sensibilities. A senior citizens volunteer program would provide many seniors with a sense of purpose. It would also expose young children and adults to a positive relationship with elderly people. Volunteers can be paired with students in need of special attention or can be brought on to support specific projects.
4b. Establish a youth mentor / young achievers program that pairs “at risk” high school students with successful students from area colleges.	To reverse the ‘brain drain’ in Lycoming County, establish a youth mentor/young achievers program that pairs ‘at risk’ high school students with successful students from area colleges. In the interest of recruiting new students, participating colleges could sponsor networking opportunities (e.g. campus site visits) that help young adults appreciate the value of a college education. Participating schools can also establish pen-pal programs via email, allowing students to dialogue with their mentors on a regular basis. As incentive for participation on both sides, college students could earn internship credits and high school students could earn credits toward graduation.

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

Strategic Action	Notes
<p>4j. Implement the “College Town” Program established by the Chamber of Commerce to make Williamsport a more college-oriented community.</p>	<p>Between Penn College, Lycoming College, and the Newport Business Institute, there are more than 8,000 students and faculty that spend time in the City of Williamsport. This represents a significant opportunity for promoting economic development and community revitalization initiatives.</p>
<p>4k. Establish a partnership with the schools and colleges to keep the educational institutions involved in the planning process.</p>	<p>Institutional initiatives such as expansions and/or program changes can impact on the surrounding community. Coordination of plans with local government will help everyone better understand the needs of the institution and the value they provide within the community.</p>

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

³ The LNYW neighborhoods must be located in State-designated revitalization areas.

Strategic Action	Notes
(continued)	Due to budget constraints, funding for the Live Near Your Work (LNYW) Program was not included in the State budget for fiscal year 2004. But due to its popularity, the City of Baltimore and other jurisdictions will continue administering the program at the local level.
5b. The County’s affordable housing program is an economic development tool that is transforming brownfields into productive properties, and should be continued.	In 2001, Lycoming County established a countywide affordable housing program. As authorized by the Option County Affordable Housing Funds Act (Act 137 of 1992), the County deposits recording fees for deeds and mortgages in the general fund. To date, these special set-aside funds have been matched (at a 1:4 ratio) with State “Brownfields for Housing” monies to support affordable housing initiatives in previously developed areas.
5c. Conduct a housing needs assessment to determine if the County’s existing housing stock meets the needs of existing and prospective residents.	The assessment should also identify current gaps in housing services.
5d. Establish a revolving loan fund to support the rehabilitation of historic buildings.	The National Trust for Historic Preservation offers loans, ranging in size from \$50,000 to \$350,000, which can be used to capitalize a revolving loan fund to acquire, stabilize, and rehabilitate historic buildings.
5e. Establish a residential tax abatement program in the City, and the Boroughs of South Williamsport and Duboistown to entice homebuyers to purchase, construct or improve homes in our core communities.	<p>Many residential properties fall into disrepair because homeowners are reluctant to invest in improvements that will increase their real estate tax liability. When a homeowner undertakes a major construction or remodeling project on their home, the County tax assessor’s office conducts a property reassessment.</p> <p>As a result of a higher property valuation, the reassessment often triggers higher real estate taxes. In mid- and low-income areas, the reassessment process often inhibits people from undertaking property improvements (continued)</p>

Strategic Action	Notes
(continued)	<p>that would contribute to a more stable neighborhood.</p> <p>To encourage homeowners to improve their properties and to entice homebuyers to purchase/construct homes in core communities, it is recommended that residential tax abatement programs be established. Residential tax abatement programs exempt homeowners from paying real estate taxes that result from increased property valuation. Abatement terms are set by local ordinance and can be extended to developers of residential properties.</p>
<p>5f. Establish Neighborhood Preservation Programs to support property maintenance and beautification in target areas.</p>	<p>Establish Neighborhood Preservation Programs to support property maintenance and beautification in targeted areas. Rather than provide a uniform level of service, municipalities may realize better results if various public departments (e.g. code enforcement, police, housing) coordinate their efforts within targeted areas. Targeted programs could include: concentrated code enforcement, spot blight removal, critical home repairs, and home maintenance courses. The program can utilize sweat equity to leverage investment from the public and private sectors. For instance, taking a cue from Governor Rendell’s ‘Anchor Partner’ program, municipalities should engage leading businesses in their backyard to contribute seed money, which could be matched with other state and federal programs to revitalize residential areas.</p>

Strategic Action	Notes
<p>5g. Establish neighborhood citizen organizations to promote a “sense of community” and to give residents of all ages a stronger voice in local government.</p>	<p>Incentives for developing neighborhood associations might include preferential consideration for neighborhood cleanup assistance, targeted code enforcement, and streetscape enhancement programs. Child care will enable more citizen involvement. Once established, neighborhood associations can establish a range of programs that encourage home maintenance and community togetherness. Examples include tool lending programs, neighborhood block parties, and clean-ups⁴.</p> <p>Our Towns 2010 promotes and provides assistance to neighborhood groups and needs to be sustained.</p>
<p>5h. Establish incentive program to promote construction of low cost homes.</p>	<p>The County should provide educational information to developers and realtors about Federal incentives such as low interest loans.</p>
<p>5i. Establish educational program to change perceptions about multi-family housing.</p>	<p>This will need to be cooperative effort with the development and real estate community.</p>
<p>5j. Work with educational institutions to provide opportunities for students to become more integrally involved with local government decision-making.</p>	<p>The Leadership Lycoming program should be maintained. Government for a Day workshops in various locations throughout the County may be useful.</p>
<p>5k. Identify growth areas for development of larger residential subdivisions where infrastructure is available.</p>	<p>This concept is important to land use and resource management. See Chapter 3.</p>

⁴ The City of Madison, Wisconsin maintains a list of recognized neighborhood associations that have registered with its Department of Planning & Development. This list is shared with other city departments and agencies, which will solicit these associations when considering projects, programs, and services, in their respective neighborhood.

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

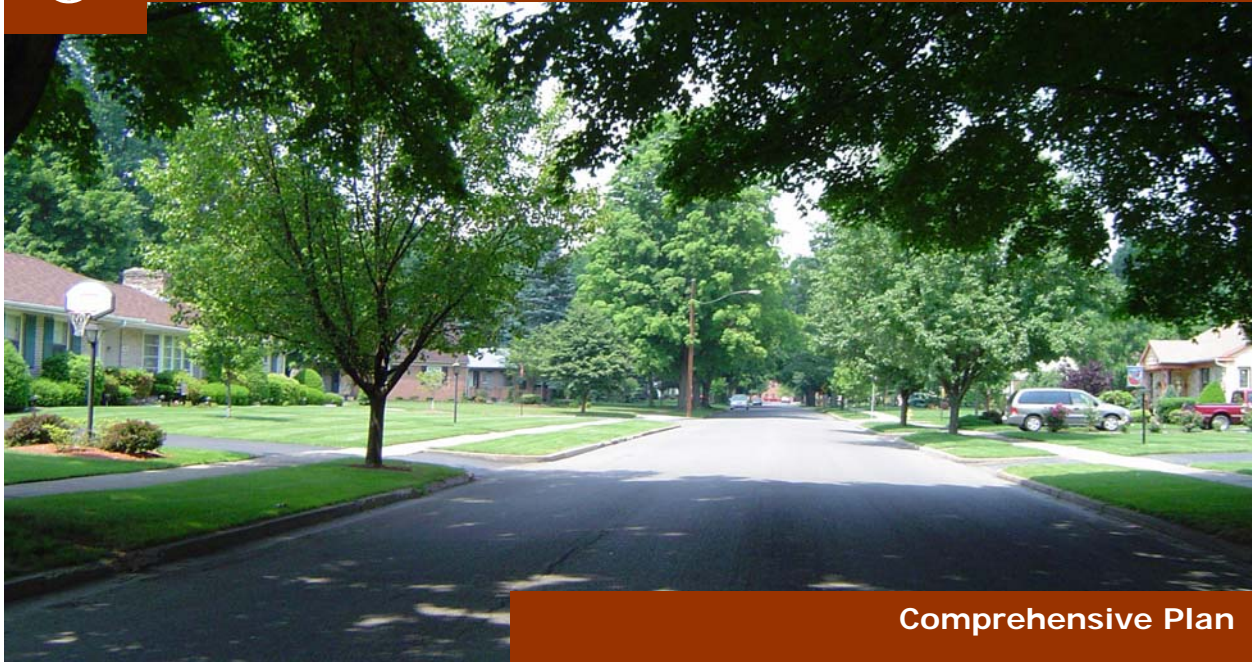
Strategic Action	Notes
<p>6c. Establish a shared-risk seed fund to provide gap financing to business start-ups and local firms pursuing business expansions.</p>	<p>Due to the low survival rate of many small businesses and the risk adverse nature of the lending industry, it is difficult for small business to obtain the capital necessary to finance start-up or key growth stages. A shared-risk seed fund would pool financing from several area lending institutions, thus reducing the investment risk shouldered by any one company. Once capitalized, the fund can be administered as a revolving loan fund (RLF), which uses loan repayment to make additional loans.</p>
<p>6d. Implement a split-rate real estate tax in the City and boroughs of South Williamsport and Duboistown to promote infill development.</p>	<p>Several cities in Pennsylvania, including Harrisburg and Pittsburgh, utilize the split-rate tax system to encourage infill development and discourage land speculation. Rather than levy a uniform real estate tax, municipalities with a split-rate tax lower the tax burden on buildings and increase the tax burden on land, thus providing incentive to improve properties.</p>
<p>6e. Establish Business Improvement Districts to promote a positive business climate.</p>	<p>To promote a positive business climate, consider the benefits of a Business Improvement District. To establish a business improvement district, property owners within a designated area voluntarily contribute to an annual assessment that supports enhanced services within the BID area. Services typically include security, streetscape enhancements, and marketing. Business Improvement Districts can be particularly beneficial for small businesses, which often have small - or nonexistent - marketing budgets⁵.</p>

⁵ By way of example, the City of Reading (Berks County) has maintained a Downtown Improvement District (D.I.D.) within its CBD since 1995. It employs District Ambassadors who maintain radio communication with the City police department, alerting them to problems or suspicious activity. They patrol the area on bicycle, providing visitor assistance and after-hours escort service. In addition to the ambassador program, the D.I.D. supports cleaning and beautification activities that have contributed to a positive perception of downtown Reading. The popular Midday Café and Concert Series, held annually, features local restaurants and artists during lunch hour. The Reading D.I.D. has successfully promoted the downtown business district as an inviting place to live, work, and play.

Strategic Action	Notes
6f. Establish a business incubator program.	The Chamber and local educational institutions should work together to establish a business incubator program.
6g. Publicize a comprehensive listing of financial assistance available to small business.	This should be a joint effort of the Chamber and the County and should include the development of a web-site.
6h. Establish a long-term funding stream dedicated to a competitive economic development program.	This funding stream should include long-term funding from both County and local resources. It may involve low interest loans or bonds.
6i. Develop a plan and funding strategy to provide infrastructure to service 1,000 new acres of land ready for industrial development.	Infrastructure ready sites will make the County more attractive for new commercial or industrial development.
6j. Identify and inventory underutilized properties of 5 acres or more.	The County and Chamber should utilize the County’s GIS technology to inventory and monitor redevelopment opportunities.

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

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



Comprehensive Plan

Defining the Issues, Validating Issues, and Identifying Trends

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

Discerning the Strategic Actions

The Land Use and Resource Management Plan draws upon issues related to The Planning Area's existing land use patterns and development trends and natural and cultural resource use and management to outline a strategic plan for more thorough and coordinated land and resource stewardship.

Defining the Issues, Validating Issues, and Identifying Trends

Many of the important issues that could potentially impact the community in terms of land use policy and natural and cultural resource management were identified in relation to the County as a whole or to the broader region. The following issues were noted by the Planning Advisory Team as being of particular importance within the Planning Area:

1. **Ridgetop development** – Ridgetop development is negatively impacting the County's invaluable scenic landscapes and there are no local regulations to deal with this trend.
2. **Groundwater** is a source of drinking water for some of the residents of the area. Currently, supplies are endangered due to overuse and failing septic systems. In addition, new development will need to be sensitive to the fact that paving and other surface alterations will

impact both the quality and quantity of ground water recharge.

3. **Floodplains** - A large portion of the Planning Area is located in the floodplains of Loyalsock and Lycoming Creeks and their tributaries, and to a lesser extent, the Susquehanna River. At present, most of the area is protected by the dike system. Accurate delineation of the floodplains and appropriate regulations will help ensure that new development is sensitive to this natural hazard. Protection of existing development remains a constant challenge.
4. **Wetlands** - Wetlands are unique communities of soils, plants, and animals, and are both functional (temporary water storage and filtering) and scenic. Federal and state regulations exist for their protection and can pose challenges for developers. Accurate identification of these areas will help to facilitate wetland protection and planning for new development.
5. **Air Quality** - Air quality is very important to the overall quality of life and is generally good in the Planning Area. Identified hazards to air quality include auto emissions and open burning. Methods to minimize their impact will need to be developed.
6. **Scenic Resources** - The natural beauty of the area is one of its greatest assets, and is very important not only to the people who live there, but also to those who visit. The 1973 study, *Scenic Resources of Lycoming County* identified many of the scenic vistas in the Planning Area, including the Susquehanna River corridor. New development needs to be sensitive to the intrinsic value of these areas by using design techniques that preserve and enhance the views and scenic beauty of the area.
7. **Cultural Resources** - Cultural and historical resources can be found throughout the area, particularly in the City of Williamsport. The Little League Baseball World Series is just one of the more prominent events that are important to the area. Together, they are an integral part of the overall culture and quality of life in the region. A strong sense of community and volunteerism help to promote these resources.
8. **Steep slope development** - Steep slope development is a concern, since a significant proportion of the County has slope gradients equal to or in excess of 25 percent. The current zoning ordinance does not prohibit development in these

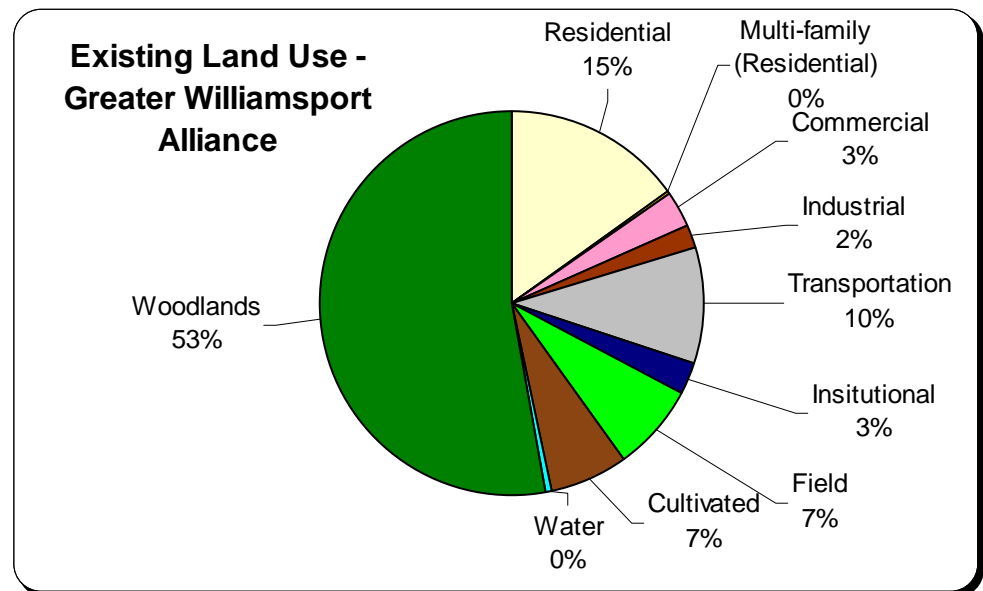
locations, but does require erosion and sediment control plans and a soil stability analysis.

9. **Neo-traditional Neighborhood Development** - Neo-traditional neighborhood development strives to incorporate into housing designs such long-neglected features as small setbacks and front porches that invite interaction with neighbors and passers-by. Such developments rely on a broad variety of house designs, but all have a central focus, and the houses are turned toward the street in a way to encourage occupants to participate in the community activities. The Pennsylvania Municipalities Planning Code now authorizes the use of neo-traditional development concepts through the Traditional Neighborhood Development (TND) provisions as detailed under Article VII-A. Neo-traditional development is particularly appropriate for infill residential development or redevelopment. Current municipal regulations prescribe suburban-type development and do not allow for neo-traditional designs.
10. **Land use/interchange impacts from Interstate 99** - The future development of Interstate 99 will provide local municipalities with additional land development opportunities, particularly around both existing and new interchanges. However, such opportunities also pose challenges in terms of mitigating the potential negative impacts, as well as providing sufficient infrastructure to accommodate this growth. Current land use regulations do not specifically deal with highway interchange development activities.
11. **Junk/Salvage Yards** - Unregulated junk/salvage yards are posing a serious threat to the Planning Area's scenic beauty and rural quality of life. There are no specific local ordinances that regulate this condition.
12. **Lack of retail shopping services** - Although the Planning Area is considered the County's core commercial area, many feel there is a lack of retail shopping opportunities, particularly in Downtown Williamsport, and some commercial areas are unprotected from flood impact, such as the Lower Lycoming Creek commercial corridor.
13. **Gateway to the City of Williamsport on US 15 North** - Gateways, or entrance points, to the City provide first impressions to visitors and initially define its community image. Image is important because the success of the community is highly dependent on residents' perceptions.

Such perceptions are often referred to as civic pride, which is perceived to be very strong in the Planning Area. The image of the City to outsiders is just as important, because it influences the decisions of individuals or companies contemplating a return visit or move to the Greater Williamsport area.

14. **Reach Road Industrial Park** - Situated between Reach Road and U.S. 220, the Reach Road Industrial Park has limited room for expansion, which will ultimately impact the growth and vitality of the local economy.
15. **Susquehanna Campground Flooding** - Located along the Susquehanna River, the Susquehanna Campground is a recreational amenity that attracts hundreds of visitors annually and supports the local tourism industry. However, this amenity is regularly subject to flooding.
16. **Telecommunication towers** - The proliferation of the nation's telecommunications industry has left many Pennsylvania municipalities ill-prepared for the impacts caused by wireless telecommunication towers and associated infrastructure. Due to the urban nature of the Planning Area, the wireless telecommunication facilities are well-established and do not pose a significant impact.
17. **Standardized land use inventory** - The need for developing a standardized land use inventory system has long been recognized. Such a system would greatly benefit regional cooperation and planning initiatives, as well as enhance economic development initiatives. Moreover, a standardized land use system would help local municipalities and the County to achieve consistency in their comprehensive planning policies and land use regulations. To this end, the County, in cooperation with its municipal partners, has drafted the Lycoming County Comprehensive Plan Consistency Manual, which contains a suggested list of zoning definitions based on the American Planning Association's Land-Based Classification Standards (LBCS) model.
18. **Standardization of zoning** - In an effort to achieve a high level of consistency, the Lower Lycoming Creek and Greater Williamsport Area Alliance Planning Area municipalities have expressed interest in developing a standardized set of zoning terminology, supported by consistent dimensional and use provisions.

Figure 12 Existing Land Use Composition in the Greater Williamsport Alliance Planning Area



19. **Opportunities for growth** – The Planning Area is considered the economic core of Lycoming County. Defining opportunities for growth and development/redevelopment is a high priority of both the member municipalities and the County. The City of Williamsport’s Central Business District Revitalization Plan is one part of this process.

20. **Uniform Construction Code** - The Pennsylvania Uniform Construction Code (UCC; Act 45 of 1999) will establish 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.

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

No. 2 – Existing Land Use Profile

No. 6 – Natural and Cultural Resources Profile

No. 7 – Flood Hazards Profile

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

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

- Lycoming County GIS Database
- A Natural Areas Inventory of Lycoming County, Pennsylvania, 1993
- Lycoming County Scenic Resource Inventory (1973)
- Grafius, McClures and Millers Run Watershed Plan (2000)
- Lower Lycoming Creek Flood Hazard Reduction Plan (2001)
- Lower West Branch Susquehanna River Conservation Plan (2003)
- Lycoming County Comprehensive Plan (1997)

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

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

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

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

Table 7 Selected Land Use regulations for the Greater Williamsport Alliance

Municipalities	Zoning Ordinance	Subdivision/Land Development Ordinance	Steep Slope Protection	Ridgetop Development
Armstrong Township	■	■	Yes	Yes
Duboistown Borough	■	■	No	No
Loyalsock Township	■	■	No	No
Old Lycoming Township	■	■	No	No
South Williamsport	■	■	No	No
Williamsport City	■	■	No	No

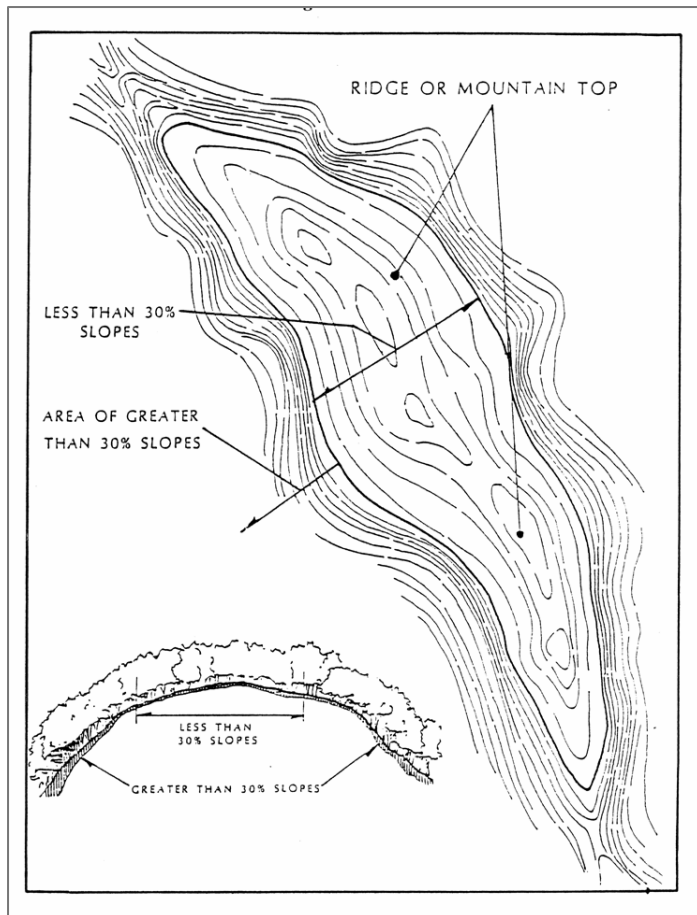
Legend:

- Municipal Enacted Ordinance
- Lycoming County Enacted Ordinance

The Implications to Our Community

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

Figure 13 Ridgetop Illustration from the Lycoming County Zoning Ordinance



Our Vision for the Future:

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

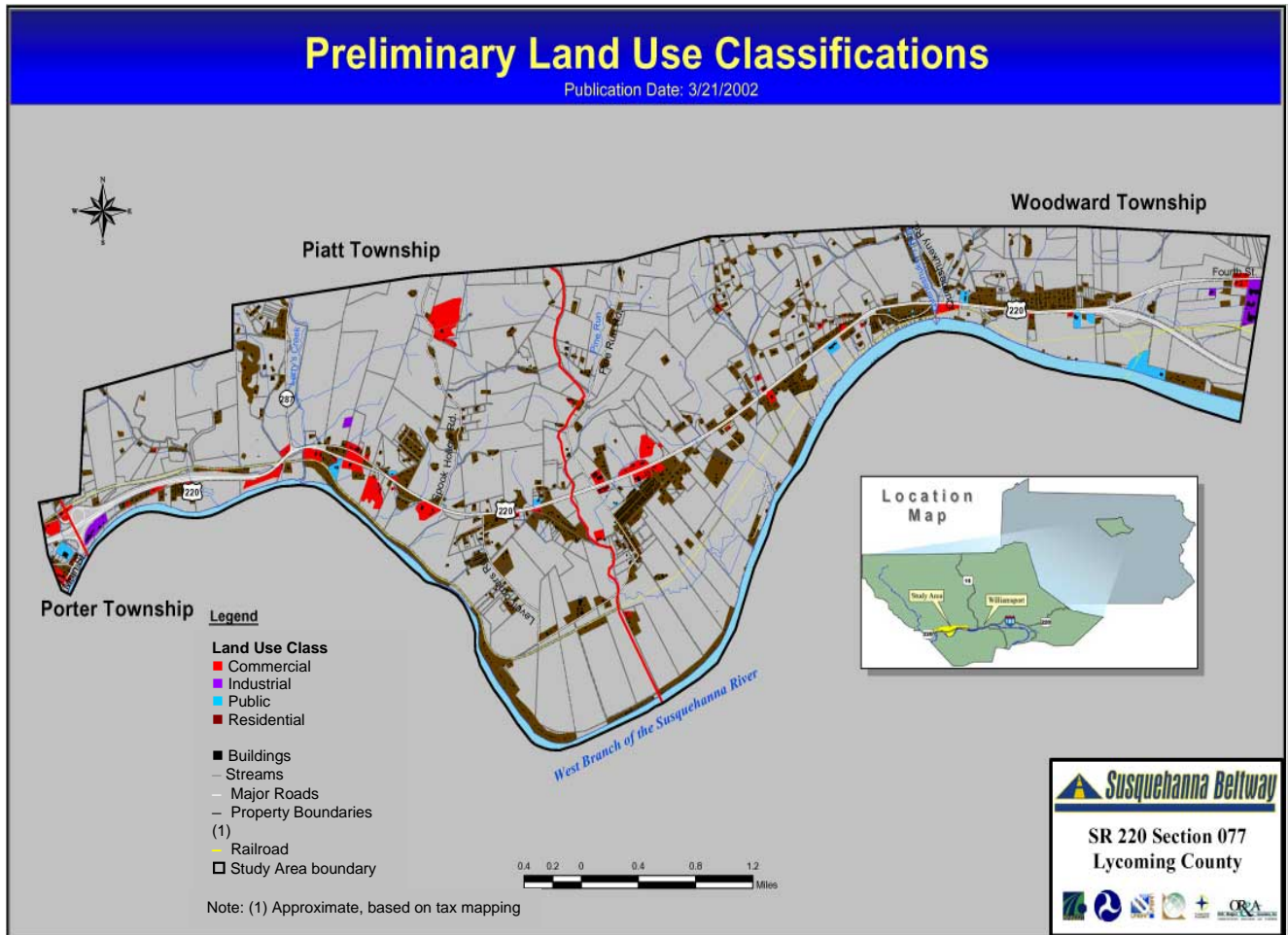
Common Goal

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

Common Objectives

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

Issue: Proposed highway improvements for the US 220 / US 15 / I-99 corridor will increase the demand for development along the corridor and will result in significant land use changes that could be unwelcome in some communities.



Land Use Study of the US 220/Future I-99 Corridor in Lycoming County

The Implications to our Community

- Improvements to US 220 will provide opportunities for additional development, particularly commercial, along the corridor.
- These improvements will also pose challenges, including the provision of adequate infrastructure to support new growth, as well as connectivity to existing roadways.
- Existing ordinances may not be adequate to control potential negative land use changes associated with the proposed upgrades.

Our Vision for the Future:

New and re- development along the future I-99 corridor will be managed in order to take advantage of existing and proposed infrastructure, and to provide opportunities for positive economic development, while minimizing negative impacts on the natural and scenic environment.

Common Goal

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

Common Objectives

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



Source: <http://www.susquehannabeltway.com/>

Woodward and Piatt Townships along the US 220/Future I-99 corridor.

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



The Susquehanna River corridor

The Implications to Our Community

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

Table 8 Top 10 Natural Areas of Statewide Significance in Lycoming County

County Rank	Site Name	Location	Natural Feature
1	Crystal Lake Camp Wetlands	Plunketts Creek Twp.	Wetlands and vernal ponds
1	Sand Spring Barren	Plunketts Creek Twp.	Fair to good quality Ridgeway Dwarf- tree forest Community
2	Eiswert Cave/Galde	Limestone Twp.	Limestone glade natural community and cave complex
2	Clay Mine Swamp	Brown Twp	Good populations of 2 rare invertebrates in shrub swamp
2	Mohn Mill Ponds	Washington Twp.	2 rare plant species and a good occurrence of a natural community
3	Algerine Swamp	Brown Twp.	Boreal conifer swamp community
3	Maple Hill Sinks	Washington & Brady Twps.	Best statewide occurrence of an Ephemeral/Fluctuating Limestone Sinkhole pond Community
3	Morris Run Cliff	Brown Twp.	2 PA-listed animals and potential for one other
3	Engle Run Site	Cascade & Plunketts Twp.	Exceptional Value Stream; High-gradient Clearwater Creek natural community
3	Nippenose Springs	Limestone Twp.	Largest 2nd magnitude spring in PA

Source: A Natural Areas Inventory of Lycoming County, Pennsylvania, 1993

Our Vision for the Future

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

Common Goal

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

Common Objectives

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

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



Park Place, once the historic Herdic House Hotel

The Implications to our Community

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

Our Vision for the Future

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

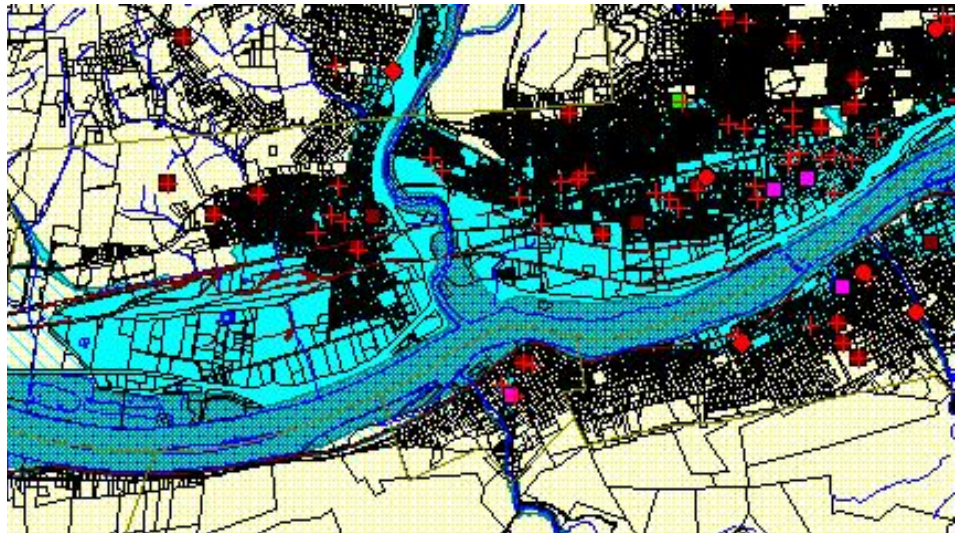
Common Goal

To maintain and develop our cultural identity

Common Objectives

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

Issue: Flooding continues to cause concern in terms of public safety and property damage.



Flood impact map for the Williamsport area

Source: www.lyco.org/projectimpact

The Implications to our Community

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

Our Vision for the Future

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

Common Goal

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

Common Objectives

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

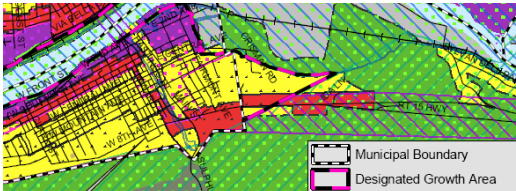
Discerning the Strategic Actions

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

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

Key Issues for the Greater Williamsport Alliance Planning Area

Strategic Action		<i>Guidance for highway-related development</i>	<i>Conservation of steep slopes and ridgetops</i>	<i>Natural Resource Protection</i>	<i>Historic and cultural resource protection</i>	<i>Floodplain Management</i>	<i>Potential recreational/tourism space/public lands</i>
1	Review and revise ordinances to ensure that they are consistent with the goals and objectives of the comprehensive plan.	X	X	X	X	X	X
2	Develop and support additional public and/or private programs to achieve the comprehensive plan's goals and objectives.	X	X	X	X	X	
3	Develop public education programs to address environmental concerns related to land use and property maintenance.			X	X	X	X
4	Support the continued presence of agricultural and forest industries.			X		X	X
5	Improve community image through fostering community pride and enforcement of property maintenance codes.	X			X		X
6	Coordinate resource inventory, management, and protection.		X	X	X	X	
7	Coordinate economic development and transportation and infrastructure planning with land use planning	X			X	X	X
8	Utilize land management to protect natural resources.		X	X		X	

Strategy #1	
Review and revise ordinances to ensure that they are consistent with the goals and objectives of the comprehensive plan.	
Methods, Tools, and References	
Model ordinance(s), e.g. developed by LCPC, Natural Lands Trust and other sources Public Education	
Partners	
Lycoming County Planning Commission, local municipalities, Conservation District, Northcentral Pennsylvania Conservancy, next generation land owners	
Funding Sources	
State: DCED SPAG Program and Shared Municipal Services Program, DEP/DCNR, PENNDOT Local: watershed organizations, private foundations, employers invested in quality of life for employees	
Strategic Action	Notes
1a. Revise zoning to guide development to desired growth areas. Utilize growth areas as interim limits to community development. Review zoning to provide for all developed uses within the growth areas. Provide for mixed use zoning districts and multi-story development where appropriate for the community context.	These areas would be re-evaluated periodically (every 20 years) to determine if and where relocation is needed to accommodate the future desired amount of development. Seek assistance from Lycoming County on the use of growth areas for sound land use planning and community development.
 <p><i>Excerpt from the Future Land Use Map (shown over current zoning data)</i></p>	Determine an appropriate residential zoning density target for growth areas in the Greater Williamsport Alliance Planning Area. Utilize zoning density capacity (and density bonuses) to support desired transportation and infrastructure improvements within designated growth areas, particularly where current demand fails to warrant extended service.
1b. Develop zoning ordinances that are compatible with land use patterns and densities that define the local character or characters of the Greater Williamsport Alliance Planning Area.	“Standard” or universal ordinances will yield universal results - Anytown, USA. Locally relevant ordinances model new development after historical patterns and densities and require features that physically and visually connect the community to its specific geographic and socio-cultural place - its “sense of place”. (Continued)


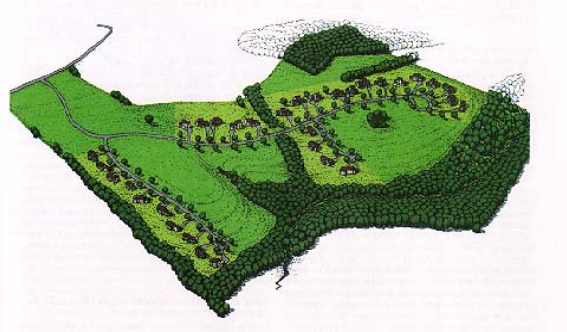
Strategic Action	Notes
(Continued)	<p>This “sense of place” is further enhanced by site or building features, such as lot size and building scale, that are consistent with local architectural patterns.</p> <p>This action will require research on the preferred patterns of development, meaning measurement of setbacks, building height, lot sizes, and other features of development that models what the community would like to see in the future.</p> <p>Alternatively, design guidance manuals can provide suggested building patterns, materials, and techniques for certain districts or corridors.</p>
1c. Develop regulations for site improvements that are compatible with local character.	In addition to the abovementioned features, locally relevant development looks to architectural patterns of historic sites, such as vegetation quantity and species selection, connected sidewalk or trail networks, paving materials, low-impact stormwater management techniques.
1d. Develop interchange overlay districts for select interchanges.	The County should assist municipalities by providing several model interchange approaches (districts/overlays) for modification and adoption by the municipalities.

Strategic Action	Notes
<p>1e. Develop design guidance for the gateway development. Clearly establish uses compatible with gateway areas. Also establish signage, landscape, and buffer standards and/or regulations.</p>	<p>The County’s villages serve as gateways to truly rural areas and natural environments. Trout Run could be considered a gateway community to the mountain areas. Additional development pressure could occur, if recreational access to these areas increases. Sensitive regulations and quality-based performance standards will be needed to guide development in ways that complement the landscape and community character.</p>
<div data-bbox="331 485 716 978" data-label="Image"> </div> <p><i>This Streetscape Design Manual for the City and County of Denver was developed specifically to address design issues of commercial and residential streets.</i></p>	<p>Signage regulations will be of particular importance to these areas, which may serve as many or more County visitors than residents. Cookie-cutter service facilities, e.g. chain restaurant buildings and signage, should not be permitted, but rather these services should be fitted into the scale and patterns of local development.</p> <p>Other gateways may serve as the front door to the urbanized areas of Lycoming County and therefore deserve similar attention to appropriate uses, signage, landscaping, and buffering. These gateways may be highway interchanges or areas along two-lane state routes, adjacent to the County’s urbanized areas.</p>
<p>1f. Revise zoning ordinances to restrict salvage yards from community gateway areas.</p>	<p>While such uses can be well managed, these are not appropriate uses for the entry to a community.</p>
<p>1g. Revise local ordinances to regulate new floodplain development and to regulate expansion of existing floodplain development.</p>	<p>The Greater Williamsport Alliance planning partners should update ordinances, as needed, when revised FEMA maps are finalized.</p> <p>The planning partners should also continue to pursue funding for property purchases and retrofits in the floodplain.</p>
<p>1h. Revise property maintenance codes to include flood proofing and flood mitigation for existing properties in the floodplain.</p>	<p>See above.</p>

Strategic Action	Notes
<p>1i. Revise zoning ordinances to permit CAFOs in appropriate areas, where they would cause minimal community and environmental impacts.</p>	<p>CAFOs are indeed one arm of the agricultural industry. The potential impacts to water quality justify careful placement of such industries away from designated growth areas, karst (limestone) geology and water supply areas, and sensitive habitats.</p> <p>Review municipal ordinances. Regulations should include provisions for state regulation compliance.</p>
<p>1j. Revise zoning to limit development in desired protection areas, e.g. a steep slope/ridgetop overlay district.</p>	<p>Include performance standards for driveway access, slope and surfacing; amount of lot to be disturbed; degree of slope allowable for development; and a requirement for erosion and sediment control plans with definitive grading standards.</p> <p>Lycoming County’s steep slope/ridgetop overlay district is an excellent example and should be considered for adoption by Greater Williamsport Alliance planning partners with municipal subdivision and land development ordinances.</p>
<p>1k. Retain complete forest structure (canopy and understory) to protect scenic viewsheds and other environmental benefits through adopted performance standards and incentives.</p>	<p>Review ordinances for current guidance on forest retention. Since forestry must be permitted in all zoning districts, develop and adopt standards that protect scenic and environmental benefits. Provide consistent enforcement of ordinances.</p> <p>Develop performance standards and incentives for sound forest management that benefits the community environmentally and economically, where they are not already in place.</p> <p>Encourage the development of forest stewardship plans.</p>
<p>1l. Review and revise local zoning ordinances to permit additional tourism-related uses in appropriate districts.</p>	<p>Some tourism-related uses may already be permitted. Review from the perspective of a potential business owner, considering development requirements as well as uses.</p>

Strategic Action	Notes
<p>1m. Review and revise local zoning ordinances to permit additional private and public recreation uses.</p>	<p>See above.</p>
<p>1n. Review local ordinances for standards that require excessive impervious coverage, e.g. wider than necessary streets, excessive parking, etc. Revise such standards with provisions for better stormwater management practices, e.g. for shared parking, uncurbed streets, where appropriate.</p>	<p>Organizations such as the Natural Lands Trust and the Builders for the Bay are working to revise these standards. The Natural Lands Trust offers a Growing Greener Audit – a review of current regulations and recommendations for “greener” community standards.</p> <p>Builders for the Bay organizes local roundtable discussions between municipal officials, developers, and environmental interests to discuss site design criteria that meet the needs of all parties. For more information, see www.natlands.org and www.cwp.org/builders_for_bay.htm.</p>
<p>1o. Promote land use patterns that reduce vehicle trips and encourage pedestrian, bicycle, and transit alternatives.</p>	<p>Even in rural areas, safe transportation alternatives are needed for those who are unable to drive (both young and old). Trails and paths provide bicycle and pedestrian routes, whether on the road shoulder or on separate surfaces.</p>

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

Strategic Action	Notes
<p>2d. Develop and coordinate scenic preservation programs, such as a scenic byways program and programs that accommodate scenic easements.</p>	<p>This strategy intends to coordinate land use and transportation planning to protect rural character. Additionally, it can be dovetailed with state and federal scenic byways programs to promote tourism. Scenic byways designation and appropriate zoning can help to limit the visual impacts of new development, such as signage.</p>
<p>2e. Promote the use of conservation design techniques.</p> <div style="display: flex; flex-direction: column; align-items: center;">  <p data-bbox="224 970 542 997">A conventional subdivision</p>  <p data-bbox="224 1367 735 1394">An open space or conservation subdivision</p> <p data-bbox="224 1430 776 1484">Source: Conservation Design for Subdivisions, Randall Arendt</p> </div>	<p>Conservation design techniques allow for development and open space preservation to co-exist on a single site. Applied most often to residential development, the conservation design approach removes environmentally sensitive features (waterways, wetlands, steep slopes, etc.) first. Second, it identifies features that are specific to the site, such as wooded areas, prime farmland soils, historic ruins, and scenic views. The remaining land area is then developed for residential lots. Overall development density can be achieved, and the open space is maintained jointly by the homeowners. The Natural Lands Trust can provide educational materials, including a hand-on design workshop, and model ordinance language that incorporates such techniques.</p>

Strategy #3	
Develop public education programs to address environmental concerns related to land use and property maintenance.	
Methods, Tools, and References	
Multi-media education: newspaper articles, newspaper columns, radio and TV talk shows, website articles, e-newsletter	
Partners	
Media, school districts, municipalities (e.g. newsletters), Conservation District, County Extension Service, US Department of Agriculture, and Pennsylvania Department of Agriculture, DCNR	
Funding Sources	
First Industries Program Grants from state and federal partners for new programs or development of new materials.	
Strategic Action	Notes
3a. Provide public information on the environmental and community benefits of forestland.	Specifically, include information on forest benefits to water quality and groundwater recharge, wildlife, biodiversity, and recreation. Provide information on the impacts of forest removal and the need for sound forest management, whether for timber production, wildlife habitat, or other goals. The County may develop materials for countywide distribution.
3b. Provide information on the use of growth areas for sound land use planning and community development.	This information may be developed by the County Planning Commission for countywide distribution. Municipalities should forward key concepts to residents.
3c. Provide information on the impacts of building and expanding development in the floodplain	Municipalities should forward key concepts in floodplain management to residents.

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

Strategy #5	
Improve community image through fostering community pride and enforcement of property maintenance codes.	
Methods, Tools, and References	
Shared Municipal Services	
Partners	
Municipal officials and staff, civic and social clubs	
Funding Sources	
Land Use Planning Technical Assistance Program, Shared Municipal Services	
Strategic Action	Notes
5a. Explore shared codes enforcement services through councils of government or other intergovernmental cooperation methods.	Introduce the possibility of shared codes enforcement through COG discussions. Identify benefits and cost efficiencies to be gained.
5b. Identify priority clean-up sites.	Establish a hotline for citizens to report potentially hazardous sites.
5c. Utilize recycling revenues to assist in priority clean-up efforts.	Apply recycling revenue toward the cost of pick-up and disposal of abandoned vehicles, appliances, furniture and other large items.
5d. Define and promote local identities.	<p>Create opportunities for links to municipal websites from the County’s website.</p> <p>Encourage communities to pursue visioning activities to define their identity and develop signage and marketing materials to promote their image.</p>

Strategy #6	
Coordinate resource inventory, management, and protection.	
Methods, Tools, and References	
Floodplain ordinance provisions, Riparian buffer ordinance/overlay, local building/site design manual, marketing community identity	
Partners	
Lycoming County EDPS, DCNR, PHMC, Preservation Pennsylvania, Northcentral Pennsylvania Conservancy, Williamsport-Lycoming Arts Council, Lycoming County Historical Society	
Funding Sources	
State and federal rehabilitation tax credits (historic rehab), PA Travel and Tourism Office Matching Grant Fund and Regional Marketing Initiative Fund, DCED LUPTAP Program	
Strategic Action	Notes
6a. Assist in the update to the Lycoming County scenic resource inventory and recommendations. The inventory should address community gateways, and scenic vistas and routes (road, rail, trail, and water) beyond its previous scope. Recommendations should include a prioritization of scenic resource protection efforts.	Greater Williamsport Alliance planning partners should review the updated document to insure that local scenic resources are adequately identified. Planning partners should review the recommendations for items requiring municipal action.
6b. Assist in the development of a Lycoming County Historic Preservation Plan that would include an update of the historic sites inventory. Assist in identifying techniques appropriate for the Planning Area and prioritizing needs.	Planning partners should review the document to insure that local historic resources are adequately identified. Planning partners should review the recommendations for items requiring municipal action.
6c. Identify riparian forest buffers, wetlands & natural undeveloped water retention areas and encourage stream bank preservation programs. Develop riparian buffer ordinance provisions.	Planning partners should become educated on municipal authority to regulate riparian buffer areas. Encourage the use of buffer areas for non-intensive uses, such as agriculture and forestry.

Strategic Action	Notes
<p>6d. Encourage restoration of natural floodplain functioning, and use of acquisition and restoration or demolition programs.</p>	<p>Uses that do not impact the natural function of floodplains include greenways, open space, recreation, and agricultural uses. Promote the use of floodplain conservation easements through public education.</p>
<p>6e. Support the application of historic properties to the Pennsylvania Inventory and National Register of Historic Places eligibility list. Similarly, support nominations to these preservation programs.</p>	<p>Provide letters of support, where appropriate, to indicate preference and desire for historic designation.</p>
<p>6f. Develop guidelines for historic site/district redevelopment. Include flexibility for conversion and adaptive re-use of historically significant structures in these guidelines.</p>	<p>For historic districts, this should entail a Historic District Overlay. For individual sites not located in a historic district, specific historic site provisions should be developed.</p> <p>Greater Williamsport Alliance Planning Area municipalities should look to Lycoming County EDPS for assistance. Lycoming County may be able to provide a model overlay district for local consideration and adoption.</p>
<p>6g. Market historic sites redevelopment opportunities. Offer incentives for historic site rehabilitation.</p>	<p>Some businesses, and individuals who lead them, are drawn to historic structures for their historic value and aesthetic appeal, particularly when the office environment can be viewed as a marketing component of their business. The County should identify a few historic structures for targeted marketing to such investors. Local incentives could be financial or procedural.</p>
<p>6h. Establish working partnerships that link cultural, economic, and educational development outcomes.</p> <p>a) Promote local cultural program and festivals may be of interest to Lycoming County tourists.</p> <p>b) The use of existing public and private facilities as locations for cultural programs and events further promotes the facility and may foster more diverse social interactions.</p>	<p>Planning Area municipalities should be sure to participate in such partnerships, whether by invitation or by volunteer.</p> <p>This strategy could expand existing partnerships for broader community benefit.</p>

Strategy #7	
Coordinate economic development and transportation and infrastructure planning with land use planning	
Methods, Tools, and References	
Act 537 plans, WATS TIP, tax and other incentives, Official Map, localized gateway and corridor master plans	
Partners	
County, municipalities, school districts, EDPS,	
Funding Sources	
First Industries Fund, Commonwealth Capital Budget, Federal Transportation Appropriations, Land Use Planning Technical Assistance Program (LUPTAP)	
Strategic Action	Notes
7a. Offer incentives and assist in the development and expansion of tourism-related businesses.	Gather ideas from local tourism and recreational specialists, e.g. outfitters, sports shop owners. Inform local businesses how they can support tourism through friendly service.
7b. Market Lycoming County as “the place to visit for (insert target resource to be defined).” Work with the Bureau of Tourism and nth Chambers of Commerce to promote a consistent tourism message.	Greater Williamsport Alliance municipalities should participate in Countywide marketing initiatives in order to represent what they do and do not want for their futures. The municipalities could appoint one Planning Area representative or a municipal representative from each of the four municipalities. Participation could range from regular phone communication to potential committee positions.
7c. Plan for gateway development prior to marketing.	Make sure that appropriate zoning and development guidance is in place prior to inviting development pressure. Consider land use planning as well as transportation improvements and water and sewer needs for future businesses.

Strategy #8	
Utilize land management to protect natural resources.	
Methods, Tools, and References	
Forest stewardship plans, open space and greenways designation, buffer ordinances	
Partners	
DEP, Chesapeake Bay organizations	
Funding Sources	
DEP Growing Greener Funding	
Strategic Action	Notes
8a. Promote forest cover and forest stewardship to promote filtration (quality) and infiltration (recharge).	Incorporate Best Management Practices (BMPs) into ordinances. Replace high maintenance lawn requirements with successional meadow options.
8b. Develop wellhead protection programs for municipal wells.	Municipal water authorities should pursue wellhead protection areas to protect wells from potential land use and pollutant impacts that could contaminate public water supplies. DEP has information on such programs.
8c. Develop a greenways plan to complement open space, natural resource, and alternative transportation goals.	Lycoming County is developing a Recreation, Open Space and Greenways Plan that includes greenway recommendations. Planning partners should help to implement recommendations in their municipalities.
8d. Revise ordinances to establish buffer zones around valuable wetlands.	Define buffer zones by both a minimum distance and hydric soils, allowing the lesser to be the determining factor.

Strategic Action	Notes
8e. Protect water supply and water quality.	<p>Review and revise regulations that unnecessarily require impervious surfaces, e.g. large parking lots, wide streets, that direct rainfall into storm sewers and surface waterways, rather than into recharge areas. Incorporate Best Management Practices (BMPs) into ordinances.</p> <p>Promote provision of stormwater management facilities that improve water quality, groundwater recharge, wildlife habitat.</p> <p>Reduce water consumption by promoting conservation. Educate consumers on the need for water conservation (water resource stewardship) at all times.</p>

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

Discussion of Future Land Use Map

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

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

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

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

Act 2000-67 (amendment to the PA MPC)

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

Act 2000-67 (amendment to the PA MPC)

Future growth area or future rural conservation areas can also be delineated as part of future land use planning. No future growth or future conservation areas have been delineated for the Greater Williamsport Alliance Planning Area at this time.

“Future Growth Area,” an area of a municipality or multi-municipal plan outside of and adjacent to a designated growth area where residential, commercial, industrial and institutional uses are permitted or planned at varying densities and urban services may or may not be provided, but future development at greater densities is planned to accompany the orderly extension of urban services.

Act 2000-67 (amendment to the PA MPC)

The growth area for the Greater Williamsport Alliance Planning Area encompasses the City of Williamsport, nearly all of South Williamsport and Duboistown, and portions of Armstrong, Loyalsock, and Old Lycoming Townships. This growth area promotes an expansion and further diversification of the existing

downtown, mixed use environment throughout the most urbanized portions of the planning area. Some expansion is also recommended for large-scale business and industry uses. The neighborhood future land use category promotes residential neighborhoods with limited, small-scale commercial service uses.

The Greater Williamsport Alliance Planning Area also contains rural resource areas throughout the townships and also the steep, southern slopes of the South Williamsport and Duboistown. These areas are most suitable for woodlands, agriculture and rural living uses.

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

The Greater Williamsport Alliance Planning Area includes two gateway overlays; one along the western entrance to the City (the 4th Street corridor) and another along the US 15 corridor as it approaches and enters South Williamsport from the south. Other potential gateways include the areas on US 15 North as it enters the Lycoming Creek corridor and from the east via Rt. 180 W/Rt. 220 South as it enters Loyalsock Township and the City of Williamsport.

Scenic/High Quality Watershed overlay provisions are recommended for the Susquehanna River and Loyalsock Creek corridors, the Mosquito Creek watershed, lands owned by the Williamsport Municipal Water Authority, and other lands across the southern mountain.

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

The Greater Williamsport Alliance Planning Area contains two developments of regional significance: Lycoming College and the Pennsylvania College of Technology. These educational institutions have impacted the development of the Planning Area through special housing needs and youth- and young-adult demographics. These institutions also represent mixed use environments within the Business/Industry future land use category. Lycoming College and Penn College of Technology will continue to impact the Planning Area, particularly if they expand their facilities and programs. Furthermore, they represent

opportunities for business and industry partnerships that could benefit the Planning Area with innovative business start-ups and future employment prospects.

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

These uses are classified in the following tables. Also, see the Future Land Use Maps in the GIS Map Set for geographic illustrations of future land use planning.

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

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

Table 10 Recommended Uses and Development Guidance for Rural Resource Areas

	Rural Resource Area
	Rural
Purpose	To support traditional agriculture, forestry and other natural resource production/extraction uses and accommodate supporting activities.
Recommended Uses	<p>Primary:</p> <ul style="list-style-type: none"> ▪ Commercial Agricultural Uses ▪ Traditional Agricultural Uses ▪ Agricultural Sales and Services ▪ Recreation/Open Space Uses ▪ Natural Resource Production/Extraction Uses ▪ Small scale-industry, businesses, stores, offices and community facilities, which, by nature, require a rural location or are designed to serve the rural area. <p>Secondary:</p> <ul style="list-style-type: none"> ▪ Housing (single family detached dwellings)
Recommended Densities	<ul style="list-style-type: none"> ▪ Minimum density of one (1) dwelling unit per acre. ▪ Sliding Scale (Density is based on the size of the lot-effective agricultural zoning application) ▪ Open Space/Cluster Development (Densities same as above)
Recommended Sewer and Water Systems	<ul style="list-style-type: none"> ▪ On-Lot Disposal Systems (OLDS) ▪ Sewage Management Programs
Recommended Land Use Practices and Tools	Open Space/Cluster Development

Table 11 Recommended Uses and Development Guidance for Special Resource Areas

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

Table 12 Acres of Developable Land within the Designated Growth Areas of the Greater Williamsport Alliance Planning Area

MUNICIPALITY	ZONING DISTRICT	TOTAL ACRES IN ZONING DISTRICT	DEVELOPED ACRES	AVAILABLE ACRES*	NET DEVELOPABLE ACRES**
Armstrong Township	COS	5.02	1.16	3.86	0.40
	R-2	78.79	6.42	72.37	46.84
	HC	20.31	14.83	5.48	5.44
Duboistown Borough	OS/C	0.99	0.99	0.00	0.00
	R-1	25.73	18.59	7.15	7.15
	R-2	67.00	67.00	0.00	0.00
	R-3	37.51	36.86	0.65	0.00
	R-4	0.36	0.36	0.00	0.00
	B	18.09	16.51	1.58	0.00
	I	4.99	4.16	0.83	0.08
Loyalsock Township	A-R	396.86	142.66	254.20	157.23
	R-1	690.25	658.68	31.57	29.98
	R-U	2710.10	1255.93	1,454.17	992.22
	A-O	266.70	222.50	44.20	26.02
	C	310.54	298.70	11.84	11.24
	C-N	24.19	24.19	0.00	0.00
	I	125.83	108.21	17.62	9.15
Old Lycoming Township	R - A	0.68	0.57	0.11	0.00
	R - R	14.06	4.78	9.28	0.00
South Williamsport Borough	R-1	159.88	159.05	0.84	0.84
	R-1A	282.02	213.47	68.55	60.95
	R-2	227.43	226.78	0.65	0.65
	R-3	101.37	101.17	0.19	0.80
	B-1	87.83	87.45	0.38	0.38
	B-2	66.70	55.22	11.48	5.94
	I	129.44	124.05	5.39	3.38
Williamsport City	O	348.71	236.00	112.71	15.34
	R1A	752.16	573.78	178.38	53.95
	R1B	240.12	180.52	59.60	34.31
	R2	1589.58	1210.47	379.11	141.47
	R3	359.28	355.12	4.17	2.29
	RU	11.89	11.89	0.00	0.00
	I (Inst)	234.50	234.50	0.00	0.00
	CBD	117.30	116.79	0.51	0.51
	CC	294.67	246.08	48.59	40.50
	CS	126.63	119.43	7.19	3.81
	MH	457.02	412.96	44.06	33.46
	ML	732.51	651.01	81.50	62.88

Table 13 Acres of Developable Land outside the Designated Growth Areas of the Greater Williamsport Alliance Planning Area

MUNICIPALITY	ZONING DISTRICT	TOTAL ACRES IN ZONING DISTRICT	DEVELOPED ACRES	AVAILABLE ACRES*	NET DEVELOPABLE ACRES**
Armstrong Township	COS	14,566.32	434.63	14,131.68	4,376.64
	FW	936.49	443.28	493.20	0.00
	R-1	131.50	54.54	76.97	72.80
	R-2	51.65	10.15	41.50	38.79
	RR	510.59	165.50	345.09	249.76
	HC	54.66	28.46	26.20	26.20
Duboistown Borough	OS/C	17.12	14.86	2.26	0.00
	R-1	129.09	65.19	63.90	38.77
	R-2	18.42	18.39	0.03	0.03
	R-3	0.74	0.74	0.00	0.00
	R-4	11.31	11.24	0.07	0.07
	B	5.22	5.22	0.00	0.00
	I	43.24	19.49	23.76	0.08
Loyalsock Township	A-R	6,539.73	1,001.74	5,537.99	2,865.30
	R-U	1,355.58	179.48	1,176.09	688.13
	A-O	0.53	0.01	0.52	0.00
	C	29.72	21.46	8.26	0.00
	I	492.21	111.15	381.07	1.26
Old Lycoming Township	R - A	3,762.67	690.33	3,072.33	1,829.01
	R - R	288.39	66.77	221.62	123.04
	R - S	97.37	92.80	4.56	0.00
	C	40.32	32.58	7.73	0.00
	I	14.46	14.46	0.00	0.00



Comprehensive Plan

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

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

**Discerning the Strategic
Actions**

The Transportation Plan draws upon issues related to the movement of people and goods within and throughout the Greater Williamsport Alliance Planning Area to outline a strategic plan for a multi-modal transportation network that improves mobility for people and the economy.

Defining the Issues, Validating Issues, and Identifying Trends

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

1. **This area is well served by road, rail and air transportation facilities.** Residents and business owners value the access they have to the various transportation networks.
2. **The new I-99 /US 15 Interchange in Williamsport** can have numerous future impacts, including smoother

through traffic flow, and improved access. Providing improved connectivity to arterial streets will be a critical component for enhancing redevelopment opportunities.

3. **Traffic Safety** - Traffic safety is an issue along many roadways in the Greater Williamsport PAT Area. This includes not only motor vehicular conflicts with other motor vehicles, but also conflicts between motor vehicles and bicycles and pedestrians. The County has been working closely with PENNDOT and local municipalities to incorporate traffic safety measures at various locations. A major effort in the PAT area has been to utilize traffic calming techniques, such as installation of modern roundabouts along Via Bella at the Mulberry, Court and William Street intersections as part of the overall Market Street Bridge Replacement Project. These roundabouts should be completed in 2007. The LCPC will be investigating additional locations appropriate for use of modern roundabouts as an intersection control and traffic calming technique. Studies show modern roundabouts are safer than signalized intersections since the number of high speed collisions are greatly reduced without inducing intersection traffic flow delays. Other traffic safety measures include better defined cross-walks and street lighting. The Williamsport Streetscape project is an excellent example that is underway. This project encompassing a 25 city block area in the Central Business District and the Historic District includes vintage streetlights, brick sidewalks and crosswalks, trees, landscaping, new curbing and signage. The new PENNDOT Hometown Streets Program and the PA DCED Elm Street Programs provide funding assistance to local municipalities for these types of improvements. The City of Williamsport has already received \$ 1.25 million under these programs for the streetscape project and the County anticipates working with other municipalities to develop similar projects and help secure funding from these two state programs.
4. **Access to the west end of the city**, particularly the Industrial Park, needs to be improved.
5. **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. Additional details regarding other issues concerning runways and accessibility can be found in the Community Development Profile.

6. **City Bus provides public, fixed route transit services to the area.** There are numerous routes throughout the area, as well as additional services for the disabled and for seniors.
7. **The SEDA-COG Joint Rail Authority has played a key role in preserving** freight services in the County by purchasing the Williamsport Branch Line from Conrail. Currently, the Lycoming Valley Railroad operates the line. The Authority's goal is to "preserve service to rail-dependent industries through shortline operations." At the present time, the Authority serves 8 Counties and owns 300 miles of track and 5 shortline railroads that haul approximately 30,000 carloads of freight annually. This has allowed some 50 companies to remain cost competitive, which, in turn, has protected over 2,000 jobs in the region. The LVRR alone services 20 companies and handles approximately one third of the total carloads of freight. Currently, there are concerns regarding the preservation of the Norfolk-Southern Harrisburg to Buffalo Main Line.
8. **Limited parking within the city** hinders growth of local merchants and, in some cases, keeps new merchants from locating downtown.
9. **Limited parking within the residential areas** of Williamsport, South Williamsport, Duboistown, and Loyalsock Township.
10. **Bikeway connections** are needed to other transportation systems.

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

No. 4 - Transportation System Profile

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

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

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

The Implications to Our Community

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

Source: <http://www.susquehannabeltway.com/>



Source: www.flyipt.com



Source: jra.seda-cog.org

County Vision

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

Common Goals

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

Common Objectives

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

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



Discerning the Strategic Actions

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

Matrix 3 Potential Breadth of Impact of Transportation Strategies

Key Issues for the Greater Williamsport Alliance Planning Area

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

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

Strategic Action	Notes
1c. Complete rail projects currently identified in WATS 20 year Long Range Plan	Planning partners should give their input to the prioritization of projects.
1d. Work with IPC to promote rail services as a potential asset for new business development.	<p>Planning partners should participate in these discussions to help identify and to be aware of the related community impacts.</p> <p>Planning partners should also support the County's efforts to develop rail serviced industrial sites and promote rail freight to new and existing industries and business. Appropriate sites would include the following features:</p> <ul style="list-style-type: none"> ○ 2% or less grade ○ Proximity to rail ○ Outside the 100 year floodplain ○ Chamber or IPC involvement ○ Brownfield Sites

Strategy #2**Maintain/expand air transportation services.****Methods, Tools, and References**

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

Partners

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

Funding Sources

Federal Aviation Administration Funding, Air 21 Reauthorization

Strategic Action**Notes**

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

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

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

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

2c. Improve connectivity with other modes of transportation, including completion of new access road.

This strategic action should be coordinated with Strategic Action 1b.

2d. Explore the possibility of establishing multi-modal facilities at the airport.

This strategic action should be coordinated with Strategic Action 1b. Such actions will need to look at changes in zoning and bus service.


2e. Continue efforts to attract diverse carriers and improve connections to major east coast hubs.

This strategic action is related to strategic actions 1a and 1b.


2f. Continue Fare Watch Program in order to ensure competitive fares for individuals and businesses.

This would be a monitoring program that ensures a "fair deal" for travelers flying to the top destinations from Williamsport. Fares should be within \$50 of the nearest competitive airport such as State College, Harrisburg or Scranton/Wilkes-Barre.

Strategic Action	Notes
2g. Explore advantages and disadvantages of Essential Air Service Program Congressional designation as part of Air 21 reauthorization bill.	This action could guarantee a base amount of enplanements at the airport.
2h. Undertake a demand analysis to determine where Williamsport Area residents want to fly and how much they are willing to pay.	The County should work with the Airport Authority, Chamber of Commerce and SEDA-COG to undertake this analysis. This strategic action was identified as a priority action during the transportation workshop held in June of 2003.
2i. Pursue with the Airport Authority the potential for a contract program to attract service or charter service.	Evaluate existing regional air carriers for their compatibility to the Williamsport Market.
2j. Explore and evaluate ground shuttle service to local communities that are served by the Williamsport Regional Airport.	Part of making the Williamsport Regional Airport (WRA) more competitive is to reduce the overall travel costs for potential users. Length of travel to and from the airport and parking costs all add to the total costs of a trip. To the extent that cheaper travel to and from the airport can be achieved through shuttle service, the more competitive the WRA may become.

Strategy #3	
Maintain public transit as a viable transportation alternative in Lycoming County.	
Methods, Tools, and References	
Transit Needs Assessment, Transit Marketing Strategy, Walkable Communities Assessment	
Partners	
County, City of Williamsport, Local Municipalities, STEP Inc., PENNDOT	
Funding Sources	
Federal Transit Administration Funding	
Strategic Action	Notes
<p>3a. Continue working closely with Williamsport Bureau of Transportation to assess transit needs and opportunities.</p>	<p>This strategic action was identified as a very important priority during the June 2003 Transportation Workshop. It should address the exploration of institutional arrangements to provide transit to areas that have a demand for such service.</p>
<div style="text-align: center;">  <p><i>City Bus at the Trade and transit Center</i></p> </div>	
<p>3b. Develop a consistent strategy for route assessments.</p>	<p>Local municipalities should play an integral role in establishing transit routes that are compatible with and serve local community goals and objectives.</p>
<p>3c. Include transit network/facilities in downtown development plans.</p>	<p>The Trade and Transit Center plays a critical role in the redevelopment plans for downtown Williamsport. Transit initiatives on a smaller scale should play a role in other communities.</p>

Strategic Action	Notes
3d. Encourage new development that is transit oriented, where appropriate.	Providing increased development density along major transit corridors will provide the mass of ridership necessary to make transit services efficient, affordable and marketable. In addition, new developments should include facilities that will promote the use of transit such as good safe parking lots with pedestrian pavilions to protect riders from the elements.
3e. Evaluate the need for park and ride facilities in outlying areas.	Providing alternatives to single occupancy vehicles is important for providing alternative modes of travel, reducing air pollution, and protecting congested travel corridors. Strategically located and well-designed park and ride facilities can help promote car-pooling, transit and ride-sharing initiatives.

Strategy #4	
Increase bicycle and pedestrian facilities and connections.	
Methods, Tools, and References	
Partnerships, Needs Assessment, Susquehanna Greenway Initiative	
Partners	
County, City, Boroughs, Townships, WATS, PENNDOT, school districts, developers, health care community	
Funding Sources	
Federal Transportation Appropriations, and Transportation Enhancements, Hometown Streets and Safe Routes to School Program, Community Conservation Partnership	
Strategic Action	Notes
4a. Develop connectors between existing bike routes and pedestrian routes.	<p>Bicycle and pedestrian facilities are important components of any community for non-drivers, both young and old. Where off-road connections between neighborhoods and common destinations can be made, they should be requested if not required of developers. Retrofitting trails into existing development is also possible, particularly when the entire community is in support of increasing transportation alternatives.</p> <p>An expanded and improved network of bike and pedestrian facilities will provide expanded mobility options to Planning Area residents.</p>
4b. Encourage new development that incorporates bike/pedestrian facilities. Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.	<p>“Healthy Communities” that provide better opportunities to walk or bike to key daily functions, such as school, shopping, civic and recreation sites, are now in more demand.</p> <p>Consider bike/pedestrian facilities as options for meeting recreation requirements of the subdivision and land development process.</p>
	
www.pedbikeimages.org/DanBurden	

Strategic Action	Notes
4c. Continue active participation in the development of the Susquehanna Greenway.	The Susquehanna River Greenway is an important regional connection. Off-road trails in the greenway could connect portions of the Greater Williamsport Alliance Planning Area with activities throughout the river corridor.
4d. Promote the use of bike/pedestrian facilities as a recreation and destination alternative.	All development initiatives, whether for the development of highway infrastructure, development of parks, or development of residential subdivisions, should include consideration of pedestrian and bicycle facilities. Local ordinances should be reviewed to ensure that this issue is adequately addressed. Also see Strategic Action 4e.
4e. Continue utilization of available transportation enhancement funding for bike/pedestrian facilities.	This should be coordinated with the prioritization of the Williamsport Area Transportation Study, in which planning partners should give input.

Strategy #5	
Maintain/improve roadways through redesign initiatives to provide a safe and efficient mode of travel for local residents, visitors, and through-travelers.	
Methods, Tools, and References	
Partnerships, Transportation and Land Use Management Strategies, Project Prioritization.	
Partners	
County, Local Municipalities, PENNDOT, SEDA-COG, Rail Authority, Transit Authorities	
Funding Sources	
Annual Federal Transportation Appropriations Process, TEA Reauthorization, PENNDOT 12-Year Program	
Strategic Action	Notes
5a. Complete programmed bridge replacement and rehabilitation projects. Identify and prioritize additional bridge candidates for TIP funding based upon the PENNDOT BMS state bridge condition data and the Lycoming County Bridge Inspection Program.	With so many streams and crisscrossing transportation corridors both highway and rail, and rural areas requiring access for everyday activities and promoting tourism, safe functional bridges are a priority in Lycoming County. Municipalities need to collectively promote bridge priorities at the state level.
5b. Continue to work closely with Lycoming County to identify priorities and to program projects, locally for through PENNDOT's Twelve-Year Plan.	Also see Strategic Action 3a above.
5c. Integrate land use planning with major transportation projects.	<p>Good transportation systems should efficiently serve land use development patterns, while good land use plans should evaluate available transportation infrastructure and transportation improvements. In the past this has rarely been accomplished.</p> <p>Today, PENNDOT is working more closely with counties and local municipalities to better integrate transportation and land use planning initiatives. In several locations throughout this state, Comprehensive Transportation and Land Use Management (continued)</p>

Strategic Action	Notes
(continued)	Strategies involving many municipal partners and stakeholders have been initiated.

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Comprehensive Plan

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

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

**Discerning the Strategic
Actions**

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

Defining the Issues, Validating Issues, and Identifying Trends

Many of the important issues that could potentially impact the community in terms of community facilities, services and public utilities were identified in relation to the Planning Area as a whole or to the broader region. The following issues were noted by the Planning Advisory Team as being of particular importance within the Planning Area:

1. **Water Quality for Wells** - The quality of the natural groundwater is not high in many areas. Although well water may be potable, often it is not palatable without treatment. Pollution of groundwater from non-point sources, such as agriculture, has not been identified as problematic.

2. **Water Quantity for Wells** - The quantity of water available through drilling of private wells has been problematic in several areas.
3. **Storm Water Management Problems** - Development has occurred without storm water management controls required. This has led to runoff problem areas adjacent to township roads and complaints amongst residents.
4. **Campground Sewage Disposal** - The Susquehanna River and Pine Creek corridors have public and private campgrounds, as well as numerous river recreation lots. Use of river lots is restricted to a six-month period over the spring and summer. Collection and disposal of sewage from this concentrated recreational use is a significant issue.
5. **Campground/River Lot Flooding** - The public and private campgrounds, as well as river recreation lots, located along the Susquehanna River and Pine Creek are in many cases located within the floodway. There is a concern for safety, and pollution from stored items.
6. **Sewer Expansion Capacity** - The existing capacity of public sewerage systems provides for expansion in many growth areas.
7. **Flood Protection** - Flood protection from the Susquehanna River is a primary concern of many citizens. Although there is flood protection in the Greater Williamsport Area, many of the urban areas along the Susquehanna corridor are susceptible to flooding. Flood protection in these areas has been restricted to moving essential services such, as electricity and heat, to an area in residences that is above the flood levels.
8. **Public Infrastructure** - The existing infrastructure, including road network, utilities, and services is in place and can support continued growth.
9. **Integration of Land Use and Facilities** - There has been poor integration of land use changes with existing facilities.
10. **Access to the Susquehanna River** - Access to the river is both a strong point and a weakness. The river is a tremendous recreational asset flowing through the community. In some respects it is readily accessible, however, there is room for significant improvements in boating access and general public access.

11. **Skateboarding** - Skateboarding has become a popular activity by our youth. With this activity has come a generational conflict and damage to public and private property. Skateboarding has created conflict in many communities. A skateboard park has been established in the west end of Williamsport.
12. **Bikeway Paths & Connectivity** - By the summer of 2005, the Pine Creek Rail Trail will extend from the northwestern border of the County to a trailhead in Jersey Shore. The area has several other bikeways, including the Montoursville/Loyalsock Bikeway, the Lycoming Creek Bikeway, and designated bike paths throughout the City of Williamsport. Construction plans are in process for completing the section of the Susquehanna Trail that will connect to the Montoursville/Loyalsock Bikeway, the Lycoming Creek Bikeway, and Susquehanna State Park. The rerouting of the Lycoming Creek Bikeway from the Memorial Ave. Bridge to the Fourth Street Bridge should be evaluated.
13. **Natural Beauty** - This area of central Pennsylvania is rich in natural beauty, with tree covered mountains and rich valleys. There are vistas and scenic overlooks throughout the County. A single trip along any one of a number of scenic corridors, such as the Pine Creek Valley, Route 15, or Loyalsock Creek, will bring visitors back to our area year after year. There is seasonal beauty with snow-covered mountains in the winter, lush greenery and abundant wildlife in the spring and summer, and a fall foliage that rivals any in the world.
14. **Arts, Music, Museums** - The Greater Williamsport Area is blessed with excellent facilities and programs to address the needs of musicians, artists, and performing artists.
15. **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 Lycoming County are endless. The region is also rich with quality streams and creeks, plus the Susquehanna River, offering opportunities for swimming, boating and fishing.
16. **Amateur & Professional Sports** - Historic Bowman Field is the home of the Williamsport Crosscutters, which provide local professional baseball at the Single A level. Although

there are amateur sports leagues in a variety of sports, this area is known for baseball. The Greater Williamsport Area has been the home of Little League Baseball since its beginning.

17. **Sports Programs** - The region has a wide variety of sports programs, from youth leagues through adult leagues.
18. **Indoor Recreation (YMCA, YWCA, school facilities)** - There are indoor recreation facilities within a reasonable distance, including the YMCA & YWCA in Williamsport and several commercial facilities. Several schools in the Planning Area also provide “open gym” times for public use.

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

No. 3 – Utilities Profile

No. 5 – Community Facilities and Services Profile

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

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

These community infrastructure issues were of the greatest concern to community leaders and residents of the Planning Area. The underlying emphasis of these issues was the livable nature of the Greater Williamsport Alliance communities, namely the access to and efficient delivery of community services. There was broad support for enhancements to the recreational system without need for detailed discussion in this comprehensive planning process. There was also strong support for continued efforts to manage stormwater and reduce floodplain development. The focus of detailed discussion was therefore directed to the maintenance and expansion of public infrastructure (water and sewer) in order to support and promote sustainable, quality development.

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

The Implications to our Community

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



Infrastructure maintenance and repair in the Greater Williamsport Alliance Planning Area

Our Vision for the Future

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

Common Goals

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

Common Objectives

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

Table 14 Growth Scenario* Based on Population Projections versus Sewer Capacity in the Greater Williamsport Alliance Planning Area – Part 1

Municipality	ALL POPULATION SCENARIO IN GROWTH AREA					
	2000 Pop.	Year 2020 Highest Projection / Target	Population Difference	Average Household Size / Municipality	EDUs (1,2)	GPD for Population Difference (3,4)
Armstrong Township	717	821	104	2.44	43	10,400
Duboistown Borough	1,280	1,436	156	2.36	66	15,600
Loyalsock Township	10,876	11,510	1,178	2.25	524	117,800
Old Lycoming Township	5,508	7,749	2,241	2.40	934	N/A
South Williamsport Borough	6,412	6,496	84	2.33	36	8,400
Williamsport City	30,706	27,981	(2,725)	2.30	0	0
Totals	54,782	55,172	3,763	---	668	141,800

Table 15 Growth Scenario* Based on Population Projections versus Sewer Capacity in the Greater Williamsport Alliance Planning Area – Part 2

Municipality	ACREAGE FOR BUILDOUT DEMAND ULTIMATE SCENARIO			
	Net Dev. Acres in Res. Zones (5,6)	Net. Dev. Acres minus Efficiency Factor of 25%	EDUs (1,7)	GPD (Sewage) for Acres (8)
Armstrong Township	46.84	35.13	105	25,715
Duboistown Borough	7.15	5.36	16	3,797
Loyalsock Township	1,179.44	884.58	2,654	597,092
Old Lycoming Township	N/A	N/A	N/A	N/A
South Williamsport Borough	63.23	47.42	142	33,148
Williamsport City	232.01	174.01	522	120,065
Totals	1,481.83	1,111.37	3,334	754,102

Notes:

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

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

(1) EDU=Equivalent Dwelling Unit – term used in sewage calculations; i.e. dwelling units (DU)

(2) Based on Population Increase/ Average Household (per 2000 Census used for scenario)

(3) GPD (gal. per day) = Population Difference x 100 gal. per capita

(4) N/A because municipality has zero acres available for development within the growth area

(5) Residential zones include A-R

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

(7) 3 DU/acre for estimate of build-out

(8) GPD = Avg. Household x 100 gal per capita x EDUs

524 = Estimate at 5% of pop. growth of 13,114 for 2020 based on sewage plant serving 5% of Loyalsock Twp and estimate at 5% of building permits for 2020.

Table 16 Growth Scenario* based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the Greater Williamsport Alliance Planning Area – Part 1

Municipality	RESIDENTIAL BUILDING DEVELOPMENT PROJECTION AT YEARLY RATE BASED ON LAST 20 YEARS *				RESIDENTIAL BUILDOUT DWELLING UNIT (DU) SUMMARY		
	Average DU/yr (9,10)	Total DUs in 2020	Average Household Size	GPD for Building Permits (11)	Population-based (12)	Acreage-based (12)	Building permit-based
Armstrong Township	3.65	73	2.44	17,812	43	105	73
Duboistown Borough	4.10	82	2.36	19,352	66	16	82
Loyalsock Township**	32.00	608	2.25	136,800	524	2,654	608
Old Lycoming Township**	11.00	220	2.40	N/A	934	N/A	220
South Williamsport Borough	13.65	273	2.33	63,609	36	142	273
Williamsport City	61.25	1,225	2.30	281,750	0	522	1,225
Totals	122.00	690	---	501,511	668	3,334	690

Table 17 Growth Scenario* based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the Greater Williamsport Alliance Planning Area – Part 2

Municipality	ACREAGE FOR COMMERCIAL BUILDOUT DEMAND SCENARIO			ACREAGE FOR INDUSTRIAL BUILDOUT DEMAND SCENARIO			Comm./ Ind. GPD Totals
	Net Dev. Acres in Commercial Zones (6)	50% Buildout Acreage (13)	GPD (Sewage) for Acres (14)	Net Dev. Acres in Industrial Zones (6)	50% Buildout Acreage (13)	GPD (Sewage) for Acres (14)	
Armstrong Township	5.44	2.72	1,974	0.00	0.00	0	1,974
Duboistown Borough	0.00	0.00	0	0.08	0.04	27	27
Loyalsock Township	11.25	5.62	4,082	9.15	4.57	3,321	7,403
Old Lycoming Township	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Williamsport Borough	6.32	3.16	2,292	3.38	1.69	1,227	3,519
Williamsport City	44.83	22.41	16,272	96.33	48.17	34,969	51,241
Totals	62.39	31.19	22,646	108.94	54.47	39,544	62,190

Table 18 Available Treatment Capacity at Local Sewer Treatment Plants

Available GPD at Sewer Plant	
Central Plant	0
West Plant	240,000

Notes:

*Growth area calculations include Designated Growth Areas and Future Growth Areas
 (6) Net Developable Acres = Acres for development minus (floodway + floodplain + steep slopes + wetland + public ownership)

(9) DU = dwelling units

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

** Old Lycoming and Loyalsock Townships preferred to use last 5 years of residential DU permits

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

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

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

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

= Estimate at 5% of pop. growth of 13,114 for 2020 based on sewage plant serving 5% of Loyalsock Twp and estimate at 5% of building permits for 2020.


Discerning the Strategic Actions

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

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

Key Issues for the Greater Williamsport Alliance Planning Area

Strategy		<i>Community Facilities</i>	<i>Community Services</i>	<i>Recreation & Open Space</i>	<i>Storm Water Management</i>
1	Improve community image and appearance	X		X	
2	Develop new recreation opportunities			X	
3	Increase usage of existing recreational and other community facilities (e.g. libraries).	X	X	X	
4	Promote facilities and services to attract industry.	X	X	X	
5	Promote effective stormwater and floodplain management				X
6	Coordinate infrastructure improvement and expansion with land use plans.	X			

Strategy #1	
Improve Community Image and Appearance.	
Methods, Tools, and References	
Ordinances, Streetscape Plans, Clean-up Programs, Gateway Initiative, Art Displays	
Partners	
County, Local Municipalities, Community Organizations, Colleges, Schools	
Funding Sources	
Main Street Funding, Streetscape Enhancements	
Strategic Action	Notes
1a. Review abandoned vehicle ordinances.	The presence of abandoned vehicles creates an eye sore and is consistently viewed as a critical impediment to promoting the county as a good place to live and do business. The LCPC Staff should do a systematic audit of local ordinances and make recommendations on how to improve the regulation of abandoned vehicles and other junk.
1b. Develop community streetscape and traffic calming plans	Improved streetscapes such as those displayed here, provide a friendlier neighborhood feeling with safe pedestrian facilities that can promote improved livability in our communities.
1c. Review ordinances for screening and tree planting requirements.	The LCPC Staff should do a systematic audit of local ordinances and make recommendations on how to improve the regulation of landscaping and tree planting requirements. It is important that criteria for placing and maintaining trees in a manner that protects public safety be included.
 <p style="text-align: center; margin-top: 5px;"><i>Streetscape along Millionaire’s Row</i></p>	
1d. Adopt property maintenance ordinances.	The LCPC staff should develop a model ordinance.

Strategic Action	Notes
1e. Establish a Community Clean-up Program	<p>The LCPC staff should investigate funding opportunities to support such an effort to deal with junk, junk cars, debris, and unsightly “lawn art.” The program should be monitored for success and highlights publicized in order to promote the image of a county and community that cares about the way it looks.</p>
1f. Develop Community Gateways that reflect community heritage.	<p>The Community and Economic Development Plan identified the implementation of a “Community Gateway Initiative” as a critical strategy for community and economic development in the future. Those gateways should clearly reflect the character of the community. Key steps to achieving this include:</p> <ul style="list-style-type: none"> ○ Work with garden clubs, colleges, local schools and associations such as watershed associations. ○ Develop inventory of Gateway successes and publicize those successes. ○ Develop a list of those gateways that need improvement. ○ Establish criteria to define what a gateway is (i.e. natural settings, gardens, parks, scenic views etc.)

Strategy #2

Develop New Recreation Opportunities

Methods, Tools, and References

Municipal Parks and Recreation plans, Recreation surveys,

Partners

Municipalities, Recreation Boards/Departments, Authorities, County, School Districts, PA Fish and Boat Commission, PA DCNR, COGs, health care sector, and recreation user groups organizations

Funding Sources

Transportation Enhancements, Community Conservation Partnership Program, Growing Greener Funding

Strategic Action

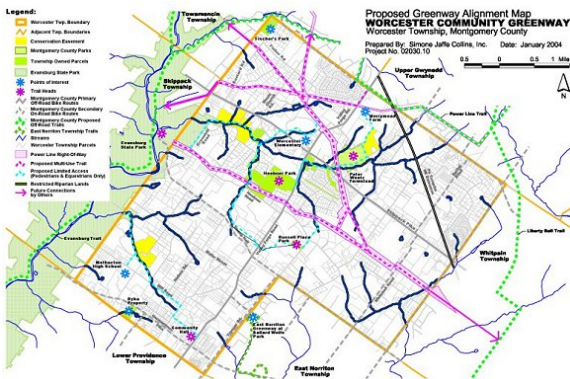
Notes

2a. Implement recommendations from the Lycoming County Comprehensive Recreation, Parks, Open Space, and Greenway Plan.


The Lycoming County Comprehensive Recreation, Parks, Open Space, and Greenways Plan contains specific strategic actions to enhance recreational opportunities in this Planning Area and Lycoming County as a whole.

2b. Prepare Community Greenway Plans.

The Lycoming County Greenway Plan provides the framework for developing Community Greenways. The Community Plans should enhance, complement, and implement the County Greenway Plan.



*Proposed Greenway Alignment Map
Worcester Community Greenway
Worcester Township, Montgomery County,
PA*

Strategy #3	
Increase usage of existing recreational and other community facilities (e.g. libraries).	
Methods, Tools, and References	
Recreation Forum, Recreation Commissions, Cultural Events Series	
Partners	
County, Local Municipalities, Community Organizations, Schools, Colleges, Business Community and recreation user organizations.	
Funding Sources	
Hometown Streets and Safe Routes to School, Community Conservation Partnership, Transportation Enhancements	
Strategic Action	Notes
3a. Market facilities and their services in ways that attract new users.	Many recreational facilities throughout the county are under utilized. It is important to publicize and educate residents and businesses about what is available. Additional usage can lead to additional funding to support facilities and discourage vandalism.
3b. Interconnect facilities with bike-pedestrian routes.	This Planning Area has one of the premier bikeways within Lycoming County. Completion of the bikeway along the dike levee in Williamsport and South Williamsport is planned. Although these facilities will serve primarily for recreation, this activity could provide a spark to bike connectivity and biking as a commuting option within the Planning Area. A connection to the Susquehanna Trail is planned.
3c. Encourage businesses to use community facilities.	The River Valley Room conference facilities in the Trade and Transit Center are a good example of this approach.
 <p style="text-align: center;"><i>Trade and Transit Center</i></p>	

Strategic Action	Notes
3d. Encourage communities to use business facilities.	Local business facilities are not fully used and could meet a community need. Little League Baseball’s Conference Center in South Williamsport when not scheduled for Little League functions is made available for community functions.
3e. Establish area recreation commissions	<p>Strategy 1 establishes the importance of cooperation and coordination among community service providers. Recreation Commissions are important to focusing on the critical issue of recreation. Such commissions should include representation from:</p> <ul style="list-style-type: none"> ▪ Elderly ▪ Youth ▪ User organizations ▪ Municipal Government ▪ State Agencies ▪ Others
3f. Convene a forum of local recreation providers	The Lycoming County Comprehensive Recreation, Parks, Open Space, and Greenways Plan identified current recreation needs in the County. The LCPC Staff will facilitate monitoring our performance in serving those needs and revising the strategic actions as necessary as needs change.

Strategy #4	
Promote Facilities and Services to attract industry.	
Methods, Tools, and References	
Marketing of facilities, services, events, and achievements, and user comments	
Partners	
County, Local Municipalities, Business Community, Chamber of Commerce, Financial Institutions, Community Service Organizations	
Funding Sources	
Keystone Innovation Zone, Commonwealth Capital Budget	
Strategic Action	Notes
4a. Promote mental and health care facilities and services	Lycoming County has excellent facilities and services which is a strength in attracting new business and industry. A marketing approach for these services should be provided to Lycoming County Industrial Properties Corporation and the Williamsport/Lycoming County Chamber of Commerce.
4b. Promote excellent educational opportunities, to include technical institutes and colleges.	Residents of this Planning Area have excellent access to a variety of institutes of higher learning. It is important to utilize Penn College of Technology, Lycoming College, and Newport Business Institute as key partners for community and economic development initiatives.
4c. Promote excellent facilities and programs to support musicians, artists, and performing artists.	The City of Williamsport provides an excellent environment, facilities, and programs for musicians, artists and performing artists. This community strength should be exploited in marketing the Planning Area for new business and industry.
4d. Promote amateur and professional sports.	Minor league baseball and the Little League World Series play a prominent role in defining the vitality of the Williamsport Area and impact the surrounding communities. The success of these two sport venues should be built upon and expanded to improve the image of a vital community for “all seasons.”

Strategy #5	
Improve Stormwater and Floodplain Management.	
Methods, Tools, and References	
Act 167 Stormwater Management Plans, Watershed Conservation Plans, Subdivision and Land Development Ordinances	
Partners	
Lycoming County, municipalities, DEP, DCNR	
Funding Sources	
Growing Greener Funding	
Strategic Action	Notes
5a. Complete Act 167 Watershed Studies.	The Act 167 study for Lycoming Creek currently in process should remain a priority so that stormwater management can be focused in those areas needing attention.
5b. Implement NPDES Phase II program.	Implementing this program will continue conservation of resources in the Planning Area through control of accelerated erosion, water quality improvements, and groundwater recharge.
5c. Implement additional stormwater management programs in Communities with MS4 permits.	Duboistown Borough, South Williamsport Borough, City of Williamsport, Loyalsock Township, and Old Lycoming Township have been issued an MS4 permit. Implementing the plans as specified in each permit will provide an advanced degree of conservation and water quality improvement beyond the NPDES Phase II program.
5d. Establish watershed associations for all watersheds.	Continue support of the Lycoming Creek Watershed Association.
5e. Review ordinances for storage of items within the floodway.	Seasonal use property within the floodway of Lycoming Creek and the Susquehanna River is used for temporary and permanent storage of items and materials. There is a significant concern for safety from floating debris during flooding and pollution from stored items.

Strategy #6	
Coordinate infrastructure improvement and expansion with land use plans.	
Methods, Tools, and References	
Zoning Ordinance Requirements, Capital Programming	
Partners	
County, Local Municipalities, Emergency Service Providers	
Funding Sources	
Federal, State, County and Local Government	
Strategic Action	Notes
6a. Plan infrastructure improvements and upgrades to maintain quality service levels to developed areas.	The existing infrastructure is aging and is expensive to repair or replace. A continuous improvement and upgrade program is necessary to ensure availability for long term community use. Priority should be given to separation of combined sanitary and storm sewer systems where appropriate.
6b. Develop coordinated plan to address sewage concerns from concentrated recreational use areas.	The Susquehanna River corridor has public and private campgrounds, as well as numerous river recreation lots. Storage, collection and disposal of sewage from this concentrated recreational use is a significant concern.
6c. Plan infrastructure improvements and expansions to serve planned growth areas.	Priority of effort and funding should focus on the continued viability of the planned growth areas.
6d. Utilize land use controls to provide community facilities and infrastructure to support planned growth.	Land development should include improvements to extend facilities and infrastructure to adjacent and surrounding parcels in planned growth areas.



Comprehensive Plan

Interrelationship of Planning Elements

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

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

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

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

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

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

- < Commercial, industrial, and residential development is encouraged to take place near areas serviced by existing infrastructure, resulting in greater efficiency and effectiveness of community service delivery and management.
- < Preservation of agricultural, open spaces and sensitive environmental resources will allow the continued enjoyment of the area's recreational opportunities, scenic landscapes, and sensitive flora and fauna.
- < The policy of encouraging locally relevant ordinances and conservation design techniques strengthens both the land use, and community facilities and service policies of the plan

- < Progressive zoning of CAFOs protects quality of life in urban and suburban neighborhoods, as well as public water supplies across the region.
- < Utilities service planning and management are needed to protect natural resource quality, e.g. water quality from failing septic systems, and manage regional water supply and withdrawal.

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Comprehensive Plan

County Hazard Mitigation Plan**County Water Supply Plan****Lower Lycoming Creek Flood Hazard Reduction Plan****Forest Management Plans**

Sproul
Tiadaghton
Tioga

Open Space, Recreation, and Greenways Plan**WATS Long Range Transportation Plan**

The responsibility for shaping the future of the Greater Williamsport Alliance is a shared effort. The Comprehensive Plan alone cannot ensure the fulfillment of the community's vision. Instead the Comprehensive Plan lays the foundation for a consistent approach to various functional planning tasks.

The following sections summarize the purpose, goals, and current policy and project initiatives of functional plans developed by Lycoming County and regional agencies. These plans provide one arm of implementation for the Comprehensive Plan. Revisions to the Zoning Ordinances and Subdivision and Land Development Ordinances will provide another. When these documents are reviewed and revised, whether annually, biennially, or within other timeframes, the comprehensive plan should be a reference in order to develop appropriate, consistent updated function plans and programs.

See Chapter 9 for the description and guidance on the implementation of the Comprehensive Plan.

County Hazard Mitigation Plan

Lycoming County has put considerable effort into becoming a safer place to live and work. As a major part of that effort,

the County has developed a Countywide Vulnerability Analysis. Because of this effort, we know that flooding is the most costly and damaging of all hazards impacting Lycoming County. However, with over 2,200 miles of stream traversing its borders, the County must prioritize needs. Communities with an abundance of repetitive loss properties may require structural flood protection, while areas susceptible to seepage may benefit from preventative activities, such as utility relocation, flood proofing, and sewage backflow valves. This balanced approach toward flood mitigation should translate into all other natural and technological hazards. No community has unlimited resources to address all hazard risks. A mitigation plan will prioritize risks and provide a plan of action that is both cost-effective and supportive of sustainable community development.

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

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

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

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

The mitigation plan will maximize the benefits of Project Impact. It will support pre-disaster preparedness as compared to post-disaster response. It will emphasize long-term risk reduction over short-term gain. And it will encourage planning at the local level, the first line of defense when disaster strikes.

County Water Supply Plan

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

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

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

Lower Lycoming Creek Flood Hazard Reduction Plan

The Lower Lycoming Creek Flood Hazard Reduction Plan focuses attention on the need for flood hazard preparation, specifically in Hepburn, Lewis, Loyalsock, Lycoming, and Old Lycoming Townships. The Plan was prepared by the Lycoming County Department of Economic Development & Planning Services in 2001.

The Plan characterizes historic and recent flooding in the Lower portion of the Lycoming Creek watershed. It assesses various

risk factors including population affected, critical facilities and services, transportation corridors (*lifelines* in times of flooding), and real estate impacts. The Plan then lays out objectives, policies and actions in five areas where municipal action can have a substantial impact on the reducing flood hazard impacts.

Regarding preventative activities, the Plan recommends that the five townships review, revise and enforce their codes and ordinances to limit uses and development in the floodplain, acquire floodplain areas for public greenways and open space, develop or participate in the development of stormwater management plans, and develop and distribute public information, among other action items.

Regarding property protection, the Plan recommends that the townships participate in the National Flood Insurance Program (NFIP) and the Community Rating System program, protect or remove properties that have had repetitive losses or that are located in the floodway, assist in relocating historically significant structures, and seek funding to retrofit homes and businesses.

Regarding emergency services, the Plan recommends that emergency responders and critical facilities operators improve flood warning procedures, protect critical facilities, and coordinate evacuation plans.

Regarding structural projects, the Plan recommends implementation of site specific flood protection projects, the identification of additional high risk sites, and budgeting for flood protection in municipal capital investment plans.

Regarding natural resource protection, the Plan recognizes that floodway and floodplain areas are natural resources with diverse ecological functions. The Plan recommends that the townships assist in managing floodway and floodplain lands to enhance these functions. Action items include organizing a watershed association, co-sponsoring and supporting clean-up events, and establishing riparian buffers, among others.

Regarding public information, the Plan recognizes that an informed public is a more prepared public when it comes to flood impact prevention and event response. It recommends that the township communicate flood hazard maps, the proper response to flood events and mitigation techniques through published literature, flood monuments, and workshops.

The Plan also includes a priority timeline for action on each of the recommended action items.

The policy and action items of the Lower Lycoming Creek Flood Hazard Reduction Plan provide short term and long term guidance for reducing flood impacts in the Lower Lycoming Creek watershed. The Plan's recommendations are consistent with policy and strategies presented in this comprehensive plan, and should be fully implemented.

Forest Management Plans

The Bureau of Forestry prepared the State Forest Resource Management Plan update in 2003. Final review and approval are pending at this time (March 2004). The Plan sets forth a mission and goal of sustainability using an ecosystem management approach. The Plan recognizes that "the state forest provides an abundance of high quality forest products, ... represents a two million acre water treatment plant and air purification system,... provide[s] recreational opportunities and mineral resources, as well as an aesthetic setting that is vital for Pennsylvania's tourism industry, ...[and] is the largest publicly owned habitat for plants and animals in the Commonwealth of Pennsylvania." Therefore, the state forest needs sound management to protect its functional integrity or long-term sustainability and the benefits we receive from it.

The following letter excerpt from Dr. James R. Grace, State Forester, to Pennsylvania's residents outlines the plan's significant changes from previous management policy:

- The commitment to ecosystem management, which is based on ecological units, such as ecoregions, landscapes, and a newly developed plant community classification system.
- The forest inventory for the state forest was revised and expanded to include additional ecological parameters, an annualized five-year inventory cycle, and permanent crews to conduct the inventory.
- New technologies, such as Global Positioning Systems (GPS), Geographic Information Systems (GIS), Web-based management and reporting systems, and computer-based modeling have been employed to aid in data and information management, resource planning, and management decisions.

- Through a partnership with Penn State University, a new timber harvest planning system was developed, which uses a sophisticated linear programming computer model to allow for an improved and more accurate allocation of resources than previous plans.
- The establishment of the regeneration fund, which designates a portion of the receipts from state timber sales to be used to implement management practices to address the over-browsing by deer in order to obtain successful forest regeneration.
- Bio-reserve and Old Growth management systems have been established and mapped.
- Several new sections have been added to the plan, including Communications, Ecological Considerations, Soil Resources, Non-timber Forest Products, and Infrastructure.

The State Forest Resources Management Plan is implemented by the Bureau and the 20 district forest offices across the state. The Tiadaghton State Forest is the largest forest district in Lycoming County. Small portions of the Sproul and Tioga State Forests are also located within the County's boundaries. Each of the district offices are responsible for implementing the Plan's management recommendations, once approved.

Each of the Plan's 12 core management sections will be applied to forest lands in Lycoming County in some fashion. The following is a list of policy positions and recommendations for which the County may want to work cooperatively with the district offices. These goals represent the Bureau's future policy on key issues of concern that were identified during the early phases of this planning process.

Communications Goal: To continue listening to and evaluating the wants and needs of the various publics on forestry issues at the local and statewide level.

Potential County Role in Cooperation: The Lycoming County Planning Commission, the Lycoming County Conservation District, and other county agencies can be representatives of County residents and advocates for public wants and needs to district foresters regarding state forest lands.

Ecological Considerations Goal: To integrate ECOMAP into the inventory and management of state forest lands.

Potential County Role in Cooperation: The Lycoming County GIS planning and GIS staff may want to become familiar, if not already familiar, with ECOMAP principles, as a model for County forestland inventory and management, and as means to understanding forest land and resource classification.

Ecological Considerations Goal: To reduce and limit forest fragmentation and promote connectivity of high canopy forests by maintaining fluid corridors throughout the state forests.

Potential County Role in Cooperation: The County may want to enhance its own policy on forest fragmentation, in regards to lands adjacent to state forestlands, riparian corridors, and other key habitat areas.

Forest Health Goal: Determine the degree of impact that adjacent land uses and activities have on state forest health.

Potential County Role in Cooperation: The County could aid the district office by providing current and future land use data.

Geology/minerals Goal: To manage the geologic features, oil gas, gas storage and hard minerals in a cost-effective and efficient manner and in the greatest benefit of the people of the commonwealth.

Potential County Role in Cooperation: The Lycoming County Planning Commission and other county agencies can be representatives of County residents and advocates for public wants and needs regarding subsurface activities on state forest lands.

Recreation Goal: To provide opportunities for healthful, low-density recreational opportunities that are compatible with maintaining the integrity of forest ecosystems.

Potential County Role in Cooperation: The Lycoming County Planning Commission and other county agencies can be representatives of County residents and advocates for public wants and needs regarding recreational activities on state forest lands.

Recreation Goal: To cooperate with regional and state interests in the promotion of low density, ecologically sound tourism opportunities associated with state forest lands.

Potential County Role in Cooperation: The Lycoming County Planning Commission and other county agencies can be representatives of County residents and advocates for public wants and needs regarding tourism activities and promotion on state forest lands.

Silviculture/Timbering Goal: To demonstrate and promote silvicultural practices that sustain ecological and economic forest values.

Potential County Role in Cooperation: The County and the Conservation District could partner with the forest district to demonstrate and promote sustainable forestry that protects ecological and economic forest values.

These potential roles in cooperation by no means require the County to take action. However, they do suggest, as noted, ways in which the County and the state can work cooperatively toward common goals for forest resources. Simply understanding each others methods of assessment and management allows for greater discussion between these agencies, and the potential for greater consistency in policy and action.

Sproul State Forest

The Sproul State Forest (District # 10) is located in north central Pennsylvania, primarily in western Clinton County and northern Centre County, as well as small portions of Cameron, Lycoming, and Potter Counties. The largest of the Pennsylvania's State Forests, it covers 305,000 acres, or slightly more than 476 square miles. The very small portion of the Sproul State Forest in Lycoming County lies along PA 44 southwest of Pump Station in Brown Township.

The District Management Plan gives special emphasis to the value of the state forest to the local economy:

The economy of the area in the vicinity of the forest has been and will most likely continue to be dependent on its land resources. Resource extraction and storage of natural gas provide a significant number of jobs. Forest based recreation has unlimited potential for economic development. There are well over 1,000 recreational camps in the area. The natural beauty of public lands makes this a desirable place to live. Interstate 80 is a major connector to population centers.

Tiadaghton State Forest

The Tiadaghton State Forest (District #12) is comprised of 214,973 acres, most of which is in Lycoming County. Small portions extend into Tioga, Potter, Clinton and Union Counties. Geographically, the Tiadaghton State Forest is divided into three major blocks. The South Block is located south of the Susquehanna River in the Ridge and Valley province. The West Block contains the majority of the Tiadaghton State Forest and is centered on the Pine Creek Valley. The East Block, also on the Allegheny Plateau, is located adjacent to Lycoming and Loyalsock Creeks.

The District Plan for the Tiadaghton State Forest outlines history, extensive resource inventories and agency policy on a wide range of topics. It begins with a classification of the forest lands into land management districts focused on resource uses. The largest percentage of Tiadaghton State Forest is designated for multiple resource use management (51 percent), “the least restrictive management zone and applies to areas managed for many resources, such as timber, water, recreation, fauna, flora, and minerals. Appropriate forest community types within this zone may be considered part of the commercial forest land base.”

Within the plan, there are four topics of specific interest to Lycoming County:

- The designation of bioserve and old growth areas. Some of these areas are located in the interior of the forest lands while others lie along the edges. Peripheral areas suggest coordination between state, county, and local officials to manage public access.
- The plan recognizes scenic driving as a recreational activity, as well as the face of the state forest to many Pennsylvanians and visitors. The Plan lists public roads in the Tiadaghton State Forest. These roads, and their contiguous road segments, should be evaluated for potential candidacy for scenic byways designation.
- The plan states, “There are no immediate plans to further develop the mineral resources on the Tiadaghton State Forest, with the possible exception of leases for the exploration of oil and natural gas.” Communication on this topic is of particular concern to residents.

- The plan recognizes the function of state forest lands on municipal and private water supply, and states “Future land use and development within both existing and potential watersheds must be compatible with water production.” Reciprocal acknowledgement that private land use and development affect water quality throughout the downstream watershed should be made in local planning documents.

Tioga State Forest

The Tioga State Forest (District #16) reaches into Lycoming County in Brown and Pine Townships. The Tioga State Forest District Plan follows a similar outline to that of Sproul and Tiadaghton State Forests. This plan places specific emphasis on hiking trails and notes the designation of upper Pine Creek as a Scenic River in 1992.

Open Space, Recreation, and Greenways Plan

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

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

This project will also help address needs identified by local residents at the Our Towns 2010 Workshops, and has been recognized by the Greater Williamsport Area 2000 Alliance as a top priority, which will enhance existing recreation programs and facilities and will foster increased cooperation and resource sharing between our County’s local governments.

Funding from DCNR (\$80,000) and DCED (\$30,000) has been secured. A 60 + member Recreation Advisory Committee has been formed to review recreation and open space inventory information and provide input into project goals and process. The Lycoming County Planning Commission, staff/consultants

and Advisory Committee developed and distributed a Comprehensive Recreation Survey to 5,000 randomly selected Lycoming County households. Of these, 67 were returned due to being undeliverable. To date 1,352 surveys were returned ($1352/4933 = 27.4\%$), a very high percentage for this type of survey. The survey will provide statistically significant information about County recreational needs, and will be helpful in obtaining Grant funding for community recreation projects and programs. A summary of the Survey results is posted on the County Website. A draft of the plan is scheduled for completion by the Spring of 2005.

A major focus of this planning effort will be a Comprehensive Open Space and Greenway Initiative. Staff has compiled many data layers and will apply them through the GIS system to develop a comprehensive Open Space and Greenway network. Greenways are linear corridors of open space that will serve to protect natural, cultural, and scenic resources, provide recreational benefits, enhance natural beauty and quality of life in neighborhoods and communities, and stimulate economic development opportunities.

WATS Long Range Transportation Plan

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

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

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

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



Comprehensive Plan

Multi-Municipal Planning Partnerships within Lycoming County and Union County

Contiguous Planning and Development

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

Multi-Municipal Planning Partnerships within Lycoming County and Union County

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

Matrix 5 Common Key Issues Among Lycoming County Planning Partnerships

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

"X" denotes a topic identified as a priority concern

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

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

Lower Lycoming Creek Planning Area (2004)

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

US 15 South Planning Area (2004)

The focus of the Comprehensive Plan for the US 15 South Planning Area is on cooperation, through and independent of the Keystone Central and West Branch Councils of Governments, to address development, conservation, public safety, emergency services and regulations with a coordinated, regional approach. The Planning Area has outlined the need to address both urban and rural issues collectively. Urban issues include improving the mixed use environment of Montgomery, redeveloping vacant, brownfield properties, developing streetscape for the village of Allenwood, and preserving neighborhoods. Rural issues include a comprehensive approach to planning and providing public utilities and programming transportation infrastructure improvements, preserving and conserving farmland, permitting CAFOs in locations where the community and its environment would not be adversely impacted, and protecting natural resource areas, including wellhead collection areas. Bridging urban and rural areas, there are several topics of planning area interest: improving Brouse Road as a connector from Montgomery to US 15, improving access to the Susquehanna River, and the development of the Susquehanna Greenway.

US 220 Future I-99 Planning Area (2004)

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

Montoursville Muncy Area (2004)

The focus of the Comprehensive Plan for the Montoursville-Muncy Planning Area is on maintaining the continued vitality of its downtowns, while providing for a variety of housing options, redevelopment of key industrial sites, and guiding new development through land use planning and infrastructure development. The municipalities agree that new development should be pedestrian friendly and potentially served by transit.

Transportation improvements are also a strong component of the plan, including support for the primary runway extension at Williamsport Regional Airport and completion of the Lycoming Valley Railroad Bridge.

United by the riverfront, the municipalities seek to increase public awareness of the cultural and historic resources unique to this planning area by promoting the implementation of the Lower West Branch Susquehanna River Conservation Plan. Through the adoption of their comprehensive plan, they have also agreed to work on a regional basis to identify future highway and municipal infrastructure needs related to the anticipated growth and development as part of the completion of the Susquehanna Throughway and other highway projects.

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Comprehensive Plan

Municipal Responsibilities to the Planning Partnership

Plan Review and Maintenance

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

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

Act 2000-67 (amendment to the PA MPC)

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

Municipal Responsibilities to the Planning Partnership

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

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

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

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

The governing body that shall consider the curative amendments, plans and explanatory material submitted by the landowner and shall also consider:

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

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

*Key Actions for Municipal Partners***The City of Williamsport**

Shops and restaurants along East third Street in Williamsport

Throughout the process of community coordination including the key person stakeholder group workshops and community visioning workshops, the importance of a vibrant City of Williamsport as the focal point for community and economic development initiatives became very apparent. Many believe that as “Williamsport goes, so goes the county and the region.”

The City provides many opportunities but faces some important issues in regard to sustaining a vibrant and healthy community including the following:

- Relative lack of employment opportunities and lower wage rates when compared to other urban areas statewide.
- Relatively high percentage of the population dependent on some form of public welfare and community support services including the elderly, unemployed, and underemployed individuals.
- Typical core city budgetary problems associated with a declining population and workforce, increasing tax rates, and increasing demands for services and infrastructure to

meet both local needs and additional state and federal regulatory mandates.

- The lack of a strong downtown retail center results in the business district being busy and vibrant from 9 to 5 but relatively deserted in the evenings. This adds to the poor perception about the city's image.

While the city will always face challenges, recent efforts have been made towards revitalizing the city. Numerous initiatives will set the stage for creating a more vibrant city that will have a positive impact on the county and the surrounding region.

- The Central Business District Revitalization and Gateway Project.
- The Market Street Bridge and Viabella Roundabouts Project.
- The Maynard Street Gateway and Streetscape Project.
- The College Town Initiative Partnership of the City, Chamber of Commerce, Penn College and the Downtown Merchants Association.
- The Old City Cultural District Initiative.
- Susquehanna River Walk Project.
- The combined sewer overflow study project designed to increase regional sewer capacity needed to facilitate commercial and industrial development.

Key Strategic Actions for the City of Williamsport

It will be important for the City to work closely with its citizens to reach a consensus on a vision for the downtown and how it is to look and function in the future.

The following list of key strategic actions warrants particular attention within the City of Williamsport. Through their implementation, many of the goals and objectives established in this plan will be realized and will result in significant improvements in the quality of life for the residents of both the City and its surrounding municipalities.

- Make regulations conducive to reuse and rehab of older structures.
- Employ good code enforcement to help keep property values where they should be.
- Ensure that mixed-use zoning is provided for in the downtown business district.
- Work locally and cooperate with the County in the implementation of Central Business District Revitalization and Community Gateway Initiatives.
- Meet with businesses to identify potential expansion or permitting issues.
- Conduct a housing needs assessment to determine if the existing housing stock meets the needs of existing and prospective residents.
- Implement a split-rate real estate tax in the City to promote infill development.
- Through a partnership with the County, Chamber of Commerce and Our Towns 2010, establish a “Main Street Program” to help promote revitalization efforts in the downtown. This should include a residential redevelopment component that is being promoted statewide through the newly created “Elm Street Program.”
- Work to complete the existing streetscape enhancement project and the Susquehanna River Trail.
- Ensure that safe pedestrian mobility and transportation mode alternatives are an integral consideration in all downtown revitalization efforts and include the development of streetscape and traffic calming plans.
- Work with Penn College and the County to establish a Keystone Innovation Zone in the City.
- Continue to work closely with the College Town Initiative Partnership.
- Increase public awareness of the cultural and historical resources unique to the area by promoting the

implementation of the Lower West Branch River Conservation Plan and the Old City Cultural District.

- Establish a Neighborhood Preservation Program to support property maintenance and beautification in target areas.
- Establish a Business Improvement District to promote a positive business climate in the downtown.

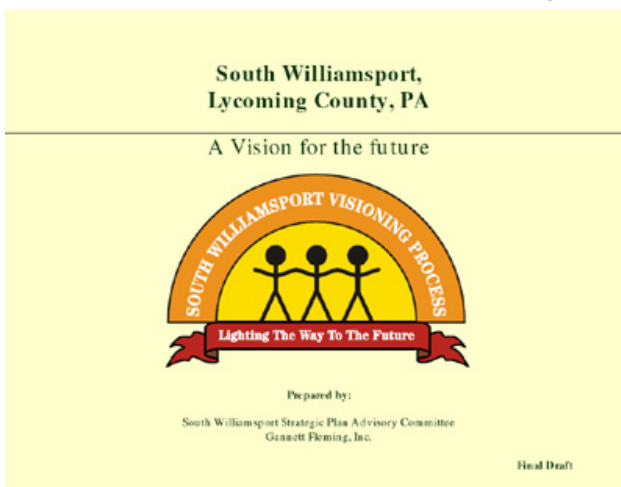
The Borough of South Williamsport



The South Williamsport gateway

Many people across this nation view the Borough of South Williamsport as the Home of Little League Baseball. Closer to home, many view South Williamsport as the home or “bedroom community” for those working in the City of Williamsport and surrounding industrial areas.

During 2002 and 2003 as the community undertook community visioning and the development of a strategic plan: *“A vision for the future,”* the following was noted as keys to the quality of life in South Williamsport:



- A strong sense of community cohesion
- Safe attractive places to live
- Economic vitality and abundant employment opportunities
- A realistic cost of living
- Vibrant waterfront activity and recreation
- Basic shopping services
- Highly active parks and recreation areas
- Activities, facilities and programs for youth
- Little League as a permanent community partner

As we move forward toward the vision, there are a number of key issues that stand out in terms realizing that vision such as the following:

- Inconsistent code enforcement that contributes to the deterioration of housing stock and commercial buildings.
- Lack of everyday essential commercial facilities such as larger scale grocery store in the downtown center.
- The impact of changing traffic flows along the U.S. Route 15 Corridor that affects vehicular safety, noise, pedestrian movements and the demand for police and other emergency services.
- Changing storm water flow characteristics due to development within the borough and adjacent Armstrong Township.
- Typical budget limitations faced by small urban communities throughout the state.
- Inconsistent and dated property assessment values.
- The need to develop consensus on a focused program of land use controls that will help promote the reuse of older buildings.

While the community will always face challenges to meeting the vision, there are a number of current initiatives within the community that can be built upon as we move towards the realization of the vision. These initiatives include:

- Market Street Bridge Improvement Project.
- The Susquehanna River Walk including the plans for an extension to the South Williamsport Park System.
- The current efforts within the borough-wide code inspection program focusing on problems associated with rental properties.
- The recently completed Strategic Plan: *“A Vision for the Future.”*

- South Williamsport Park development and swimming pool improvements.
- New planning efforts associated with commercial development opportunities associated with the development of the River Walk.



South Williamsport viewed from Williamsport on the north bank

Key Strategic Actions for the Borough of South Williamsport

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

- Make regulations conducive to reuse and rehab of older structures.
- Employ good code enforcement to help keep property values where they should be.
- Ensure that mixed-use zoning is provided for in the downtown business district.

- Work locally and cooperate with the County in the implementation of Central Business District Revitalization and Community Gateway Initiatives.
- Meet with businesses to identify potential expansion or permitting issues.
- Conduct a housing needs assessment to determine if the existing housing stock meets the needs of existing and prospective residents.
- Implement a split-rate real estate tax in the Borough to promote infill development.
- Work to complete the Susquehanna River Trail and River Walk within the Borough.
- Ensure that safe pedestrian mobility and transportation mode alternatives are an integral consideration in all downtown revitalization efforts and include the development of streetscape and traffic calming plans.
- Establish a Neighborhood Preservation Program to support property maintenance and beautification in target areas of the borough.
- Establish neighborhood associations to promote a sense of community and give residents a stronger voice in local governmental affairs.
- Establish a Business Improvement District to promote a positive business climate in the downtown.

Borough of Duboistown

Duboistown is a small borough that is typically viewed locally as a “bedroom community” to the Williamsport employment area. Many of the issues currently impacting on this borough’s ability to maintain and promote a good quality of life are similar to those in South Williamsport and include the following:

- Inconsistent code enforcement
- Increased storm water flows from development within the borough and adjacent Armstrong Township.

- Functional problems with the sewage facilities that have led to a consent order with the Pennsylvania Department of Environmental Protection.
- Deteriorating Arch Street Bridge that warrants replacement in order to provide cost effective access to the Borough.
- Typical budget limitations faced by small urban communities throughout the state.
- Inconsistent and dated property assessment values.

The current initiative to address the sewage issues through a combined sewer overflow study can focus the public on community preservation and growth issues warranting a more comprehensive and focused land use planning and management approach.

Key Strategic Actions for the Borough of Duboistown

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

- Employ good code enforcement to help keep property values where they should be.
- Evaluate existing zoning, subdivision & land development, and building codes to ensure they are conducive to the promotion of a vibrant and livable community.
- Establish a Neighborhood Preservation Program to support property maintenance and beautification in target areas of the borough.
- Establish neighborhood associations to promote a sense of community and give residents a stronger voice in local governmental affairs.

Armstrong Township

The steep, northern slopes of the Bald Eagle Mountain situated on the south side of the Susquehanna River plays a major role in

defining the character of Armstrong Township and the issues that affect the quality of life for its residents. The generally rural setting and nature of the township stands in sharp contrast to the urban setting on the lower slopes within the boroughs of Duboistown and South Williamsport. The limited residential and commercial development generally takes advantage of the scenic slopes or the highly visible and well-traveled U.S. Route 15 corridor.

Local issues impacting on the quality of life include the following:

- Residential and commercial development on steep slope areas.
- Preservation of wooded hillsides.
- Storm-water problems from development on steep slopes.
- Unattractive vistas associated with industrial land uses and unregulated junk along the Route 15 corridor that provides an important scenic gateway to the Borough of South Williamsport and the City of Williamsport
- New development that appears to be out of character with the rural wooded setting of the township.
- Dangerous conditions along the critical transportation corridor of U.S. Route 15.
- The T-319 Mosquito Creek Bridge that provides critical access between Williamsport and residential developments in central Armstrong Township warrants replacement due to deterioration.
- Typical budget limitations faced by smaller rural communities throughout the state.

Success in dealing with the South Williamsport Park development initiatives and expansion of the Little League Baseball facilities may bring the importance of local governmental role in planning, community development and code enforcement more into the public eye.

Key Strategic Actions for Armstrong Township

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

- Evaluate existing zoning, subdivision & land development, and building codes to ensure they are conducive to the promotion of a vibrant and livable community.
- Identify areas for development of more concentrated and diverse developments where infrastructure is available or planned.
- Work closely with the county to develop design guidance and zoning ordinance modifications to promote appropriate development and land uses along the Route 15 Gateway Corridor.
- Work with the county to revise the zoning ordinance to control development on desired protection areas including steep slopes and ridge tops.
- Review ordinances to address junkyards, abandoned vehicles, screening, tree planting and property maintenance requirements.

Loyalsock Township



Surrounding the east side of Williamsport, Loyalsock Township is often characterized as the suburbs of Williamsport. Its diversity of topography and land uses from the rural wooded hillsides in the north to the heavy residential and commercial development along the Third Street, I-180 Corridor and Lower Lycoming Creek corridor in the south, lends itself to

a diversity of issues that impact on the “quality of life” for its residents. Like all modern suburb communities that have a notorious proliferation of commercial strip development along a major transportation corridor, Loyalsock Township also has its own “Golden Strip.”

Important issues impacting on the quality of life for township residents include the following:

- Storm water drainage issues resulting from development in the McClures Run, Millers Run, Bull Run, Mill Creek, and Grafius Run watersheds.
- Increased traffic congestion along the “Golden Strip.”
- Flood protection along the waterways.
- The deterioration of the Sheridan Street Bridge and limited width of the Mill Creek Bridge on Warrensville Road.
- Local attitudes toward alternative housing types, resulting in reduced options for affordable housing.
- Past land use control approaches have resulted in land use conflicts.
- The need for expanded sewer and water services within defined growth areas.
- The ever-increasing cost for the treatment and maintenance of municipal sewer systems.
- Unregulated development on steep slopes.
- Dangerous pedestrian conditions on high traffic volume roadways.
- Development of greenway corridors and bikeways hindered by existing and proposed highway projects.
- Groundwater availability in certain areas.
- Impacts of cellular towers on viewsheds and community character.
- The development of greenway corridors and bikeways hindered by existing and proposed highway projects.

- The cost of maintaining and operating the current municipal recycling program.
- The inadequacy of liquid fuels funds to support municipal roadway maintenance.
- Environmental conditions that could promote the spread of West Nile Virus.
- The short and long term storage (parking) of recreational vehicles and commercial vehicles in residential areas.



A residential neighborhood in Loyalsock Township

Key Strategic Actions for Loyalsock Township

The following list of key strategic actions warrants particular attention within Loyalsock Township. Through their implementation, many of the goals and objectives established in this plan will be realized and will result in significant improvements in the quality of life for the residents within the Township, as well as within the surrounding communities within the Greater Williamsport Alliance Planning Area. For example, the planning process inherently reveals land use or zoning conflicts and inconsistencies. These should be reviewed, discussed and addressed through the zoning ordinance and map update process to resolve these inconsistencies.

- Employ good code enforcement to help keep property values where they should be.
- Allow for and promote housing diversity.

- Evaluate existing zoning, subdivision & land development, and building codes to ensure they are conducive to the promotion of a vibrant and livable community.
- Ensure that ordinances appropriately support any neighborhood preservation programs that exist or may be established.
- Promote the use of shared parking agreements for businesses that have different peak hours of operation.
- Identify areas for development of more concentrated and diverse developments where infrastructure is available or planned.
- Review ordinances for standards that require excessive impervious surface coverage. Revise such standards with provisions for better storm-water management practices.
- Appropriately regulate new and expanding developments within the floodplain.
- Revise property management codes to include flood proofing and flood mitigation for existing properties in the floodplain.
- Encourage new development to include pedestrian and bike facilities.
- Explore options to reduce sewer costs.
- Continue to evaluate the need for a paid police department.
- Explore connectivity options for bikeways, walkways, and greenways.
- Explore beautification options and gateway opportunities in and around commercial districts.
- Continue to explore the replacement of the Sheridan Street and Warrensville Road (mill Creek) bridges.
- Make improvements to the urban forest.
- Explore the feasibility of water service to the Heshbon area of the Township.

- Work to provide flood protection to flood prone areas, when cost effective.
- Explore redevelopment options for existing and abandoned commercial, industrial, and residential properties.
- Discourage high and medium density developments served by on-lot septic and on-site wells.
- Continue to develop recreation areas for the benefit of residents, and continue to develop regional recreation areas for the benefit of the region.
- Participate in a regional groundwater study to protect our vital ground water resources.
- Work with neighboring municipalities to assess the need for and placement of cellular towers.
- Promote mixed use development.

Old Lycoming Township



Old Lycoming Township lies immediately to the north of the City of Williamsport. Much of the past growth in the Township was an extension of the City and also commercial/retail growth along the old US 15 corridor. The new

US 15/I-99 passes through the eastern edge of the Township and has had a profound impact on the Township.

Many of the issues in Old Lycoming Township are similar to those of surrounding municipalities, especially flood hazard mitigation and potential US 15/I-99 growth pressures. Other priority issues in Old Lycoming Township have been commercial expansion and the preservation of existing neighborhoods from commercial encroachment, failing septic systems, groundwater availability, and private well contamination by fecal coliforms and pesticides.

Important community improvement initiatives in the Township have included:

- The acquisition of lands in the floodplain.

- Participation in the flood damage reduction project with the US Army Corps of Engineers and the County.
- Participation in the Joint Municipal Flood Response Team
- Expansion of sewer and water service in the Township
- Installation of new sewers in the Fox Hollow area to correct failing septic systems
- Joint fire service alliance with the City of Williamsport
- Development of a new recreation complex in the flood acquisition area
- Princeton Avenue Improvements
- Lycoming Creek Road Improvements

It is important to recognize there are also constraints on the future planning activities in Old Lycoming Township. Development in the floodplain is a major constraint that prohibits much development where it has traditionally occurred. New strategies will need to keep future development out of the floodplain and consistent with current and future floodplain management policies.

The construction of the US15/I-99 bypass has created new concerns and constraints. The new highway has created both a visual and physical barrier to the Old Lycoming community. This development has also impacted commercial development in the community and has moved the focus for new commercial development to the interchange areas. Revitalization in the old commercial areas has become a major concern to protect these areas from further deterioration and make them into assets for the community.

Key Actions for Old Lycoming Township

The following key strategic actions need to be addressed within Old Lycoming Township. Through their implementation, many of the goals and objectives established in the comprehensive plan will be realized and will address the issues, concerns and constraints in the Old Lycoming Township community.

- Evaluate existing zoning, subdivision and land development, and building codes to ensure they are conducive to the promotion of a vibrant community.
- Encourage consistency in administration and enforcement of zoning practices with other municipalities in the Planning Area. These could include better utilization of zoning tools available; training of zoning personnel; and assistance with interpretation of zoning regulations.

- Ensure that ordinances appropriately support neighborhood preservation programs that may exist or be established.
- Develop zoning ordinance amendments that are compatible with land use patterns and densities that define the local character of communities
- Revise Township ordinances to regulate expansion of existing floodplain development
- Revise Township property maintenance codes to include flood proofing and flood mitigation for existing properties in the floodplain.
- Work with the County and the US Army Corps of Engineers to continue to acquire lands that are in the floodplain.
- Work with the County and adjacent municipal partners (Lycoming Township, Loyalsock Township and Hepburn Township) to develop and adopt interchange overlay districts for interchanges on US15/I-99.
- Plan infrastructure improvements and expansions (sewer & water) that are consistent with planned growth areas.
- Housing for elderly to assure transitional living.

Plan Review and Maintenance

Recent amendments to the MPC [Section 302(d)] require county comprehensive plans to be updated every 10 years, as contrasted with municipal and multi-municipal comprehensive plans, which must be reviewed every 10 years [Section 301(c)]. However, the Greater Williamsport Alliance Comprehensive Plan will only be useful if it is regularly used and updated. For this to occur, it is recommended that the Board of Commissioners and Planning Commission perform the following actions:

- Annually evaluate the Comprehensive Plan and, if necessary, make amendments to the plan to ensure it remains useful in terms of guiding the decisions made regarding the future growth and preservation of the Planning Area.
- The Planning Commission should submit an annual written report to City Council, Borough Council, or the Board of Commissioners/Supervisors summarizing its conclusions on the evaluation of the Comprehensive Plan, the past year's major activities, the upcoming year's major projected activities, and crucial issues that will or may impact the municipality or the Planning Area.



Comprehensive Plan

Acronyms and Glossary of Terms

References

Acronyms and Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

County Comprehensive Plan: A land use and growth management plan prepared by the county planning commission and adopted by the county commissioners

which establishes broad goals and criteria for municipalities to use in preparation of their comprehensive plan and land use regulation.

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

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

Flood Fringe: That portion of floodplain outside the floodway.

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

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

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

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

with accessibility limited to specific interchanges to avoid the impediment of through traffic.

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

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

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

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

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

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

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

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

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

Open Space: Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for the public or private use or enjoyment or for

the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

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

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

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

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

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

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

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

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

Retail: The selling of goods or merchandise to the public for personal or household consumption and rendering

services incidental to the sale of such goods. [Comment: An important characteristic of a retail trade establishment is that it buys goods for resale.]

Single Family Residential: Consists of the following types:

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

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

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

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

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

Watershed Stormwater Management Plan: Defined in the context of Pennsylvania Act 167, it provides the framework for improved management of the storm runoff impacts associated with the development of land. The purposes of the Act are to encourage the sound planning and management of storm runoff, to coordinate the stormwater management efforts within each watershed, and to encourage the local administration and management of a coordinated stormwater program.

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

References

Planning Documents

- Grafius, McClures and Millers Run Watershed Plan (2000)
- Lower West Branch Susquehanna River Conservation Plan (2003)
- Lycoming County Comprehensive Plan (1994, as amended)
- Lycoming County Open Space, Recreation, and Greenways Plan (draft 2004)
- Lycoming County Scenic Resource Inventory (1973)
- Lycoming County Water Supply Plan (2001/2003 Update)
- A Natural Areas Inventory of Lycoming County, Pennsylvania, 1993
- The Pathfinders, The Williamsport / Lycoming County, Pennsylvania Area Workforce Report (July 2002)
- State Forest Management Plan (draft 2004) and District Plans for Sproul, Tiadaghton and Tioga State Forests (draft 2004)
- Susquehanna River Greenway Plan (planning activities)
- Williamsport Area Transportation Study (WATS) Long Range Transportation Plan

Adopted County and Municipal Regulations

- Armstrong Township Zoning Ordinance (1979, as amended)
- Duboistown Borough Zoning Ordinance (1998)
- South Williamsport Zoning Ordinance (1995)
- City of Williamsport Zoning Ordinance (1965, as amended)
- Loyalsock Township Zoning Ordinance (1998)
- Loyalsock Township Subdivision and Land Development Ordinance (1998)
- Old Lycoming Township Zoning Ordinance (1992, as amended)
- Old Lycoming Township Subdivision and Land Development Ordinance (1994)
- Lycoming County Subdivision and Land Development Ordinance (1972, as amended)
- Lycoming County Zoning Ordinance (1991, as amended)

Guidance Publication by Lycoming County EDPS

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

Sources of Statistical Data

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