



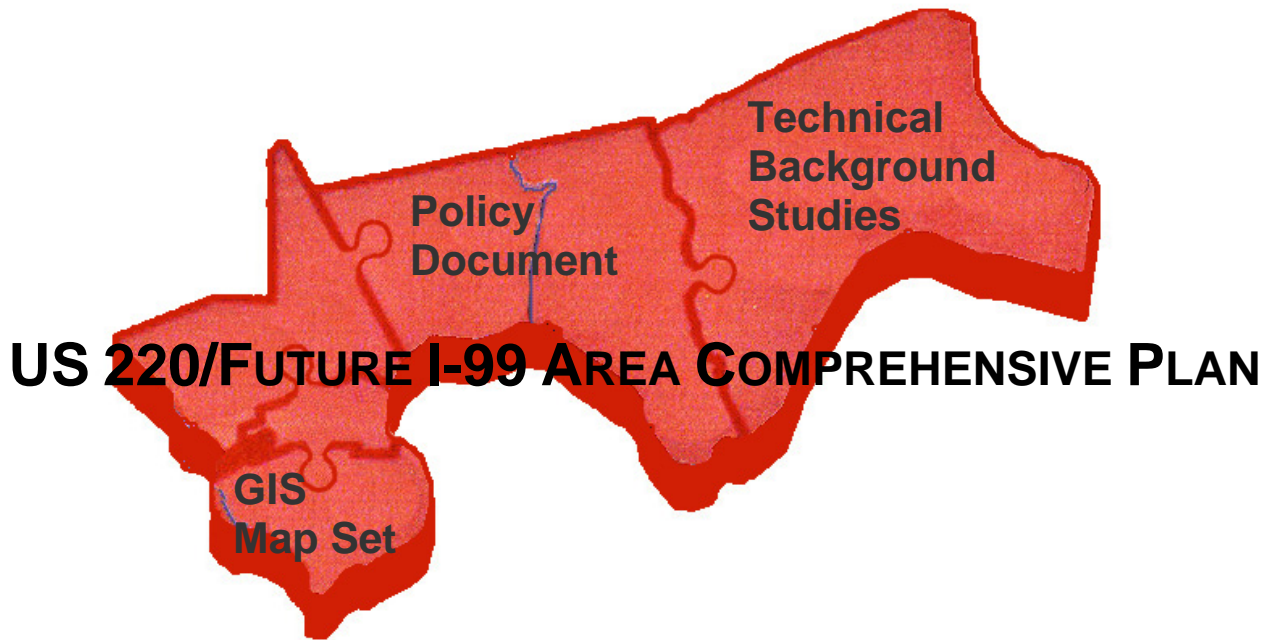
The Comprehensive Plan for the US 220/Future I-99 Planning Area

**Jersey Shore Borough, Piatt
Township, Porter Township,
Woodward Township**

Lycoming County, PA

ADOPTED

5/16/2005



The US 220/Future I-99 Area 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

RESOLUTION NO. 2005-2

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF PIATT IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE US 220 / FUTURE I-99 MULTI-MUNICIPAL COMPREHENSIVE PLAN

WHEREAS, The Piatt Township Planning Commission serves as the official planning agency for Piatt 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 US 220 / Future I-99 Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests, and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the US 220 / Future I-99 Multi-municipal Comprehensive Plan consisting of Porter Township, Piatt Township, Woodward Township, and Jersey Shore Borough; and

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

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

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

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

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

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

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

1. That the Piatt Township Board of Supervisors recognize the Planning Commission of Piatt Township as the official planning commission for Piatt 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 Piatt Township Board of Supervisors.

ADOPTED THIS 2ND DAY OF May 2005

BOARD OF SUPERVISORS OF PIATT TOWNSHIP

Steven D. He CHAIRMAN
Name, Title

Grant Edwards Supervisor
Name, Title

Mark A. Fitch Supervisor
Name, Title

(SEAL)

ATTEST:

Rhonda Miller
Name, Secretary

Name, Solicitor

WOODWARD TOWNSHIP SUPERVISORS

4910 SO. RT. 220 HWY

LYCOMING COUNTY

LINDEN PENNSYLVANIA 17744

Telephone (570) 323-9631 Fax (570) 323-4015

RESOLUTION NO. 2005/4.20.05**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF WOODWARD IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE US 220 / FUTURE I-99 MULTI-MUNICIPAL COMPREHENSIVE PLAN**

WHEREAS, The Woodward Township Planning Commission serves as the official planning agency for Woodward 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 US 220 / Future I-99 Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests, and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the US 220 / Future I-99 Multi-municipal Comprehensive Plan consisting of Porter Township, Piatt Township, Woodward Township, and Jersey Shore Borough; and

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

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

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

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

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

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

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

1. That the Woodward Township Board of Supervisors recognize the Planning Commission of Woodward Township as the official planning commission for Woodward 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 Woodward Township Board of Supervisors.

ADOPTED THIS 20TH DAY OF April 2005

BOARD OF SUPERVISORS OF
WOODWARD TOWNSHIP

Jeffrey P. Stochmann
Name, Title Jeffrey Stochmann, Chairman

Thomas E. Frantz
Name, Title Thomas Frantz, V-Chairman

Dan Rockwell
Name, Title Dan Rockwell, Supervisor



ATTEST:

Marsha F. Bergman
Name, Secretary

Marsha F. Bergman
Name, Solicitor
Marc Drier

RECEIVED
MAY 13 2005
Lycoming County
Economic Development &
Planning Services

RESOLUTION NO. R1-2005

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF PORTER IN THE
COMMONWEALTH OF PENNSYLVANIA ADOPTING THE US 220 / FUTURE I-99 MULTI-
MUNICIPAL COMPREHENSIVE PLAN**

WHEREAS, The Porter Township Planning Commission serves as the official planning agency for Porter 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 US 220 / Future I-99 Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests, and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the US 220 / Future I-99 Multi-municipal Comprehensive Plan consisting of Porter Township, Piatt Township, Woodward Township, and Jersey Shore Borough; and

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

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

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

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

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

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

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

1. That the Porter Township Board of Supervisors recognize the Planning Commission of Porter Township as the official planning commission for Porter 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 Porter Township Board of Supervisors.

ADOPTED THIS 10TH DAY OF May
2005.

BOARD OF SUPERVISORS OF
PORTER TOWNSHIP

William H. Buttorff
Name, Title Chairman

(SEAL)

John T. Ingraham
Name, Title Supervisor

ATTEST:

Judith D. Kern
Name, Secretary

Paul F. West
Name, Title Supervisor

Name, Solicitor

RESOLUTION NO. # 3-2005**A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF JERSEY SHORE IN THE COMMONWEALTH OF PENNSYLVANIA ADOPTING THE US 220 / FUTURE I-99 MULTI-MUNICIPAL COMPREHENSIVE PLAN**

WHEREAS, The Jersey Shore Borough Planning Commission serves as the official planning agency for the Borough of Jersey Shore; 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 US 220 / Future I-99 Planning Advisory Team composed of elected officials, planning commission members, as well as representatives from municipalities, school districts, authorities, and public and private sector interests, and

WHEREAS, the Planning Advisory Team was organized to oversee the preparation of the US 220 / Future I-99 Multi-municipal Comprehensive Plan consisting of Porter Township, Piatt Township, Woodward Township, and Jersey Shore Borough; and

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

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

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

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

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

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

*All
Council
Mayor*

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

- 1. That the Jersey Shore Borough Council recognize the Planning Commission of Jersey Shore as the official planning commission for the Borough of Jersey Shore 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 Jersey Shore Borough Council

ADOPTED THIS 16TH DAY OF MAY
2005

Borough Council
Jersey Shore Borough

Cheryl Brungard
Name, Title VICE PRESIDENT
COUNCIL

(SEAL)

Name, Title

ATTEST:

Delwatah M. Colocino
Name, Secretary _____ Name, Title

Joseph R. Paul
Name, Solicitor _____

**The Comprehensive Plan
for the
US 220/Future I-99
Planning Area

Lycoming County, PA**

Adopted by the

Jersey Shore Borough Council

May 16th, 2005

Piatt Township Board of Supervisors

May 2nd, 2005

Porter Township Board of Supervisors

May 10th, 2005

Woodward Township Board of Supervisors

April 20th, 2005

Prepared by

US 220/Future I-99 Planning Advisory Team

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Ervin Rauch, Porter Township Planning Commission
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Jeffrey Stroehmann, Woodward Township Supervisor
Thomas Frantz, Woodward Township Supervisor
Elmer Smith, Woodward Township Planning Commission
Fred Hamm, Jersey Shore Borough Planning Commission
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Thomas Gordon, Jersey Shore Borough Planning Commission
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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 Lycoming County Planning Area</i>	
	<i>The Planning Process</i>	
Chapter 2	Community and Economic Development Plan	2-1
	- <i>Includes community goals and objectives related to demographic, housing, and economic trends</i>	
	- <i>Outlines a strategic plan for a more balanced population by age, more diversified housing options, and a stronger, more diverse economy</i>	
Chapter 3	Land Use and Resource Management Plan	3-1
	- <i>Includes community goals and objectives related to land use and natural and cultural resources, including sensitive features, such as steep slopes and floodplains</i>	

	- <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.....	2-5
Figure 3 Trends in Population by Generation, 1980-2000	2-7
Figure 4 Annual Median Income Trends, 1979-2003.....	2-8
Figure 5 Lycoming County vs. State Median	2-8
Figure 6 Housing Diversity (Units in Structure) of Lycoming County, 2000	2-10
Figure 7 Housing Diversity (Units in Structure) of the Planning Area, 2000	2-10
Figure 8 Household types, 1990 and 2000	2-11
Figure 9 Age of Housing Stock of Lycoming County, 2000	2-12
Figure 10 Age of Housing Stock of the Planning Area, 2000.....	2-12
Figure 11 Employment Change in Lycoming County, 1990-2000	2-14
Figure 12 Employment Change in Pennsylvania, 1990-2000.....	2-14
Figure 13 Ridgetop designation in the Lycoming County Zoning Ordinance.....	3-8
Figure 14 Preliminary Land Use Classifications for the Future I-99 Corridor.....	3-9
Figure 15 Study Area for the I-99 Transportation-Land Use Study.....	4-17
Figure 16 APA coding scheme and map legend.....	4-18
Figure 17 Existing Land Use displayed with APA codes and 100 year floodplain and floodway boundaries.....	4-25
Figure 18 Future Land Use Scenario (target year 2025) for Alignment 1.	4-26
Figure 19 Future Land Use Scenario (target year 2025) in Piatt Township for Alignment 1....	4-27
Figure 20 Future Land Use Scenario (target year 2025) in Woodward Township for Alignment 1.	4-28
Figure 21 Future Land Use Scenario (target year 2025) for Alignment 2A2.....	4-29
Figure 22 Future Land Use Scenario (target year 2025) for Alignment 2A2 with Pine Run Interchange.	4-30
Figure 23 Trip Generations for Existing Land Use Conditions.....	4-31
Figure 24 Peak PM trip generation based on future land use scenario for Alignment 1.....	4-32
Figure 25 Peak PM trip generation based on future land use scenario for Alignment 2A2.....	4-33
Figure 26 Peak PM trip generation based on future land use scenario for Alignment 2A2 with a Pine Run Interchange.....	4-34

List of Matrices

Matrix 1 Potential Breadth of Impact of Community and Economic Development Strategies..	2-22
Matrix 2 Potential Breadth of Impact of land Use and Resource Management Strategies	3-17
Matrix 3 Potential Breadth of Impact of Transportation Strategies	4-5
Matrix 4 Potential Breadth of Impact of Community Infrastructure Strategies	5-11
Matrix 5 Common Comprehensive Plan Key Issues Among Lycoming County Planning Partnerships	8-2

List of Tables

Table 1 Population Change 1970-2000	2-4
Table 2 Resident Mobility, 1995-2000	2-4
Table 3 Housing Affordability, 2000	2-4
Table 4 Demographic Trends for the City of Williamsport and Surroundings	2-19
Table 5 Population Projections	2-20
Table 6 Population Forecasts	2-21
Table 7 Population Targets.....	2-21
Table 8 Select Land Use Regulations for the US 220/Future I-99 Planning Area	3-7
Table 9 Guidance for Growth and Future Growth Areas	3-41
Table 10 Guidance for Rural Resource Areas	3-42
Table 11 Guidance for Overlay and Special Resource Areas	3-43
Table 12 Acres of Developable Land within the Designated Growth Areas of the US 220 Future I-99 Planning Area.....	3-44
Table 13 Acres of Developable Land outside the Designated Growth Areas of the US 220 Future I-99 Planning Area	3-45
Table 14 Land Use Impacts of Alignment 1	4-21
Table 15 Land Use Impacts of Alignment 2A2.....	4-21
Table 16 Land Use Impacts of Alignment 2A2 with a Pine Run Interchange	4-22
Table 17 Growth Scenario* Based on Population Projections versus Sewer Capacity in the US 220 Future I-99 Planning Area – Part 1.....	5-7
Table 18 Growth Scenario* Based on Population Projections versus Sewer Capacity in the US 220 Future I-99 Planning Area – Part 2.....	5-7
Table 19 Growth Scenario* based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the US 220 Future I-99 Planning Area – Part 1.....	5-8
Table 20 Growth Scenario* based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the US 220 Future I-99 Planning Area – Part 2.....	5-8
Table 21 Available Treatment Capacity at Local Sewer Treatment Plants	5-8



Comprehensive Plan

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

The community center of this planning area, Jersey Shore, lies at the mouth of the Pine Creek watershed and is therefore a gateway to the rich ecology and diverse topography of this unique natural environment.

Historically, life in the planning area was most directly related to the Susquehanna River. The river provided a commerce corridor for early agricultural and manufactured products, as well as for the lumber industry. Services related to trade and travel developed along the river banks and more intensively at the stream and river confluences. In addition, the periodic flooding of the river created fertile soils for agricultural crops.

With the completion of US 220, the commerce corridor relocated, changing land use and development patterns. The highway reduced travel time to Williamsport, making rural living in the planning area not only more attractive, but also more convenient. As a result, residential and commercial development began to intensify along the highway, while further residential development scattered on accessible sites mostly throughout the uplands.

The Susquehanna Beltway is the next stage in the evolution of the commerce-transportation relationship in the planning area. The purpose of the improvement would be to improve safety

and accessibility along the eight mile length of existing US 220 between the Main Street exit in Porter Township and the 4th Street exit in Woodward Township. The Beltway is still under study, as planners, engineers, and citizens continue to evaluate the community and financial cost and benefits of potential improvements. A concurrent and complementary land use-transportation study has contributed to the discussion of potential impacts and alignment evaluation. This study built upon the values and vision for the planning area's future as expressed by local stakeholders throughout this comprehensive planning effort.

In anticipation of this major transportation project and the potential for associated land use change, we seek to protect the quality of life with knowledgeable planning.

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



Comprehensive Plan

Role and Purpose of the Comprehensive Plan

Relationship between the Comprehensive Plan and Other Plans

Overview of the Planning Process

Relevance of Statewide Planning Recommendations

Role and Purpose of the Comprehensive Plan

The Comprehensive Plan is a general policy guide for the physical development of the US 220/Future I-99 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 planning area within its boundaries as well as in the context of Lycoming County. The Plan projects future growth trends based on these analyses and proposes the best possible policies and implementation tools to accommodate expected growth while protecting the planning area's vast and precious resources.

What the Comprehensive Plan does

- Focuses on current trends and issues in US 220/Future I-99 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, independently or in partnership...

...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 planning area, County, and officials in their decision making processes.

What the Comprehensive Plan does not do:

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

Relationship of the Comprehensive Plan to Other Policy and Plans

Local Policy and County Functional Plans

The US 220/Future I-99 Comprehensive Plan gives policy guidance and direction to local regulations and codes. The Plan makes policy recommendations for future updates to the following County functional plans and regulations in order to provide consistent planning among the various decision makers of the US 220/Future I-99 planning area:

- Jersey Shore Zoning Ordinance
- Jersey Shore Borough Subdivision and Land Development Ordinance
- Piatt Township Zoning Ordinance
- Porter Township Zoning Ordinance
- Porter Township Subdivision and Land Development Ordinance
- Woodward Township Zoning Ordinance
- Woodward Township Subdivision and Land Development 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 US 220/Future I-99 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 US 220/Future I-99 planning area. Furthermore, the plan is consistent with the comprehensive plans of the adjacent multi-municipal planning areas, namely Greater Williamsport and Lower Lycoming Creek that have adopted their own comprehensive plans.

Regional Plans

The US 220/Future I-99 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 the US 220/Future I-99 comprehensive plan. Input from the following plan(s) has been considered during the planning process:

- Lycoming County Hazard Mitigation Plan
- Lycoming County Water Supply Plan
- State Forest Management Plans
- Open Space, Recreation
- Williamsport Area Transportation Study (WATS) Long Range Transportation Plan

FAQ - Frequently Asked Questions

Is this the first Comprehensive Plan to be prepared for the US 220/Future I-99 Planning Area?

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

Will the US 220/Future I-99 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 direction.

How will the Plan be used?

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

Who is in charge of making this Plan work?

While planning commission members, municipal officials and municipal staff will implement this Plan, public support for the vision and recommendations will be important. This public includes residents, business owners, and organizations that have a direct interest in the future of the US 220/Future I-99 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 US 220/Future I-99 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 US 220/Future I-99 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

This US 220/Future I-99 planning area is comprised of four municipalities: Jersey Shore Borough, Piatt Township, Porter Township, and Woodward Township in Lycoming County. The four municipalities are physically and functionally connected by the Susquehanna River and US 220, which lies east-west across the planning area.

In brief, Jersey Shore was settled in the 18th and early 19th centuries. The town flourished in the late 19th and early 20th centuries, as lumber companies floated logs down the Susquehanna River network to mills and markets. When lumber activity subsided in early 1900s, the town's economy and growth followed a similar pattern. Today, Jersey Shore is a town of approximately 4,500 people with a small business district.

Piatt, Porter and Woodward Townships are predominantly rural agricultural and woodland communities. Some development of various types has occurred in each of these three townships along US 220.

Facts about US 220/Future I-99

Location: Lycoming County,
Northcentral Pennsylvania, USA

Size: 32.86 square miles or 21,033 acres

Population (2000): 9,771 persons; 6.7 % increase since 1990

Community / Economic Profile:

Median Age: 37.7 years

1999 Median Household Income: \$ 33,836

Major Employers:

Jersey Shore Steel

Avis Homes

School District: Jersey Shore Area, Williamsport Area

Major Transportation Routes: US 220, PA 44, PA 287

Natural Setting:

Major watersheds:

Susquehanna River Basin

Pine Creek

Larry's Creek

Woodlands: 47 % of total planning area

Agricultural: 29% of total planning area

The study area as a whole has grown moderately in recent years. Piatt and Porter Townships have witnessed the most rapid growth in the past decade. Jersey Shore and Woodward Township have grown only slightly. Similar trends are expected to continue. Concurrently, household sizes continue to decline, exponentially increasing the number of households. With average lot sizes increasing, households are spread further apart in new development. As activity and development continue to spread outward from Williamsport, undeveloped properties come under increasing pressure to convert lands from agricultural, woodland and other open space uses to residential, commercial and other developed uses.

Proposed improvement of US 220 as Interstate 99 (I-99) is expected to increase development pressure along the corridor.

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 US 220/Future I-99 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 County 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:

- Clarifies and focuses on the key issues affecting US 220/Future I-99 planning area,
- Enables community leaders to see problem solving and outcomes as synergistic and achievable,
- Engages the community to realize the issues and strengths of their community,
- Provides a basis for action, and
- Creates multi-municipal ownership of the vision.

This same process was also used to prepare the Lycoming County Comprehensive Plan update and the five other multi-municipal plans.

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

Therefore, it ensured a high level of consistency throughout the planning process and in the final comprehensive plan policies and documents. The diagram on the following page summarizes the planning process.

The four plans that follow are the result of extensive discussion and strategy development with the US 220/Future I-99 Planning Advisory Team (PAT), County 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 US 220/Future I-99 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 US 220/Future I-99 Comprehensive Plan and Lycoming County's various functional plans. Chapter 8 describes the need and opportunities for consistency between this plan and adjacent multi-municipal, and county comprehensive plans. Finally, Chapter 9 discusses effective implementation and maintenance of this planning document.

Figure 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

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 uses for brownfield properties and utilizing restructured financing options. 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 is further evidence of the acceptance of collaboration throughout the County.

In conclusion, Lycoming County is well on its way to implementing both 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.

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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 and Economic Development Plan draws upon issues related to US 220/Future I-99 planning area's demographic composition, housing availability, and economic conditions 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, the Lycoming County Planning Commission, as being of particular importance within the US 220/Future I-99 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 young 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. **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.
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. **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.
5. **Storefront Vacancies** – can create a bad image for business development in boroughs and villages.

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

- From 1970 to 2000, population growth in the Planning Area has lagged behind both the county and state; however, over the past 10 years, the Planning Area has grown at a rate faster than either the state or county. During the three decades analyzed, most of the region, as well as Pennsylvania in general, experienced a gradual conservative increase in population. However, the Borough of Jersey Shore encountered a dramatic population decrease of over 16 percent. This declining population is partially due to the increase in out-migration to area suburbs and rural townships within commuting distance to the city.
- A decrease in the Planning Area of almost 300 people (3.1 percent) between 1980 and 1990 may be attributed to the loss of heavy industry in the region during the 1980's decade. From 1990 to 2000 the planning area slowly gained population once again, with the highest increase of more than 14.8 percent in Piatt Township and 13.3 percent in Porter Townships.
- The I-99 planning area has a mobility rate (38.4%) similar to the county (39%), but higher than the state average (36.5%). Thus, statistically, the area does not present a discernable difference in comparison to other areas in terms of residents who remain in an area and make for a more closely knit community. Notably, the urban centers, such as Jersey Shore are perceived as being close-knit communities; however, mobility in terms of migration over a ten-year period is very high in Jersey Shore.

- Housing affordability in the I-99 Planning Area appears to be good, since median home values fall in the range of \$67,100 to \$90,300. Upon closer inspection, housing affordability in the Planning Area is only slightly better than it is in Pennsylvania. The average homeowner with a mortgage in the Planning Area allots 29.2 percent of their monthly income to homeownership-related expenses, whereas Pennsylvanians need to set aside 30.2 percent. Lycoming County homeowners devote 29.9 percent of their monthly income to related expenses. Surprisingly, while Jersey Shore Borough has the lowest median home value (\$67,100) in the Planning Area, the owners are allotting 30.7 percent of their monthly income for homeownership-related expenses. Porter Township homeowners devote the greatest proportion of their monthly income to related expenses at 32 percent.
- Renters in the I-99 Planning Area are in a similar situation. They fare only slightly better than Lycoming County and Pennsylvania renters in the amount of their monthly income dedicated to gross rent. The average portion of their monthly income spent on gross rent is 15.7 percent in the Planning Area, compared to 15.8 percent in Lycoming County and 15.9 percent in the State. Due to their higher median household income, Piatt Township renters enjoy the smallest proportion (14.6 percent) of their monthly household income devoted to gross rent. Jersey Shore Borough renters are paying the greatest proportion (16.9 percent) of their monthly household income to gross rent.
- The poverty rates recorded in the last two decennial census (1990 and 2000) reveal that conditions vary from municipality to municipality in the planning area. The percent of individuals below the poverty level substantially decreased in Piatt Township. A lesser percent of individuals below the poverty level was reported in Jersey Shore Borough and Porter Township as of 1999. Woodward Township reported a slightly greater percent of individuals below the poverty level in the ten year period, but overall the planning area's percent of individuals below the poverty level decreased from 10.1 percent in 1989 to 8.3 percent in 1999 and was below the poverty levels of the county and state in both 1989 and 1999.

Table 1 Population Change 1970-2000

Population Change 1970-2000								
Municipality	Total Population				Population Change			
	1970	1980	1990	2000	1990-2000		1970-2000	
					Number	Percent	Number	Percent
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%
US 220/Future I-99 Planning Area	9,632	9,451	9,158	9,771	613	6.70%	139	1.40%
Jersey Shore Borough	5,322	4,631	4,353	4,482	129	3.00%	-840	-15.80%
Piatt Township	1,013	1,038	1,097	1,259	162	14.80%	246	24.30%
Porter Township	1,283	1,541	1,441	1,633	192	13.30%	350	27.30%
Woodward Township	2,014	2,454	2,267	2,397	130	5.70%	383	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
Jersey Shore Borough	4,161	2,236	1,925	46.30%	66.30%	23.70%	8.10%	2.00%
Piatt Township	1,187	807	380	32.00%	60.00%	16.30%	16.10%	7.60%
Porter Township	1,556	1,056	500	32.10%	73.00%	17.40%	8.60%	1.00%
Woodward Township	2,275	1,556	719	31.60%	80.30%	12.10%	7.10%	0.60%
Total	9,179	5,655	3,524	38.40%	69.40%	19.60%	8.80%	2.20%

Source: U.S. Census Bureau, 2000

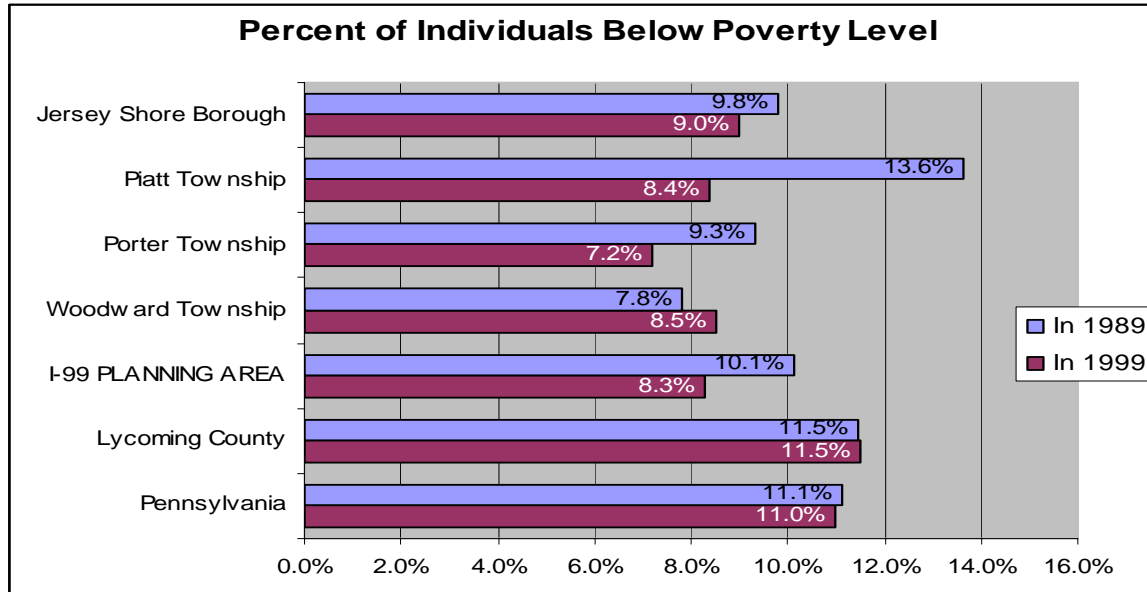
Table 3 Housing Affordability, 2000

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%
I-99 PLANNING AREA	\$81,450	\$33,836	\$2,820	\$823	29.20%	\$444	15.70%
Jersey Shore Borough	\$67,100	\$30,594	\$2,550	\$782	30.70%	\$430	16.90%
Piatt Township	\$88,100	\$37,596	\$3,133	\$820	26.20%	\$457	14.60%
Porter Township	\$90,300	\$31,756	\$2,646	\$846	32.00%	\$406	15.30%
Woodward Township	\$80,300	\$35,398	\$2,950	\$842	28.50%	\$482	16.30%

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

Source: U.S. Census Bureau

Figure 2 Percent of Individuals Below Poverty Level



Source: U.S. Census Bureau

While many other issues were identified, these issues related to community and economic development were of the greatest concern to community leaders and residents of Lycoming County. Stakeholders and residents from across the US 220/Future I-99 planning area and Lycoming County were invited to discuss these issues and give input to local vision statements that described the preferred approach to addressing unfavorable conditions and trends. Discussion was facilitated by statistical analysis from the following sources:

- U.S. Census
- U.S. Department of Labor, Bureau of Labor Statistics
- The Pathfinders, The Williamsport / Lycoming County, Pennsylvania Area Workforce Report (July 2002)
- The Center for Rural Pennsylvania
- Industrial Properties Corporation
- Williamsport / Lycoming Chamber of Commerce
- 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 US 220/Future I-99 planning area's quality of life.

Municipal boundaries do not constrain social or economic activities. Concerns for young people leaving local communities, for a lack of diverse, affordable housing options, and for the future of small businesses and downtown districts, were expressed consistently across the many Planning Areas in Lycoming County. Therefore, these concerns exist at both the local and County level, and will need to be addressed at both levels, as the strategies indicate.

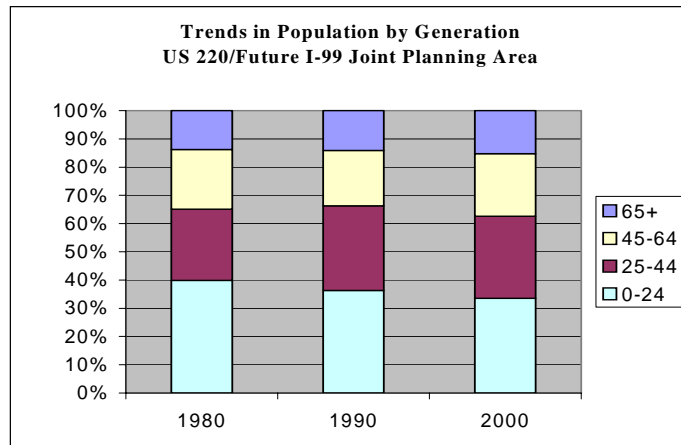
Furthermore, the vitality of the City of Williamsport influences community and economic development conditions in the surrounding areas of the Lycoming County, including the US 220/Future I-99 Planning Area. This was recognized by the Planning Advisory Team among the Planning Area's priority concerns. Therefore, trends for the City are presented at the end of this section, as a reference to the need for regional support and action for a healthy living and business environment in the City.

The following discussion of issues, trends and implications, consensus vision, and goals and objectives documents the preferred future conditions for community and economic development topics in the US 220/Future I-99 planning area.

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, 1980-2000



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.

Our Vision for the Future

To maintain and enhance our quality of life for all age groups

Figure 4 Annual Median Income Trends, 1979-2003

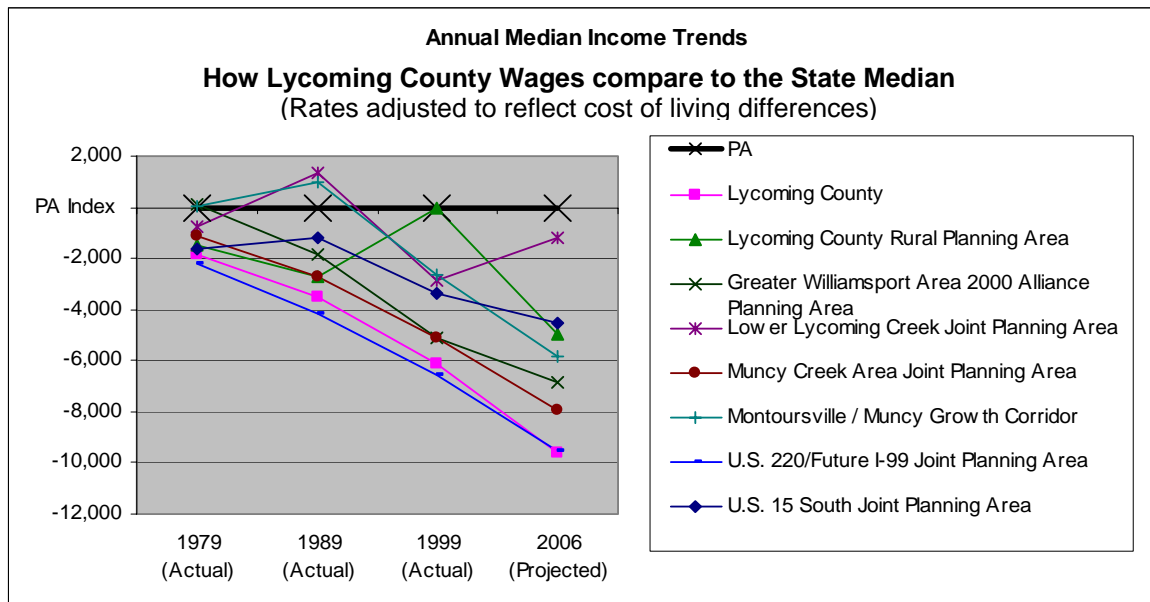
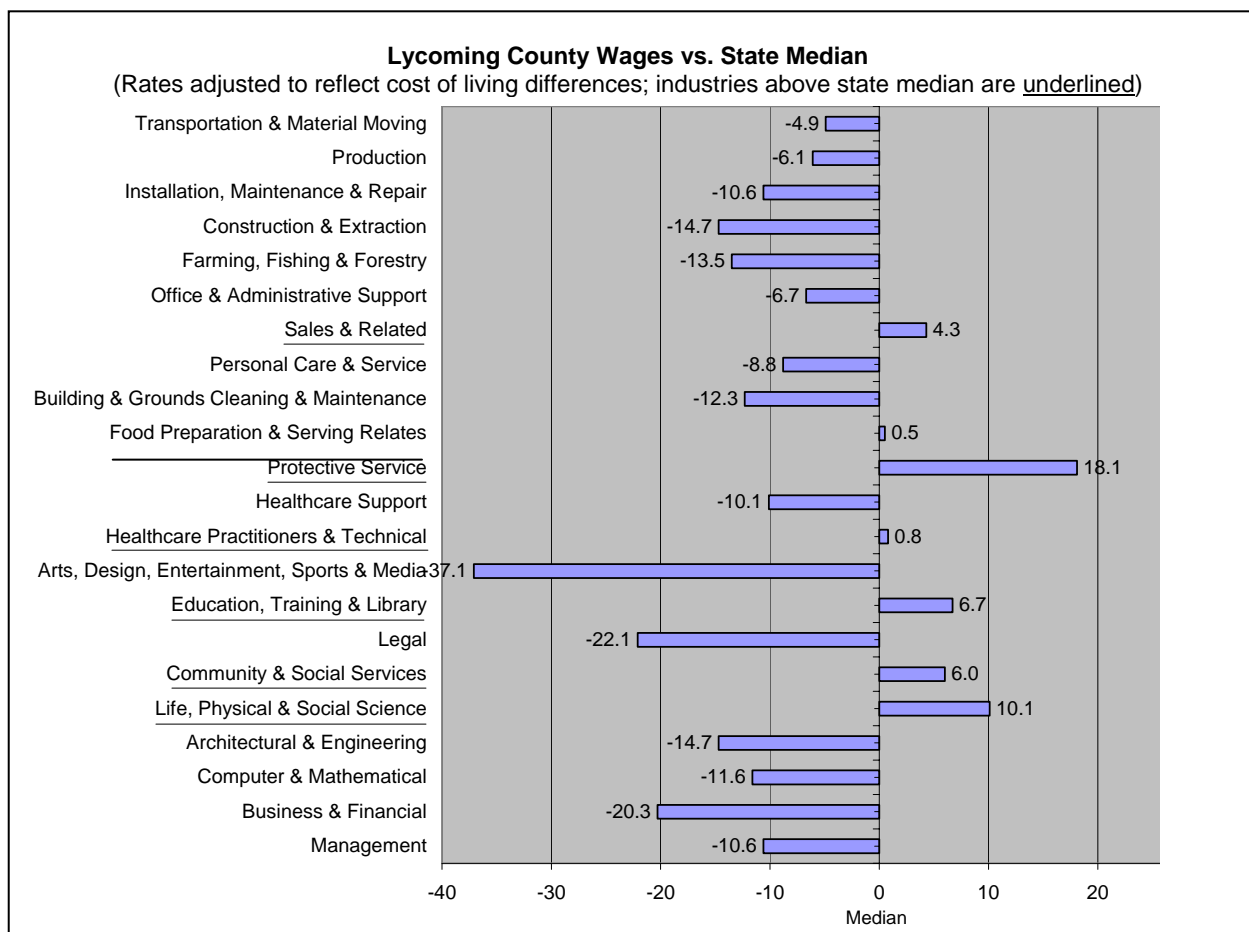


Figure 5 Lycoming County vs. State Median



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.
- Increase participation by younger generation, to include decision-making process

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) of Lycoming County, 2000

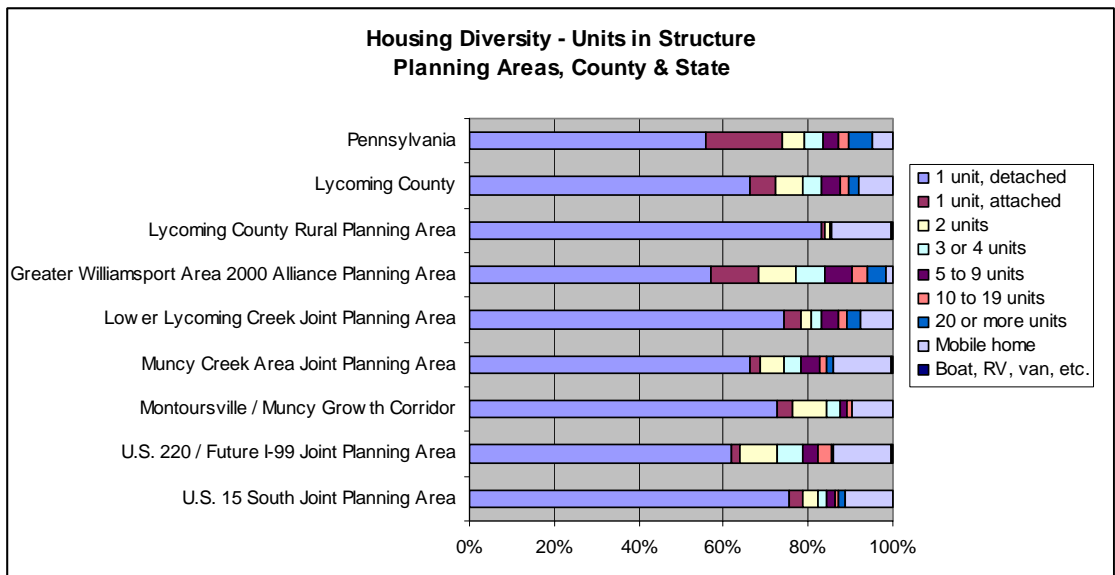


Figure 7 Housing Diversity (Units in Structure) of the Planning Area, 2000

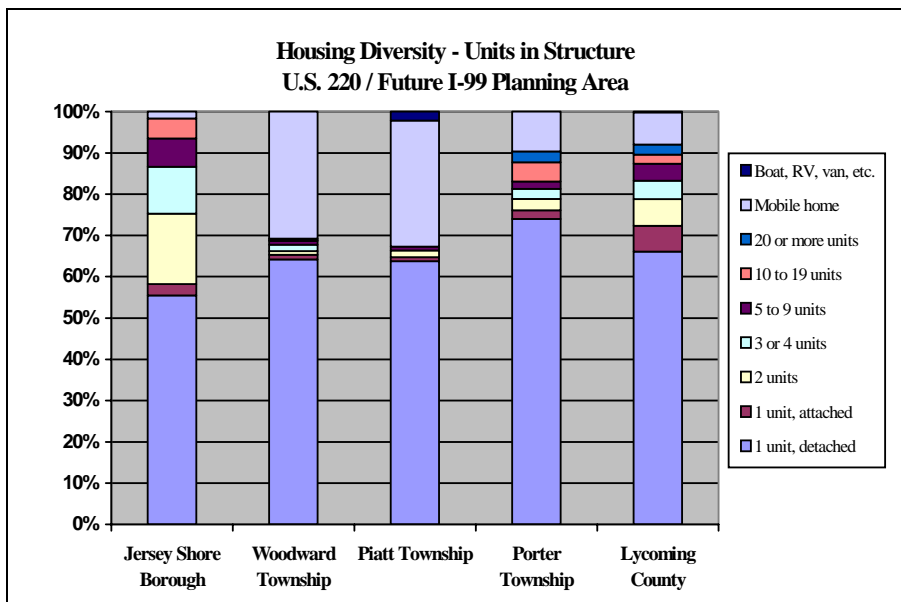
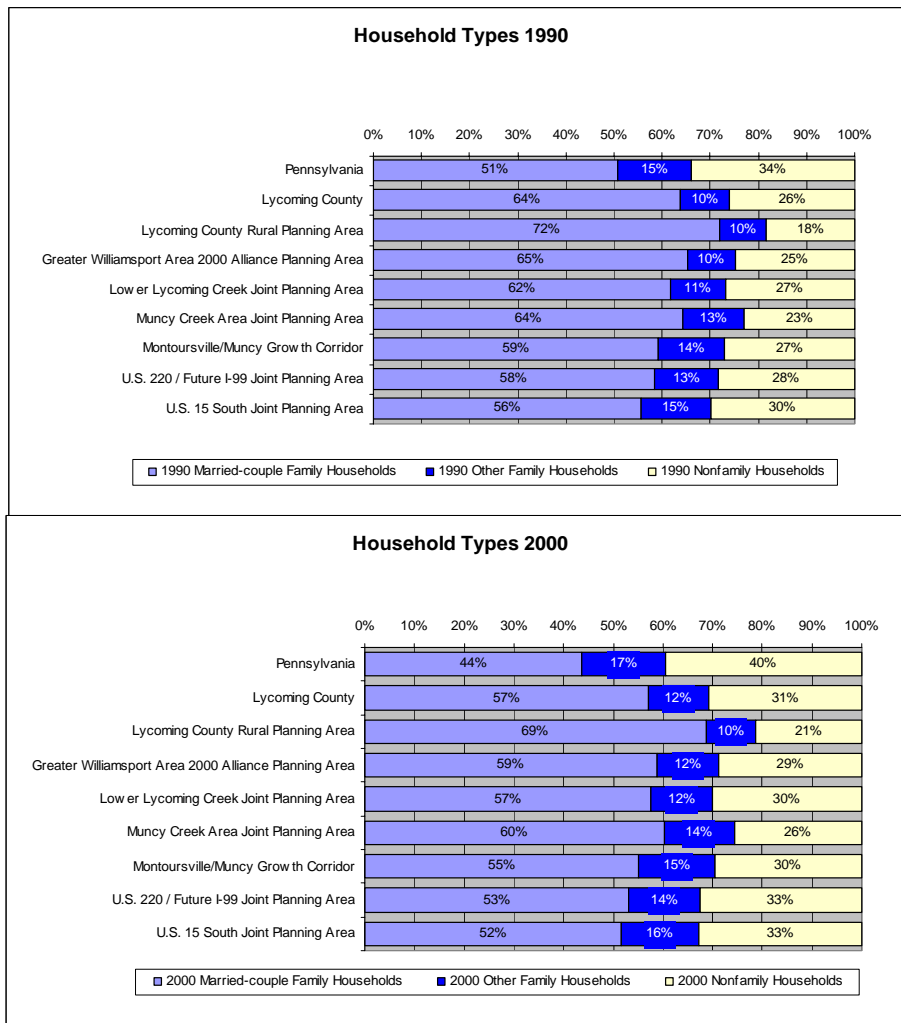


Figure 8 Household types, 1990 and 2000



The Implications to our Community

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

Our Vision for the Future

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

Common Goal

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

Figure 9 Age of Housing Stock of Lycoming County, 2000

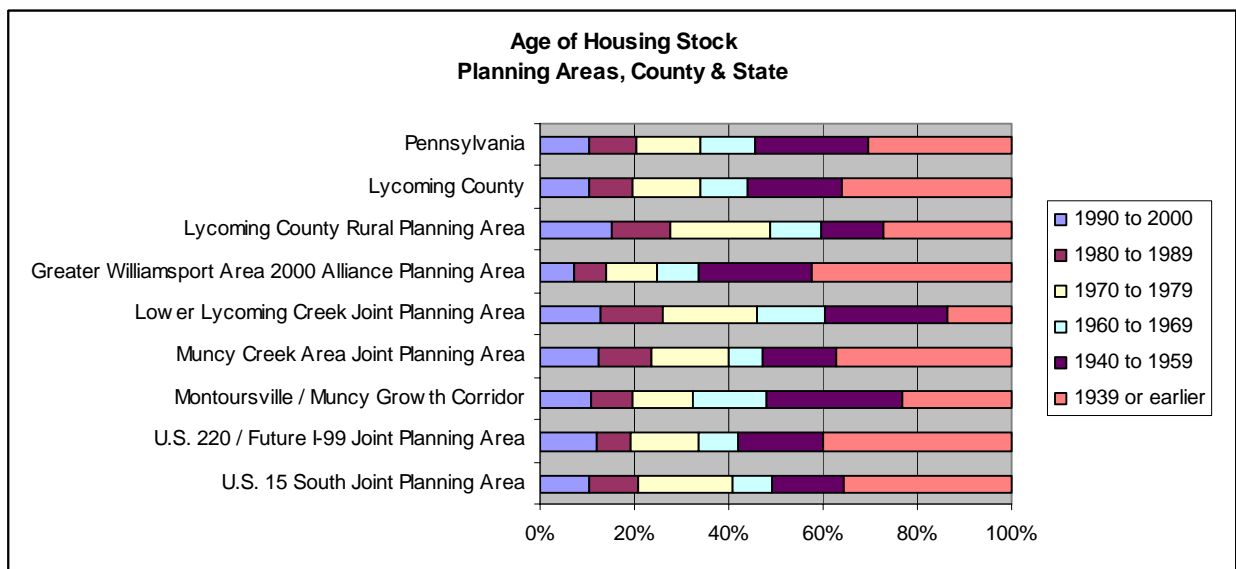
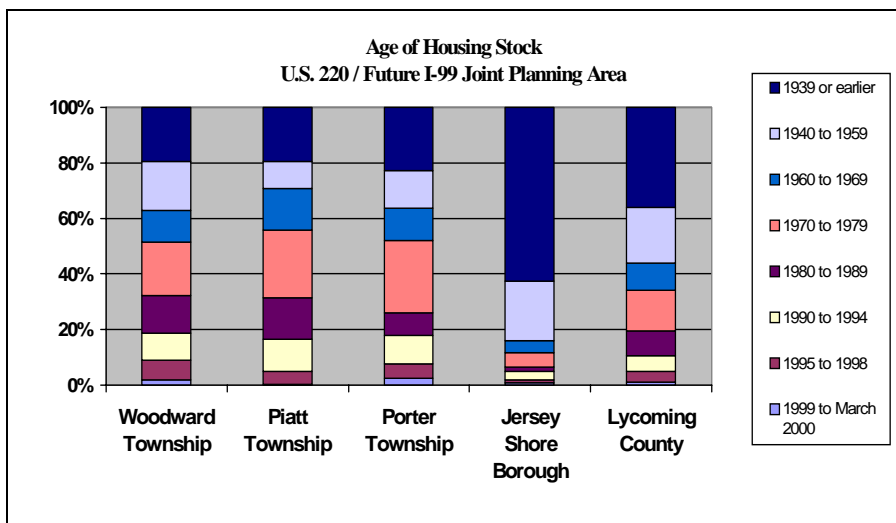


Figure 10 Age of Housing Stock of the Planning Area, 2000



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.
- Provide diversity of housing densities appropriate to community settings:
 - Allow large lot development in some places
 - Allow cluster development in some places, particularly where sewer and water is available.
- Increase affordable housing options



Apartment complex in Jersey Shore

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 11 Employment Change in Lycoming County, 1990-2000

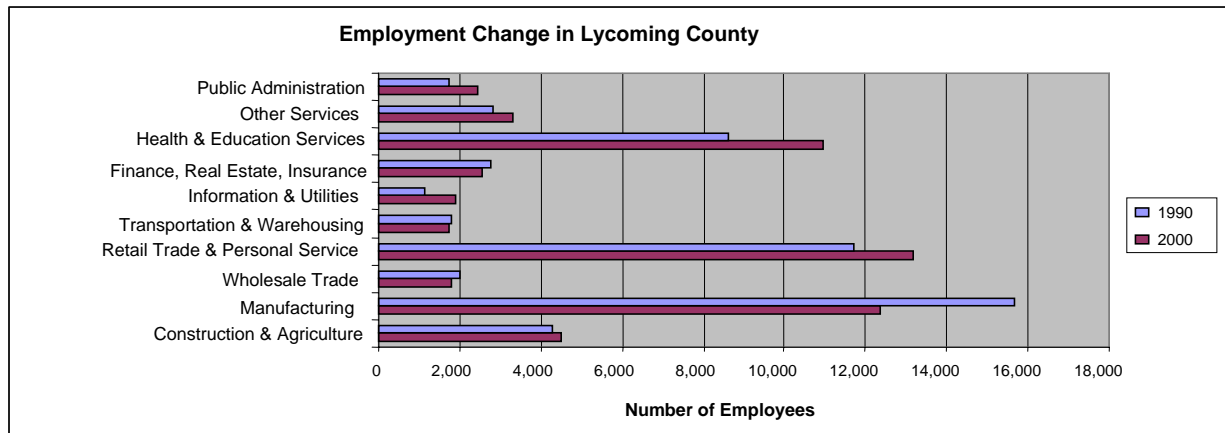
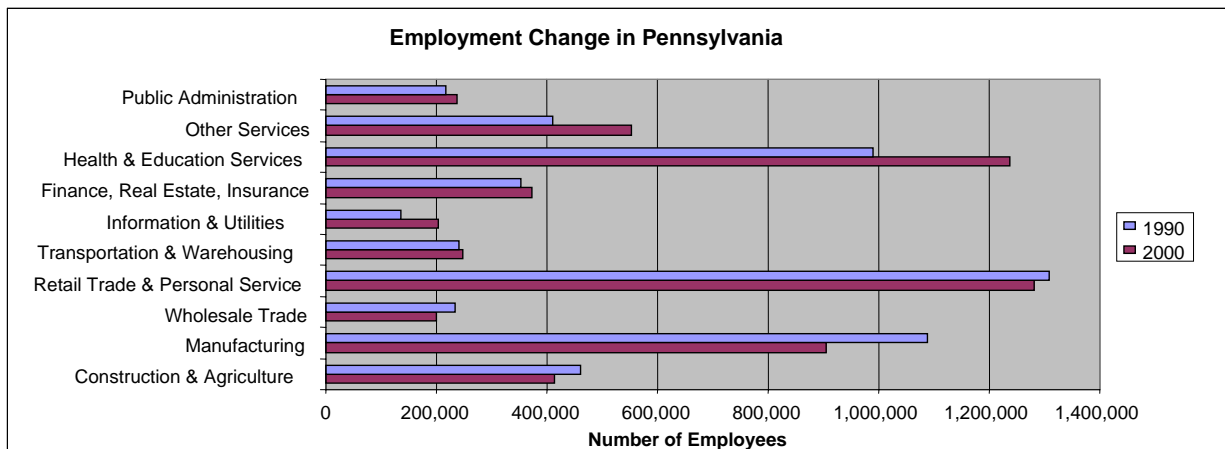


Figure 12 Employment Change in Pennsylvania, 1990-2000



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 increase and diversify educational and training opportunities for the County workforce

To strengthen and diversify our economy

Common Objectives

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



West Pharmaceutical Services

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

The Implications to our Community

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

Our Vision for the Future

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

Common Goal

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

Common Objectives

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



Small business in Jersey Shore

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.



Storefronts in Jersey Shore

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.
- Reconnect the downtown to the River to capture opportunities for economic development, recreation, and enhance quality of life.



Target area for redevelopment

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

The Implications to our Community

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



Community Arts Center

Our Vision for the Future

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

Common Goal

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

Common Objectives

- Improve the sense of the City 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

Table 4 Demographic Trends for the City of Williamsport and Surroundings

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

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

Population Projections, Forecasts, and Targets

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

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

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

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

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

Table 5 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
US 220/Future I-99 Planning Area	9,164	9,771	607	6.62	10,394	623	6.38	11,005	610	5.87
Jersey Shore Borough	4,356	4,482	126	2.89	4,606	124	2.77	4,715	109	2.37
Piatt Township	1,098	1,259	161	14.66	1,428	169	13.41	1,601	173	12.12
Porter Township	1,442	1,633	191	13.25	1,832	199	12.22	2,036	203	11.08
Woodward Township	2,268	2,397	129	5.69	2,528	131	5.45	2,653	125	4.95

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 continued growth for the US 220/Future I-99 Planning Area. While Jersey Shore Borough could witness a loss of 100-200 residents per decade, increases in the Townships could offset this decline.

Table 6 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		
US 220/Future I-99 Planning Area		9,771	10,501	730	7.47	11,416	915	8.71		
Jersey Shore Borough	-4.0%	4,482	4,304	-178	-3.98	4,132	-171	-3.98		
Piatt Township	25.0%	1,259	1,574	315	25.00	1,967	393	25.00		
Porter Township	8.1%	1,633	1,765	132	8.11	1,908	143	8.11		
Woodward Township	19.2%	2,397	2,858	461	19.23	3,408	550	19.23		

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 for the US 15 South Planning Area suggest higher increases in population for the Townships and lower declines in Borough population.

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 US 15 South Planning Area be able to expect to achieve the population target shown below.

Table 7 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		
US 220/Future I-99 Planning Area		9,771	10,656	885	9.06	11,585	929	8.72		
Jersey Shore Borough	2%	4,482	4,368	-114	-2.54	4,194	-174	-3.98		
Piatt Township	1%	1,259	1,589	330	26.25	1,987	397	25.00		
Porter Township	1%	1,633	1,783	150	9.19	1,928	145	8.11		
Woodward Township	2%	2,397	2,915	518	21.62	3,476	561	19.23		

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

(1) Based on Forecast 2010 Population x Development Factor

(2) Based on Forecast 2020 Population x Development Factor

Discerning the Strategic Actions

With agreement on the goals and objectives regarding community and economic development, discussion turned to the changes needed in public policy, public education efforts, and cooperative planning and development. This matrix demonstrates that there are several key strategies that could positively impact the priority community and economic development issues identified for US 220/Future I-99 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

Strategy	Key Issues for the US 220/Future I-99 Planning Area					
	Aging Population	Housing	Economy	Small Business (Defined as less than 100 employees)	Storefront Vacancies	City of Williamsport Trends
Review all applicable ordinances to make sure they are conducive to meeting the specific goals and objectives identified in the comprehensive plan.	X	X	X	X		X
Implement a Central Business District Revitalization and Community Gateway Initiative.	X	X	X	X	X	X
Establish a County Partnership Forum that will meet on a regular basis to create strategic partnerships and coordinate the mutual initiatives among these partnerships to achieve economy of scale and program efficiencies.	X	X	X	X	X	X
Establish a closer working relationship with our educational institutions to make them a more integral player in shaping our community.	X	X	X	X	X	X
Undertake specific actions or programs to promote the development of housing to support the community goals and objectives identified in the Comprehensive Plan.	X	X	X		X	X
Undertake specific actions or programs to promote economic development that supports the community goals and objectives identified in the Comprehensive Plan.	X	X	X	X	X	X
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>Many older structures, including abandoned industrial sites (“brownfields”), are underutilized. 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 Jersey Shore Borough boroughs was built prior to 1960. It would be cost prohibitive for developers to satisfy today’s code requirements when much of the housing stock was built over 40 years ago. Developers should be encouraged to develop innovative approaches to re-development of under-utilized downtown buildings, with waivers and variances from current building and fire codes used as a last resort.</p>

Strategic Action	Notes
<p>1b. Employ good code enforcement to help keep property values where they should be.</p>	<p>This should include enforceable ordinances to address junkyards, junk on individual properties, abandoned vehicles, screening, tree planting and exterior building maintenance ordinances.</p>
<p>1c. Allow for and promote housing diversity.</p>	<p>The county should work with local municipalities to develop Traditional Neighborhood Development Guidelines in order to promote the development of ordinances that will facilitate a diversity of housing types and neighborhood designs.</p> <p>The single-family home is the predominant housing type in 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.</p> <p>Yet, density restrictions, impervious surface coverage, parking, and setback requirements often limit the type of housing that can be built within a given municipality. The County can assist municipalities by providing model regulations that support more integrated development.</p>
<p>1d. Examine regulations and policies to see if they are business/citizen friendly.</p>	<p>The county should 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>1e. Evaluate existing regulations in downtown business districts to ensure that opportunities for small, medium, and large retail establishments can be provided.</p>	<p>Same as above.</p>

Strategic Action	Notes
1f. Evaluate existing zoning, subdivision & land development, and building codes to ensure they are conducive to the promotion of vibrant communities.	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.
1g. Ensure that ordinances appropriately support any Neighborhood Preservation Programs that may exist or be established.	Same as above.
1h. Ensure that mixed-use zoning is provided in the downtown business districts.	Same as above.
1i. Meet with businesses to identify potential expansion or permitting issues.	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.
1j. Promote mixed-use development within core communities by providing density bonuses or special incentives such as tax abatement etc.	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 in lieu that is used to capitalize the municipality' housing trust fund. By encouraging more commercial development, communities ease the tax burden on residential property owners, thereby making downtowns a more attractive place in which to live.

Strategic Action	Notes
1k. Promote the use of shared parking agreements for businesses that have different peak hours of operation, through subdivision and land development ordinances (SLDO).	Because parking often comes at a premium in downtown locations, and parking requirements often inhibit new development, local Subdivision/Land Development Ordinances (SLDO) within Jersey Shore Borough should contain provisions for shared parking. Shared parking agreements reduce business costs, maintain downtown density, and promote more pedestrian activity outside the 8-5 business day.
1l. Develop fast-track review/development procedures for businesses locating in downtown business districts.	<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>
1m. Designate areas for heavy industry along existing rail lines.	Also see Chapter 3: Land Use and Resource Management.

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 Jersey Shore Central Business District.	The Market Street Land Use and Transportation Study is a key partnership initiative to be considered in formulating an approach for Jersey Shore Borough.
2b. Identify partnership projects with Lycoming College and Pennsylvania College of Technology to develop community projects in the City and Jersey Shore Borough.	These may include such initiatives as the Plastics Technology Business Incubator, student housing, and neighborhood redevelopment and revitalization.
2c. Improve pedestrian circulation through the completion of 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 and the City and Jersey Shore Borough to facilitate economic development investments.
2d. Develop additional activities in the downtown area of Jersey Shore Borough 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. below.

Strategic Action	Notes
<p>2e. Promote cultural events and establishments in the City and Jersey Shore Borough 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 including Jersey Shore Borough.</p>
<p>2f. Promote initiatives that encourage downtown living.</p>	<p>As the saying goes “retail follows rooftops.” As people fled urban areas, opting for the single-family home in the suburbs, many businesses have followed suit. Businesses will return to downtown when residents return to downtown. Such initiatives may include streetscapes with good lighting and pedestrian walkways to promote safety, outdoor seating for cafes adjacent to pedestrian malls, and tax incentives, etc.</p>
<p>2g. Increase public awareness of the cultural and historical resources unique to the area by promoting implementation of the Lower West Branch Susquehanna 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>
<div data-bbox="305 1178 708 1688" data-label="Image"> <p>The image shows the cover of a document titled "The Pennsylvania Rivers Conservation Program Lower West Branch Susquehanna River Conservation Plan DRAFT May, 2003". It features the logo of the Northcentral Pennsylvania Conservancy (NPC) and contact information: "Prepared by: The Northcentral Pennsylvania Conservancy 329 East Third Street, 2nd Floor Williamsport, PA 17701 www.abcrweb.net".</p> </div> <p><i>The Lower West Branch Susquehanna River Conservation Plan can be used as a preliminary inventory and project / programming reference by municipalities in the river corridor.</i></p>	

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 Headquarters, 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.</p>	<p>Contact Lycoming County EDPS for copies of the <i>Partnership Agreement and the Economic Development Strategy</i>. These should be reviewed periodically to identify objectives that are completed, need to be modified or implemented.</p>
<p>3b. Continue to promote and enhance existing public-private partnerships through the Williamsport/Lycoming Chamber of Commerce and the Greater Williamsport Alliance.</p>	<p>Not applicable.</p>
<p>3c. Target the redevelopment of vacant, "brownfield" properties through partnerships with private developers, federal, state, local and city resources.</p>	<p>Because the County's affordable housing program is a powerful economic development tool that is transforming brownfields into productive properties, it should be continued indefinitely. In 2001, Lycoming County established a countywide affordable housing program.</p> <p>As authorized by the Option County Affordable Housing Funds Act (Act 137 of 1992), the County deposits recording fees for deeds and mortgages in the general fund. (continued)</p>

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

Strategic Action	Notes
3e. continued	It is also among a handful of states that levies a distinct tax on corporate worth, known as the Capital Stock/Franchise Tax. Although the CS/F tax is scheduled for full elimination by 2009, other changes could be implemented in the more immediate future to reduce business tax liability. Lycoming County can promote a more positive business climate by lobbying for changes to the Commonwealth's Tax Reform Code.
3f. Develop a "Live Lycoming" campaign that promotes the County's "town and country" lifestyle to working young professionals	Sponsored primarily by local real estate agencies, this campaign could utilize the Internet and radio ads to promote the unique qualities of the Lycoming lifestyle. The web site should feature available properties and provide links to participating organizations ³ . Other potential program sponsors might include the Business Roundtable, the Williamsport Hospitality Group, the Williamsport/Lycoming Foundation, Lycoming Neighborhood Development Corporation (LNDC), and the Williamsport/Lycoming Chamber of Commerce.
3g. Support efforts of the Pennsylvania Business Roundtable and the Business Climate Coalition to institute state fiscal reforms that deliver a more competitive tax structure to Pennsylvania.	Government Officials and Businesses represented by the Chamber of Commerce need to act as "one voice" advocating a more competitive tax structure statewide.
3h. Utilize the Little League World Series and other conference events as a means to promote historical, cultural and tourism attractions to the City and the surrounding area, including the U.S. 220 / Future I-99 Planning Area.	The Little League World Series represents a two-week opportunity for the County and its municipalities to showcase local attractions and highlight the quality of life this area affords those visiting or businesses looking to expand or locate in Lycoming County.

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

Strategic Action	Notes
3i. Establish a Keystone Innovation Zone (KIZ) Partnership. <i>(Also see item 6.a)</i>	<p>This partnership will need to include the City, Penn College and Lycoming College. The Chamber should take the lead in implementing this action item.</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>
3j. Publicize the existence of partnerships to increase awareness of their value in making for a better community.	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.
3k. Establish Community Resource Centers as clearing-house for community information.	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.

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	
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 penpal 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. 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. 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. Due to budget Work (LNYW) Program was not included in the State budget for fiscal year 2004. But due to its popularity, the City of Baltimore (continued)

Strategic Action	Notes
5a. continued	<p>and other jurisdictions will continue administering the program at the local level. constraints, funding for the Live Near Your Work Program.</p> <p>This campaign builds upon the success of the Live Baltimore project (www.livebaltimore.com), funded in part by the Abel Foundation.</p>
5b. Because the County's affordable housing program is an economic development tool that is transforming brownfields into productive properties, it should be continued.	
5c. Conduct a housing needs assessment to determine if the County's existing housing stock meets the needs of existing and prospective residents.	The assessment should also identify current gaps in housing services.
5d. Establish a revolving loan fund to support the rehabilitation of historic buildings.	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 Jersey Shore Borough 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 that would contribute to a more stable neighborhood. To encourage homeowners to improve their properties and to entice homebuyers to purchase/construct homes in core communities, it is recommended that residential tax abatement programs be established (continued)</p>

Strategic Action	Notes
5e. continued	in the City of Williamsport and the County's old boroughs, villages, and town centers. Residential tax abatement programs exempt homeowners from paying real estate taxes that result from increased property valuation. Abatement terms are set by local ordinance and can be extended to developers of residential properties.
5f. Establish Neighborhood Preservation Programs to support property maintenance and beautification in target areas.	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.
5g. Establish neighborhood associations to promote a "sense of community" and to give residents a stronger voice in local government.	Incentives for developing neighborhood associations might include preferential consideration for neighborhood cleanup assistance, targeted code enforcement, and streetscape enhancement programs. Once established, neighborhood associations can establish a range of programs that encourage home maintenance and community togetherness. Examples include tool lending programs, neighborhood block parties, and clean-ups. (continued)

Strategic Action	Notes
5g. continued	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.
5h. Establish incentive program to promote construction of low cost homes.	The county should provide educational information to developers and realtors about Federal incentives such as low interest loans.
5i. Establish educational program to change perceptions about multi-family housing.	This will need to be cooperative effort with the development and real estate community.
5j. Work with educational institutions to provide opportunities for students to become more integrally involved with local government decision-making.	The Leadership Lycoming program should be maintained. Government for a Day workshops in various locations throughout the county may be useful.
5k. Identify growth areas for development of larger residential subdivisions where infrastructure is available.	This concept is important to land use and resource management. See Chapter 3.

Strategy #6	
Undertake specific actions or programs to promote economic development that supports the community goals and objective identified in the Comprehensive Plan.	
Methods, Tools, and References	
KIZ and KOZ Designation, Business Improvement Districts and business incubator.	
Partners	
County, City, boroughs, townships, local colleges, local lending institutions, and the Chamber of Commerce.	
Funding Sources	
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
6c. Establish a shared-risk seed fund to provide gap financing to business start-ups and local firms pursuing business expansions.	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.
6d. Implement a split-rate real estate tax in the City and Jersey Shore Borough to promote infill development.	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.
6e. Establish Business Improvement Districts to promote a positive business climate.	<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 budgets.</p> <p>By way of example, the City of Reading (Berks County) has maintained a Downtown Improvement District (D.I.D.) within its CBD since 1995. (continued)</p>

Strategic Action	Notes
6e. (continued)	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.
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. Strengthen cooperation between local government and the County.	The planning Advisory Teams (PATs) should be utilized as a forum to promote this cooperation.
7c. Consider the development of Regional Asset Districts for sharing regional resources.	Also see strategy 3.
7d. Establish an inventory and monitor lands available for industrial development	Also see strategic action 6.j.
7e. Integrate local land use planning with transportation planning.	A well coordinated system that is compatible with and effectively serves the desired land use pattern and community needs is important to promoting business expansions in the area. Also See Chapter 4: Transportation Plan.
7f. Prioritize and target particular projects to support investment by key industries expanding in the regional economy.	The county and Chamber should work together to identify key industries expanding in the region.

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

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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

Future Land Use Map

The Land Use and resource Management Plan draws upon issues related to the US 220/Future I-99 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 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 US 220/Future I-99 planning area:

1. **Ridgetop development** - Ridgetop development is negatively impacting the planning area's invaluable scenic landscapes and there are no local regulations to deal with this trend.
2. **Steep slope development** - Steep slope development is a concern, since a significant proportion of the planning area has slope gradients equal to or in excess of 25 percent. The current zoning ordinances do not prohibit development in these locations, but do

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

3. **Private driveways and erosion** - Maximum gradients for the construction of private driveways are regulated by local subdivision and land development ordinances. However, many single-lot developments have no central storm drainage system and therefore, runoff is diverted from driveways, roofs, and other improved surfaces to driveway edges and roadsides. This often causes severe erosion impacts and serious safety hazards on public roadways.
4. **Absentee Landlords** - The revitalization of Jersey Shore Borough is hampered, in part, by the actions of absentee landlords. Many of their properties lack proper routine maintenance and landscaping and some absentee landlords are delinquent on their local property taxes.
5. **Mobile home parks** - The Planning Area has several mobile home parks that provide affordable housing opportunities for many of its residents. The member municipalities recognize the importance of providing such affordable housing opportunities and need to ensure that their land use regulations provide adequate and safe opportunities for such residential uses.
6. **Residential development pressure** - Many municipalities surrounding the City of Williamsport are experiencing development pressures. This trend is being fueled by more affordable land values, lower tax rates, and an overall perception that these areas are safer and offer better services than the City.
7. **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.
8. **Commercial development along U.S. Route 220** - Historically, the U.S. 220 corridor municipalities have struggled to secure commercial development, due to the lack of infrastructure and other planning related obstacles. However, it is anticipated that commercial development will be stimulated by the planned sewer infrastructure improvements in Woodward Township and I-99 interchanges. In addition, it appears that roadside services are the preferred type of development.

9. **Junk/Salvage Yards** - Unregulated junk/salvage yards and contractor storage yards are posing a serious threat to the Planning Area's scenic beauty and rural quality of life.
10. **Limited expansion room for Woolrich's Distribution Plant** - Located in Jersey Shore Borough, Woolrich's distribution facility has limited room for expansion and may pose a threat to the clothier's ability to sustain its operations in the community.
11. **Borrow area along U.S. 220** - A PENNDOT construction project along U.S. 220 in Woodward Township has created a borrow that now serves as a backdrop to a highway oriented commercial property. This borrow is an eyesore to the many travelers passing through the area.
12. **Telecommunication towers** - Due to their rural location and proximity to U.S. 220 (Future I-99), the Planning Area municipalities have begun to experience the development of wireless facilities; however, some measures have been taken to regulate their development. The unchecked proliferation of wireless telecommunication towers could diminish the area's rural image and character.
13. **Expansion of infrastructure (sewer)** - The Lycoming Water and Sewer Authority and Woodward Township recently approved a series of agreements that will lead to the construction of a sewer collection system in Woodward Township, which will convey sewage effluent to the Williamsport Sanitary West Treatment Plant. The system will include the construction of seven miles of pressurized sewer mains and five miles of gravity-flow mains, as well as eight pump stations. After construction, the Township Authority will own, operate and maintain this sewer facility. As a result of this project, the sewer collection services will be extended to the village of Linden, several large mobile home parks, and other homes and businesses along U.S. Route 220 in Woodward Township.
14. **Agricultural Preservation** - The possible future development impacts of the new I-99 corridor may threaten additional agricultural lands. The study area contains nearly 10,000 acres of productive farmland soils, the majority of which are located in the planning area's floodplains and most developable land areas. Less than 900 acres of these productive farmland soils have been protected through the use of Agricultural Security Areas, and none have been preserved through easement purchases. Due to topographic and environmental constraints, the planning area has very limited developable land. The community will need to determine which of these developable lands

are most valued for agriculture and therefore should be preserved, and which can benefit the community for developed uses.

15. **Concentrated Animal Feeding Operations (CAFOs)** – Within the planning area, there are specific environmental impact concerns due to the Karst topographic features found in the area. Specifically, the possibility of severe groundwater contamination should a sinkhole develop and cause the manure storage facilities to break. Additionally, researchers express concerns that CAFOs may (1) produce a shift in the rural work force, (2) erode a community's historic values of trust and openness with the agricultural community, due to corporate secrecy and the political influence, and (3) erode the traditional economic linkages within the local community. Lycoming County is in the process of developing a model ordinance that would provide municipalities with a tool to effectively regulate such operations.
16. **Open space preservation** – Open space is a key feature of the Lycoming County landscape. It protects and preserves groundwater quality and quantity, provides habitat for local biological resources, and provides recreational opportunities. Development is increasingly consuming open space lands and impacting the natural ecosystem.
17. **Standardized land use inventory** – The need for 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, in part, enable local municipalities and the County to achieve consistency among 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 that uses the American Planning Association's Land-Based Classification Standards (LBCS) model in their GIS-based land use inventory and classification procedures.
18. **Standardization of zoning** – In an effort to achieve a high level of consistency, the local municipalities have expressed interest in developing a standardized set of zoning terminology, supported by consistent dimensional and use provisions.
19. **Growth management** – Growth management refers to the orderly and planned expansion of residential, commercial, industrial, institutional uses, and other land developments to designated areas having adequate infrastructure services to accommodate the growth. The municipalities in the Planning Area recognize the importance of

implementing the state’s “smart growth” management techniques in order to preserve and enhance the existing quality of life.

20. **Uniform Construction Code** - The Pennsylvania Uniform Construction Code (Act 45 of 1999) establishes consistent construction standards for every municipality in the Commonwealth. Its goal is to prevent substandard residential and commercial construction.
21. **USDA Restrictions on Development** - The Rural Utility Service Section of USDA has placed development restrictions in the area of Woodward Township being serviced by new sewer line extension, particularly in the flood fringe, which may have an impact on economic development.
22. **Floodplain Management** - Because floodplains are relatively flat and have good soils, they are convenient for development. However, natural flooding cycles can cause tremendous damage to man-made structures. Accurate delineation of floodplains will help ensure that new development is sensitive to this hazard. Protection of new and existing development by means of dikes and levees is an option, but the associated costs and benefits must be weighed. Zoning ordinances, property acquisition and relocation, and stream stabilization projects are being utilized to minimize flood damages, however more may need to be done.
23. **Groundwater quality** - Protection of groundwater as a main source of drinking water will require sound practices regarding sewage and septic systems. In addition, new development will need to be sensitive to the fact that paving and other surface alterations will impact both the quality and quantity of accessible ground water. Recent droughts also continue to impact groundwater reservoirs.
24. **Susquehanna River opportunities** - The surface waters of the Susquehanna River and its tributaries provide drinking water, recreational opportunities, and wildlife habitat. Stormwater management, soil conservation measures, and riparian buffers are key tools for maintaining their quality.
25. **Wetlands Protection and constraints** - 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.
26. **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.

27. **Scenic Resources** – The natural beauty of the area is one of the County’s 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.
28. **Cultural Resources** – Cultural and historical resources can be found throughout the area and nearby in the City of Williamsport. These are an integral part of the overall quality of life in the region. A strong sense of community and volunteerism help to promote these resources.

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

- No. 2 – Existing Land Use Profile
- No. 6 – Natural and Cultural Resources Profile
- No. 7 – Flood Hazards Profile

While many other issues were identified, these land use and resource management issues were of the greatest concern to community leaders and residents of the US 220/Future I-99 planning area. 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
- The Pine Creek Valley Management Plan (1996)
- 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.

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

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.

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

Table 8 Select Land Use Regulations for the US 220/Future I-99 Planning Area

Selected Land Use Regulations for the US 220/Future I-99 Planning Area

Municipalities	Zoning Ordinance	Subdivision/Land Development Ordinance	Steep Slope Protection	Ridgetop Development
Jersey Shore Borough	■	■	No	No
Piatt Township	■	□	No	No
Porter Township	■	■	No	No
Woodward Township	■	■	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.

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 planning area'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 local ordinances

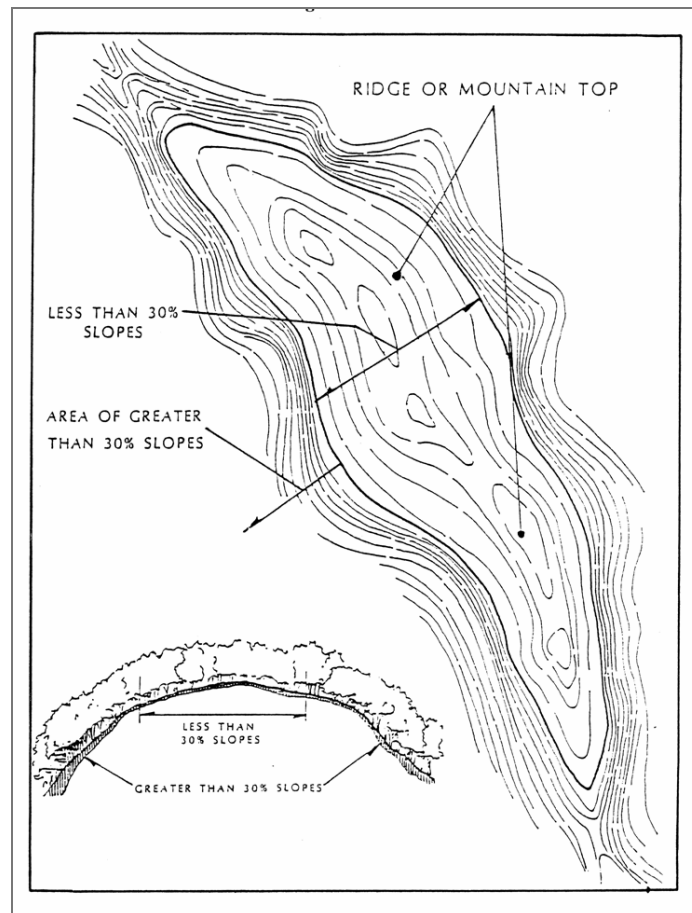
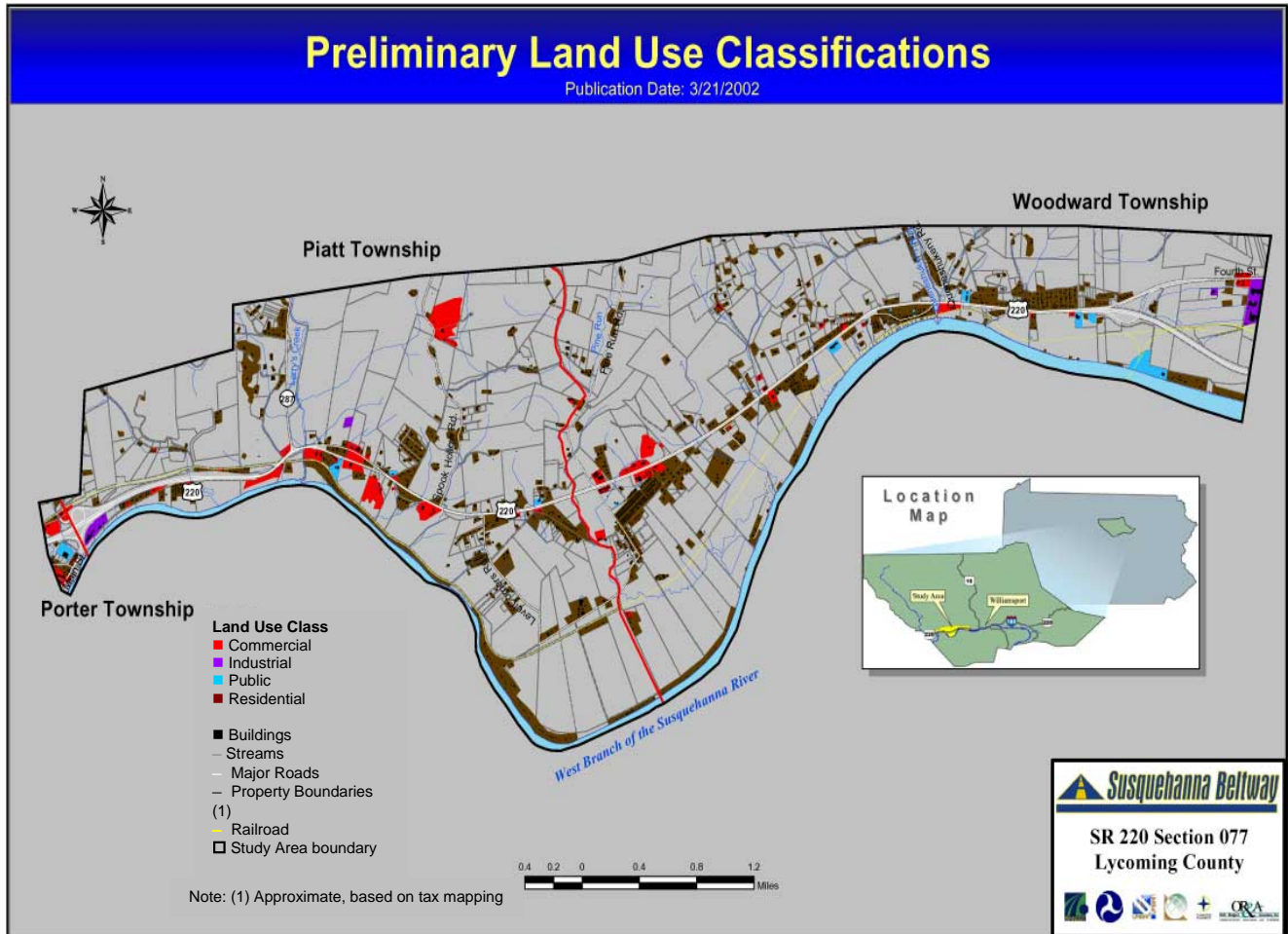


Figure 13 Ridgetop designation in the Lycoming County Zoning Ordinance

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.

Figure 14 Preliminary Land Use Classifications for the Future I-99 Corridor



Source: www.susquehannabeltway.com

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 planned growth areas with existing or proposed infrastructure
- Minimize/mitigate environmental impacts from development



Source: www.susquehannabeltway.com

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



Farmland in the Susquehanna River floodplain

The Implications to Our Community

- These resources are invaluable and help define the rural character of the US 220/Future I-99 planning area.
- Water and air quality are dependent upon the diversity of the area's natural resources.
- These resources are essential ingredients of the quality and quantity of the area's recreational opportunities.

Our Vision for the Future

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

Common Goal

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

Common Objectives

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

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

The Implications to Our Community

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

Our Vision for the Future

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

Common Goal

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

Common Objectives

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

Issue: Commercial junk and salvage yards, as well as unsightly junk and other trash on private and public properties have negative impacts on our County image.

The Implications to Our Community

- These operations are a serious threat to the planning area’s scenic beauty and rural quality of life.
- Used tires, and other trash are ideal places for harboring mosquitoes and other vectors that create human health hazards.

Our Vision for the Future

Our community will encourage recycling to reduce waste and environmental impacts. We will regulate the location and operation of junk/salvage yards and regulate the storage of junk on residential properties.

Common Goal

To maintain and enhance the image of the planning area and the County as a scenic place where communities take pride in maintaining the image of their properties.

To protect and demonstrate appreciation of natural resources as a community

Common Objectives

- Promote community pride
- Assist landowners in proper disposal of salvage/junk materials
- Reduce land use conflicts involving salvage yards
- Review and revise County and local ordinances to restrict salvage yards from community gateway areas
- Promote and increase recycling
- Increase enforcement of property maintenance codes



Architectural features in downtown Jersey Shore

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

The Implications to our Community

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

Our Vision for the Future

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

Common Goal

To maintain and develop our cultural identity

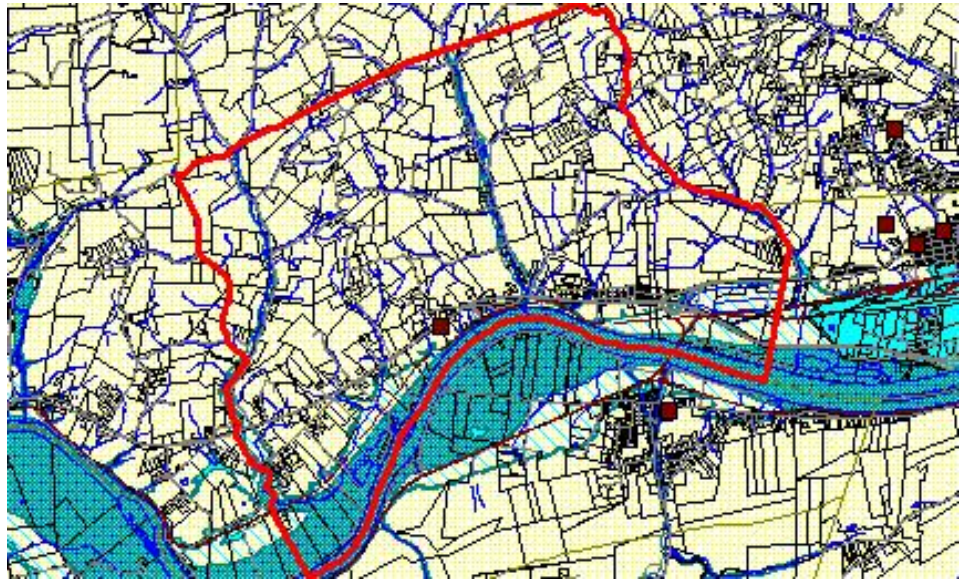
Common Objectives

- 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: Much of the usable land in the US 220/Future I-99 planning area, and Lycoming County, is located in the floodplains of the Susquehanna River and its tributaries. Minimizing flood damages, while still allowing for growth and development, is a significant challenge.

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.



Flood Hazard Mapping of Woodward Township

Source: www.lyco.org/projectimpact

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 controlling floodplain development

Common Objectives

- Control new floodplain development through County and local ordinances
- Provide incentives for new development to locate in targeted growth areas, rather than in floodplain

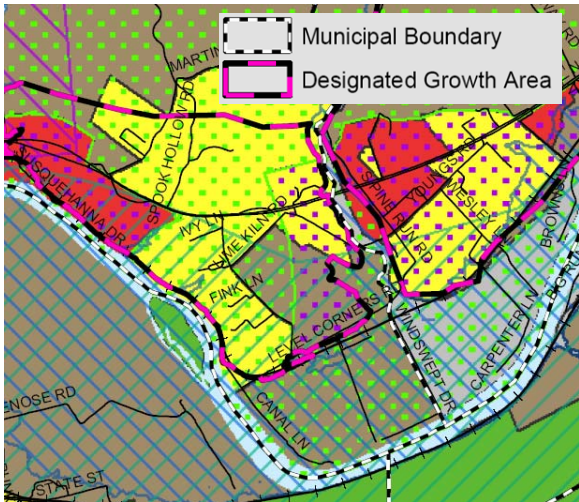
- Encourage flood proofing and flood mitigation flood proofing and flood mitigation requirements for existing properties
- Require flood proofing and flood mitigation requirements for utility and structural improvements to existing properties.

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 US 220/Future I-99 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

Strategic Action	Key Issues for the US 220/Future I-99 Planning Area					
	<i>Guidance for highway-related development</i>	<i>Conservation of steep slopes and ridgetops</i>	<i>Natural Resource Protection</i>	<i>Floodplain Management</i>	<i>Guidance for development pressure</i>	<i>Open space and agricultural preservation</i>
Review and revise ordinances to ensure that they are consistent with the goals and objectives of the comprehensive plan.	X	X	X	X	X	X
Develop and support additional public and/or private programs to achieve the comprehensive plan's goals and objectives.	X	X	X			
Develop public education programs to address environmental concerns related to land use and property maintenance.		X	X		X	X
Support the continued presence of agricultural and forest industries.				X	X	
Coordinate resource inventory, management, and protection.		X	X			X
Coordinate economic development and transportation and infrastructure planning with land use planning	X			X	X	X
Utilize land management to protect natural resources.			X	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
<p>1a. Revise zoning to guide development to desired growth areas. Utilize growth boundaries as interim limits to community development. Review zoning to provide for all developed uses within the growth boundaries. Provide for mixed use zoning districts and multi-story development where appropriate for the community context.</p>	<p>The boundaries of developed areas could be defined officially through designated growth areas. These boundaries would be re-evaluated periodically (every 20 years) to determine if and where relocation is needed to accommodate the future desired amount of development.</p> <p>Coordinate sewage facilities, water supply, transportation improvements planning with growth areas, focusing investment within the growth boundary.</p>
 <p style="text-align: center;"><i>Excerpt from the Future Land Use Map (shown over current zoning data)</i></p>	


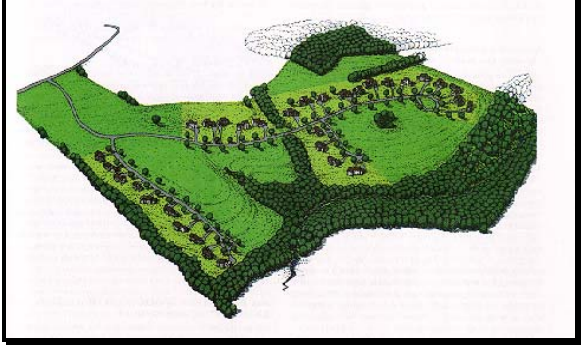
Strategic Action	Notes
<p>1b. Develop zoning ordinances that are compatible with land use patterns and densities that define local character of the planning area.</p>	<p>This will require research on the preferred patterns of development, meaning measurement of setbacks, building height, lot sizes, and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

Strategic Action	Notes
<p>1e. Develop and adopt 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 that serve as gateways to the truly rural areas, such as Jersey Shore and Porter Township, may incur additional development pressure, if recreational access to the rural areas increases. Sensitive regulations and quality-based performance standards will be needed to guide development in ways that complement the rural landscape and community character. 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 small-scale and building materials of local development patterns</p>
<div data-bbox="300 554 748 1129" data-label="Image"> </div> <p data-bbox="248 1131 781 1266"><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>Other gateways, such as the 4th Street exit area, 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.</p>
<p>1f. Review and revise zoning ordinances to ensure that salvage yards are restricted 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. Review and revise local zoning ordinances to ensure that tourism-related uses are permitted in appropriate districts.</p>	<p>Some tourism-related uses may already be permitted. Review from the perspective of a potential business owner, considering development requirements as well as uses.</p>
<p>1h. 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. (continued)</p>

Strategic Action	Notes
1h. continued	<p>Lycoming County’s steep slope/ridgetop overlay district is an excellent example and should be considered for adoption by all US 15 South planning partners.</p>
<p>1i. Revise zoning ordinances to permit various agricultural uses/intensities (including specialty crop production, CAFOs, etc) in appropriate areas, where they would cause minimal community and environmental impacts.</p>	<p>Assist municipalities in making land use decisions, by providing them with resource mapping and other data on sensitive resource areas.</p> <p>Additional education of the public will be needed, particularly in areas where CAFOs are permitted. Nonetheless, the potential impacts to water quality justify careful placement of such industries away from designated growth areas, karst topography and water supply areas, and sensitive habitats.</p>
<p>1j. Develop and adopt performance standards and incentives that retain the complete forest structure (canopy and understory) to protect scenic viewsheds.</p>	<p>Encourage the development of forest stewardship plans.</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. Assist in providing consistent enforcement of ordinances.</p> <p>Gather Northcentral Pennsylvania Conservancy representatives, as well as other land preservation organizations (easements receivers), and County forest landowners to discuss the opportunities and benefits of forest conservation easements.</p> <p>Allow for conservation zoning that maintains gross density and concentrates development in non-forest areas. See 2e.</p>

Strategic Action	Notes
<p>1k Review and revise local ordinances for standards that require excessive impervious coverage, e.g. wider than necessary streets, excessive parking, etc. Revise with provisions for better stormwater management practices, e.g. for shared parking, uncurbed streets, as 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>1l. Revise local ordinances to regulate new floodplain development and to regulate expansion of existing floodplain development.</p>	<p>Update ordinances, as needed, when revised FEMA maps are finalized.</p> <p>Continue to pursue funding for property purchases and retrofits in the floodplain.</p>
<p>1m. Revise property maintenance codes to include flood proofing and flood mitigation for existing properties in the floodplain.</p>	<p>See above</p>
<p>1n. Use public infrastructure improvements and extensions as tools to guide development. Encourage service improvements within designated growth area and discourage extension of public water and sewer service to rural resource areas. However, if local health and/or safety conditions warrant such extensions, limit improvements to serve the problem area.</p>	
<p>1o. Utilize zoning density capacity to support desired transit improvements within designated growth areas, particularly where current demand fails to warrant extended service.</p>	
<p>1p. Review and revise local zoning ordinances to permit additional private and public recreation uses.</p>	<p>See above</p>

Strategy #2	
Develop and support additional public and/or private programs to achieve the comprehensive plan's goals and objectives.	
Methods, Tools, and References	
State Keystone Opportunity Zones, PENNDOT Scenic Byways Program, County Agricultural Preservation Program	
Partners	
Conservation County, District, DCED, PENNDOT, DCNR, Northcentral Pennsylvania Conservancy, developers, Natural Lands Trust	
Funding Sources	
Keystone Innovation Zone Funding	
Strategic Action	Notes
2a. Support the County's development of a program to identify and market Key Opportunity Sites – sites with infrastructure that would be eligible for local and County tax incentives for development.	The County, in conjunction with economic development and real estate developers, could build and maintain a GIS database of Key Opportunity Sites. Displayed as an interactive map on the County or other's website, the database could assist in marketing business interests to these desired growth areas.
2b. Support the County's development of Keystone Innovation Zones (KIZ) as proposed by the Rendell administration. Promote KIZ locations to upcoming Penn College and Lycoming College graduates.	Review and revise local zoning to support KIZ designations.
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 planning area 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.
2d. Support the County's development of and participate in future County scenic preservation programs, such as a scenic byways program and easement programs that accommodate scenic easements.	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 parallel (continued)

Strategic Action	Notes
2d. continued	zoning can help to limit the visual impacts of new development, such as signage.
<p data-bbox="250 344 716 415">2e. Promote the use of conservation design techniques.</p> <div data-bbox="220 422 797 764">  </div> <p data-bbox="228 770 553 800"><i>A conventional subdivision</i></p> <div data-bbox="220 842 797 1184">  </div> <p data-bbox="228 1190 732 1220"><i>An open space or conservation subdivision</i></p> <p data-bbox="228 1255 776 1310">Source: Conservation Design for Subdivisions, Randall Arendt</p>	<p data-bbox="834 344 1398 1024">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>
2f. Disseminate existing information materials on sustainable natural resource production, including both sustainable agriculture and sustainable forestry.	Municipal officials should be knowledgeable on these topics, as they relate to local land use and economy.

Strategy #3	
Support public education programs that address environmental concerns related to land use and property maintenance. Utilize existing resources (brochures, websites/links, fact sheets, etc), where available.	
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	
Funding Sources	
First Industries Program	
Strategic Action	Notes
3a. Provide public information on the environmental and community benefits of forestland.	<p>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.</p> <p>The County may develop materials for countywide distribution.</p>
3b. Provide information on agricultural operations: <ul style="list-style-type: none"> ▪ state regulations and permitting requirements for agricultural operations. ▪ Municipalities abilities and limitations to regulate such operations ▪ Accepted agricultural methods 	<p>Develop a rural agricultural community statement/ clause for inclusion in real estate sales agreements and/ or annual resident mailings, e.g. tax bills.</p> <p>CAFOs are indeed one arm of the agricultural industry. In many cases, they are more heavily regulated than small-scale family farms, and therefore pose fewer risks to the environment. However, the general public perception is not aware of this.</p> <p>This information would be distributed through municipal newsletters, websites, or other communication.</p>

Strategic Action	Notes
3c. Forward information on the use of growth boundaries 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.
3d. Provide information on the impacts of building and expanding development in the floodplain.	Municipalities should forward key concepts in floodplain management to residents.

Strategy #4	
Support the continued presence of agriculture.	
Methods, Tools, and References	
Agricultural zoning, agricultural easements,	
Partners	
Conservation District, USDA, PA Dept of Agriculture, local farmers	
Funding Sources	
First Industries Program, municipal funding (independent or matching)	
Strategic Action	Notes
<p>4a. Identify farmland that should be permanently preserved for agricultural use. Consider soil quality and local paths of development and infrastructure in this identification process.</p>	<p>Land use planning and zoning in resource conservation areas should consider the protection of prime agricultural soils from developed uses. Clustering limited development on non-agricultural soils may enable farmers, either present or future, to maintain agricultural lands in productivity.</p> <p>Regarding 4a.i., coordinate funding where possible to maximize funding efficiency. Utilize multiple easements to protect large tracts incrementally. Involve environmental organizations, when property includes wetlands or sensitive habitat.</p> <p>Regarding 4a.iii., identify property owners who would benefit from these programs based on the size and location of their property. Meet with them to explain the benefits of these programs.</p>
<p>i) Designate funding for agricultural easement purchases.</p>	
<p>ii) Encourage land use planning and zoning that manage the quantity and quality of land available for agricultural purposes (production, processing and sales), and that manage permitted development patterns to limit encroachment and to maximize agricultural land availability.</p>	
<p>iii) Promote enrollment in the Agricultural Security Area and Clean and Green programs.</p>	
<p>iv) Continue to assess active farmland based on its use, not its potential for development.</p>	
<p>4b. Review and revise local ordinances to permit non-traditional/ non-production agricultural operations, e.g. organic produce, specialty livestock, aquaculture, etc., in appropriate districts order to support supplemental revenue sources among farmers.</p>	<p>Invite speakers to meet with local farmers. Consider speakers from the Pennsylvania Association for Sustainable Agriculture, and other niche markets.</p>

Strategic Action	Notes
4c. Protect resource conservation areas from incompatible public facilities, e.g. public utilities and major road improvements.	<p>As stated in the 1994/1997 Lycoming County Comprehensive Plan, farmers, as landowners, are often required to help pay for local infrastructure improvements though they gain no direct benefit, e.g. sewer and water lines.</p> <p>The designation of growth areas and implementation through zoning would reduce the potential for this inconsistency. For the then limited instances of this condition, US 220/Future I-99 municipalities should consider the exemption of farmers from such costs of improvements.</p>

Strategy #5	
Support the sustainability of forest resources and the forest-related economic sector.	
Methods, Tools, and References	
Ordinances, conservation easements, municipal newsletters,	
Partners	
Conservation District, forest landowners, foresters, logging companies	
Funding Sources	
Not applicable	
Strategic Action	Notes
5a. 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.
5b. 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.
5c. 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.
5d. Develop and adopt a logging ordinance that supports reforestation.	If forestry is to be a sustainable part of the region’s 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 that protect the long-term benefits of forests should also include the replacement of removed vegetation or provision for natural forest re-vegetation.

Strategy #6	
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, COGs	
Funding Sources	
Land Use Planning Technical Assistance Program, Shared Municipal Services	
Strategic Action	Notes
6a. Explore shared codes enforcement services through councils of government or other intergovernmental cooperation methods. Identify benefits and cost efficiencies to be gained.	<p>The municipalities within the I-99 Planning Area are members of the Tiadaghton Council of Governments. This recently formed COG was established initially to address the State Building Code. Additional opportunities for cooperative efforts should be identified.</p> <p>Identify obstacles to sound enforcement and determine if shared enforcement offers opportunities for greater effectiveness. Shared codes enforcement can bring a higher skill level to the position, as the cost as well as the benefit of a trained professional is shared among the municipalities.</p>
6b. Define and promote local community identities within the planning area.	Pursue visioning activities to define local identity and develop signage and marketing materials to promote community image(s).

Strategy #7	
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, school districts	
Funding Sources	
State and federal rehabilitation tax credits (historic rehab), PA Travel and Tourism Office's Matching Grant Fund and Regional Marketing Initiative Fund, DCED LUPTAP Program	
Strategic Action	Notes
7a. 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.	US 220/Future I-99 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.
7b. 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.	US 220/Future I-99 planning partners should review the updated document to insure that local historic resources are adequately identified. Planning partners should review the recommendations for items requiring municipal action.
7c. Identify riparian forest buffers, wetlands & natural undeveloped water retention areas and encourage stream bank preservation programs.	Become educated on municipal authority to regulate riparian buffer areas. Develop riparian buffer ordinance provisions. Encourage use of buffer areas for non-intensive uses, such as agriculture and forestry.

Strategic Action	Notes
7d. Encourage restoration of natural floodplain functioning, and use of acquisition and restoration or demolition programs.	<p>Emphasis should be given to the use of floodplains for greenways, open space, recreation, and agricultural uses.</p> <p>Promote the use of floodplain conservation easements through public education.</p>
7e. Support the application of historic properties to the Pennsylvania Inventory and National Register of Historic Places eligibility list. Similarly, support nominations to these preservation programs.	Provide letters of support, where appropriate, to indicate preference and desire for historic designation.
7f. Develop guidelines for historic site/district redevelopment. Include in these guidelines flexibility for conversion and adaptive re-use of historically significant structures.	<p>For historic districts, this should entail an Historic District Overlay. For individual sites not located in a historic district, specific historic site provisions should be developed.</p> <p>US 220/Future I-99 municipalities should look to Lycoming County EDPS for assistance. Lycoming County may be able to provide a model overlay district for local review and adoption.</p>
7g. Market historic sites redevelopment opportunities. Offer incentives for historic site rehabilitation.	Some businesses, and individuals who lead them, are drawn to historic structures for their historic value and aesthetic appeal. The office environment of architects, designers, lawyers, and other professionals is often telling of their personal style, and can be viewed as a marketing component of their business. Incentives could be either financial or procedural.

Strategic Action	Notes
7h. Establish working partnerships that link cultural, economic, and educational development outcomes.	<p>The US 220/Future I-99 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> <ul style="list-style-type: none">a) Promotion of local cultural program and festivals may be of interest to Lycoming County tourists.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.

Strategy #8	
Coordinate economic development and transportation and infrastructure planning with land use planning	
Methods, Tools, and References	
Act 537 plans, WATS TIP, tax and other incentives, Official Map, localized gateway and corridor master plans	
Partners	
County, municipalities, school districts, EDPS,	
Funding Sources	
First Industries Fund, Commonwealth Capital Budget, Federal Transportation Appropriations, LUPTAP	
Strategic Action	Notes
8a. Consider 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.
8b. Market Lycoming County as “the place to visit for (insert target resource).” Work with the Bureau of Tourism and nth Chambers of Commerce to promote a consistent tourism message.	US 220/Future I-99 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 four municipal representatives. Participation could range from regular phone communication to potential committee positions.
8c. Develop multi-modal transportation connections between residential neighborhoods and recreational areas.	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.

Strategic Action	Notes
8d. Plan for gateway development prior to marketing.	Make sure that appropriate zoning and development guidance is in place for the Jersey Shore and Porter Township gateway areas, prior to inviting development pressure. Consider land use planning as well as transportation improvements and water and sewer needs for future businesses.
8e. Market these communities for tourism and recreation development, particularly small business that is compatible with local character.	Local economic development should focus some attention on the gateway community in order to promote the identification of a desired area for certain development.
8f. Coordinate infrastructure improvements and expansion within growth boundaries. Discourage infrastructure investment in rural resource areas.	Review Act 537 plans for compatibility with growth areas. Revise for greater consistency, as needed Prioritize transportation improvements within growth areas.

Strategy #9	
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, private landowners, USDA Forest Service, Conservation District	
Funding Sources	
DEP Growing Greener Funding	
Strategic Action	Notes
9a. Encourage forest cover and forest stewardship to promote filtration (quality) and infiltration (recharge) through ordinance review and revision.	Incorporate Best Management Practices (BMPs) into ordinances. Replace high maintenance lawn requirements with successional meadow options. Provide demonstration areas to show how BMPs are designed and maintained, and what benefits are gained.
9b. 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 program.
9c. 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. Municipalities should help to implement recommendations in their planning areas.
9d. Protect water supply and water quality.	Begin with a better understanding of regional water resources – how much water is available, where is it located, where can it be reached. 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. (continued)

Strategic Action	Notes
9d. (continued)	<p>Incorporate Best Management Practices (BMPs) into ordinances. Replace high maintenance lawn requirements with seasonal meadow options. Provide demonstration areas to show how BMPs are designed and maintained, and what benefits are gained.</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>
9e. 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.
9f. Promote land use patterns that reduce vehicle trips and encourage pedestrian, bicycle, and transit alternatives.	Even in rural areas, safe transportation alternatives are needed for those who are unable to drive (both young and old). Trails and paths provide bicycle and pedestrian routes, whether on the road shoulder or on separate surfaces.
9g. Support and monitor compliance with state requirements for environmentally safe mining practices and area restoration after extraction has ceased.	Review municipal ordinances. Regulations should include provisions for state and federal compliance, development/extraction plans, operational performance standards, reclamation performance standards, and inspections, should be addressed.

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

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 per acre or more, and commercial, industrial and institutional uses are permitted or planned and public infrastructure services are provided or planned.

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 conservation areas have been delineated for the US 220/Future I-99 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 US 220/Future I-99 Planning Area is a ½ to 1 mile wide corridor along the current US 220 and I-99 study alignments. The growth area includes all of Jersey Shore Borough. A downtown, mixed use environment is recommended for portions of the Borough. The growth area promotes neighborhood uses and business and industry uses in Porter Township as an extension of Borough use and development patterns. Business and industry uses are also recommended in the vicinity of Pine Run, Larry’s Creek, and the 4th Street exit in Woodward Township. Future interchanges or interchange improvements may support expansion of these business and industry locations in the future.

The US 220/Future I-99 Planning Area also contains rural resource areas throughout the townships. Generally, these areas are most suitable for woodlands, agriculture and rural living uses.

“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)

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 US 220/Future I-99 Planning Area includes two gateway overlays: one is located at along entrance to Jersey Shore Borough from US 220, and the other is a historic gateway corridor along Larry’s Creek and PA 287.

Scenic/High Quality Watershed overlay provisions are recommended for the Pine Creek Valley and Susquehanna River corridor.

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

The US 220/Future I-99 Planning Area contains one development of regional significance: the Jersey Shore Hospital.

Zoning ordinances and maps in the Borough and the Townships will need to be revised to enact the future land use designations. This may occur through a single joint zoning ordinance or through coordination of four municipal ordinances.

Specifically in regard to Piatt Township and the commercial land uses in vicinity of Pine Run, the future land use map establishes the Township's desire to have such development occur, as shown. As noted during the preparation of the I-99 Transportation Land Use Study (reported in Chapter 4), PENNDOT is not likely to fund a new interchange to offer primary access to a new commercial area that is not supported by a comprehensive plan document. The intensity of commercial uses should be addressed in the joint or municipal zoning ordinance. When study of the design and construction of future I-99 resumes, the transportation improvement can be shown to improve access and thereby improve economic conditions and meet community development objectives.

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.

Table 9 Guidance for Growth and Future Growth Areas

Growth Area / Future Growth Area			
	Business/Industry	Downtown	Neighborhood
Purpose	To function as centers of commerce supported by 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
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 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 10 Guidance for Overlay and Special Resource Areas

Other/Overlay Areas		
	Gateway	Gateway Historic
Purpose	To provide special land use and development guidance at the major entry points to communities	To provide special land use and development guidance at the historic entry points to communities
Recommended Uses	Uses per underlying district	Uses per underlying district
Recommended Densities	No Junk/salvage yards	No Junk/salvage yards
Recommended Sewer and Water Systems	Access management provisions Signage regulations Property maintenance requirements	Access management provisions Signage regulations Property maintenance requirements
Recommended Land Use Practices and Tools	Per underlying recommendations/regulations	Per underlying recommendations/regulations
Recommended Sewer and Water Systems	Per underlying recommendations/regulations	Per underlying recommendations/regulations
Recommended Land Use Practices and Tools	Overlay zoning district, commercial property appearance standards	Overlay zoning district, commercial property appearance standards
	Scenic Area/HQ Watershed	Floodway/Floodplain
Purpose	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	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
Special Guidance for Land Use and Development	Signage regulations Property maintenance requirements	
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) ▪ 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 	Per underlying recommendations/regulations
Recommended Land Use Practices and Tools	Overlay zoning district	Overlay zoning district

Table 12 Acres of Developable Land within the Designated Growth Areas of the US 220 Future I-99 Planning Area

MUNICIPALITY	ZONING DISTRICT	TOTAL ACRES IN ZONING DISTRICT	DEVELOPED ACRES	AVAILABLE ACRES*	NET DEVELOPABLE ACRES**
Jersey Shore Borough	R	397.13	356.97	40.16	33.04
	S	97.02	97.02	0.00	0.00
	C-2	86.04	68.25	17.79	0.00
	C-3	73.80	69.73	4.07	4.07
	I-1	49.55	8.18	41.37	24.13
	I-2	45.78	14.11	31.67	21.48
Piatt Township	A	952.54	121.26	831.28	459.77
	R	734.16	226.52	507.64	422.32
	CM	216.98	125.63	91.35	75.87
	LI	47.80	44.29	3.51	0.37
Porter Township	O	508.00	121.96	386.04	189.50
	FW	1.22	0.78	0.44	0.08
	A	367.29	43.12	324.17	322.92
	R-1	271.37	200.07	71.31	65.96
	R-2	259.16	82.84	176.32	169.04
	C-1	6.97	6.97	0.00	0.00
	C-2	97.00	62.56	34.44	18.08
	I-1	51.16	29.44	21.72	17.42
	I-2	27.12	13.66	13.46	12.73
Woodward Township	FW	2.92	0.94	1.98	0.01
	A	1907.72	308.84	1598.88	825.61
	R	586.48	263.71	322.77	217.79
	C	374.09	166.00	208.09	148.16
	I	133.01	67.82	65.18	3.62

Source: Lycoming County EDPS

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

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

Table 13 Acres of Developable Land outside the Designated Growth Areas of the US 220 Future I-99 Planning Area

MUNICIPALITY	ZONING DISTRICT	TOTAL ACRES IN ZONING DISTRICT	DEVELOPED ACRES	AVAILABLE ACRES*	NET DEVELOPABLE ACRES**
Piatt Township	A	3,911.50	530.11	3,381.39	1,429.99
	R	417.03	123.55	293.49	178.17
	CM	120.52	91.21	29.31	0.00
	LI	141.36	77.34	64.03	0.00
Porter Township	O	2,038.75	220.77	1,817.99	995.58
	FW	1,039.21	214.37	824.84	0.00
	A	295.36	48.78	246.58	0.00
	R-1	59.72	36.86	22.86	0.06
	R-2	29.36	18.03	11.33	0.00
	C-2	35.10	22.39	12.72	0.00
	I-2	13.66	2.58	11.07	1.72
Woodward Township	FW	585.80	81.97	503.83	0.24
	A	4,699.86	698.30	4,001.56	2,024.88
	R	15.06	3.08	11.98	2.74
	C	41.30	0.77	40.53	0.40
	I	1.56	0.70	0.86	0.00

Source: Lycoming County EDPS

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

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

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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 Transportation Plan draws upon issues related to the movement of people and goods to outline a strategic plan for a multi-modal transportation network that improves mobility for people and the economy in the US 220/Future I-99 planning area.

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 US 220/Future I-99 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. The **U.S. 220 corridor** has long been a major east-west route through Lycoming County. While the area has grown, development has mainly been focused along the corridor, which in turn has helped reduce the incidence of sprawl. However, it has long been recognized that the west end of the roadway is no longer adequate to meet the needs of those who use it. The corridor has received designation as future Interstate 99. In 2002, PENNDOT began environmental

and preliminary engineering studies to determine the alignment of the improved highway. Funding for this project was suspended in 2004 before these studies were completed.

2. **Access drives** can be found throughout the Planning Area, especially along Route 220 and Route 44 north. Currently many of these drives are very steep and, in some cases, are so close together that they pose serious safety hazards.
3. **Public Transit** is currently available within the more urbanized areas of the County. City Bus, which is operated by the Williamsport Bureau of Transportation, has scheduled fixed routes that serve most of the area along the river corridor, but not the communities in the outlying areas to the north and south. The lack of public transit options limits opportunities for residents who may wish to find alternative ways to work and for those who don't own a car or drive at all, e.g., younger residents and senior citizens.
4. **The bridges throughout the County need major rehabilitation or replacement.** While some of these bridge projects are programmed for funding in the PENNDOT TIP, others have been identified in the Williamsport Area Transportation Study Long Range Plan, but funding to implement these improvements has not been secured.
5. **The capacity of many of the local road systems is reaching its limit, particularly at various intersections.** There are also safety concerns at specific sites throughout the County.
6. **The Williamsport Regional Airport provides connecting services to Philadelphia; however, affordability is an issue for many residents.** Located in the Borough of Montoursville, the Williamsport Regional Airport is classified by the Pennsylvania Bureau of Aviation as a scheduled service facility and provides services to area businesses, residents, and companies visiting the region. The airport provides commercial airline services with direct flights via US Airways Express to major international hubs at Philadelphia and Pittsburgh. Multiple daily departures connect 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.
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. **Flooding of major roads** – Route 44 floods in Jersey Shore and also south of the borough. US 220 floods at the intersection of Route 287.
9. **Capacity of SR 3003 Bridge** – The SR 3003 Bridge leading south from Jersey Shore has a weight restriction that has impacted transportation. The current WATS Transportation Improvement Program identifies the need for this rehabilitation project. PENNDOT is seeking federal funding for this project and has the bridge design well underway.

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 US 220/Future I-99 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



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Vision for the Future

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

Common Goals

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

Common Objectives

- Maintain, and expand where appropriate, the infrastructure for the County’s rail network
- Maintain and expand air transportation services
- Explore public transit for travel to serve growth areas.

- Continue to identify and submit roadway and bridge improvements to PENNDOT with careful consideration given to multi-modal opportunities.
- Give priority for improvements to secondary roads serving growth areas.
- Increase bicycle and pedestrian facilities and connections

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 US 220/Future I-99 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 US 220/Future I-99 Planning Area


Strategic Action	<i>Multi-modal transportation network</i>	<i>Public transit</i>	<i>Traffic congestion/roadway network improv</i>
Maintain and expand (where appropriate) the infrastructure for the rail network.	X	(not a key issue for US 220/Future I-99)	(not a key issue for US 220/Future I-99)
Maintain/expand air transportation services.	X		
Maintain public transit as a viable transportation alternative.	X		
Increase bicycle and pedestrian facilities and connections.	X		
Maintain/improve roadways to provide a safe and efficient mode of travel for local residents, visitors, and through-travelers.	X		

Strategy #1	
Maintain and expand (where appropriate) the infrastructure for the 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
1a. Continue to work closely with the SEDA-COG Joint Rail Authority to identify opportunities for rail service improvements within the planning area.	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.
1b. Support efforts to explore the possibilities of greater connectivity with other transportation modes – air, road, and transit.	Federal funding strategies currently favor multi-modal connectivity. Lycoming County is currently conducting a Regional Multi-Modal Freight Transfer Center Feasibility Study. This study will develop a comprehensive freight movement database and evaluate the overall need, feasibility, and cost for a freight transfer facility – one that could accommodate truck, rail, and air freight movement. Such a facility would aim to reduce transportation shipping costs, reduce traffic congestion, maintain air quality, and promote economic development.
1c. Complete projects currently identified in WATS 20 year Long Range Plan	<ul style="list-style-type: none"> ○ Municipalities should give their input to the prioritization of projects.

Strategic Action	Notes
<p>1d. Work with IPC to promote rail services as a potential asset for new business development.</p>	<p>Municipalities should participate in these discussions to contribute and to be aware of the related community impacts .</p> <p>Municipalities should also support the County’s efforts to develop rail serviced industrial sites and promote rail freight to new and existing industries and business.</p> <p>As part of this strategic action the county should assess the viability of lands for developing industrial lands with rail service potential. Such lands may include the following conditions:</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

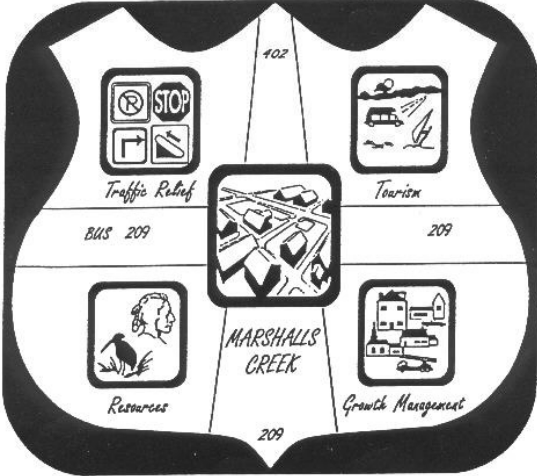
Strategy #2	
Maintain public transit as a viable transportation alternative in Lycoming County.	
Methods, Tools, and References	
Transit Needs Assessment, Transit Marketing Strategy, Walkable Communities Assessment	
Partners	
County, City of Williamsport, Local Municipalities, STEP Inc., PENNDOT	
Funding Sources	
Federal Transit Administration Capital, Operating, and Planning Assistance Funding, Section 5310 funding and state, county local matching funds	
Strategic Action	Notes
2a. Continue working closely with Williamsport Bureau of Transportation to assess transit needs and opportunities.	This strategic action was identified as a very important countywide priority during the June 2003 Transportation Workshop. However, in the US 220/Future I-99 Planning Area, it was deemed a low priority.
 <p style="text-align: center;"><i>City Bus at the Trade and transit Center</i></p>	Future transit service inquiries should explore institutional arrangements to provide transit to areas that have a demand for such service.
2b. Develop a consistent strategy for route assessments.	Local municipalities should play an integral role in establishing transit routes that are compatible with and serve local community goals and objectives.
2c. Include transit network/facilities in downtown development plans.	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.
2d. 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. (continued)

Strategic Action	Notes
<p>2d. continued</p>  <p><i>Excerpt from the French Creek Center Concept Plan for Phoenixville, PA – a transit-oriented design concept</i> Source: www.pecpa.org</p>	<p>In addition, new developments should include facilities that will promote the use of transit such as good safe parking lots with pedestrian pavilions to protect riders from the elements.</p>
<p>2e. Evaluate the need for park and ride facilities in outlying areas.</p>	<p>Providing alternatives to single occupancy vehicles is important for providing alternative modes of travel, reducing air pollution, and protecting congested travel corridors. Strategically located and well-designed park and ride facilities can help promote car-pooling, transit and ride-sharing initiatives.</p>
<p>2f. Encourage use of ride-share program.</p>	

Strategy #3	
Increase bicycle and pedestrian facilities and connections.	
Methods, Tools, and References	
Partnerships, Needs Assessment, Susquehanna Greenway Initiative	
Partners	
Municipalities, EDPS, recreation board/authorities, school districts, WATS, ordinances	
Funding Sources	
Federal Transportation Appropriations, and Transportation Enhancements, Hometown Streets and Safe Routes to School Program, Community Conservation Partnership	
Strategic Action	Notes
3a. Continue working to complete connectors between existing bike routes and pedestrian routes.	<p>An expanded and improved network of bike and pedestrian facilities will provide expanded mobility options to Lycoming County residents.</p> <p>The Susquehanna Trail, a component of the Susquehanna Greenway, connecting Williamsport to Jersey Shore is a key connection.</p>
3b. Encourage new development to incorporate 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 ride bikes to key daily functions such as school, shopping, civic and recreation sites are now in more demand.</p>
 <p>www.pedbikeimages.org/DanBurden</p>	<p>Consider bike/pedestrian facilities as options for meeting recreation requirements of the subdivision and land development process.</p>
3c. Continue active participation in the development of the Susquehanna Greenway.	<p>The Susquehanna Greenway was identified as a critical priority during the June 2003 Transportation Workshop.</p> <p>Develop the Susquehanna Trail as the “pilot project.”</p>

Strategic Action	Notes
3d. Coordinate bike/pedestrian facility development among various involved agencies.	Many agencies and organizations have an interest in the improvement of bike and pedestrian facilities. It is important to identify those stakeholders and involve them in the development forum. Potential stakeholders include:
3e. Promote the use of bike/pedestrian facilities as a recreation and destination alternative.	All development initiatives, whether it is for the development of highway infrastructure, development of parks, or development of residential subdivisions, should include consideration of pedestrian and bicycle facilities. Local ordinances should be reviewed to ensure that this issue is adequately addressed. Also see Strategic Action 4h.
3f. Continue utilization of available transportation enhancement funding for bike/pedestrian facilities.	This should be coordinated with the prioritization of the Williamsport Area Transportation Study.

Strategy #4	
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	
Municipalities, WATS, PENNDOT, FHWA	
Funding Sources	
Annual Federal Transportation Appropriations Process, TEA Reauthorization, PENNDOT 12-Year Program	
Strategic Action	Notes
4a. Continue to support funding, complete design and construction of I-99 and needed upgrades for I-180 in Lycoming County and support completion of I-99 + Route 15 projects in PA and NY.	Completing these initiatives in a timely manner will require the implementation of national and state-wide initiatives to streamline the project development process including funding, permitting, and construction, while promoting community consensus on transportation actions.
4b. Support 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. Municipalities need to work together to promote bridge priorities at the state level.
4c. Continue to work closely with the County to identify priorities and to program projects, locally for through PENNDOT's Twelve-Year Plan.	Also see Strategic Action 1b above.
4d. Continue to integrate land use planning with major transportation projects.	Good transportation systems should efficiently serve land use development plans while good land use plans should specifically evaluate and identify the transportation infrastructure necessary to accomplish the desired (continued)

Strategic Action	Notes
<p>4d. continued</p>  <p><i>Logo from the Comprehensive Transportation and Land Use Management Strategy for Marshalls Creek/Route 209</i></p>	<p>land use pattern. In the past this has rarely been accomplished. Today, PENNDOT is working more closely with counties and local municipalities to better integrate transportation and land use planning initiatives.</p> <p>Beyond the Susquehanna Beltway, as future land use and transportation changes/projects arise, continue to pursue integration of planning efforts for maximum benefit to the planning area.</p> <p>In addition, close coordination with utilities should also be included.</p>

Strategy #5**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**

5a. 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.

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

5b. 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."

5c. Improve connectivity with other modes of transportation, including completion of new access road and bike path.

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

5d. 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.

5e. 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.

Strategic Action	Notes
5f. 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.
5g. 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.
5h. 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.
5i. 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.
5j. 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.

Results of the Land Use and Transportation Study for I-99**Summary of I-99 Land Use Planning Study**

The Lycoming County Planning Commission began a land use-transportation planning study to inform decision-making in the PENNDOT US 220/I-99 Environmental Impact Statement (EIS) and the US 220/I-99 Joint Planning Area Comprehensive Plan (Porter Township/Piatt Township/Woodward Township/Jersey Shore Borough). Due to funding constraints from PENNDOT, the study was not completed prior to the final preparation of this comprehensive plan. The findings to date are summarized here, as they have already informed local decision-making in the development of the future land use map and transportation strategies. When the study is completed, the findings may be used by PENNDOT as one of many criteria to select a preferred alignment for US 220/I-99.

The Planning Advisory Team, serving as the study committee for the land use-transportation study and the comprehensive planning effort, selected three representative land use scenarios to compare and contrast. The first two scenarios are representative alignment designs developed by PENNDOT and considered probable alternatives for further design development at the time the study proceeded. A third scenario would be the preferred land use pattern, namely the future land use pattern of the comprehensive plan. This selected alternative was not yet available at the time the study was halted.

Study Area Limits

The study area, which was consistent with PENNDOT Phase I study limits (the maximum potential limit for conceptual alignments of US220/I-99), was bordered by:

- the West Branch of the Susquehanna River to the south
- Jersey Shore (logical termini of existing four lane highway) to the west,
- The eastern Woodward Township municipal line to the east (logical termini of existing four lane highway)
- and a ridge of steep slopes (>25%) to the north beyond which no reasonable alternatives would be developed

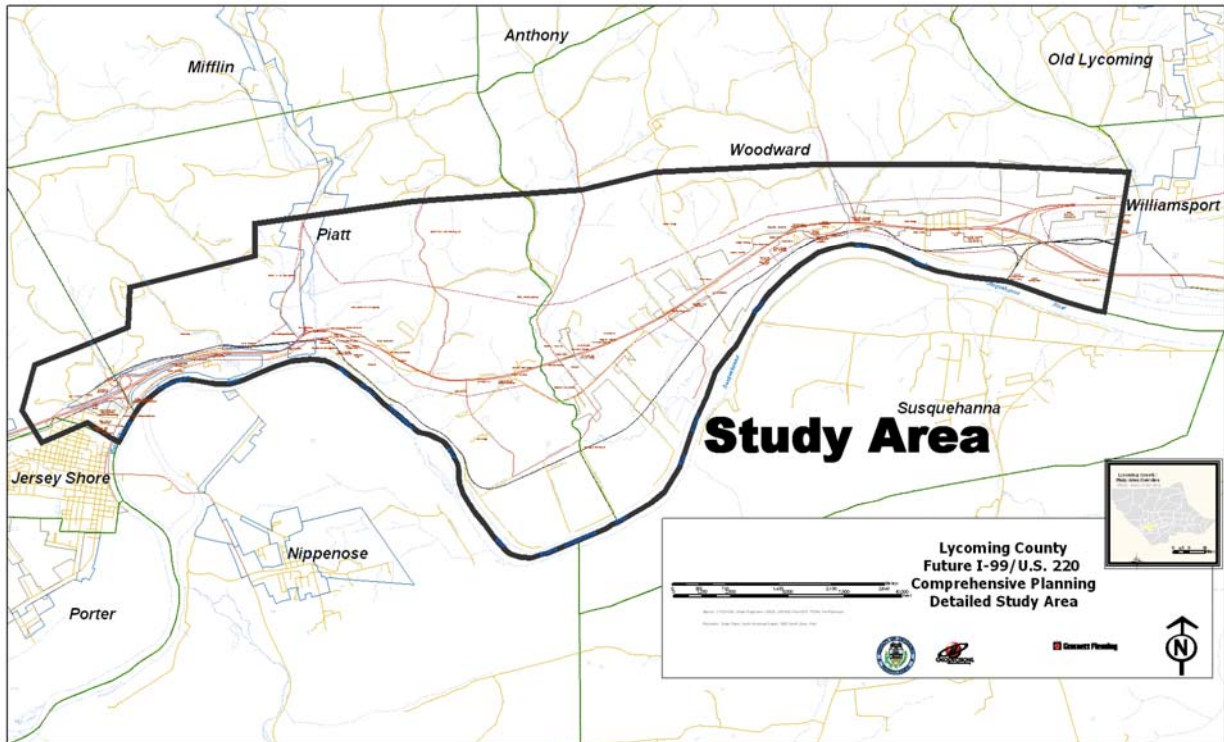


Figure 15 Study Area for the I-99 Transportation-Land Use Study

Land use analysis

The majority of the study area's 7,819.5 acres consists of moderately steep, wooded ridges that give way to agricultural lands in the rich alluvial floodplain / floodway adjacent to the West Branch of the Susquehanna River. The limited development that has occurred has, for the most part, been contained by either steep slopes to the north and west or floodplain/floodway development barriers to the south and east. These environmental constraints will continue to be a factor in growth and development, as they reduce the total acreage of developable land in the planning area. As land use decisions are made, they will need to focus on developable land, including areas in prime soil. While some agricultural lands may best be preserved, others may be well-suited and ultimately more valuable to the community as developed lands for the planning area and Lycoming County.

Low density residential development comprises the highest percentage of existing developed uses in the study area. Assorted commercial, industrial, institutional, and transportation-related land uses are interspersed along the divided or semi-divided portions of US 220.



Figure 16 APA coding scheme and map legend

Alignments

Alignment 1

Alignment 1 represents upgrade options to the existing US 220 corridor. The potential shifting and widening along any particular section will be determined by detailed studies as well as the ultimate interchange options selected. Two interchanges were included in this study in Piatt and Woodward Townships; no Pine Run interchange was used in this analysis.

Alignment 2A2

Alignment 2A2 represents a new roadway alignment. Like Alignment 1, interchanges are located in Piatt and Woodward Townships, but unlike Alignment 1, fewer alterations to the existing alignment are made.

In addition to the highway alignment selections, specific interchange alternatives were chosen for comparison purposes. The representative Alignment 1 interchange alternative included modified diamond-type interchanges at Jersey Shore (option 1C) and at the 4th Street interchange in Woodward Township (option 1A). The representative Alignment 2A2 interchange option was 2A2-4 on the west and 2A2-2 for the east.

An interchange concept for the Pine Run area was developed by the study team and included in this analysis, since there is some interest in developing this area, as noted by the Planning Advisory Team. This interchange concept was hypothetically located along Alignment 2A2. An interchange in this area could offset potential traffic congestion on the existing US 220 alignment that results from anticipated industrial development in this area.

Future Land Use Scenarios

Scenario 1

The future land use scenario for Alignment 1 indicated in-fill development throughout the study area based on projected growth and concentrated around the interchanges and utility service areas. In Porter Township, in-fill residential and minor commercial/industrial development is projected around the reconfigured interchange but not at densities one would find if sewer service was available. General light industrial and low density residential uses are projected for Piatt Township, but are limited by a lack of existing utilities, such as sewer service. In Woodward Township, residential in-fill would occur in the existing sewer service areas of the Township, while warehouse and commercial services would develop near the interchange. The most significant change is the alteration of the existing floodplain boundary east of the proposed ramp alternative as a result of maximizing prime development opportunities near multi-modal hubs. This backwater area developed as a result of the raised existing four lane highway to the east and is not a naturally occurring condition.

Scenario 2

The future land use scenario for Alignment 2A2 indicated a slightly greater conversion of undeveloped and open space lands to developed uses while maintaining a greater portion of the existing US 220 grade. In Porter and Woodward Townships, development was similar to that suggested under the first scenario as these interchange designs differed only slightly. However, in Piatt Township, the relocation of the interchange to the north attracted more residential and light industrial warehouse manufacturing to the area. Areas south of the existing US 220 configuration indicate less development than Alignment 1 due to limited access.

Scenario 2+Pine Run

The future land use scenario for Alignment 2A2 with a Pine Run interchange indicated increases of nearly 100 acres or more in all of the developed use categories, except high density residential (8.8 acre increase), institutional (-11.5 acre decrease) and private recreation (-2.5 acre decrease). This scenario also suggests that over 1,000 acres in undeveloped and open space lands would be converted to developed uses; the greatest losses would affect agricultural lands and woodlands. This development is a result of the projected future expansion of the sewer system and not a secondary cumulative impact of the highway design.

Scenario Comparison

Both scenarios indicate a conversion of over 600 acres of undeveloped and open space lands primarily to medium density residential, industrial,

and transportation-related uses. Alignment 2A2 also suggests a slight increase in commercial uses, and a greater loss of agricultural lands and woodlands.

Table 14 Land Use Impacts of Alignment 1

Land Use Impacts of Alignment 1				
Existing Land Use		Alignment 1 Land Use		
Anderson	Acres	Anderson	Acres	Impact
High Density Residential	90.1	High Density Residential	84.4	-5.7
Medium Density Residential	3.9	Medium Density Residential	95.8	91.9
Low Density Residential	764.6	Low Density Residential	761.1	-3.5
Commercial	161.4	Commercial	138.4	-23
Industrial	33	Industrial	233.2	200.2
Institutional	31.7	Institutional	13.3	-18.4
Transportation	462.2	Transportation	846.3	384.1
Recreation/Private	177.7	Recreation/Private	171	-6.7
DEVELOPED USES	1724.6	DEVELOPED USES	2343.5	618.9
Agriculture	2409.3	Agriculture	2171.4	-237.9
Woodland	3212.3	Woodland	2951.6	-260.7
Rangeland	430.6	Rangeland	338.6	-91.9
Wetland	33	Wetland	6.2	-26.8
Open Space	9.7	Open Space	8.3	-1.4
UNDEVELOPED AND OPEN SPACE USES	6094.9	UNDEVELOPED AND OPEN SPACE USES	5476.1	-618.7
Total	7819.5	Total	7819.5	0

Table 15 Land Use Impacts of Alignment 2A2

Land Use Impacts of Alignment 2A2				
Existing Land Use		Alignment 2A2 Land Use		
Anderson	Acres	Anderson	Acres	Impact
High Density Residential	90.1	High Density Residential	90.1	0
Medium Density Residential	3.9	Medium Density Residential	110.8	106.9
Low Density Residential	764.6	Low Density Residential	795.6	31
Commercial	161.4	Commercial	180.7	19.3
Industrial	33	Industrial	224.5	191.5
Institutional	31.7	Institutional	30.9	-0.8
Transportation	462.2	Transportation	804.7	342.5
Recreation/Private	177.7	Recreation/Private	177.3	-0.4
DEVELOPED USES	1724.6	DEVELOPED USES	2414.6	690.0
Agriculture	2409.3	Agriculture	2131.5	-277.8
Woodland	3212.3	Woodland	2913.9	-298.4
Rangeland	430.6	Rangeland	345.1	-85.5
Wetland	33	Wetland	6.2	-26.8
Open Space	9.7	Open Space	8.2	-1.5
UNDEVELOPED AND OPEN SPACE USES	6094.9	UNDEVELOPED AND OPEN SPACE USES	5404.9	-690.0
Total	7819.5	Total	7819.527	

Table 16 Land Use Impacts of Alignment 2A2 with a Pine Run Interchange

Land Use Impacts of Alignment 2A2 with a Pine Run Interchange				
Existing Land Use		Alignment 2A2 Land Use		
Anderson	Acres	Anderson	Acres	Impact
High Density Residential	90.1	High Density Residential	98.9	8.8
Medium Density Residential	3.9	Medium Density Residential	100.0	96.1
Low Density Residential	764.6	Low Density Residential	852.2	87.6
Commercial	161.4	Commercial	253.6	92.2
Industrial	33.0	Industrial	406.3	373.3
Institutional	31.7	Institutional	20.2	-11.5
Transportation	462.2	Transportation	892.7	430.5
Recreation/Private	177.7	Recreation/Private	175.2	-2.5
DEVELOPED USES	1724.6	DEVELOPED USES	2799.1	1074.5
Agriculture	2409.3	Agriculture	1911.6	-497.7
Woodland	3212.3	Woodland	2796.4	-415.9
Rangeland	430.6	Rangeland	321.1	-109.5
Wetland	33.0	Wetland	6.2	-26.8
Open Space	9.7	Open Space	9.1	-0.6
UNDEVELOPED AND OPEN SPACE USES	6094.9	UNDEVELOPED AND OPEN SPACE USES	5044.4	-1050.5
Total	7819.5	Total	7819.5	

Land Use Change and Future Population

These projected land use changes also suggest an increase in resident population based on residential acreage and recent household size. Woodward Township could witness the greatest increase under all both scenarios – 235 under scenario 1, and 265 under scenario 2, and 729 under scenario 2A2 with a Pine Run interchange. Piatt Township could also experience growth of over 100 new residents – 141 residents under scenario 1, 119 under scenario 2, and 420 under scenario 2A2 with a Pine Run interchange. Population estimates suggest that Porter Township would increase by 29 residents under scenarios 1 and 2, and would gain 74 new residents under scenario 2A2 with a Pine Run interchange.

Trip Generation

In order to compare the traffic impacts of the scenarios, total traffic volume estimates were prepared using a trip generation model. The Institute of Traffic Engineers (ITE) trip factors were applied by using detailed land use maps overlaid on digital tax parcels. In addition, a 0.5 mile radius representative area of influence was generated from the center of each proposed interchange for which trip generation values for parcels in the zone-of-influence that contribute to or have direct influence on these interchanges during peak PM driving conditions were determined. The areas of influence are meant for comparison purposes between representative alignments. The actual traffic impact on each interchange would require further modeling / investigation beyond the scope of this study. These estimated values are compared between

existing land use conditions and those of the two scenarios on the basis magnitude.

Existing Trip Generation

Existing daily traffic volumes were estimated at 2,272 vehicles for the western (Jersey Shore) interchange and 233 vehicles for the eastern (4th Street) interchange. Total estimated daily vehicles for the entire study area total 10,908.

Trip Generation for Scenario 1

A significant increase in traffic volumes is expected around both interchanges of the Alignment 1 scenario (4,581 for the western interchange and 2,215 for the eastern interchange), whereas the total for the study area is a relatively low increase (14,814, an increase of 3,906). This indicates that the projected land use changes are in close proximity to the interchanges and existing sewer service areas. Arterial service roads in the proximity of the interchanges may be slightly impacted by the increased level of demand. More detailed traffic analysis studies would need to be conducted, however, to determine specific impacts.

Trip Generation for Scenario 2A2

Estimated traffic impacts of alignment 2A2 suggest a less significant increase in traffic volumes around both interchanges (2,415 for the western interchange and 1,903 for the eastern interchange, but a higher total traffic volume (15,682).

Trip Generation for Scenario 2A2 with a Pine Run interchange

When a potential Pine Run interchange is added to the scenario, eastern and western interchange volumes remain unchanged, but the total corridor volume rises to 23,426 as a result of additional developed uses in this area. The estimated traffic volume at the Pine Run interchange is 9,151 vehicles. Again this increase also assumes an additional area of sewer service is available for development west of Pine Run itself.

Findings

Development resulting from an upgrade of the existing US 220 alignment (scenario 1) would impact the corridor with an additional 3,906 vehicles per day. Increases in industrial and transportation-related uses are most prominent. A loss of total commercial acreage along the corridor is consistent with the community vision to concentrate commercial uses in Jersey Shore. Increases in residential development would occur in conjunction with new business and employment opportunities.

Development resulting from a new highway alignment (scenario 2) would occur in undeveloped and open space lands, where access would be improved by the new highway and its interchanges. Development would be comprised of industrial, transportation-related and residential

uses in somewhat larger quantities than under scenario 1. Again, these patterns are consistent with the community vision.

Comparing the population increase represented by residential development to 2010 and 2020 population projections, forecasts, and targets prepared for the comprehensive plan is not relevant. Because the highway improvements would be made over the next 15-20 years (if the project resumed in the very short term), population increases would likely not occur until construction was completed—well beyond the applicability of the current time horizon of population projections and forecasting.

Need for Additional Scenario studies

Upon reviewing the study findings to this point, it was determined that further analysis was needed to better understand the potential impacts and the timing in which they could occur to clearly separate the development from utility expansion from that of I99 designation. Three additional scenarios were suggested:

1. alignment 2A2 with a Pine Run interchange built after 2020 including a sewer extension factor,
2. a no build 2010 scenario under an adopted and implemented comprehensive plan, i.e. growth boundaries and sewer extension, and
3. a no build 2030 scenario under an adopted and implemented comprehensive plan, i.e. growth boundaries and sewer extension.

Funding for this study and the overall design of I-99 improvements in northcentral Pennsylvania has been suspended by PENNDOT. No restart date has been established.

If the projects were to restart in the near term, with little change in the “existing conditions,” this analysis may be relevant to continued study and design. However, if much change occurs before the project resumes, a new land use-transportation planning study would be needed to assess *these* existing conditions and the land development and traffic impacts upon them.

GIS Map and Analysis Products

Figures 17-26 illustrate the mapping and analysis that was completed to date. GIS data was delivered to the County Transportation Planner at Lycoming County EDPS for future use in this and other transportation studies.

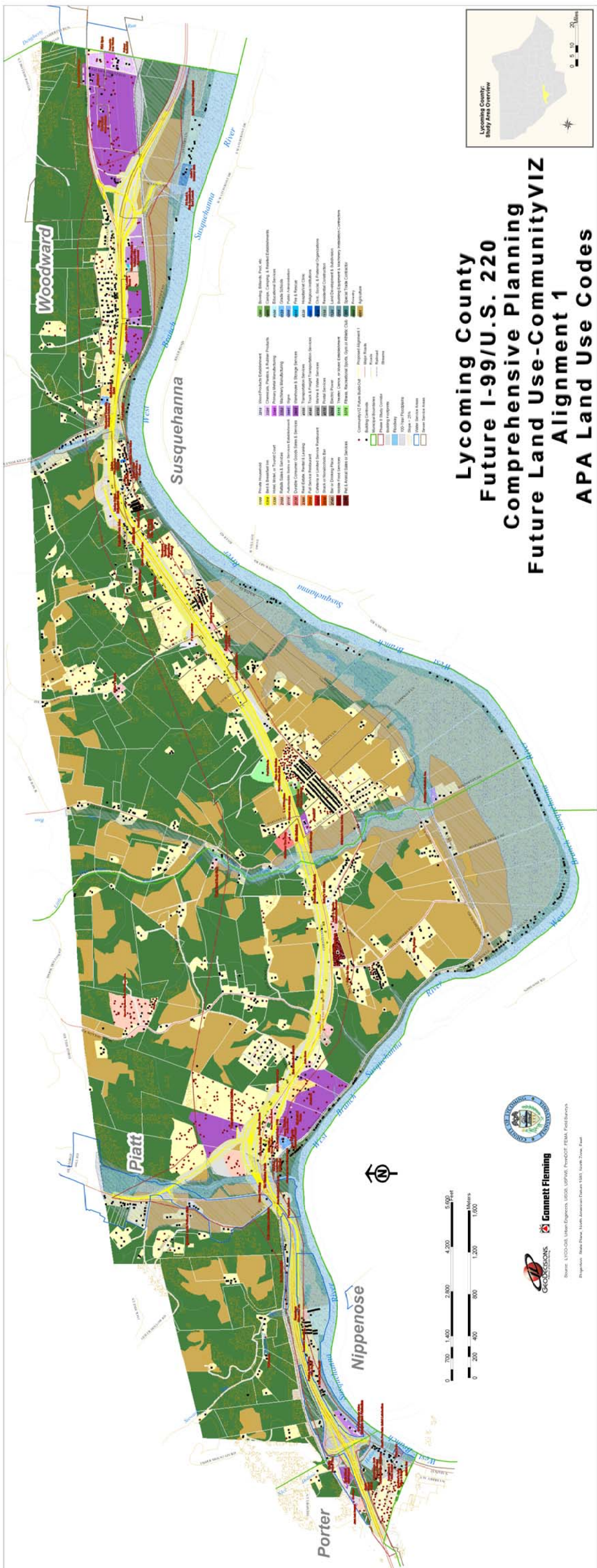


Figure 18 Future Land Use Scenario (target year 2025) for Alignment 1.

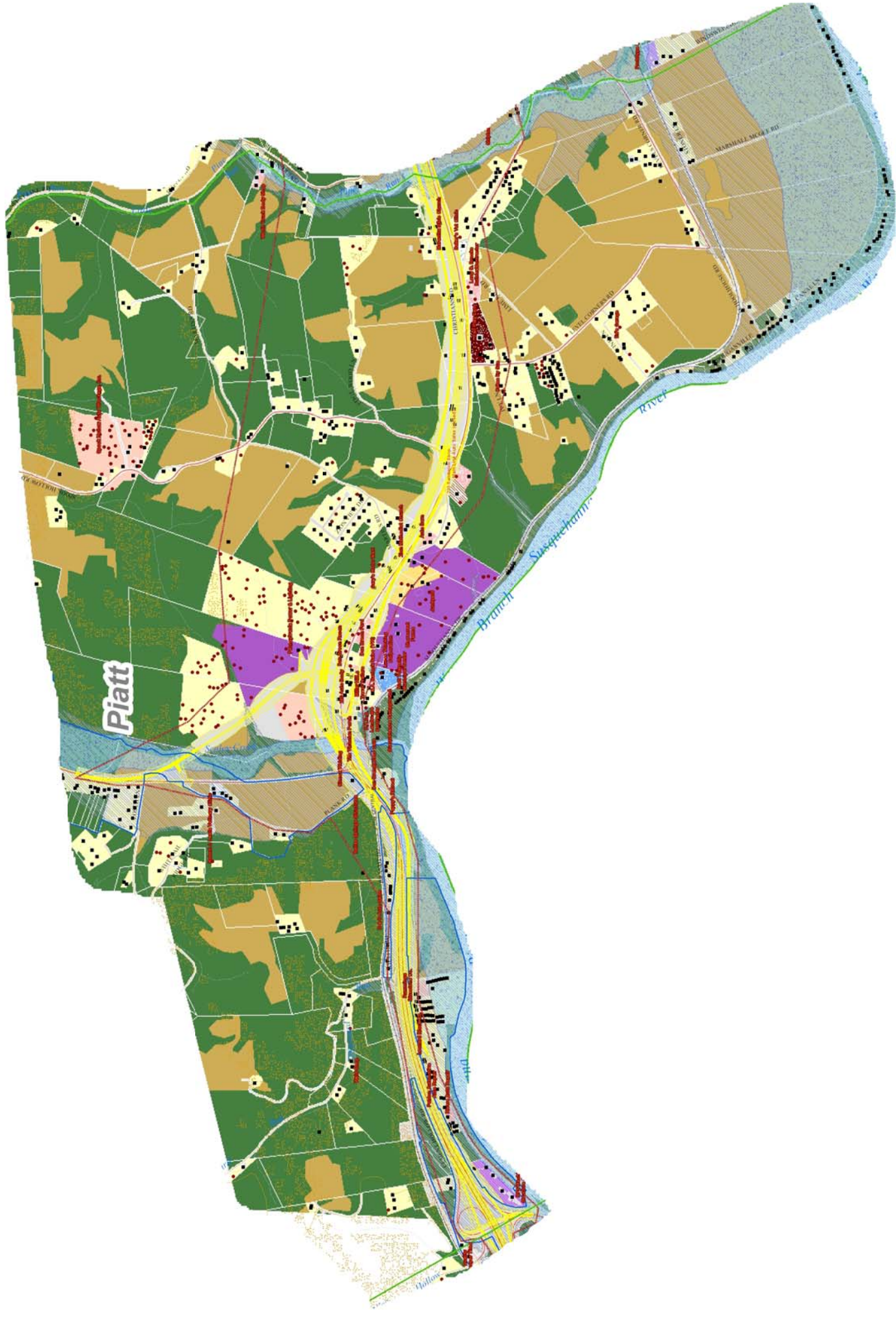


Figure 19 Future Land Use Scenario (target year 2025) in Piatt Township for Alignment 1.

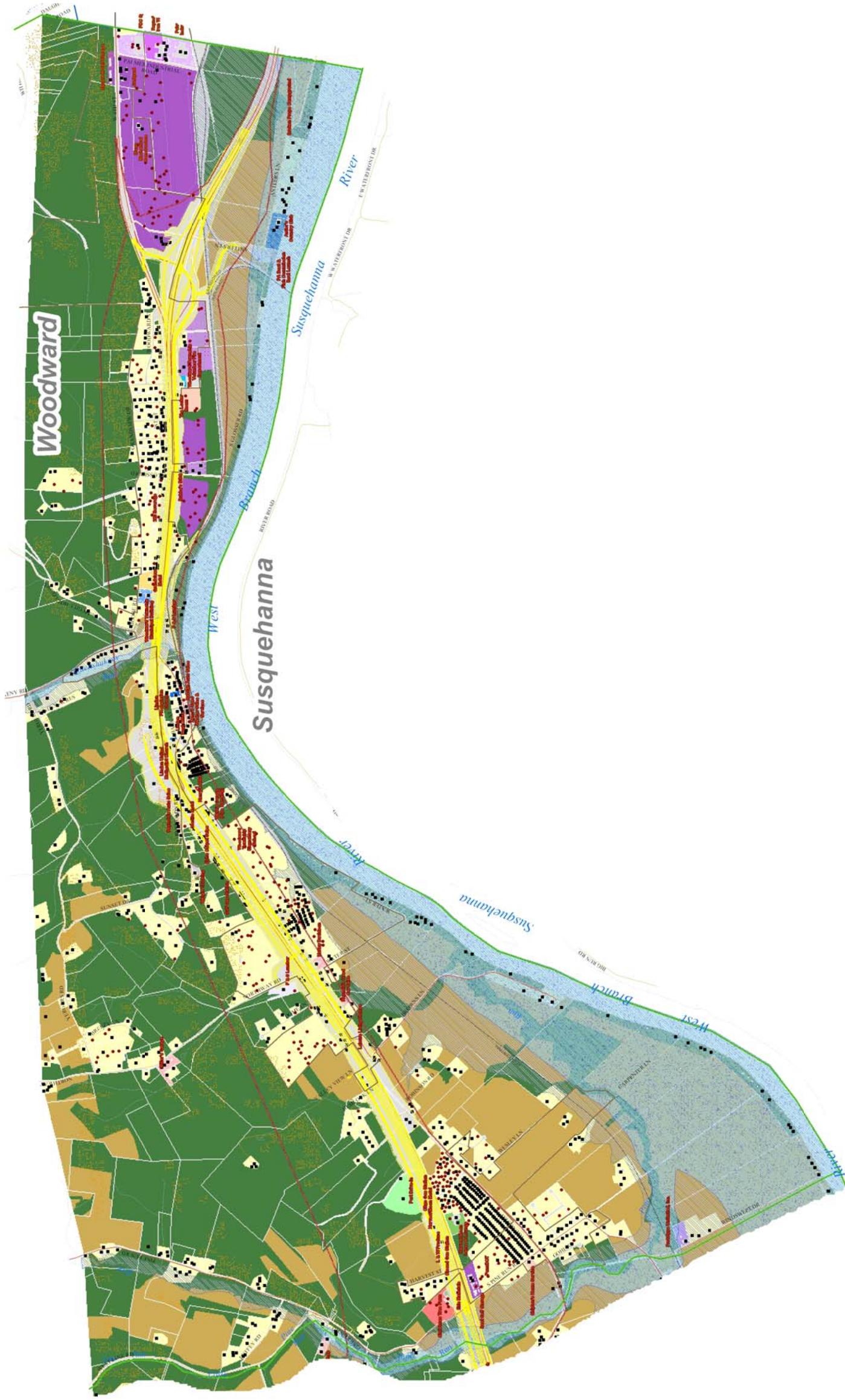


Figure 20 Future Land Use Scenario (target year 2025) in Woodward Township for Alignment 1.

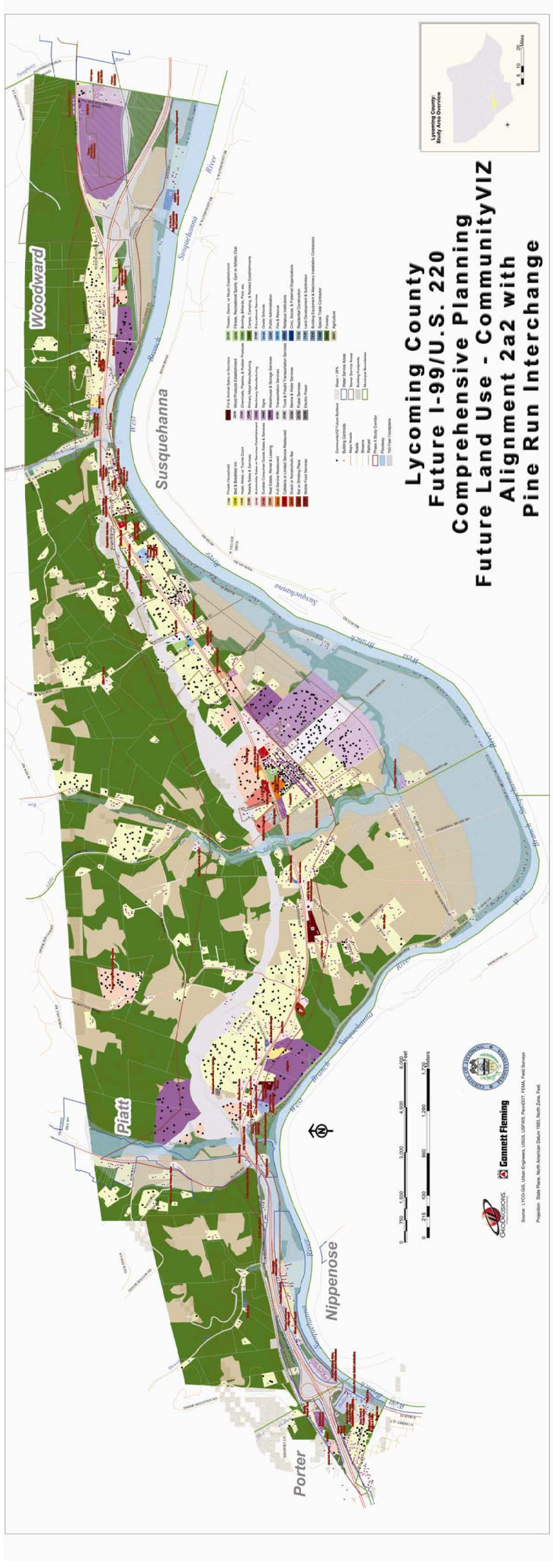


Figure 22 Future Land Use Scenario (target year 2025) for Alignment 2A2 with Pine Run Interchange.

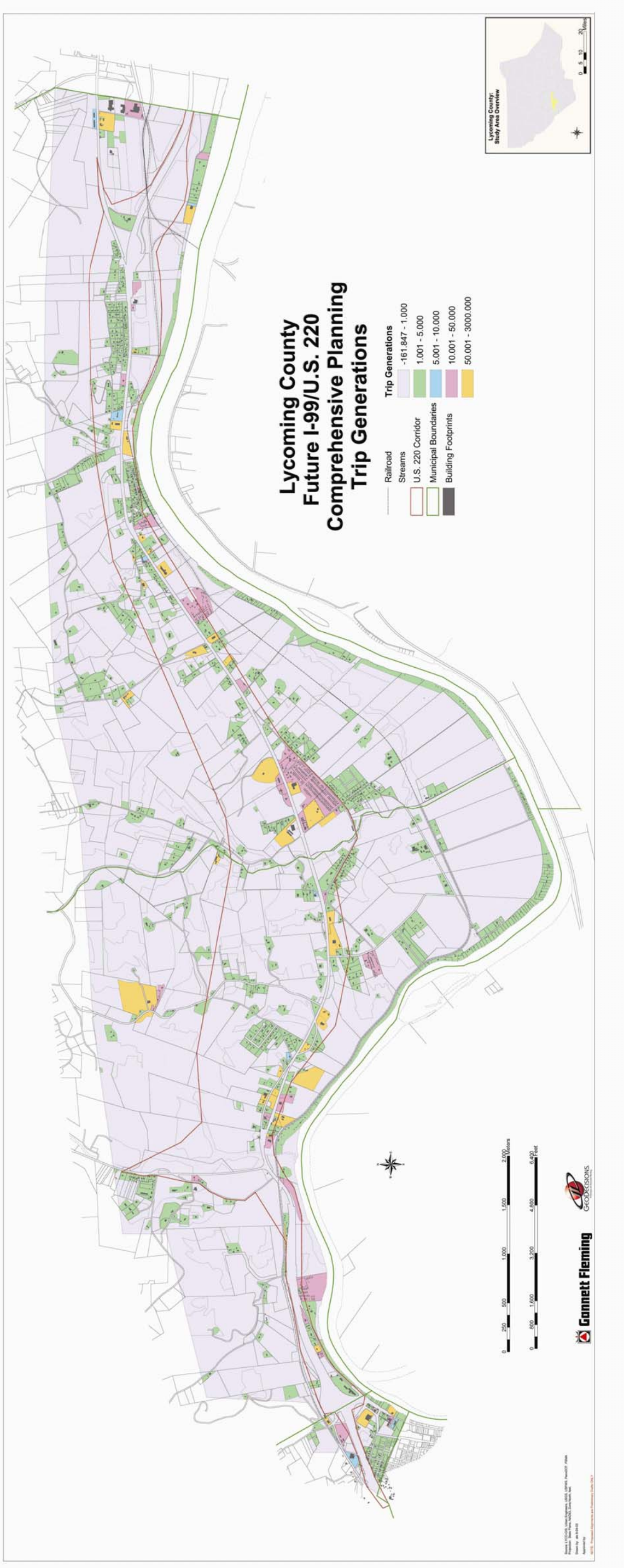


Figure 23 Trip Generations for Existing Land Use Conditions



Figure 24 Peak PM trip generation based on future land use scenario for Alignment 1.



Figure 25 Peak PM trip generation based on future land use scenario for Alignment 2A2.

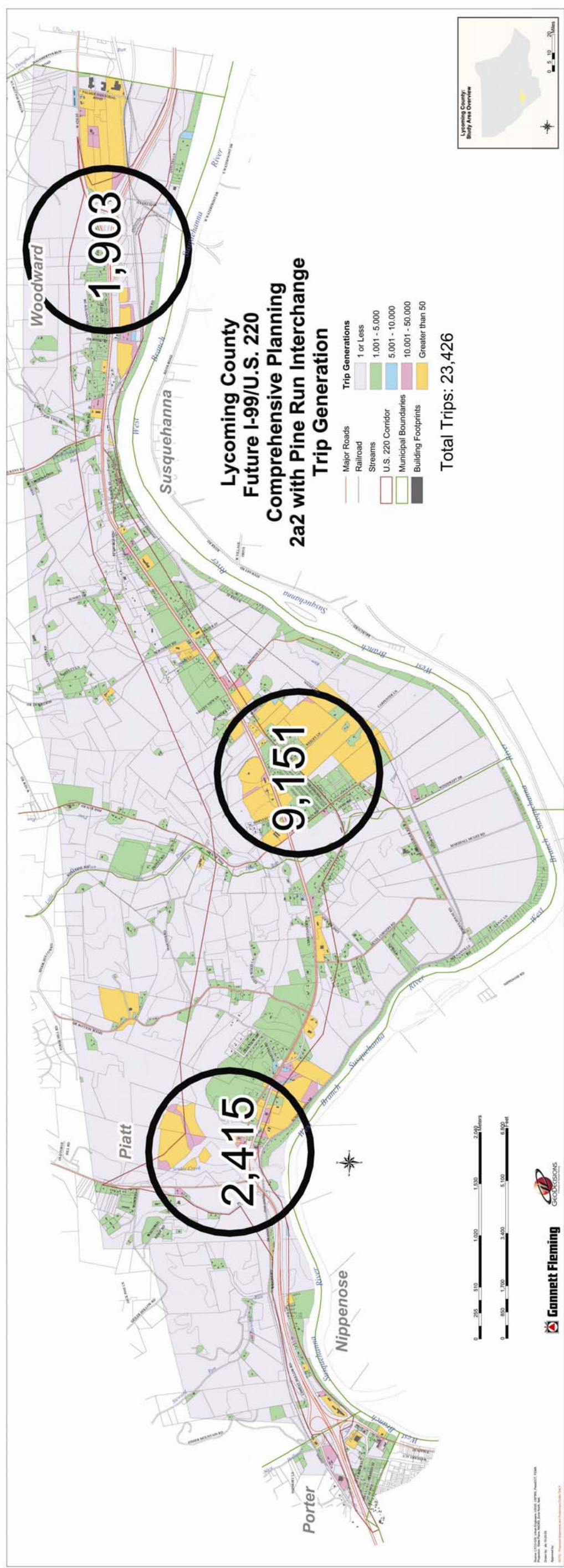


Figure 26 Peak PM trip generation based on future land use scenario for Alignment 2A2 with a Pine Run Interchange.



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 County 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 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 US 220/Future I-99 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. Areas have been identified where there is no source of well water available, with instances of residences constructed without a public or private water source.
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. **Telecommunication Towers** - Telecommunication tower issues are two-fold. It is important that the I-99 Corridor have cellular telephone service without dead space. Also commercial and industrial growth requires cellular service. There is a need to balance adequate coverage and the number of towers. Additionally, the placement of cellular towers must be reviewed in relation to the natural beauty of the communities and the viewsheds.
5. **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.
6. **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.
7. **Sewer Expansion Capacity** - The existing capacity of public sewerage systems provides for expansion in many growth areas.
8. **Flood Protection** - Flood protection from the Susquehanna River is a primary concern of many citizens. Although there are residences and businesses in the floodplain in all municipalities, this problem is particularly concentrated in downtown Jersey Shore. Flood protection has been restricted to moving essential services such, as electricity and heat, to an area in residences that is above the flood levels.
9. **Lack of Rural Water Service** - The public water supply does not provide service to the rural areas of these municipalities. In conjunction with water quality and quantity of wells in the rural

areas, water supply becomes a limiting factor to growth in the rural areas.

10. **Failing Septic Systems** - There are failing septic systems in the rural areas, which will lead to groundwater and surface water contamination if not properly addressed.
11. **Good school systems (public/private)** - The communities along the 220 corridor have the opportunity to attend quality public and private school systems at the elementary, middle school and high school levels. Additionally, there are excellent technical schools, colleges, and universities in the immediate area.
12. **Urban School District** - Woodward Township as rural community is within an urban school district. There has been some conflict between residents and the school district.
13. **Intermunicipal Cooperation** - There are cooperative agreements in-place and a general spirit of cooperation between the municipalities in providing services. The recent forming of the Tiadaghton Council of Governments will only serve to strengthen intermunicipal cooperation for this region.
14. **Subdivision without Infrastructure** - An issue that is prevalent throughout the rural areas of these municipalities is residential subdivisions that are planned and constructed without adequate road network, sewage treatment, or water supply.
15. **Immediate access to state forest lands** - One of the strong points of this area is its natural setting in the heart of central Pennsylvania. These communities have excellent access to a tremendous State Forest Land and State Game Land resource.
16. **Prime fishing, open space, clean air, and good water quality** - There is immediate access to excellent fresh water fisheries, to include Pine Creek, Larry's Creek and the Susquehanna River. These fisheries have the benefit of good water quality which supports warm water species and cold water species, such as trout in Pine Creek and Larry's Creek. This area is rich with open space, both public and private. It is only a short drive, or in some cases a short walk, to peace and solitude in a rural or forest setting.
17. **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.

- 18. 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.
- 19. Bikeway Connectivity** - There are no established bike paths in this area, however there are plans for significant improvements. Bike paths may become a strong point for these communities in the future. The I-99 corridor spans terminal points to two tremendous bikeway systems. By the summer of 2003, the Pine Creek Rail Trail will extend from the northwestern border of the County to a trailhead in Jersey Shore. Construction plans are in process for completing the section of the Susquehanna Trail that will connect the Montoursville/Loyalsock Bikeway, the Lycoming Creek Bikeway, and Susquehanna State Park.
- 20. Lack of Public Recreation** - There is a tremendous potential for recreation in this area, but there is a lack of public recreation parks and facilities serving these communities. Recreation opportunities along the river are mostly private.
- 21. Recreation Facilities** - There is a YMCA recreation facility and a community pool supporting these communities. Recreation facilities such as baseball and soccer fields have been constructed through volunteer efforts, with improvements dependent on donations and volunteerism. There is a lack of community playgrounds within the built up areas of Jersey Shore and surrounding communities.
- 22. Preserved Open Space** - There is a large number of acres of forest land, natural fields, and waterways with State Forest Lands, State Game Lands, and large tracts of land from private hunting and fishing clubs that is preserved. There is also a high percentage of private property enrolled in the Clean and Green Program. Additionally, many farms have fields and woodlands enrolled in the Conservation Reserve Program and Wildlife Habitat Improvement Program. The Northcentral Pennsylvania Conservancy is very active in this region.

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

No. 3 – Utilities Profile

No. 5 – Community Facilities and Services Profile

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

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

While many other issues were identified, these community facilities and services 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: Aging public infrastructure requires significant maintenance for continued residential, commercial and industrial growth.

The Implications to our Community

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

Our Vision for the Future

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

Common Goals

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

Common Objectives

- Improve/Upgrade infrastructure components
- Replace outdated infrastructure
- Plan expansion in conjunction with sound land use planning and planned growth areas.

Table 17 Growth Scenario* Based on Population Projections versus Sewer Capacity in the US 220 Future I-99 Planning Area – Part 1

	ALL POPULATION SCENARIO IN GROWTH AREA					
Municipality	2000 Pop.	Year 2020 Highest Projection / Target	Population Difference	Average Household Size / Municipality	EDUs (1,2)	GPD for Population Difference (3,4)
Jersey Shore Borough	4,482	4,715	233	2.45	95	23,300
Piatt Township	1,259	1,987	728	2.66	274	72,800
Porter Township	1,633	2,036	403	2.54	159	40,300
Woodward Township	2,397	3,476	1,079	2.53	426	107,900
Totals	9,771	12,214	2,443	---	954	244,300

Table 18 Growth Scenario* Based on Population Projections versus Sewer Capacity in the US 220 Future I-99 Planning Area – Part 2

	ACREAGE FOR BUILDOUT DEMAND ULTIMATE SCENARIO			
Municipality	Net Dev. Acres in Res. Zones (5,6)	Net. Dev. Acres minus Efficiency Factor of 25%	EDUs (1,7)	GPD (Sewage) for Acres (8)
Jersey Shore Borough	33.04	24.78	74	18,213
Piatt Township	422.32	316.74	950	252,759
Porter Township	235.00	176.25	529	134,303
Woodward Township	217.79	163.34	490	123,977
Totals	908.15	681.11	2,043	529,251

Notes:

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

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

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

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

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

(5) Residential zones include A-R

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

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

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

Table 19 Growth Scenario* based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the US 220 Future I-99 Planning Area – Part 1

Municipality	RESIDENTIAL BUILDING PERMIT DEVELOPMENT PROJECTION AT YEARLY RATE BASED ON LAST 20 YEARS				RESIDENTIAL BUILDOUT DWELLING UNIT (DU) SUMMARY		
	Average DU/yr (9,10)	Total DUs in 2020	Average Household Size	GPD for Building Permits (11)	Population-based (12)	Acreage-based (12)	Building permit-based
Jersey Shore Borough	6.30	126	2.45	30,870	95	74	126
Piatt Township	8.05	161	2.66	42,826	274	950	161
Porter Township	8.65	173	2.54	43,942	159	529	173
Woodward Township	16.35	327	2.53	82,731	426	490	327
Totals	39.35	787	---	200,369	954	2,043	787

Table 20 Growth Scenario* based on Building Permit Trends of Past 20 Years versus Sewer Capacity in the US 220 Future I-99 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)	
Jersey Shore Borough	4.07	2.03	1,476	45.60	22.80	16,554	18,030
Piatt Township	75.87	37.94	27,541	0.37	0.18	133	27,674
Porter Township	18.08	9.04	6,563	30.16	15.08	10,946	17,510
Woodward Township	148.16	74.08	53,784	3.62	1.81	1,313	55,096
Totals	246.18	123.09	89,364	79.74	39.87	28,945	118,310

Table 21 Available Treatment Capacity at Local Sewer Treatment Plants

Available GPD at Sewer Plant	
Jersey Shore	900,000
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

(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

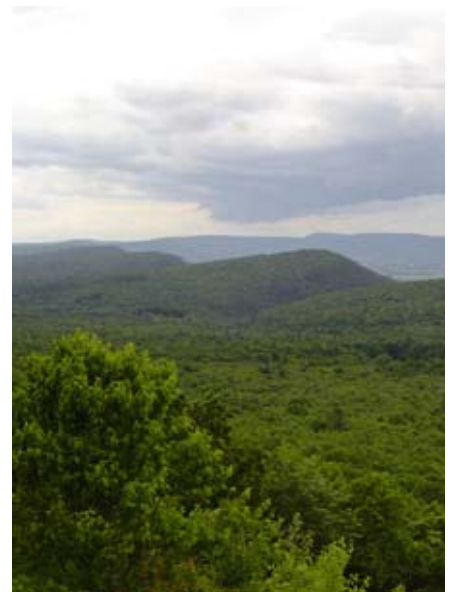
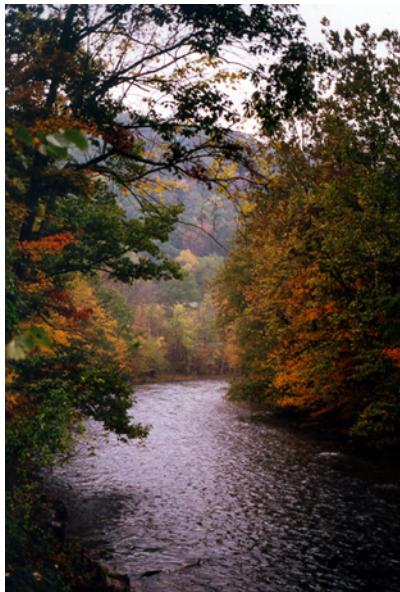
(13) Forecast 50% of available acres are developed in growth area by 2020

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

Issue: Open Space, State Forest Land and State Game Lands have existing, untapped potential for additional recreational and tourism development.

The Implications to our Community

- The natural setting of the County with abundant open space and immediate access to State Forest Land and State Game Lands provides a great environment to live in and raise a family.
- The natural setting, abundant wildlife, and excellent fishing opportunities provide a tremendous tourism potential.



Our Vision for the Future


Lycoming County will expand recreational opportunities on public and private lands where appropriate for and compatible with ownership and natural resource conservation needs.

Common Goal

To expand outdoor recreation opportunities where appropriate.

Common Objectives

- Integrate recreational opportunities with a multi-modal transportation network
- Encourage expansion of passive recreational uses on state lands
- Support tourism expansion, particularly small business tourism operations, e.g. bed and breakfasts, hunting lodges, etc.
- Support wildlife protection through state agencies and local, private organizations
- Promote appropriate towns and villages as gateways to the County's natural resources

The graphic features a green background with a large, semi-transparent green circle in the center. The title 'Lycoming County Greenway' is at the top in bold black text. Below it, the question 'What is a Greenway?' is also in bold black text. The main body of text is in bold black font, explaining that greenways are corridors of open space that vary in scale and function. It lists various types of greenways, such as narrow ribbons in urban areas and wider corridors following stream corridors or ridge tops. It also notes that some greenways are recreational corridors, while others are for environmental protection. The bottom section states that greenways protect natural resources, provide recreational benefits, and stimulate economic development. The background of the graphic includes images of a lake, a bridge, a path, and a river.

Lycoming County Greenway

What is a Greenway?

A greenway is a corridor of open space. Greenways vary greatly in scale, from narrow ribbons of green that run through urban, suburban, and rural areas to wider corridors that incorporate diverse natural, cultural and scenic features. They can incorporate both public and private property, and can be land or water-based. They may follow old railways, canals, or ridge tops, or they may follow stream corridors, shorelines, or wetlands, and include water trails for non-motorized craft.

Some greenways are recreational corridors or scenic byways that may accommodate motorized and non-motorized vehicles. Others function almost exclusively for environmental protection and are not designed for human passage.

Greenways differ in their location and function, but overall, a greenway will 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.


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 US 220/Future I-99 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 Infrastructure Strategies

Key Issues for the US 220/Future I-99 Planning Area

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

Strategy #1	
Promote Intermunicipal and Organization Cooperation	
Methods, Tools, and References	
Planning Advisory Team Involvement, formation of multi-dimensional council, cooperative agreements and educational information..	
Partners	
County, Municipal Government, COGs, Community Service Agencies, School Districts, Public Safety Organizations.	
Funding Sources	
Shared Municipal Services	
Strategic Action	Notes
1a. Identify Council of Government opportunities.	The municipalities within the I-99 Planning Area are members of the Tiadaghton Council of Governments. This recently formed COG was established initially to address the State Building Code. Additional opportunities for cooperative efforts should be identified.
1b. Review potential for shared services.	The Lycoming County Planning Commission should work to establish a “Council of Agencies” and” Council of Public Safety Agencies” and then work with those councils to perform a systematic evaluation of community services to see where shared service opportunities may exist. Also see Strategic Action 1c and 1e below.
 <p><i>Citizens Hose Company</i></p>	
1c. Review potential for consolidated services	Once Strategic Action 1b is completed, the next step will be to see if the results lend themselves to possible consolidation efforts. This will need to be coordinated by the Lycoming County Planning Commission Staff.

Strategic Action	Notes
<p>1d. Schools should work more closely with recreation organizations to provide improved recreational services including transportation to recreation resources.</p>	<p>Schools have many recreational resources that go unused during certain periods. Increased use of such facilities may improve the public perception about increasing tax dollars to support school facilities. The Montgomery Area Athletic & Community Center is an excellent example of a cooperative effort between a school district and community to maximize recreation potential of facilities and programs.</p>
<div data-bbox="237 487 764 884" data-label="Image"> </div> <p data-bbox="350 884 651 915"><i>Jersey Shore High School</i></p>	
<p>1e. Establish a multi-dimensional “Council of Agencies” that will meet periodically to implement a strategy that effectively and efficiently provides community services and infrastructure to meet the needs of Lycoming County residents.</p>	<p>In the past agencies have not been getting together on a regular basis to address the efficient provision of community services. The existing North Central Interagency Council has provided a forum for professional networking that leads to further collaboration. This needs to be built upon and expanded into more comprehensive “Council of Agencies.” This is a priority action strategy. This council will need to establish a clear set of outcomes with goals, objectives and strategies for meeting those outcomes.</p> <p>Some of the key issues the Council of Agencies will need to address are good transportation for elderly and handicapped, and the importance of the family in dealing with both family and community needs.</p>

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

Strategy #2**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
2a. Review ordinances to address junkyards.	The presence of junk creating an eye sore and bad image for the county 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 junk.
2b. Review abandoned vehicle ordinances.	Same as above.
2c. 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. Primary focus should be in providing safe crossing for school children and downtown visitors.
2d. 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.
2e. Adopt property maintenance ordinances.	The LCPC staff should develop a model ordinance.

Strategic Action	Notes
<p>2f. Establish a Community Clean-up Program</p>	<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>
<p>2g. Develop Community Gateways that reflect community heritage.</p> 	<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.)
<p>2h. Promote the development of Public Art Displays</p>  <p><i>Murals on Trade and Transit Center Building in downtown Williamsport</i></p>	<p>The public art displays in downtown Williamsport are an integral part of the vision for downtown revitalization. It is important to build upon this approach in communities throughout Lycoming County.</p>

Strategy #3	
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
3a. 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.
3b. 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. Jersey Shore is a Gateway Community to the Pine Creek Greenway.
3c. Improve Access to the Susquehanna River – visual access, boat access, fishing access, etc.	The I-99 Planning Area has excellent access to the West Branch of the Susquehanna River; however public access is somewhat limited. A Jersey Boardwalk/Riverwalk is an early implementation project for the Lower West Branch of the Susquehanna River Greenway. An improved access point near the SR 3003 Bridge in Jersey Shore is desired.

Strategy #4	
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
4a. 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.
4b. Interconnect facilities with bike-pedestrian routes.	Jersey Shore will become the Trailhead to the Pine Creek Rail Trail and bring emphasis to bike-pedestrian traffic. Although this facility will serve primarily for recreation, this activity could provide a spark to bike connectivity and safer bike routes within the Planning Area. Constructing the Susquehanna Trail from Jersey Shore to Williamsport should remain a priority.
4c. 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.
4d. Encourage communities to use business facilities.	Local business facilities are not fully used and could meet a community need. Local service organizations have unused conference and meeting space, as well as local businesses, such as the Gamble Farm Inn.
4e. Reestablish the free Community Cultural Events Series	Establish a summer program with outdoor movies and concerts. The Jersey Shore Recreation provides an excellent area for outdoor entertainment that is underused.

Strategic Action	Notes
4f. 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
4g. Convene a forum of local recreation providers	<p>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.</p>

Strategy #5**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**

5a. Promote mental and health care facilities and services.

A key component of this strategic action is founded in Strategy #1: Promote Inter-municipal and Organization Cooperation.

5b. Promote excellent educational opportunities, to include technical institutes and colleges.

A key component of this strategic action is founded in the Community and Economic Development Strategy #4: Establish a closer working relationship with our educational institutions to make them a more integral player in shaping our community. It is important to utilize Penn College of Technology and Lycoming College as key partners for community and economic development initiatives. The Penn College of Technology Plastics Institute is a good example of such an approach.

5c. Promote excellent facilities and programs to support musicians, artists, and performing artists.

A key component to achieving this strategic action is to encourage financial support from both private corporations and local municipalities.

5d. 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. The success of these two sports should be built upon using other sports to improve the image of a vital community for “all seasons.” The county should work with other partners such as the Chamber of Commerce to identify opportunities for minor league hockey in conjunction with the development of the Civic Arena.

Strategy #6**Maintain viability of Volunteer Fire Companies****Methods, Tools, and References**

Service Evaluation, volunteerism policy and rewards program.

Partners

County, Municipalities, Fire Companies, Ambulance Service Providers

Funding Sources

Local Municipal Government, donations,

Strategic Action**Notes**

6a. Identify shared facility and service opportunities.

Key components of this strategic action can be found in strategic actions 1b and 1c.

Lycoming County Department of Public Safety, with assistance from LCPC staff, should facilitate a forum and an evaluation of opportunities for shared emergency services and facilities.

The existing fire service agreement between the City of Williamsport and Old Lycoming Township is a good example of this approach.

6b. Promote volunteerism.

Work with local, county, and state government, and private business to establish guidelines and employee reward programs for those who volunteer to help provide emergency service support.

6c. Promote financial support through donations.

Everyone benefits so everyone should contribute in some way. Funding support for emergency service providers should be easily available and publicized in order to promote appropriate support from local government and private business.

Strategic Action	Notes
<p>6d. Develop a comprehensive evaluation of essential emergency service needs.</p>	<p>This evaluation should specifically address provision of adequate back-up service and costly duplication of equipment and services. Some key issues to be considered in this evaluation includes:</p> <ul style="list-style-type: none"> ○ Lack of staffing personnel ○ Increasing training requirements ○ Liabilities for fire companies and individual volunteers ○ Increasing costs for personnel safety equipment ○ Agreement with DCNR to allow personnel to provide first response in rural areas. ○ Need for municipal financial support. ○ Proactive emergency response plans that definitively address special needs for elderly and handicapped individuals. ○ Maintaining adequate services in the environment of budget cutting. <p>The LCPC staff should facilitate the forum and evaluation of opportunities for shared emergency services and facilities.</p>

Strategy #7	
Improve Stormwater Management	
Methods, Tools, and References	
Watershed planning, ordinances, structural and non-structural best management practices (BMPs)	
Partners	
Municipalities, County, watershed associations	
Funding Sources	
Growing Greener Funding	
Strategic Action	Notes
7a. Complete Act 167 Watershed Studies.	These studies should become a priority so that stormwater management can be focused in those areas needing attention. The one size fits all approach to detention currently in use does not achieve the desired results.
7b. 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.
7c. Establish watershed associations for all watersheds.	Watershed associations have been very effective in providing an economically feasible method for evaluating the current health of our watersheds.

Strategy #8	
Coordinate facilities and infrastructure development with land use plans.	
Methods, Tools, and References	
Zoning Ordinance Requirements, Capital Programming	
Partners	
County, Local Municipalities, Emergency Service Providers	
Funding Sources	
County and Local Government	
Strategic Action	Notes
8a. 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.
8b. Utilize land use controls to provide community facilities and infrastructure to support planned growth.	Land development should include improvements to extend facilities and infrastructure to adjacent and surrounding parcels in planned growth areas.



Comprehensive Plan

Interrelationship of Planning Elements

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

As a result of the integrated discussion held throughout the planning process and integrated policy plans, much of this interrelationship has already been addressed. The matrices on pages 2-17, 3-16, 4-5 and 5-9 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 the County’s 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 the County’s 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 County.

- < 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****Forest Management Plans**

Sproul
Tiadaghton
Tioga

Pine Creek Valley Management Plan**Open Space, Recreation, and Greenways Plan****WATS Long Range Transportation Plan**

The responsibility for shaping Lycoming County's future 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, biannually, 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.

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.

1. **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.

2. **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.

3. **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.

4. **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.

5. **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.

6. **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.

7. **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.

8. **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 Pine Creek as a Scenic River in 1992.

Pine Creek Valley Management Plan

The Pine Creek Valley Management Plan was prepared for the Pine Creek Council of Governments by the Pine Creek Study Team, representing local government, emergency services, state agencies, recreational users and Lycoming County business and tourism organizations. The Management Plan was approved in October, 1996.

The Management Plan was developed with forethought to the potential increase in residential and non-residential development, as well as recreational use and tourism activities. The Plan intended to achieve a clear direction and action plan for management responsibilities, including policy changes and educational initiatives, to develop and promote a common approach to management of this unique valley region by both public and private land managers and volunteers.

The Plan identified the following issues as the focus of improving management:

- Inconsistent zoning administration and enforcement
- Groundwater recharge and groundwater quality protection, including the protection of wetlands and the maintenance of sewage and on-lot septic systems,
- Stormwater management, and
- The type and location of future development.

The Plan made numerous recommendations to address these issues—many of which correspond to policies and strategies advocated in this comprehensive plan:

- Preserve, restore and re-use historic sites and structures
- Preserve open space
- Control the visual impact of signage
- Review zoning provisions with specific attention for localized objectives, i.e. the Pine Valley (not simply the municipality as a whole)

- Designate scenic byways and protect scenic viewsheds
- Preserve floodplains for greenways, open space, recreation, flood waters, wildlife, and agriculture, and
- Educate the public on the function and value of wetlands and other natural resources.

The ideas expressed in the Pine Creek Valley Management Plan are consistent with this comprehensive plan and represent a focused, collaborative effort to envision the future landscape and implement the tools to guide its protection and conservation.

Open Space, Recreation, and Greenways Plan

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

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

This project will also help address needs identified by local residents at the Our Towns 2010 Workshops, and has been recognized by the 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 Fall of 2004.

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

WATS Long Range Transportation Plan

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

WATS has developed its most current Transportation Improvement Program (TIP) 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 was available for public review during the Summer of 2004. The WATS Coordinating Committee adopted the FFY 2005-2008 TIP in the Fall of 2004.

Major 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.

The WATS TIP represents the first quarter (4 years) of the larger 20 year Long Range Transportation Plan (LRTP). The WATS MPO is currently in the process of updating the project listings for all transportation modes for the remaining term (latter 16 years) of the LRTP. This listing will be available for public review and comment prior to adoption.



Comprehensive Plan

Multi-Municipal Planning Partnerships within Lycoming County and Union County

Contiguous County Planning and Development

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

Multi-Municipal Planning Partnerships within Lycoming County and Union County

Early in this planning process, as local issues were identified by each of the six multi-municipal planning areas and the County, it became clear that many 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 Comprehensive Plan Key Issues Among Lycoming County Planning Partnerships

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

"X" denotes a topic identified as a priority concern

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

The US 220/Future I-99 Planning Area is in close proximity to two other multi-municipal planning partnerships that have simultaneously devised Comprehensive Plans. Historic and future development activities in contiguous municipalities have a direct impact on I-99's land uses, infrastructure, and economic vitality. Likewise, the future recommendations included in this plan also impact the development patterns of these neighboring communities

Greater Williamsport (2004)

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

Lower Lycoming Creek 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.



Comprehensive Plan

Municipal Responsibilities to the Planning Partnership

Plan Review and Maintenance

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

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

Act 2000-67 (amendment to the PA MPC)

Fortunately, regional planning is on the rise and is leading neighboring communities toward common goals and agreement on collective approaches or strategies toward sustaining and enriching the 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. Since many of the rural municipalities of Lycoming County have previously been under the planning jurisdiction of the County Planning Commission, the responsibilities for this planning partnership are for the most part already in place. Where rural communities have developed their own regulations, these will need to be reviewed for consistency with the County comprehensive plan to assure that they will not hinder the County's strategic actions. Continued, coordinated, and consistent efforts are needed.

First and foremost, regular communication between the Lycoming County Planning Commission and municipal officials must continue, regarding local planning needs:

- specific needs (transportation improvements, infrastructure improvements, public education, etc.)
- noticeable changes in rural resources, such as water quality, wildlife, forest conditions, etc.,
- opportunities for rural resource preservation, and
- concern for development in adjacent planning areas within and beyond the County.

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 feature, the degree to which these are protected or destroyed, the tolerance of the resources to development and any adverse environmental impacts; and
- (5) the impact of the proposal on the preservation of agricultural and other land uses which are essential to public health and welfare.

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

Key Actions for Municipal Partners

Jersey Shore Borough

The borough of Jersey Shore is the urban focal point for community activities within the U.S. 220 / Future I-99 Planning Area. Revitalization of the downtown business district and minimizing flood vulnerability for businesses and homes are critical issues that impact on the future of this community to sustain a good quality of life.

The Susquehanna River and the Pine Creek Pedestrian / Bike Trail can provide a recreational focus to community development and play a significant role in maintaining a vibrant borough and surrounding area.

There have been, or will be in the near future, a number of highly visible community projects which have provided, or may in the future provide, an important focus to revitalizing the downtown. Such projects include:

- Gas Lighting Project in the business District
- The Allegheny and Main Street Gateway Project
- Allegheny Streetscape Plan
- The Jersey Shore Boardwalk Plan
- The Broad School Elderly Housing Reuse Project
- The Tiadaghton Mall
- Major improvements to the Borough Water System



Tiadaghton Valley Mall

Building upon these initiatives will be important when moving forward to implement the goals and objectives established in this plan.

Key Actions for Jersey Shore

It will be important for this municipality 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 Borough of Jersey Shore. Through their implementation, many of the goals and objectives established in this plan will be realized and will result in significant improvements in the quality of life for the residents of the U.S. 220 / Future I-99 Planning Area as a whole.

- Make regulations conducive to reuse and rehab of older structures.
- 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.
- 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.
- Establish a comprehensive approach to the provision of infrastructure to meet the needs of new and expanding industries within the Borough.
- Work with the County and municipal partners in Piatt, Porter and Woodward Townships to develop and adopt an interchange overlay zoning district.
- Develop a wellhead protection program to protect the Borough's water supply.
- Encourage new developments within the Borough to include pedestrian and bicycle facilities.
- Support the development of the Susquehanna Greenway and develop the Susquehanna Trail as a pilot project within the Borough.
- Develop a streetscape and traffic-calming plan for the Borough.
- Develop community gateways to the Borough that reflect the community heritage.
- Improve access the Susquehanna River by maintaining visual corridors to the river and providing for walkways, and fishing and boating access.

- Continue to work with municipal partners to identify opportunities to share facilities and services.
- New land development should include provisions for the extension of infrastructure including roads, water, sewer, trails and walkways.

Piatt Township

As a rural, forested and agriculturally dominated community with commercial businesses focused along the Route 220 corridor, the potential impacts of the proposed I-99 transportation improvement project on this municipality are an important community concern.

The maintenance of the rural character and its associated quality of life are inherent priorities for many residents. Balancing the forces of growth and development associated with a new major highway facility with the preservation of agricultural resources and environmental quality will be a tough issue to manage in the future.

The importance of the rural character and quality of life is clearly reflected in local initiatives intended to control the adverse impacts of land use and development. These initiatives include:

- Active prosecution of junkyard violations.
- Adoption of cell tower regulations.
- Enforcement of regulations that control riverfront property parcels in order to protect the scenic and recreational qualities of the Susquehanna River.

While these initiatives at a local level can set the stage for helping to preserve the rural character, the pressures brought to this community by a more extensive transportation network will warrant a larger scale and more regionally focused effort.

The visioning activities that occurred as part of this comprehensive plan addressed issues of concern for this multi-municipal planning area. Piatt Township, as well as the its planning area partners, now needs to identify what portion or portions of that vision it can provide—whether urban/development, rural/conservation, or a geographic split of these types of community environments. Clear support for that vision will need to be demonstrated through appropriate infrastructure investments, zoning, and incentives. Municipal ownership and implementation of the vision will need to be coordinated with similar actions in adjacent

municipalities, including Jersey Shore Borough, Porter Township and Woodward Township for a cohesive region to result.

Key Actions for Piatt Township

Maintaining close coordination with PENNDOT and the adjacent municipal planning partners will be critical in the upcoming years in order to ensure that the development pressures associated with the I-99 Transportation Improvement Project can be anticipated and planned for in an appropriate and comprehensive manner.

The following list of key strategic actions warrants particular attention within Piatt 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 U.S. 220 / Future I-99 Planning Area as a whole.

- Revise zoning to guide development to desired growth areas as may be compatible with a yet to be defined community vision for the future.
- Develop and adopt regulations for site improvements that are compatible with the local character.
- Work with the County and municipal partners in Jersey Shore Borough, Porter and Woodward Townships to develop and adopt an interchange overlay zoning district.
- Encourage new developments to include pedestrian and bicycle facilities.
- Support the development of the Susquehanna Greenway and work with municipal planning partners to develop the Susquehanna Trail as a pilot project within this planning area.
- Review ordinances affecting the regulation of junkyards and abandoned cars to ensure they are adequate to protect the visual quality and character of this community.
- Use a comprehensive approach to infrastructure improvements to serve expansions in planned growth areas in accordance with a yet to be defined community vision. This should include a mutual agreement with Woodward Township for the provision of appropriate sewerage and sewage treatment.
- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas.

Porter Township

Porter Township is, in one sense, the rural open space area surrounding the urban center of Jersey Shore. That rural setting has been an attractive growth area due for residents looking to enjoy the quality of life associated with the more rural character outside in near proximity to the amenities of Jersey Shore. While Jersey Shore's population went from 5,322 in 1970 to 4,482 in 2000, a loss of 840 people, Porter Township's population increased from 1,283 in 1970 to 1,633 in 2000 a gain of 350 people or 27.3%.

This township's location surrounding the urban center of Jersey Shore, and the improved access associated with the I-99 Project will likely result in steady future growth. Managing that growth while protecting agricultural resources, open space and water resources will be an important challenge.

As the I-99 project moves forward and its impact moves ever closer in time, the need for this community to reach community consensus on a vision for the future will become increasingly important.

The visioning activities that occurred as part of this comprehensive plan addressed issues of concern for this multi-municipal planning area. Porter Township, as well as the its planning area partners, now needs to identify what portion or portions of that vision it can provide—whether urban/development, rural/conservation, or a geographic split of these types of community environments. Clear support for that vision will need to be demonstrated through appropriate infrastructure investments, zoning, and incentives. Municipal ownership and implementation of the vision will need to be coordinated with similar actions in adjacent municipalities, including Jersey Shore Borough, Piatt Township and Woodward Township for a cohesive region to result.

Key Actions for Porter Township

Maintaining close coordination with PENNDOT and the adjacent municipal planning partners will be critical in the upcoming years in order to ensure that the development pressures associated with the I-99 Transportation Improvement Project can be anticipated and planned for in an appropriate and comprehensive manner.

The following list of key strategic actions warrants particular attention within Porter 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 U.S. 220 / Future I-99 Planning Area as a whole.

- Establish a neighborhood preservation program to support property maintenance and beautification in target areas.
- Revise zoning to guide development to desired growth areas as may be compatible with a yet to be defined community vision for the future.
- Develop and adopt regulations for site improvements that are compatible with the local character.
- Work with the County and municipal partners in Jersey Shore Borough, Piatt and Woodward Townships to develop and adopt an interchange overlay zoning district.
- Encourage new developments to include pedestrian and bicycle facilities.
- Support the development of the Susquehanna Greenway and work with municipal planning partners to develop the Susquehanna Trail as a pilot project within this planning area.
- Review abandoned vehicle ordinances to facilitate the elimination of eyesores.
- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas.

Woodward Township

Lying just west of the industrial areas of the City of Williamsport, this township may be poised to absorb future industrial and commercial growth brought by the potential opening of I-99. Managing that growth including the provision of appropriate infrastructure, such as water and sewer, while protecting environmental resources that contribute to making this community a desirable place to live, will be a challenge.

On-going township improvement initiatives including sewerage planning, sewer system upgrades, highway safety improvements and bridge replacements, can become the focal point for further community discourse on growth and land use management needs.

Future growth resulting from the opening of I-99 has the potential to exasperate existing land use concerns. Those concerns include (1) groundwater contamination stressing the availability of potable water, (2) poor vehicular and pedestrian safety along the Route 220 corridor due to inadequate access control that has led to a proliferation of private access driveways, and (3) stress on the provision of adequate community

services resulting from ineffective coordination and cooperation between municipalities and associated service providers.

The visioning activities that occurred as part of this comprehensive plan addressed issues of concern for this multi-municipal planning area. Woodward Township, as well as the its planning area partners, now needs to identify what portion or portions of that vision it can provide—whether urban/development, rural/conservation, or a geographic split of these types of community environments. Clear support for that vision will need to be demonstrated through appropriate infrastructure investments, zoning, and incentives. Municipal ownership and implementation of the vision will need to be coordinated with similar actions in adjacent municipalities, including Jersey Shore Borough, Piatt Township and Porter Township for a cohesive region to result.

Key Actions for Woodward Township

Maintaining close coordination with PENNDOT and the adjacent municipal planning partners will be critical in the upcoming years in order to ensure that the development pressures associated with the I-99 Transportation Improvement Project can be anticipated and planned for in an appropriate and comprehensive manner.

The following list of key strategic actions warrants particular attention within Woodward 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 U.S. 220 / Future I-99 Planning Area as a whole.

- Establish a neighborhood preservation program to support property maintenance and beautification in target areas.
- Establish a comprehensive approach to the provision of infrastructure to meet the needs of new and expanding industries within Woodward Township.
- Revise zoning to guide development to desired growth areas as may be compatible with a yet to be defined community vision for the future.
- Develop and adopt regulations for site improvements that are compatible with the local character.
- Work with the County and municipal partners in Jersey Shore Borough, Porter and Piatt Townships to develop and adopt an interchange overlay zoning district.

- Encourage new developments to include pedestrian and bicycle facilities.
- Support the development of the Susquehanna Greenway and work with municipal planning partners to develop the Susquehanna Trail as a pilot project within this planning area.
- Review abandoned vehicle ordinances to facilitate the elimination of eyesores.
- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas.
- Use a comprehensive approach to infrastructure improvements to serve expansions in planned growth areas in accordance with a yet to be defined community vision. This should include a mutual agreement with Piatt Township for the provision of appropriate sewerage and sewage treatment.

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 Lycoming County 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 modifications to the plan to ensure it remains useful in terms of guiding the decisions made regarding the future growth and preservation of the County.
- The Planning Commission should submit an annual written report to the Board of Commissioners 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 County, as well as its municipalities and contiguous counties.

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**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:	United States Army Corps of Engineers
COG:	Council of Governments
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:	United States Forest Service Ecological Classification and Mapping
EDPS:	Lycoming County Economic Development and Planning Services

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
KIZ:	Keystone Innovation Zone
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
LVRR:	Lycoming Valley Railroad
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
RUS:	Rural Utility Service
SARA:	Superfund Amendments and Reauthorization Act of 1986
SEDA-COG:	Susquehanna Economic Development Association – Council of Government
SIC:	Standard Industrial Classification
SPAG:	State Planning Assistance Grant
TEA-21:	Transportation Equity Act for the 21st Century
TIP:	Transportation Improvement Program
TU:	Trout Unlimited
UCC:	Uniform Construction Code
USDA:	United States Department of Agriculture
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: An indicator of industry concentration and performance. The formula utilized for location quotient analysis is as follows:

$$\text{Location Quotient (LQ)} = \frac{e^i/e^t}{E^i/E^t}$$

e^i = employment by industry in Lycoming County

e^t = total employment in Lycoming County

E^i = employment by industry in Pennsylvania

E^t = total employment in Pennsylvania

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

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

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

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

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

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

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

Principal Arterial Highway: Principal Arterials provide land access while retaining a high degree of thru traffic mobility and serve major centers of urban activity

and traffic generation. They provide a high speed, high volume network for travel between major destinations in both rural and urban areas.

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

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

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

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

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

Single Family Residential: Consists of the following types:

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

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

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

- satisfy human food and fiber needs
- enhance environmental quality and the natural resource base upon which the agricultural economy depends

- make the most efficient use of nonrenewable resources and on-farm resources and integrate, where appropriate, natural
- biological cycles and controls
- sustain the economic viability of farm operations
- enhance the quality of life for farmers and society as a whole.

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

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

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

References

Planning Documents

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

Adopted County and Municipal Regulations

- Jersey Shore Zoning Ordinance (1993, as amended)
- Jersey Shore Borough Subdivision and Land Development Ordinance (1976)
- Piatt Township Zoning Ordinance (1975, as amended)
- Porter Township Zoning Ordinance (1971, as amended)
- Porter Township Subdivision and Land Development Ordinance (1980, as amended)
- Woodward Township Zoning Ordinance (1993, as amended)
- Woodward Township Subdivision and Land Development Ordinance (1991)
- 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