



Lower Paxton Township Comprehensive Plan

As Adopted August 8, 2018



prepared by:



Urban Research & Development Corporation
Bethlehem, Pennsylvania 18018

Lower Paxton Township

Comprehensive Plan

A Plan for the Development and Conservation
of Lower Paxton Township

This Plan was funded in part through a grant from the Dauphin County Gaming Grant Program.

Prepared by
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Bethlehem, Pennsylvania

Adopted by the Lower Paxton Township Board of Supervisors on
August 8th, 2018.

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INTRODUCTION

This Comprehensive Plan is presented to the citizens of Lower Paxton Township as a guide for development of the community, as well as conservation of features that are worthy of being maintained. Since 1972, the Township Supervisors have directed the nine-member Township Planning Commission to prepare and recommend a Comprehensive Plan. The Planning Commission has encouraged involvement from other Township officials, business-persons and other citizens to improve this Plan. This Plan is intended to be implemented through many short-term actions that are carried out within a long-term perspective.

This Comprehensive Plan is authorized by the Pennsylvania Municipalities Planning Code (MPC). The MPC also guides the Township's development regulations and the processes to approve new development. The MPC provides valuable tools to municipalities to enhance the lives of residents. We should continually monitor positive and negative trends, and update this Plan and the Township development regulations as needed in the future. Therefore, this Plan should be considered a living document, that should be revised as necessary as our dynamic Township continues to evolve.

Introduction to Lower Paxton

Lower Paxton Township is the largest suburban municipality by area in the Harrisburg Region. After Harrisburg, Lower Paxton is the region's second most populated municipality, and is the 19th most populated municipality in the Commonwealth. Located northeast of Harrisburg, Lower Paxton is highly desirable as a residential and business location. With a variety of residential neighborhoods, business centers and recreation amenities, Lower Paxton offers a high quality of life. The Township is highly accessible via Interstate 81, Interstate 83, Route 22 and other major routes.

The western border of Lower Paxton is three miles from Center City Harrisburg. The Township includes 28.1 square miles, which makes it one of the largest municipalities by land area in the region.



What is the Comprehensive Plan?

This Comprehensive Plan provides an overall set of policies and recommendations for the future development, redevelopment and conservation of Lower Paxton Township over the next 10 to 15 years.

This Plan helps to ensure that Lower Paxton Township retains the qualities that make people want to live, work and enjoy recreational activities within the Township. This Plan is not a regulation, but instead provides the basis for suggested changes and associated strategies related to the Township's development regulations.

How Was This Plan Prepared?

This Plan was developed in draft form during monthly meetings of the Township Planning Commission with participation by the Township Staff and individual Township Supervisors. First, maps showing existing conditions were prepared, as well as summaries of previous plans and reports. Information was collected on existing conditions.

A Vision Statement, Mission Statement and a set of Goals were then prepared to provide overall direction for the Plan. A public meeting was then held to discuss the initial set of overall recommendations. The Plan document was then prepared.

Next, public meetings were held by the Township Planning Commission and Board of Supervisors to obtain public input on the Plan, prior to adoption.

Major Benefits of the Comprehensive Plan

The Comprehensive Plan offers many benefits, including the following:

- Addressing land uses in coordination with transportation issues, to avoid future traffic problems;
- Avoiding conflicts between different types of development, such as not allowing intense business uses adjacent to a residential neighborhood;
- Considering development policies in a comprehensive and coordinated manner for an entire area, as opposed to piecemeal review of individual parcels or lots;
- Recommending ways that natural features should be preserved and conserved, and so that storm water management may be turned into a resource, and
- Encouraging the setting aside and preservation of open spaces in the Township and along the streams.

MAJOR FINDINGS: EXISTING CONDITIONS

The Appendices include information about existing conditions and trends in Lower Paxton Township. The following are highlights of those findings:

- While most of the Township is residential in nature, there are business uses concentrated along Route 22, Old Jonestown Road, Union Deposit Road, Linglestown Road and East Park Drive.
- Dauphin County's Comprehensive Plan seeks to direct most growth to locations in designated growth areas, such as Lower Paxton Township, that have public water and sewage services and highway access. By making the best use of these areas that are suitable for development, it will be possible to minimize sprawl in outlying areas that consumes excessive amounts of farmland or forest land per house.
- The US Census estimated that Lower Paxton Township in 2016 included 48,740 residents, which was estimated to be a 2.9 percent increase (1,380 persons) from the 2010 census population of 47,360. Lower Paxton's population increased by 169 percent from 1950 to 1960, by 51 percent from 1960 to 1970, by 31 percent from 1970 to 1980, by 12 percent from 1980 to 1990, by 14 percent from 1990 to 2000, and by 7 percent from 2000 to 2010. (As the total population increased, a similar numeric population increase could result in a decreased percentage increase from decade to decade.)
- The Tri-County Regional Planning Commission has prepared population and household projections that forecast that 7,870 new residents and 3,362 new occupied housing units will be added in Lower Paxton between 2010 and 2040. For instance, 1,067 new occupied housing units are projected for the 10 year period from 2020 to 2030.
- The largest area of flood-prone lands are along the Beaver Creek (which forms much of the eastern border), Spring Creek (which is near Spring Creek Road), and Paxton Creek (which runs parallel to Crums Mill Road).
- Almost all intensely developed areas of Lower Paxton Township are served by the SUEZ water system. Lower Paxton Township is served by two wastewater treatment plants—the Harrisburg plant and the Swatara Township plant. Each wastewater treatment plant has capacity for future growth based upon average flows, but work is continuing to reduce peak flows during extreme wet weather conditions.
- Several bus routes serve Lower Paxton Township, with most routes intersecting in Center City Harrisburg.
- I-83 is being widened in phases to result in three travel lanes in each direction. The nearby Eisenhower interchange is to be reconstructed in a few years.

EXECUTIVE SUMMARY

The following are highlights of major recommendations in this Plan.

- Update the Township’s development regulations to carry out the Future Land Use and Housing Plan.
- Improve the economic vitality and appearance of the Route 22 corridor. Encourage the development of a website to jointly market businesses along the corridor. Promote the use of decorative banners, additional landscaping and decorative street lighting. Consider allowing a complementary mix of commercial and residential development on larger sites, such as portions of the Colonial Park Mall and the former K-Mart sites. Encourage new development that creates more of an “experience” in order to attract customers. Improve the pedestrian access, including working with PennDOT to have carefully designed pedestrian crossing improvements installed, with pedestrian refuge islands in medians where feasible.
- Seek improved designs in new residential development, including a greater emphasis on landscaping, designing homes to face onto neighborhood green areas, promoting boulevard-style entrances with landscaped medians, seeking use of decorative street lights, installation of sidewalks on both sides of most streets, and incorporation of traffic calming measures (such as raised speed tables).
- The Open Space Development option involves allowing homes on smaller lots than would normally be allowed, in return for the permanent preservation of a substantial percentage of the tract in open space. Allow this option in selected areas in new residential development, after updating standards to make sure that the open spaces serve valuable purposes. The update standards are intended to make sure the open spaces serve valuable public purposes and will be attractively landscaped. Promote open space to be provided as an intensively-planted buffer between homes and I-81 and between homes and intensive business.
- Linglestown is a historic center of activity in Lower Paxton. Continue to strengthen Linglestown as a mixed use village, including promoting village-style residential development to the north, and seeking to extend the streetscape improvements to the south along Mountain Road, as funding allows.
- Promote additional investment in underused business areas, including through streamlining of development regulations and procedures and through well-targeted tax incentives.
- Carry out a full set of efforts to improve sustainability, including promoting renewable energy (including solar energy, such as over vehicle parking), seeking additional carpool parking areas in the region, providing zoning incentives for certain environmentally sustainable building features, improving the quality of stormwater runoff, promoting groundwater recharge, adding and protecting natural plantings along creek corridors, and emphasizing tree planting throughout the Township.
- Continue to make needed improvements to Township Parks in phases, including Wolfensberger Park, the proposed new park at Nyes and Conway Roads, and the proposed new park in the Blue Ridge development.
- Continue to work to carry out the Greenways Plan, with new trail connections.
- Make cost-effective road improvements, in cooperation with adjacent property owners and PennDOT, including adding traffic signals and road connections as shown on the Transportation Plan Map.

- Make the Lower Paxton Township area safer and more convenient for bicyclists and pedestrians along with traffic calming where appropriate. Add additional bus passenger shelters and complete missing links of sidewalks along higher traffic streets and new schools and parks.
- Consider adopting an "Official Map" to seek to reserve land that is expected to be needed to improve existing intersections or other public improvements.

THE OVERALL DIRECTION OF THIS PLAN

The following draft Vision Statement, Mission Statement and Goals provide overall direction for this Comprehensive Plan. The objectives provide more specific intent.

Community Vision Statement

Lower Paxton will be vibrant in all respects. Lower Paxton Township will guide development and redevelopment to protect residential neighborhoods and important natural features. An emphasis will be placed upon strengthening existing business areas, while improving their functionality and appearance. Lower Paxton will continue to provide a variety of highly livable neighborhoods that offer a choice of housing to meet various needs, with high quality community services.

While maintaining safe traffic flow, Lower Paxton will also improve accessibility by public transit, walking and bicycling, as well as providing safe places for children. Greenways and trails will connect neighborhoods, including along creek corridors. Environmental sustainability will be a priority in many different efforts. This Vision will be carried out with the involvement of residents and businesspersons in planning efforts and by thoughtfully prioritizing community needs.

Mission Statement

Lower Paxton Township is a center for safe residential living, business activity, health care and community activities. Lower Paxton promotes economic vitality through well-planned growth, in a manner that maintains a high quality of life for residents, preserves the natural environment, and supports business activity.

The Township will continue to diversify the local economy by strengthening the village of Linglestown, enhancing existing business corridors, expanding our network of parks and trails, and completing needed transportation improvements, while ensuring the wise use of the Township's natural resources.

Lower Paxton will also work to improve the community identity, the community character, and the sense of place.

Major Goals and Objectives

The following are the major goals and objectives of this Plan:

Land Use and Housing Plan

GOAL L.1. Provide for orderly patterns of development that provide compatibility between land uses, particularly to protect the livability of residential areas.

Objective: Provide areas for a range of housing types and densities, to meet needs of various types and ages of households, including older persons and persons with disabilities.

Objective: Offer incentives for development of housing for older persons, and for facilities that care for them.

Objective: Encourage Cluster/ Open Space Development that preserves substantial areas of interconnected open spaces that serve a valuable public purpose, such as providing recreation areas, preserving important natural areas or buffering homes from major highways.

Objective: Maintain an attractive rural character in outlying portions of the Township, such as along the base of the Blue Mountain and along the Beaver Creek corridor.

Objective: Strengthen and protect older residential neighborhoods, with an emphasis on encouraging home-ownership, rehabilitating older buildings, and avoiding incompatible development.

Objective: Support the development of Traditional Neighborhood Developments (TNDs) in the Township. TNDs involve standards that work to recreate the best features of older development in new neighborhoods.

GOAL L.2. Promote various ranges of types of business development in different areas, to increase tax revenues and employment opportunities, while promoting entrepreneurship.

Objective: Seek a full range of business, retail and service opportunities that are conveniently available for residents. Promote new ways to fill any vacant retail spaces with new tax-paying uses.

Objective: Use landscaping, street trees, highly visible crosswalks, banners, streetscape improvements and other methods to improve the appearance of the Route 22 corridor, in order to promote new investment in the Township.

Objective: Use a full range of methods to promote desirable types of business investment, including flexible zoning, and coordination with County and Regional economic development and marketing efforts.

Objective: Examine ways to streamline development regulations to offer an inviting business climate, to reduce uncertainty for applicants and to avoid unnecessary delays, while targeting regulations to address important public concerns.

GOAL L.3. Encourage compatible mixes of land uses, in a way that reduces dependence upon motor vehicles for everyday needs and to promote a more enjoyable and healthy lifestyle.

Objective: Continue to improve Linglestown as a traditional village, and emphasize lower-intensity neighborhood-oriented businesses and offices along the Linglestown Road corridor.

Objective: Strengthen Route 22 as a commercial corridor that also offers mixed use opportunities in selected locations.

Natural Resources Conservation Plan

GOAL N.1. Protect important natural features, including the Blue Mountain, creek valleys, flood-prone areas, wetlands, steeply sloped woodlands, and groundwater and surface water supplies.

Objective: Improve the quality of storm water runoff, and treat it as a resource, by slowing it down and allowing it to infiltrate into the ground.

Objective: Continue to use development regulations to conserve important natural features.

Historic Preservation Plan

GOAL H.1. Work to preserve important historic buildings and promote suitable adaptive reuses within these buildings.

Objective: Consider using the Zoning Ordinance to require Township pre-approval before an important historic building can be demolished. Avoid excessive regulations upon routine changes to older buildings, in order to respect private property rights.

Objective: Promote greater interest in Lower Paxton's historic buildings and heritage, and promote rehabilitation of older buildings, in a manner that preserves historic features.

Community Facilities and Services Plan

GOAL C.1. Provide high-quality community facilities and services in the most cost-efficient manner.

Objective: Ensure that adequate public water supplies, sewage treatment allocations and transmission capacities continue to be available.

Objective: Emphasize coordination of municipal and emergency services across municipal borders, and expand and update services to meet changing needs.

Objective: Carry out the Wolfensberger Park master plan in logical phases of construction, while making other park and recreation area improvements where appropriate and as funding allows.

Transportation Plan

GOAL T.1. Make well-targeted cost-effective road improvements while improving safety, in cooperation with PennDOT, adjacent landowners and developers.

Objective: Complete short-term improvements (such as improving sight distances) while seeking funding to complete longer-range improvements.

Objective: Where practical, consider retrofitting streets to incorporate "complete streets" principles that place a priority on pedestrian and bicycle travel, and traffic calming, while encouraging safe traffic flow and the relationship to the allowed traffic speeds.

Objective: Use an adopted "Official Map," which can be used under State law to reserve land needed for road and trail connections.

GOAL T.2. Make Lower Paxton more bicycle and pedestrian-friendly, including offering safe connections between residential areas and stores, schools, parks and trails within Lower Paxton and neighboring municipalities.

Objective: In addition to requiring sidewalks or paths as part of most new development, consider making public pedestrian improvements targeted to areas near parks and schools.

Objective: Emphasize improving the pedestrian safety in order to cross Route 22 at a few selected locations, particularly where there can be a center median and where there are pedestrian signals.

GOAL T.3. Promote expanded use, availability and frequency of service of public transit, while also promoting greater use of car-pooling.

Objective: Work with PennDOT and other providers to increase understanding of the availability of transit services and the park and ride lots available to CAT bus riders.

Objective: Support increased usage of the CAT system and support the additional bus shelters along major roads where appropriate.

Objective: Promote mixed use development in selected areas that are well-served by public bus routes.

Energy Conservation Plan

GOAL E.1. Encourage modes of transportation, patterns of land uses and designs of sites and other actions that conserve energy.

Objective: Increase public awareness of energy conservation methods.

Objective: Promote building orientations and designs and landscaping that maximizes access to solar heating in the winter and provides shading in the summer.

Objective: Promote appropriate use of alternative energy, such as wind energy and geothermal energy.

Putting This Plan Into Action

GOAL A.1. Promote citizen input, including making sure residents are well-informed about community issues and have adequate opportunities to provide their opinions on Township matters.

GOAL A.2. Coordinate transportation, development and infrastructure across municipal borders, and seek opportunities for additional shared municipal services.

GOAL A.3. Continually work to put this Plan into action through a program of updated planning and short-term actions in accordance with a long-range perspective oriented to implementing the strategies of the Plan.

Objective: Develop a Capital Improvements Program to identify major needed projects and to prioritize them.

LAND USE AND HOUSING PLAN

The Land Use and Housing Plan includes recommendations for land development and conservation policies in various areas. The main tool that the Township has available to carry out these policies is through its zoning ordinance.

Strategy L.1. – Work to improve the economic vitality and appearance of the Route 22 corridor, while considering mixtures of commercial and residential uses in selected locations.

While the vast majority of the Route 22 is economically healthy and continues to see new investment and the opening of new businesses, there are concerns about a few areas. The area of Route 22 west of Route 22 has received little investment in recent years, and includes uncoordinated driveways and is less attractive.

All retail businesses are experiencing increased competition from online sales, and many shopping centers are experiencing a loss of stores. Large numbers of anchor stores and smaller chain stores have closed in recent years throughout the country, including the K-Mart in Lower Paxton. While the Colonial Park Mall is more healthy than many indoor malls, it has recently lost one of its anchor stores. The loss of an anchor can reduce the numbers of customers for smaller stores and causes other closures.

A proactive approach is needed to avoid future problems, particularly considering commercial businesses generate a substantial amount of the Township's tax base and employment. The Route 22 corridor should continue to be improved in appearance, pedestrian and transit accessibility, transit services and economic vitality. A more detailed corridor plan should be prepared, in cooperation with PennDOT.

It would be desirable for commercial businesses along the Route 22 corridor to join together in certain joint marketing and promotion efforts. This could include a website that is intended to publicize the restaurants, stores and services along the corridor. Persons may be more likely to visit one business if they know there is a second business nearby that interests them. This corridor website could then provide links back and forth with the websites of individual businesses, such as to highlight menus of restaurants and coupons. This type of website would be especially valuable to highlight new businesses that have opened.

The Route 22 corridor could also be enhanced with the addition to decorative banners that can serve to tie the corridor together for branding purposes. Mounting brackets could be added to utility or street light poles for the banners. Consistent seasonal decorations along the road would be desirable, as well as additional landscaping to make the area more visually appealing.

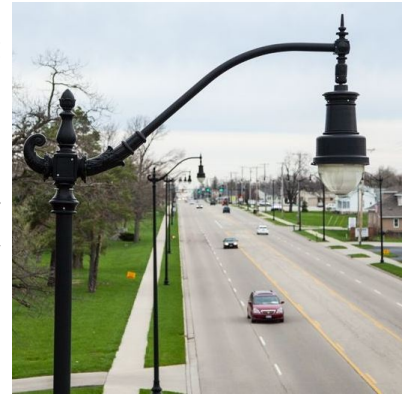
Larger and more standardized street address numbering may make it easier for customers to find businesses.

In addition, attractive signs surrounded by landscaping could be added at entranceways to the corridor.

Improvements are needed to improve pedestrian safety. In particular, there is a need to improve the safety of north-south pedestrian crossings. These crossings are not only needed so that residents can walk to businesses, but also so that residents can travel to schools and parks on the other side of the Route 22 corridor, and so that bus riders can access buses traveling in each direction. While it is difficult to improve pedestrian access at the busiest and widest intersections, improved pedestrian crossings could be added at some of the less busy signalized intersections. These improvements should include button-activated pedestrian crossing signals, highly visible crosswalks, and places of refuge in the median where a pedestrian, bicyclist or person in a wheelchair can wait to safely cross. It is much easier to cross one direction of traffic at a time along Route 22, which requires a safe median area.

As part of any new development, sidewalks should be completed along the Route 22 corridor. Where sidewalks do not exist, lines could be painted on existing asphalt within the public right-of-way to designate a pedestrian route, and to keep it clear of parked vehicles.

Street trees should be planted, with reasonable flexibility on their location. As street lights need to be replaced, they should have a traditional style that can support decorative banners, as seen to the right. Businesses should be encouraged to use complementary styles of lighting for their own properties.



On selected larger commercial sites, opportunities should be offered for redevelopment that allows a mix of commercial and apartment development. This could include a portion of the Colonial Park Mall tract (such as the former Bon-Ton store site or if the Mall would be converted back to an open-air center). On the former K-Mart site, new commercial uses could be clustered closer to Route 22, with new residential development on the north side, adjacent to Brightbill Park and the Friendship Center. Any apartments would have to be coordinated with compatible business uses within the same development tract. The apartments may be a part of mixed commercial/service uses in the same building or be in adjacent separate buildings.

The following photos illustrate the type of mixed commercial-residential building that might be encouraged as part of the potential redevelopment of portions of the Colonial Park Mall or K-Mart sites. Those photos are of a successful development named Birkdale Village in Huntersville, North Carolina.



To compete with online retail, it is desirable to convert older commercial centers into places that offer more of an experience to customers. This involves a greater number of restaurants and entertainment uses, places for civic events, and well-landscaped outdoor seating and walking areas. The development

of nearby apartments also provides a steady base of customers for the commercial businesses. The following photos illustrate how a commercial development can include designs and amenities to create an experience.



Ideally, redevelopment of the Colonial Park Mall site would also include provisions for a CAT bus transfer facility, so that riders can transfer from one bus to another, without needing to travel into Center City Harrisburg. This increase in convenience would be beneficial to serve new residents, as well as customers and employees of the businesses. However, it is recognized that it may not be feasible, considering financial limitations of the CAT system.

In selected geographic areas that are underutilized and have the risk of becoming blighted, the Township has the option of offering real estate tax abatements. This includes the State-authorized LERTA tax abatement program. These tax abatements help reduce the costs of new business development, by reducing the initial real estate taxes that would otherwise apply to new construction and improvements. The increases in real estate taxes are typically phased in over a ten year period. For example, in the first year, a property owner is often only required to pay 10 percent of the increase in real estate taxes that would result from the project. This percentage usually increases 10 percent per year, until the full real estate taxes must be paid after ten years. These tax abatements are most effective when the School District and the County also agree to offer similar real estate tax benefits.

Tax increment financing (TIF) can also be used to provide financing for infrastructure to support new business development. Under TIF, new real estate tax revenues from a new development are allowed to be used to pay for street improvements, sidewalks, public recreation areas and public parking facilities that are needed to support a new development. Typically, a bond is issued to pay for those public improvements, and then the new real estate tax revenues are diverted to make the bond payments until the bond is paid off. After the bond is paid off, the new real estate taxes flow in a normal fashion to the jurisdictions.

Strategy L.2. – Base land use policies substantially upon the Land Use and Housing Plan Map and the following categories, and update development regulations to carry it out.

Maps on the following pages show the existing uses of land throughout the Township, as well as showing lands that remain available for development. Then, a map is provided that shows the main zoning districts of the Township, as of 2017. The following sections describe the Land Use and Housing Plan categories, as are shown on the Land Use and Housing Plan Map on a following page.

The Comprehensive Plan is not a regulation. The Township's development regulations are anticipated to be updated to carry out this Plan, and should be generally consistent with this Plan. Zoning is the most valuable tool available to the Township to carry out land use and housing policies. In most cases, the land use and housing categories in this Plan relate to an existing or proposed zoning district.

The Zoning Ordinance primarily regulates: a) the uses of land and buildings, and b) the densities of development. Different types of land uses and different densities are allowed in various zoning districts that are shown on the Zoning Map. Some districts are primarily residential, some are primarily commercial and some are primarily industrial. Other districts promote a mix of uses.

Zoning is primarily intended to protect existing residential neighborhoods from incompatible development. However, it also can be used to avoid traffic problems, improve the appearance of new development, preserve historic buildings, and protect important natural features.

Lower Paxton Township has conventional zoning districts, in addition to overlay zoning districts. The overlay districts provide provisions that are more permissive or more restrictive than the regular zoning districts in various land areas.

Land Use Plan Categories

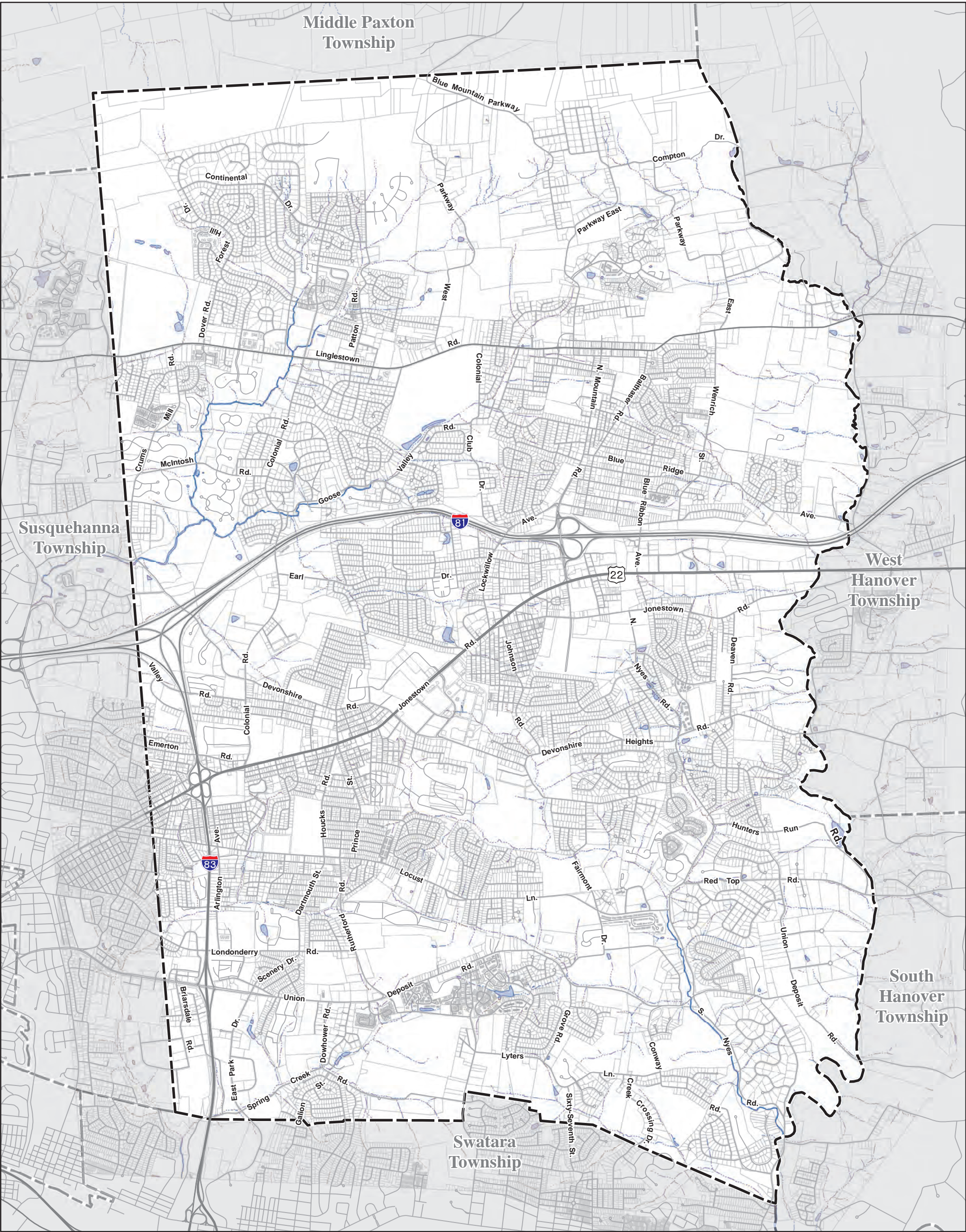
The following highlights major policy matters concerning the Land Use Plan categories, most of which relate to existing or recommended zoning districts.

Conservation (Relates to the CO District) – There are sections of the Blue Mountain in Lower Paxton that are not in public ownership, while most of the Blue Mountain in other municipalities is in public ownership. The Township should cooperate with nature conservancy organizations, hunting and fishing groups and State agencies to seek to preserve all of the Blue Mountain in public ownership that allows public recreation. Where acquisition is not practical, then conservation easements should be sought, so that the land remains preserved, even though it is privately owned.

These areas should only allow development of very low intensity. The lot size and intensity should continue to vary with the slopes of the land. Currently a 2 acre minimum lot size applies on slopes of less than 15 percent, which increases to 5 acres if the building area includes slopes of 15 to 25 percent. The Township prohibits the construction of a new principal building on very steep slopes of over 25 percent slopes.

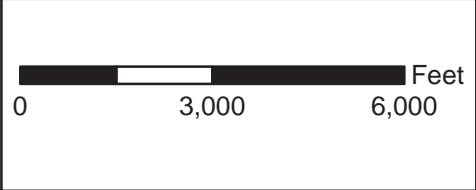
Selected portions of these lands may be suitable for an Open Space Development Option, as described below. For example, some one acre minimum lots may be suitable if a minimum of 60% of the tract is preserved in open space. The number of allowed homes need to be carefully limited, with a slight bonus above the number of homes that would be allowed under conventional development.

Agricultural Residential (Relates to the AR District) – This district includes many undeveloped or very low density residential areas in the northeastern, northwestern and eastern part of the Township. Most of these areas are not planned for public sewage service. These areas should continue to require a 1.5 acre minimum lot size for conventional development. In selected portions of these areas (such as along I-81 or where useful recreation land could be provided), an Open Space Development Option should allow 1/2 acre minimum lots if a minimum of 40% of the tract is preserved in open space.



LOWER PAXTON TOWNSHIP

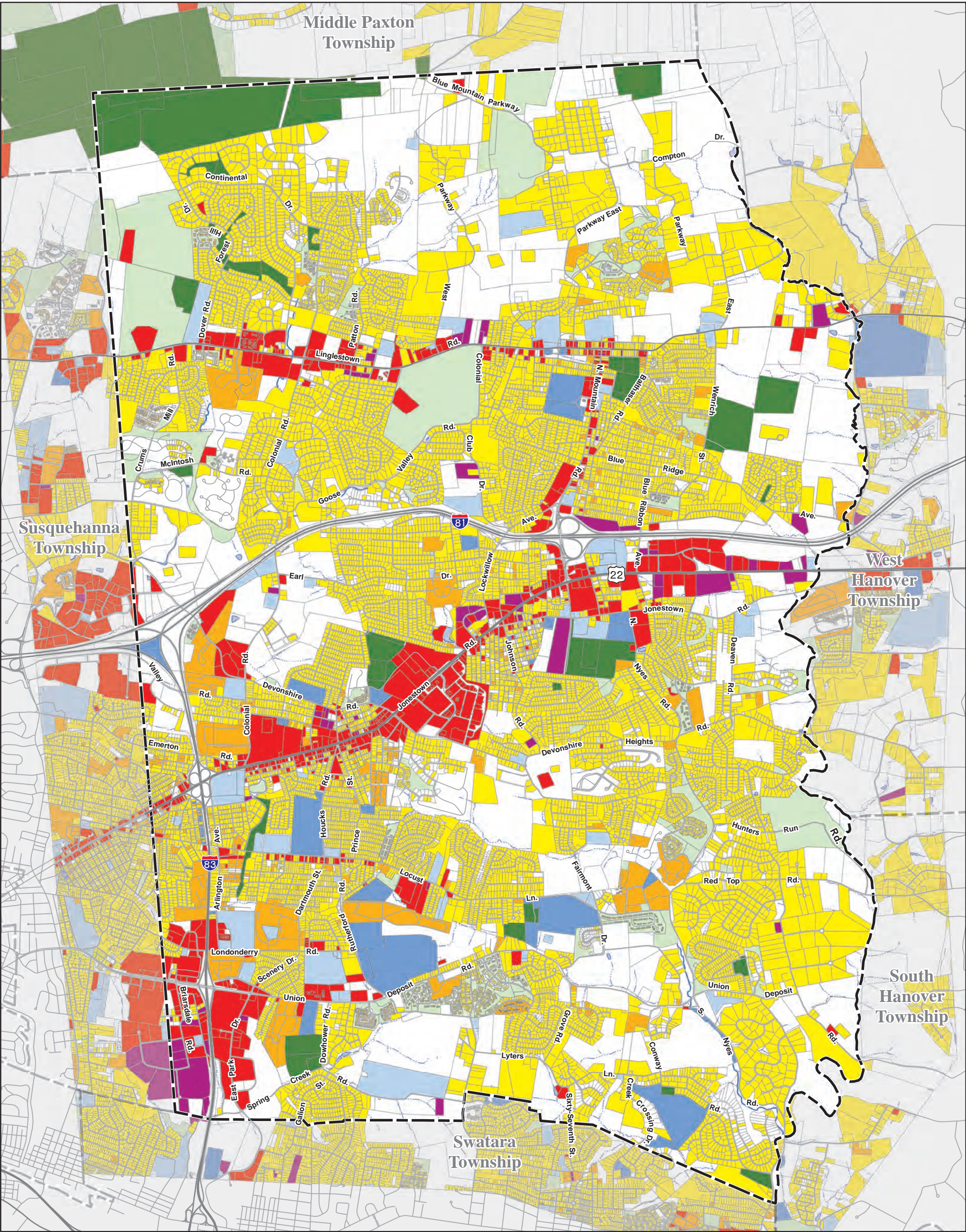
Base Information Provided by
Dauphin County, 2017.



BASE MAP





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








LOWER PAXTON TOWNSHIP

SOURCE:
Dauphin County, 2017, with field checking
and compilation by URDC.





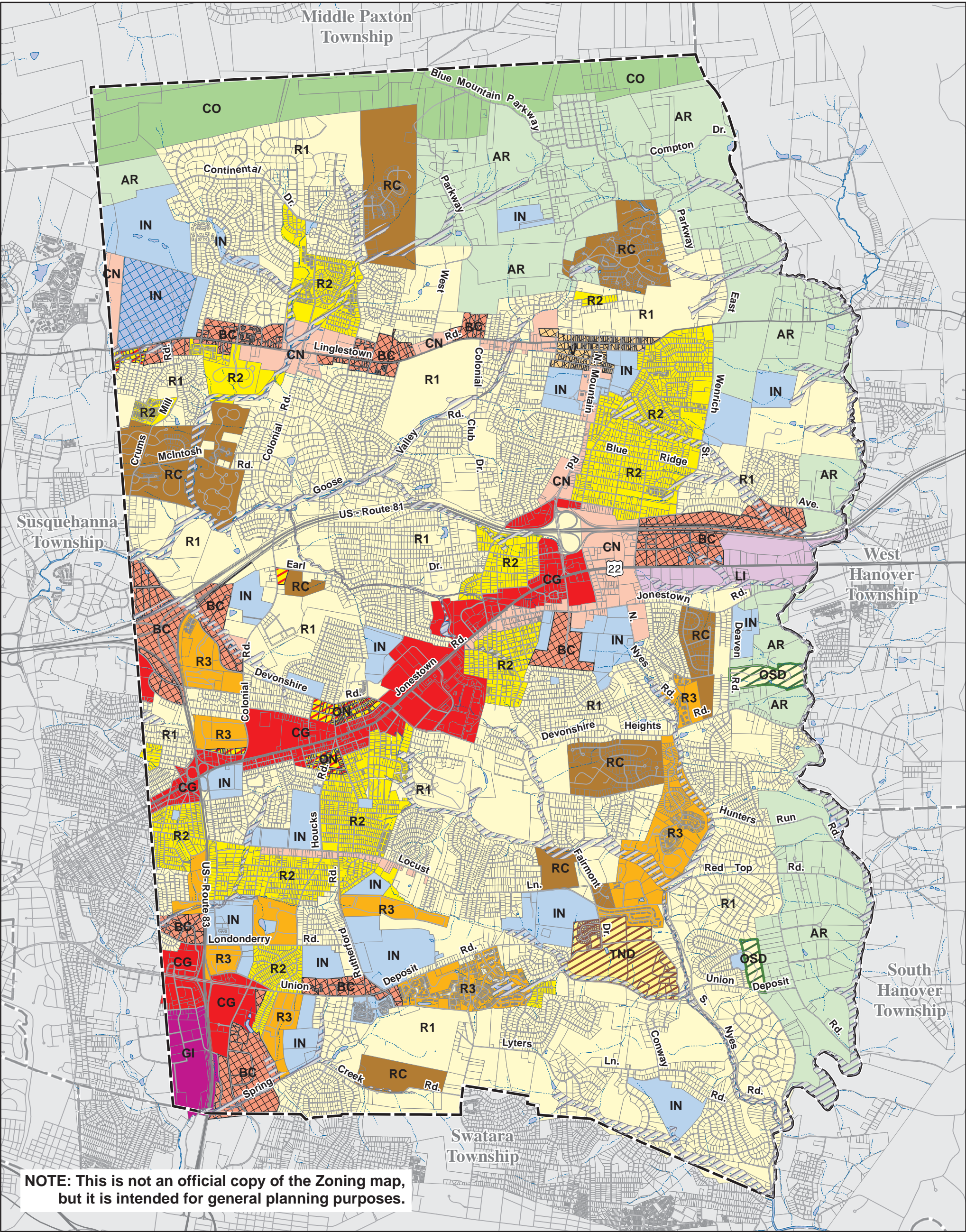
0 3,000 6,000 Feet

 Residential (other than Apartments)	 Private Recreation
 Apartments and Manufactured Home Parks	 Commercial
 Institutional	 Industrial
 Public/Semi-Public	 Undeveloped or Agricultural
 Public Recreation	

2016 Generalized Existing Land Use
Corrected January 29, 2018



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NOTE: This is not an official copy of the Zoning map, but it is intended for general planning purposes.

LOWER PAXTON TOWNSHIP

SOURCE:
Based upon a Compilation by the Tri-County
Regional Planning Commission, 2017.

ZONING DISTRICTS

CO	Conservation	TND	Traditional Neighborhood	CG	General Commercial
AR	Agricultural Residential	V	Village	IN	Institutional
R1	Low Density Residential	OSD	Open Space Development Overlay	LI	Light Industrial
R2	Medium Density Residential	ON	Office Neighborhood	GI	General Industrial
R3	High Density Residential	BC	Business Campus		
RC	Residential Cluster	CN	Neighborhood Commercial		
		IRR	Institutional/Residential Retirement		

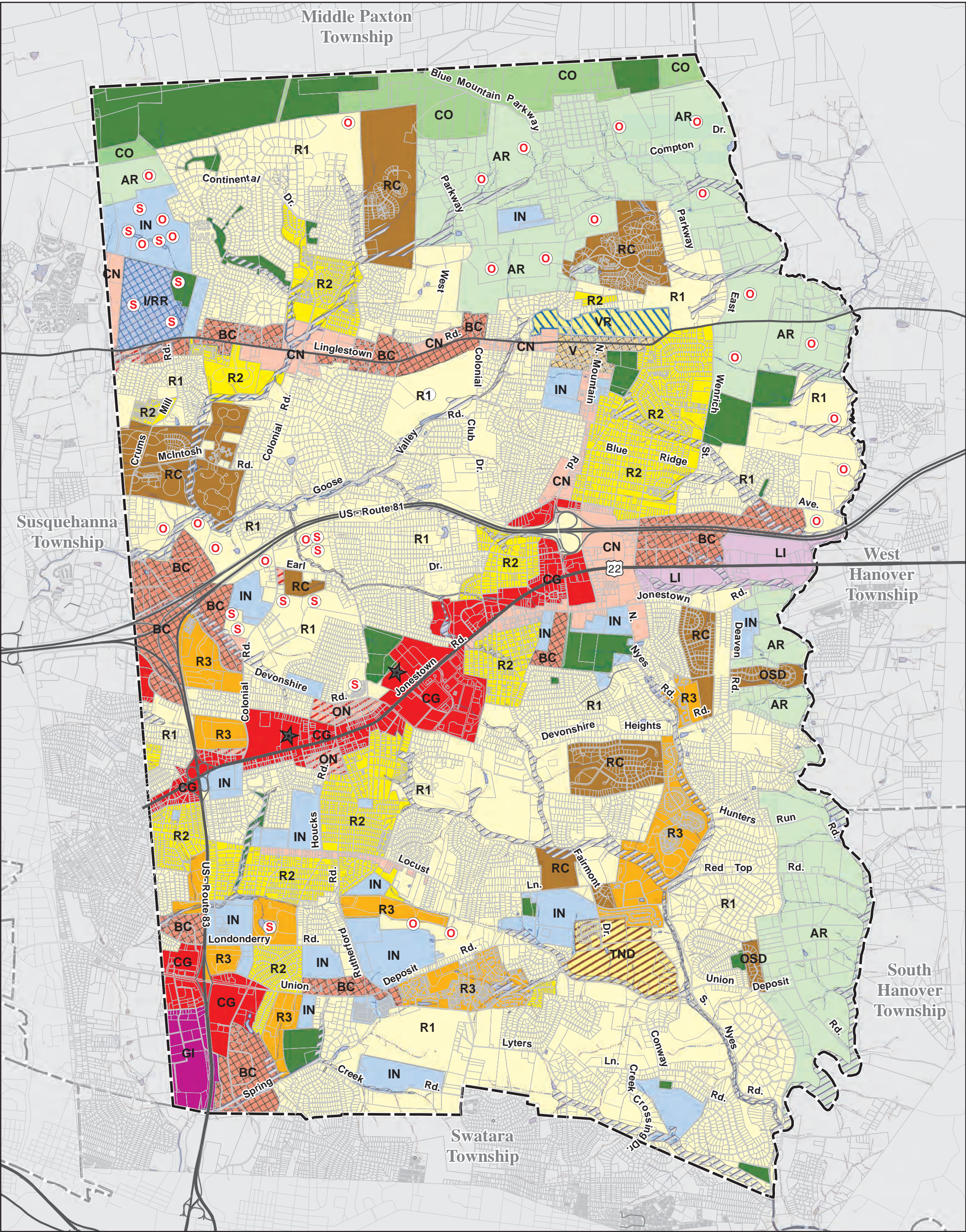
FLOODPLAIN

	Approximate 100 Year Floodplain
--	---------------------------------

January 2018


EXISTING ZONING


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LOWER PAXTON TOWNSHIP

Base Information Provided by Dauphin County, 2017.





Conservation	Office Neighborhood	Residential-Commercial Option
Agricultural Residential	Business Campus	Senior Housing Encouraged
Low Density Residential	Neighborhood Commercial	Open Space Development Encouraged
Medium Density Residential	General Commercial	FLOODPLAIN
High Density Residential	Institutional & Public Uses	Approximate 100 Year Floodplain
Residential Cluster or Open Space Development	Light Industrial	
Traditional Neighborhood	General Industrial	
Village	Public Recreation & Protected Open Space	
Village Residential	Institutional/Residential Retirement	

March 28, 2018
DRAFT LAND
USE PLAN

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Low Density Residential (Relates to the R-1 District) – These areas should mainly provide for single family detached houses at an average of two homes per acre. Selected portions of these areas should allow an Open Space Development Option. Then the lot sizes could be reduced to 1/4 acre with 40% of the tract preserved in open space.

This Plan recommends adding an additional Low Density Residential area north of I-81, west of the Beaver Creek, and east of Wolfensberger Park. The intent is that additional Low Density Residential areas should be considered on adjacent areas that are south of Linglestown Road and east of Weinrich Road, as needed in phases in the future. Any major development in the area should be required to be accompanied by the reconstruction by the developer of the adjacent Weinrich Road.

Medium Density Residential (Relates to the R-2 District) – These areas should mainly provide for single family detached houses, twins and townhouses. These areas are intended to provide for an average of four to five homes per acre.

High Density Residential (Relates to the R-3 District) – These areas are intended to provide for a range of housing types, including apartments, at an average density of eight homes per acre.

Residential Cluster (Relates to the R-C District) – These areas recognize developments that were previously approved under Residential Cluster zoning. That zoning was designed to allow a mix of housing types on larger tracts of land, provided that open space was preserved.

Village Residential (A proposed new district) – These areas north of Linglestown are intended to provide for residential development that would be designed to serve as an extension of the village. This should include an extension of streets and alleys, so that residents can easily travel to businesses in the village. It should provide for a mix of housing types at up to six homes per acre. A traditional pattern of development should be required, including inclusion of front porches, alleys and placement of most garages to the rear or side of homes.

Residential Retirement (Relates to the RRD District) – These areas provide for a mix of housing types for older persons, plus nursing homes and personal care centers, at densities of approximately 12 homes per acre.

Office Neighborhood (Relates to the ON District) – These areas are mainly intended to allow offices and other light business uses in areas between commercial and residential areas.

Village (Relates to the V District) – In these areas, the emphasis is upon preserving the best features of Linglestown and to making sure that new development fits in well within the existing character. These areas mainly provide for less intensive commercial uses (not including auto sales or gas stations), as well as residential and institutional uses.

Consideration should be given to relaxing a few of the zoning standards in these areas, especially to promote activities and housing that will be attractive to younger residents. For example, it may be advisable to allow small hotels, taverns, micro-breweries and micro-distilleries. The maximum size of a building is currently 5,000 square feet. This standard could also be relaxed, possibly with Zoning Hearing Board approval, provided that a larger new building should be required to appear to be two smaller buildings, as viewed from the street.

General Commercial (Relates to the CG District) – These areas include the shopping centers and most of the land along Route 22, and are intended to provide for a wide range of commercial uses. Improvements to the Route 22 corridor are discussed earlier in this chapter.

Residential/Commercial Option (Proposed New Provisions) – Along selected portions of the Route 22 corridor, there should be an option to include some new apartment development into a commercial development tract, provided that the commercial and residential uses are designed to be fully compatible and complementary. This option is envisioned to be applicable as part of potential

redevelopment of the former K-Mart site and portions of the Colonial Park Mall tract, as described previously in this chapter.

Neighborhood Commercial (Relates to the CN District) – These areas are not appropriate for the most intensive commercial uses, but instead should provide for commercial uses that are compatible with nearby homes.

General Industrial (Relates to the GI District) – The General Industrial areas should allow a wide range of uses, including uses that are not suitable in most of the Township. These areas are used to meet requirements of State law that a zoning ordinance needs to allow a location for every legitimate land use. These potentially troublesome uses are carefully regulated, including using the conditional or special exception approval process.

Light Industrial (Relates to the LI District) – These areas should provide for most types of industrial uses, but does not allow for the heaviest uses, such as chemical plants, asphalt plants and trash transfer stations. The goal is to promote high-quality light industrial parks in a campus-like setting. This includes making sure that tractor-trailer parking, outdoor storage and loading docks are screened by landscaping.

Business Campus (Relates to the BC District) – These areas mainly provide for office and research uses, and some institutional uses. A limited amount of commercial uses are appropriate, such retail stores, services and restaurants that occupy a maximum of 15% of a building. It is useful to allow some commercial uses within these areas to address everyday needs of the people who work in that area. A few very light types of industrial uses may also be appropriate. Consideration should be given to allowing a few additional uses, in recognition of the limited market for new office buildings in the region. This category is particularly important to avoid the over-commercialization of the Linglestown Road corridor.

Institutional (Relates to the IN District) – These areas mainly include the UPMC Pinnacle Community Campus and certain retirement communities. It provides for a mix of institutional uses, medical offices and age-restricted residential developments.

Age-Restricted Housing – It is desirable to continue to allow density bonuses for housing that is limited to persons age 55 and older, with no residents under age 18. Age-restricted housing has a very positive financial impact upon the school district. Age-restricted housing bonuses can also be justified because statistically it generates less traffic, less need for parking, less water use, less sewage use and less crime than other types of housing.

Additional Housing Choices - There is a need for a wider range of housing choices to meet the needs of various types of households. In particular, concerns were expressed about the difficulties of young persons being able to afford to establish their own households. Existing Township development standards should be reviewed to consider whether they could reasonably be revised to lower housing costs. For instance, the minimum size of a dwelling unit might be reduced from 600 to 500 square feet of floor area.

Lower Paxton has worked to meet various housing needs. According to the 2010 Census, 25 percent of existing housing units in the Township had two or more units in the structure (as apartments and townhouses). In 2017, the Township enacted a zoning amendment to allow a substantial new apartment development to be built along Linglestown Road, along with adjacent facilities to serve older persons. Lower Paxton's Open Space Development options and Traditional Neighborhood Development options are designed to allow lower improvement costs per housing unit, such as by allowing narrower lots that result in less street, curbing and utility costs per unit. This Plan endorses continued and expanded density and dimensional incentives for housing that meets the needs of older persons. The Township also has worked to comply with federal requirements regarding housing for persons with disabilities.

Currently, the Township Zoning Ordinance allows a “Unit for Care or Supervision” to be a second dwelling unit on a property. This unit is allowed if it is inhabited by relative who needs care and supervision by the residents of the primary housing unit on the property. The second unit can currently be attached to the main house, or if space allows, it can be a modular cottage in the back yard. Consideration should be given to removing this restriction, and instead allowing a second unit if it will be inhabited by at least one close relative of the residents of the primary housing unit. The second unit would not have a minimum size, but could be up to 1,000 square feet in floor area. The second unit should be limited to a maximum of two adults.

Consideration also should be given to promoting “Co-housing” alternatives. This arrangement typically involves relative small housing units that are arranged around a central green space, and that offer a community center where residents can share meals and enjoy recreation together.

Strategy L.3 - Seek improved designs in new residential development.

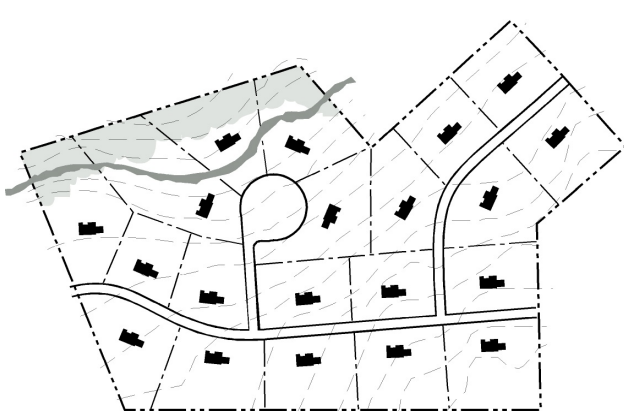
Development regulations, guidelines and plan reviews should be implemented to strongly encourage a higher level of design in new residential development. The intent is to promote:

- decorative pedestrian scale street lights,
- boulevard-style entrances to developments with landscaped medians,
- homes that face onto prominent well-landscaped central greens,
- incorporation of traffic calming devices (such as speed tables or narrowing of portions of streets where on-street parking is not needed),
- substantial numbers of street trees, and
- intensive landscaping of preserved open spaces and around stormwater facilities.

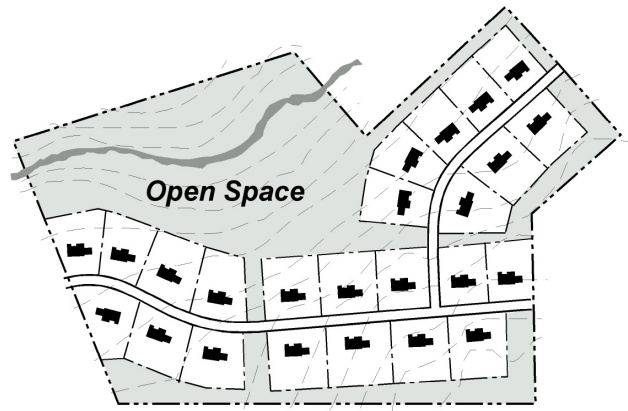
These elements would be particularly targeted towards areas zoned R-1 residential, but could also be useful in other areas.

Strategy L.4. – Allow the Open Space Development Option in selected areas, after updating standards to make sure that the open spaces serve valuable purposes.

“Open Space Development” is also known as “cluster development” or “conservation development.”



Example of Conventional Development



Example of Open Space Development

The goal is to have substantial areas of open space permanently preserved within any new development. New homes have to be located on the most suitable portions of a tract, in a manner that protects important natural features, including maintaining natural stream corridors. In comparison, conventional subdivisions usually result in little or no preserved open space because the entire tract is subdivided into building lots. Often most of the building lots in a conventional subdivision are virtually the same size and shape—hence the nickname “Cookie Cutter Subdivisions.”

The Open Space development option allows developers more flexibility in site layout. For example, developers can make better use of site topography and avoid soils that are not suitable for septic systems. Open Space Subdivisions also permit the developer to cluster building lots thereby reducing road lengths, grading and utility extensions - each of which saves on construction and maintenance costs.

Open Space development can help to maintain the scenic character of the Township by preserving ridgelines, creek valleys and woodlands. These green spaces then provide visual relief between developments. Preserved open space can often increase values of adjacent homes. Open Space development also can avoid stormwater problems by reducing alterations to the environment.

Stronger zoning standards are needed to make sure that the open space serves a public purpose, as opposed to simply being fragments of "leftover" lands with little development or recreation value. The areas of the tract that are to be preserved as open space should be determined very early in the site design process, and not as an afterthought. Narrow and unusable lands should not count towards the required open space. Greater attention needs to be focused on intensive landscaping of the preserved open spaces, and selecting open space locations that are more visible to the public and to residents.

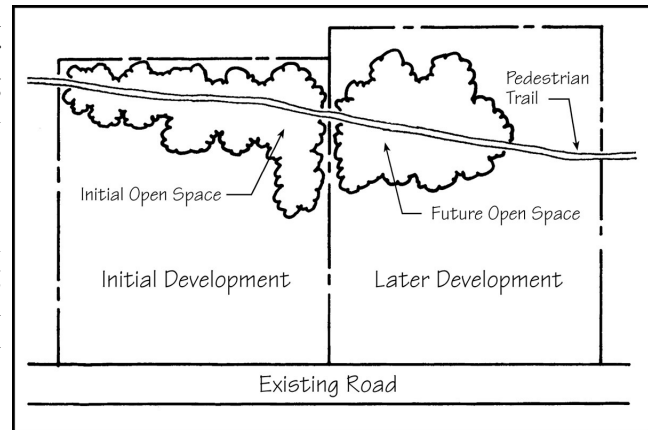
Portions of the required open spaces should be located in central "greens" with houses that surround and face onto the open space, as opposed to open space that is entirely located at less visible locations.

The following photos show examples of how houses can be designed to face onto landscaped common open space, and how the appearance of a development can be improved with design features.



Wherever feasible, open space should be provided in locations that can connect to existing public or semi-public open spaces or preserve land along creeks and the Blue Mountain. Open spaces should include trails that will connect with neighborhoods and public lands.

The sketch to the right shows how preserved open space from one development can be placed along the edge of an undeveloped lot so that it can eventually be interconnected with future open space when the adjacent lot is developed.



It is important to make sure that allowing Open Space Development does not greatly increase the number of homes that are allowed on a tract. Therefore, the density of an Open Space Development should continue to be based upon a “Yield Plan.” This sketch plan shows how many homes would have been permitted on the tract if it had been development under the conventional development regulations. Once the Township accepts this Yield Plan, then the Open Space Development allows an incentive in most cases of 10 percent more homes than would have been allowed under the conventional development.

The Township made a policy decision in 2006 to only allow Open Space Development where land has been zoned to be within an OSD Open Space Development Overlay District. Where this type of an overlay district would be allowed, an applicant has a choice of developing under the provisions of the regular zoning district or the optional overlay district.

Advantages of Open Space Developments – The following are some of the major advantages of properly designed Open Space Developments:

- On larger tracts, land can also be preserved for uses such as horse farms, plant nurseries, or Christmas tree farms.
- Houses can be located further away from highways, industrial uses, and pipelines. This is because a developer will not lose any housing units if they move the houses further away from those facilities. The Open Space Development option would be particularly valuable to provide space to maintain or plant substantial numbers of trees along I-81, with larger setbacks for new homes from the highway. This buffer area would not only be valuable to preserve woodlands and make the corridor more attractive, but it also would increase the livability and market values of homes by avoiding noise conflicts.
- Important natural features can be preserved, particularly along creek and river valleys. Open Space Developments should include standards that direct buildings away from steep slopes, wetlands, waterways and other important natural features. As a result, homes are placed on portions of the tract that are most environmentally suitable for development—as opposed to being evenly spread across the land. Large contiguous areas can remain in woods. Thick natural vegetation can be preserved along creeks—which is essential to filter out eroded soil and other pollutants from runoff before it enters the creek.
- With open space preservation, stormwater runoff can be managed in a more natural and attractive manner that encourages recharge into the groundwater.
- Scenic features can be preserved. Open Space Developments can place homes on less visible portions of a tract, while maintaining scenic views. For example, many open space subdivisions setback homes from main through-roads and limit placement of homes on major ridgelines. As a result, the main angle of vision along major roads involves green space.

- Recreational opportunities can be increased. Open Space Developments can include attractive areas for walking, jogging, bicycling, cross-country skiing and nature study.
- Developers can achieve lower costs for grading, lengths of roads, lengths of utilities and other improvements. Developers may also be able to save time and money by avoiding wetland alterations and waterway crossings. Open Space Developments can provide the flexibility in layout to move homes off of steep slopes, which are more expensive to build upon.
- The Township and utilities can save on maintenance costs, because there are shorter lengths of roads, utilities, curbing and other improvements.
- Developers can often achieve higher sales prices. More and more developments are stressing in their advertising that homes are adjacent to preserved open spaces.

The Chester County Planning Commission has prepared the Cluster Subdivision Design Guide. That publication (which is available for free on the CCPC website), includes many examples of successful cluster housing developments in Chester County. It also describes lessons that have been learned from various projects.

The Design Guide reported that there have been disappointments with clustered housing developments that included open space that was too fragmented or that was located where it was not highly visible to the public. The most successful projects often preserve an aspect of community character, such as a historic house, a farmstead, scenic views or mature woods.

The Design Guide also describes how cluster ordinance provisions can be written to assist in preserving historic buildings, and to provide context around a preserved building. For example, a farmstead with a barn can be preserved with sufficient land around it to make it practical to allow new uses of the barn.

Conservation easements involve a legal tool that is used to make sure the open space could never be subdivided or developed in buildings. Several alternatives exist for long term maintenance of the preserved open space, including ownership by a legally-binding homeowners association, the Township, the County, or a land conservancy. In most cases, the preserved open space could be low-maintenance woods that would be owned by homeowner associations. However, in some cases, it may be suitable to seek Township parkland. The ordinance could also allow a golf course to count as open space. If there are not other alternatives to manage the open space, then the Township could allow the open space to be part of one very large private lot, with conservation easements to make sure that the vast majority of that lot will remain preserved.

Strategy L.5. – Consider use of the Traditional Neighborhood Development (TND) concept in additional areas.

"Traditional neighborhood development" involves: a) making sure new development fits into the character of existing older neighborhoods and b) encouraging new development that incorporates the best features of older development. In areas near Linglestown, it is particularly desirable to extend the best features of the older areas into new neighborhoods. The TND concept promotes a pedestrian-friendly environment.

Traditional neighborhood development primarily involves the following:

- Street trees should be planted to eventually provide a canopy of shade over streets. Studies show that mature street trees can increase the value of homes up to 10 percent. If it is not appropriate to have shade trees in the right-of-way, they can be required immediately outside of the right-of-way.
- Requiring that new street lights meet a certain design standard that is similar to older styles of street lights.

- Sidewalks should be provided (or asphalt paths along main roads in rural areas). There should be an orientation to pedestrians, with an ability to walk or bicycle to stores, schools and parks. Overly wide residential streets and intersections should be avoided to discourage speeding and to make it easier for pedestrians to cross the street.
- A modest density should be encouraged that is similar to the typical development that occurred prior to 1940. This density should make best use of available land, while avoiding overly dense development and parking problems.
- Whenever practical, parking should be located to the rear or side of buildings, so that the front yard can be landscaped. At best, parking and garages would be placed to the rear of lots, with access using alleys. This design avoids conflicts between sidewalks and vehicles backing into the street, and allows the entire curbside to be available for on-street parking.
 - If rear access to garages is not practical, then garages should enter onto the side of homes whenever possible, particularly on corner lots. If a front-entrance garage is proposed, it should be designed so that it is not an overly prominent part of the street. For example, a one lane driveway can pass along the side of a house and then widen to enter a two-car garage that is setback from the front of the house. "Snout" houses should be avoided that have a front entrance garage as the home's most prominent feature.
- Buildings should be placed relatively close to the street, with front or side porches, to encourage interaction among neighbors. On a corner lot, a side porch can have the same effect. If residents spend time on their front porch, they can help oversee the neighborhood and report suspicious activity to the police.

Under the State Planning Code, a municipality can require some of these features in zoning ordinances. Alternatively, a municipality could offer density incentives for this type of traditional development.

Traditional Neighborhood Development can be particularly attractive to developers by allowing single family lots that are more narrow than would otherwise be allowed. This reduction in lot width can result in dramatic reductions in the average costs of improvements per housing unit. Allowing relatively narrow single family detached lots can also provide an alternative to building townhouses - at the same density.

The TND provisions are currently available when the Zoning Map is changed to include a TND Overlay District. TNDs currently allow singles, twins, townhouses and limited types of apartments. Currently, a minimum of 20 percent of the tract would be required to be in open space, which could be reduced to 15 percent if recreation improvements are made. The maximum density is currently four dwellings per acre, which could be increased through the use of density bonuses. A portion of the tract is currently allowed to be used for limited types and intensities of commercial uses. The current regulations should be reviewed, such as to consider the proper phasing and timing of commercial portions of a TND.

Strategy L.6. – Promote use of Transfer of Development Rights (TDRs) in selected areas.

This concept is currently an option that is offered to developers. If a developer of one tract of land pays an owner of another tract to permanently preserve their land, then the developer could receive approval to build at a higher density on the developer's tract. The tract that receives the higher density would need to be in an area that the Township has designated as being suitable for a higher density. The tract that would be permanently preserved would need to be in an area that the Township has targeted for preservation. The developer and the owner of the open land would negotiate on their own to determine how much the developer pay to the other landowner for the preservation.

This method allows development to be shifted from locations where preservation is desired to allow a higher density on other tracts in a township that are well suited for development.

The Township would then approve the development at a higher density at the same time as a conservation easement went into effect to preserve the other land. The preserved land would remain

privately owned but could never be developed. The preserved land could be re-sold and could be used for agriculture or certain open space uses.

This process is intended to promote preservation of land in the Conservation and Agricultural-Residential areas, in return for allowing a higher density in certain residential areas. The number of homes that could be transferred from one tract to another tract would be based upon a “Yield Plan.” This sketch plan would show how many homes would have been permitted on the tract that is to be preserved. Once the Township accepts this Yield Plan, that number of homes could be transferred from one tract to another tract. However, there could still be limits on the density of the tract being developed to make sure that it is not excessive.

One of the main benefits of Transfer of Development Rights is that it allows the Township to meet its obligation to provide for medium density housing in a manner that also preserves land in outlying areas.

TDR can greatly minimize the amount of land that is consumed by each new house, because it shifts development from large lots in outlying areas to smaller lots in designated growth areas.

TDR can also be used in combination with commercial or industrial development. For example, for every housing unit that is transferred from one area of the Township, an additional amount of building coverage or impervious coverage could be allowed in a business district.

Strategy L.7. – Cooperate with other agencies to improve the condition of older housing and to increase home ownership rates.

While most housing in Lower Paxton is well-maintained, there are pockets of older housing towards the west-central areas of the Township that are in need of rehabilitation.

Lower income resident owners of older homes should be connected with information about available programs to fund rehabilitation. This type of information can be coordinated with property code enforcement efforts.

The Dauphin County Department of Community and Economic Development and the Pennsylvania Housing Finance Agency provide funding for counseling to prospective homebuyers, for weatherization and insulation programs, and for assistance to moderate income households in paying for the initial closing costs of a home purchase. These programs should be publicized within the Township. Many households could afford the monthly costs of a mortgage, taxes and insurance if they bought a home, but they cannot save sufficient up-front dollars to pay real estate transfer taxes and other settlement costs.

NATURAL RESOURCES CONSERVATION PLAN

GOAL N.1. Protect important natural features, including creek valleys, wetlands, steeply sloped woodlands and groundwater and surface water supplies.

Objective: Improve the quality of stormwater runoff by managing it at its source, allowing it to infiltrate into the ground and slowing it down.

Objective: Continue to use development regulations to conserve important natural features. Encourage cluster / open space development incentives to maintain sensitive natural areas in permanent open space, where the open space will serve a valuable public purpose.

Objective: Continue to update flood plain ordinance to ensure the implementation of adequate flood plain measures, while considering whether limited development under strict regulations should be allowed in the flood plain fringe.

This section is intended to promote the conservation of natural features. The maps of natural features are included in the Appendices. In addition to standard development regulations, natural features can also be protected through use of Open Space Development options, as described in the Land Use and Housing Plan.

This section also seeks to improve the quality of stormwater runoff by managing it as a resource. This involves allowing it to soak into the ground and slowing it down.

Strategy N.1. – Encourage the implementation of a full set of sustainability initiatives, in cooperation with area businesses and other entities.

Sustainability needs to be promoted through many actions that will conserve energy, reduce air pollution and reduce the consumption of natural resources. While some actions can be carried out by the Township, many other elements should be part of a public education program.

The use of more fuel-efficient vehicles can have the greatest effect in reducing greenhouse gas emissions. Energy efficiency can also be accomplished through more efficient indoor and outdoor lighting (such as LED or solar-power lights), as well as increased insulation and more efficient HVAC systems. Residents and businesses should be encouraged to upgrade to more energy-efficient appliances, lighting, heating and air conditioning systems. Any available State or Federal funding assistance or incentives should be publicized. Continued efforts are needed to convert outdoor lighting to LED fixtures.

Sustainability also needs to involve promotion of walking and bicycling and use of public transit as alternatives to many types of vehicle trips. Sustainability involves greater use of renewable energy (such as solar, wind and geothermal). It involves increased use of recycling and reducing the amount of waste that is generated, as well as promoting composting. Trees are critical to convert carbon dioxide into oxygen.

These efforts should encourage use of more energy efficient lighting and appliances, promoting green practices in new development (which could include some zoning incentives), purchase by the Township of more fuel efficient vehicles, providing information to residents, businesses and non-profits, and holding energy conservation workshops.

There are several additional actions that could be undertaken at the local level to promote sustainability, including:

- Additional bicycle racks should be installed, which can also be required as part of larger new developments. Residential developments should also be encouraged to provide secure bicycle lockers.
- There should be efforts to promote a greater amount of composting by residents and businesses. This can involve selling composting barrels at wholesale prices, as well as providing educational information about the proper ways to compost in order to avoid odors and vectors. Restaurants should also participate in efforts to collect their food waste for composting or other purposes.
- Solar-powered outdoor lights can be valuable in parks, particularly if they avoid the need for expensive or unattractive electrical wiring.
- Solar canopies can also be encouraged to be placed over parking lots, which helps to keep vehicles cool on hot summer days. Buildings should also be encouraged to install light colored roofs, which in the aggregate can reduce the overall heat in the town on hot summer days.

An example of solar panels installed over a parking area.



- The Township should make sure that development regulations do not unnecessarily interfere with the installation of solar panels on roof tops and over parking. For example, solar panels could be allowed to extend five feet above the height limit on the top of existing flat-roofed buildings. That additional height is often needed to allow panels to be angled for maximum solar exposure. Solar canopies attached to buildings should be allowed to extend into building setbacks. Minimum setbacks should be relaxed as needed to allow solar canopies over parking areas.
- Carpooling is one of the most energy efficient methods of commuting. Carpool matching services of Commuter Services of South Central Pennsylvania should be promoted. If a person participates in that carpool or vanpool service, they may be eligible for an emergency ride home, if needed in the future. Employers could offer preferential parking for carpoolers. There are no official carpool lots within Lower Paxton Township, but there are several commercial parking lots that allow free parking for persons riding CAT buses. Additional owners of shopping centers with excessive parking should be encouraged to allow use of part of their parking lots for carpooling and for park and ride services for bus riders. In many cases, those drivers will then patronize businesses in the shopping center before or after work, because it will be convenient.
- The Township should consider offering development regulation incentives for buildings that meet LEED certification or certain other environmentally sustainable building features. This type of incentive could include allowing an increased maximum building or impervious coverage if certain features are used. In general, a municipality in Pennsylvania cannot add additional requirements to the statewide Construction Codes, but can provide incentives.

Strategy N.2. – Carefully manage stormwater and other water resources.

Like many similar municipalities, Lower Paxton Township is experiencing substantial new requirements under the federal MS4 (Municipal Separate Storm Sewer System) program.

The following methods should be used to reduce stormwater runoff and improve the water quality of runoff:

- Infiltration of stormwater into the ground needs to be promoted, such as using porous pavement wherever practical. Porous pavement can involve types of asphalt, concrete or paving blocks. Where materials are regulated, the Township should consider establishing a set of specifications for pervious sidewalks and parking that can receive quick permits. However, care is needed to make sure that infiltration does not result in an increased risk of sinkholes and does not increase the risk of flooded basements.
- Methods using vegetation to absorb and slow runoff and filter out pollutants and sediment, such as rain gardens that are low-lying areas with plantings above a sand or gravel infiltration bed.
- Methods to capture and reuse runoff, particularly to water plants, such as by using cisterns or water barrels.
- Methods to reduce the amount of stormwater runoff that enters storm sewers, such as installing vegetated green roofs on top of buildings, and disconnecting downspouts from storm sewers and directing the water instead over vegetated areas.

Vegetated curb extensions can be installed where pavement width can be reduced along segments of a street. These curb extensions can be placed where no parking areas already exist, such as near intersections. They can be combined with bulb-out curbs to reduce the width of street that must be crossed by pedestrians.

Streetscape improvements should also be designed with stormwater management in mind. Porous brick pavers are now available. Also, brick pavers can be installed without the use of mortar, which reduces runoff and also allows easier removal and reinstallation when underground utilities need repair. Where the main pedestrian pathway is constructed of concrete, un-mortared pavers can be used between the main sidewalk and the curb.

Strategy N.3. – Minimize the disturbance of steeply sloped lands.

It is important to minimize alteration of steeply sloped lands in order to avoid steep driveways that are difficult to use in snow and ice, to avoid stormwater problems and to minimize soil erosion.

In areas with steep slopes, the Township's current zoning ordinance reduces the intensity of development on moderately steep slopes of 15% to 25%, and very steep slopes of 25% or greater. One intent is to effectively reduce the percentage of a lot that can be covered by buildings and paving that do not allow most runoff to soak into the ground. There also are limits on road construction on steeply sloped areas.

Strategy N.4. – Carefully manage flood-prone areas and preserve wetlands.

The 100-Year Flood plain is the area expected to be flooded during the worst storm in a 100-year period. More recently, this has also been described as having a one percent chance of being flooded each year. However, throughout the region, the frequency and severity of severe storms have been increasing.

The Flood plain is comprised of the Floodway (which is the main flood channel) and the Flood plain-fringe (which typically has more shallow floodwaters).

Lower Paxton should consider requiring a higher freeboard for new buildings. This could mean that a new building must be built with its lowest enclosed floor at least 2 or 3 feet above the expected 100 year flood elevation. Lower Paxton currently requires a 1.5 feet freeboard. That type of higher freeboard could be used (along with other provisions) to gain a reduction in flood insurance premiums for all properties in the Township, through the Federal Community Rating System.

Hydric soils are indicators of possible wetlands, and help identify areas where a more detailed wetlands delineation is needed. Wetlands are required to be identified as part of development plans for individual sites. A minimum 20 feet setback should continue to be considered between delineated wetlands and new buildings or parking areas.

Strategy N.5. – Improve the creeks as natural corridors and possible recreational assets.

It is essential to have trees and thick vegetation along the creeks to filter pollutants from runoff, minimize erosion, maintain habitats for aquatic life, and protect water quality. A 75 feet wide minimum setback is currently required from the center of a perennial creek for buildings, paving and outdoor business storage. If existing vegetation is removed from along a creek, it should be required to be replaced with new vegetation that serves the same or better ecological purpose. Also, if development occurs along a creek, the Township could require the planting of “stream trees” in the same way that street trees are required. To assist in meeting federal MS4 obligations, the Township is working on tree planting and bank stabilization improvements along creeks. Funds can be sought through the County Conservation District or the State TreeVitalize Program for additional plantings along the creek.

Strategy N.6. – Promote tree plantings and pervious sidewalk materials around trees.

Trees improve air quality, add natural beauty, reduce air conditioning costs, and increase property values. With proper selection of species and proper installation, conflicts between trees and sidewalks and utility lines can be avoided.

The more open area that is provided around tree trunks, the less chance there is that the tree roots will damage sidewalks. Un-mortared pervious pavers that resemble brick or tree grates should be used near street trees, where a hard surface is needed. These pavers allow more air and water to reach the tree roots, which reduces the likelihood that the tree roots grow in a manner that heaves the sidewalk. If a tree root heaves these pavers, the pavers can be easily removed, the root can be trimmed, and then the pavers can be laid back into place.

Where there is insufficient room for a street tree within the public right-of-way, street trees should be encouraged to be planted with the trunks immediately outside the right-of-way, where feasible.

HISTORIC PRESERVATION PLAN

GOAL: Work to preserve important historic buildings and promote suitable adaptive reuses within these buildings.

Historic preservation is valuable to preserve the attractiveness and character of Lower Paxton Township, and to provide appreciation of the area's rich heritage. The Dauphin County Community History Coalition and the Township Historical Committee have compiled computerized mapping of historic buildings in Lower Paxton Township. As of 2018, that mapping was available at <http://arg.is/v4HbW>.

Strategy H.1. – Consider using the Zoning Ordinance to require pre-approval of a proposed demolition of an important historic building.

Lower Paxton Township has historic preservation zoning provisions in Linglestown. This zoning process requires pre-approval of demolition of important historic buildings. The intent is not to stop all demolition of older buildings, but to have a public review and approval process to make sure that important buildings are not lost without careful consideration of alternatives. Proposed demolitions of important historic buildings are required to be approved by the Board of Supervisors as a conditional use.

It is important to avoid excessive regulations upon routine changes to older buildings, in order to respect private property rights. The proposed demolition controls would not require approval of minor changes to historic buildings, such as replacement of doors and windows. As a result, this type of regulation is not a significant intrusion upon the average building owner. Instead, this provision is targeted to the actual demolition of the main building on the lot, or the removal of a major historic feature, such as a front porch. Often, if a proposed demolition is delayed, the property-owner can be convinced to consider alternatives, or a new buyer can be found who would preserve the building.

Proposed demolitions should be approved by the Supervisors if the applicant shows that: a) there is no viable reuse of the building, b) the building has structural problems or other conditions that make it infeasible to find a new use, or c) the new project would be of substantial public benefit, which would outweigh the loss of the older building.

However, there currently are no regulations to control the demolition of other historic buildings in Lower Paxton Township that are outside of Linglestown. The Zoning Ordinance has a placeholder section to allow the addition of a list of historic buildings. Unfortunately, there was not a detailed inventory of important older buildings. The Township Historical Committee was recently reorganized, is completing research on the subject, and could be asked to propose a list of buildings worthy of protection.

Under State law, the Township officials are provided with reasonable discretion to decide which historic buildings are worthy of protection in a zoning ordinance.

This type of provision can also offer incentives for reuse of historic buildings, such as allowing certain uses that are not normally allowed in the zoning district. For example, a historic house in a residential district could be allowed to be converted into an office or a bed and breakfast inn, even if the use was

not allowed in that zoning district. Those conversions could require approval by the Zoning Hearing Board. The goal is create a stronger market for the rehabilitation of older buildings.

Some communities allow a preserved historic building to not count towards allowed density within a development, so that the developer has no incentive to demolish a historic house in order to build a larger and more profitable house.

Strategy H.2. – Promote public interest and awareness in historic preservation.

There should be an emphasis on public education to increase appreciation of Lower Paxton Township's historic resources, and to provide information about proper rehabilitation methods. These efforts should be assisted by the Lower Paxton Historical Society and the Historical Society of Dauphin County.

Additional historic preservation information and links to informational resources could be added on the Township website. For example, links can be provided to the free online National Park Service preservation reports on how to preserve various building features and issues. Workshops should also be offered to property owners about historic rehabilitation.

The Township could install its own historic markers to supplement the three existing State historic markers. The Township markers would not need to meet the same criteria for historic significance as the State markers.

The availability of federal tax credits for historic rehabilitation should be publicized. However, the current federal tax credits are only available for investment properties, and not for owner-occupied homes.

There are currently no buildings listed on the National Register of Historic Places. Owners of significant buildings could be encouraged to apply for recognition, after the necessary research is completed.

TRANSPORTATION PLAN

- GOAL T.1. Make well-targeted cost-effective road improvements while improving safety, in cooperation with PennDOT, adjacent landowners and developers.**
- GOAL T.2. Make Lower Paxton more bicycle and pedestrian-friendly, including offering safe connections between residential areas and stores, schools, parks and trails within Lower Paxton and neighboring municipalities.**
- GOAL T.3. Promote expanded use, availability and frequency of service of public transit, while also promoting greater use of car-pooling.**

For major road improvements, the Township needs to work closely with PennDOT to seek funding through the Harrisburg Area Transportation System (HATS) process, as described below. At the same time, attention needs to be focused on short-term improvements (such as improving sight distances) that can be accomplished with Township funds or through cooperation with adjacent property-owners or developers.

Where practical, the Township should consider retro-fitting streets to incorporate "complete streets" principles that place a priority on pedestrian and bicycle travel, including traffic calming where appropriate, while encouraging safe traffic flow and the relationship to the allowed traffic speeds. Landscaped swales along roads can be very efficient to manage stormwater and promote infiltration, while providing space for adjacent street lighting and street trees.

The Township should assist in promoting use of transit services and seeking additional park and ride lots. The Plan is intended to allow wider options in mobility by promoting bicycling, walking and public transit in order to make Lower Paxton Township more bicycle- and pedestrian-friendly. Improvements should allow safer connections to stores, schools, bus stops, parks and trails within Lower Paxton Township and neighboring municipalities.

Overview of the Existing Road Network

The major roads and highways in the Township include:

- Interstate 81: provides access northeast to the Scranton area and upstate New York and southwest to Carlisle, western Maryland, and Virginia. I-81 provides two interchanges in the Township at I-83 and at Paxtonia at Mountain Road. There are two nearby I-81 interchanges, at Progress Avenue to the west and in West Hanover at Route 39 to the east.
- Interstate 83: parallels the western boundary of the Township, and connects Baltimore to Harrisburg, and to I-81. I-83 provides interchanges in the Township at Union Deposit Road, at Route 22, and at its juncture with Interstate 81.
- US 22: travels east-northeast through the approximate center of the Township.
- PA Route 39: also known as Linglestown Road, provides an east-west corridor through the northern portion of the Township, and connects to I-81 and the Hershey area.
- Colonial Road and Mountain Road: provide north-south linkages between PA 39 and US 22.
- Locust Lane and Union Deposit Road: provide east-west routes in the southern portion of the Township.

Information on average daily traffic counts for major roads is included in the Appendix.

Crash-Prone Road Segments

The Lower Paxton Police Department maintains statistics on the rate of occurrence and location of crashes in the Township, which are summarized below. Reportable incidents are defined as those that involve injury or death of any person, and/or damage to any vehicle to the extent that it cannot be safely driven, and therefore requires towing. Non-reportable crash incidents are defined as any other crash, such as crashes with relatively minor damage to vehicles. In 2016, Township Police received reports of 326 reportable crashes and 836 non-reportable crashes. The five most crash prone segments in 2016 were:

- 4200 Block Union Deposit Road (Between I-83 ramps and E. Park Road intersection)
- 4600 Block Jonestown Road (Between Miller Street across from the Colonial Park Mall and Prince Street)
- Ramps of I-83 at Union Deposit Road
- 4000 Block Union Deposit Road (West of I-83 ramps near Briarsdale Road)
- Route 22 / Allentown Boulevard at Mountain Road

The five most crash-prone intersections were the same in 2015 as 2016, except Devonshire Heights Road at Nyes Road was also on the list in 2015. PennDOT has scheduled improvements to that intersection, including a realignment and traffic signals. There are no easy solutions to any of the other crash-prone segments. Some issues may be improved through PennDOT's reconstruction of the I-83 ramps. However, many of the problems result from the sheer volumes of traffic passing through the intersection, such as the Route 22/Mountain Road intersection.

The Township Police do not maintain crash information along I-81 and I-83, because those roads are the responsibility of the State Police.

Strategy T.1. – Manage streets according to their functional classifications.

Street patterns and access from development should be planned according to the function each streets is intended to serve within the overall network. The Township Subdivision and Land Development Ordinance includes different standards (such as maximum slopes and rights-of-way widths) for different classifications of streets. Because arterial roads are designed for traffic moving at higher speeds, the access onto arterials needs to be carefully managed. Conversely, local roads provide greater land access, and are intended for slower traffic speeds.

Streets/roads in Lower Paxton Township are classified by the following major types, which are illustrated on the map on the following page:

Expressways – These highways are designed for longer-distance travel, and only have access at interchanges, and include I-81 and I-83.

Arterial Streets – These roads provide access between major commercial developments and different towns. Arterials are designed for high volumes of traffic at moderate speeds. These include the Route

22, Union Deposit Road, Nyes Road, Locust Lane, Colonial Road south of Route 39, and Linglestown Road/Route 39.

Major Collector Streets – These streets mainly serve trips of moderate length, with speed limits of 35 to 55 mph. They are typically two lanes wide, and connect together various neighborhoods. Examples include Devonshire Heights Road, Devonshire Road, Crums Mill Road and Colonial Road north of Route 39. In some cases, the Township may consider reducing the speed limits to a range between 25 to 45 mph, if justified based on the results of the required PennDOT studies.

Minor Collector Streets – These streets are similar to major collectors, except they typically have lower traffic volumes and usually serve trips of shorter lengths. They connect together traffic from local streets. Examples include Colonial Club Road, Continental Drive, Parkway East, Conway Road and Red Top Road.

Most streets are local/minor streets, which are designed to connect individual houses to collector streets, and which typically have a speed limit of 35 mph or lower.

Strategy T.2. – Carry out “Complete Streets” and “Traffic Calming” concepts when planning circulation improvements.

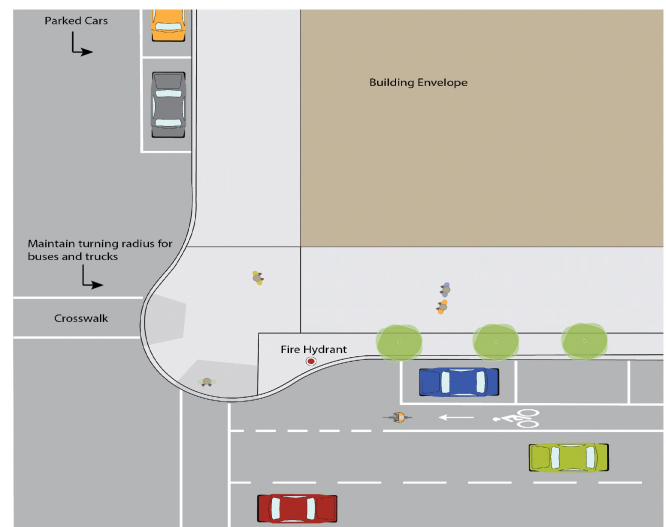
Complete Streets concepts involve considering all of the different users of a public right-of-way, as opposed to placing the priority on motor vehicle movements and speeds. This concept considers the needs of pedestrians, persons in wheelchairs, bicyclists and public transit users.

As seen on the graphic to the right, curb extensions can be used to enhance pedestrian crossings at intersections and reduce the distance of street that pedestrians must cross at intersections. They can be used along both commercial and residential streets.

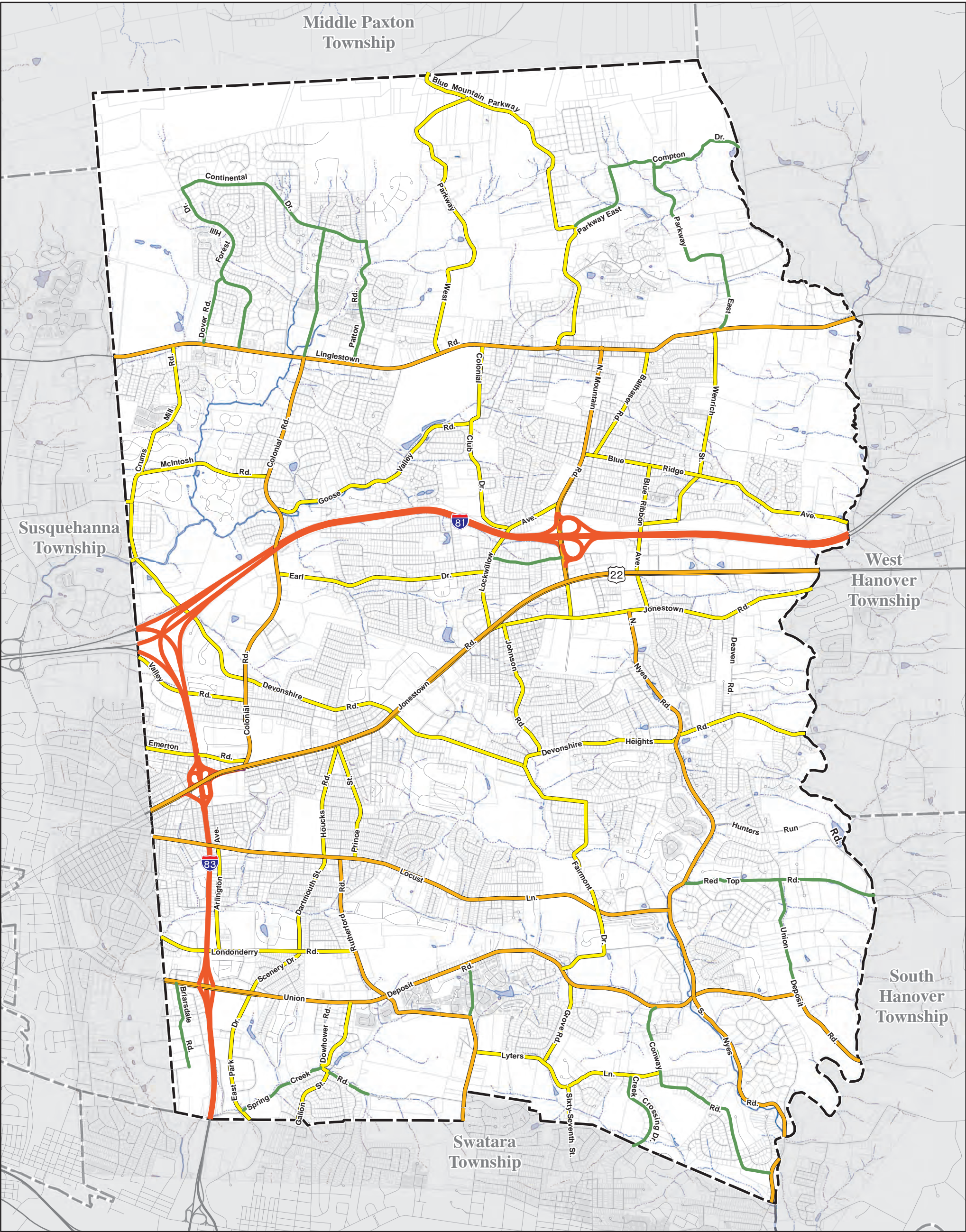
To calm traffic, a municipality can also install well-marked speed tables on local residential streets where speeding occurs. These speed tables have elongated pavement markings leading up to the softer speed humps.

The Township has installed speed tables at locations such as: Wimbledon Drive, Catherine Street, Abbey Lane and Forest Lane. Other traffic calming devices have been installed, such as a traffic circle at the intersection of Abbey Lane and Copperfield Drive, two roundabouts in Linglestown Village, and curb extensions in Linglestown and a few new developments to reduce the width that pedestrians must cross at intersections.

Curb Extensions

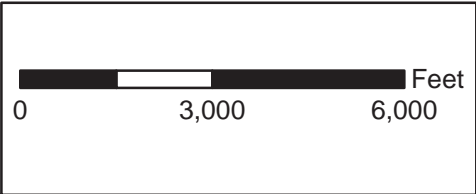


Curb extensions reduce the distance of a street that must be crossed by a pedestrian and prevents a right-turning driver from passing on the right along any bikeway. Curb extensions can be designed to avoid the loss of any on-street parking spaces, while also preventing illegal parking near corners and hydrants. Curb extensions also reduce the speeds of turning vehicles which helps avoid hazards to pedestrians.



LOWER PAXTON TOWNSHIP

Base Information Provided by
Dauphin County, 2017.



- Expressway
- Arterial Streets
- Major Collector Streets
- Minor Collector Streets
- Local or Minor Streets

STREET
CLASSIFICATION
January 2018



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Curb extensions also help to reduce speeding by vehicles that are turning at intersections. These curb extensions can be designed to not interfere with buses and trucks. Lower Paxton has used curb extensions in residential areas along segments where on-street parking is not appropriate.

The Township has a mobile trailer that indicates the speed of the motorist, to discourage speeding.

Strategy T.3. – Work with TCRPC, PennDOT, developers and adjacent property-owners to seek funding and rights-of-way to complete cost-effective road improvements.

A major traffic study is currently underway for the Route 39 corridor. This corridor is expected to see substantial new traffic as a result of continuing development along the corridor in Susquehanna, Lower Paxton and West Hanover Townships.

As described further in the Action Program, the Township should adopt an “Official Map” showing proposed road connections and trail improvements, to seek to reserve land needed for future improvements. An Official Map can delay permits for certain improvements for up to a year. This time period is intended to allow time for a municipality to purchase land for an improvement, or to convince an applicant to incorporate a needed right-of-way into a development plan.

The Transportation Plan Map shows a number of new road connections that are proposed. For instance, Continental Drive is being completed in phases as part of new developments as a collector running parallel to Linglestown Road. Inclusion on an Official Map would assist in carrying out this plan.

It would be desirable to prepare more detailed plans along the Route 22 corridor to manage traffic access along the road to improve pedestrian access. There is a desire to improve the appearance of the entire corridor, to retain existing businesses and to attract new investment. In particular the western segment of Route 22 has redevelopment opportunities, and driveways should be reconfigured to only enter Route 22 at selected locations.

The traffic signal system along major roads should be upgraded as necessary to an adaptive system. That type of system uses video cameras to automatically adjust traffic signal timing in response to traffic patterns during various times of the day. Those types of upgrades are typically completed with PennDOT funding.

An emphasis can also be placed upon relatively low-cost solutions that could be implemented to improve traffic safety. The vast majority of these improvements may improve sight distances of on-coming traffic at specific locations, such as through cutting back vegetation or regrading, restricting on-street or off-street parking near intersections, or adjusting pavement markings, or adding warning signs or reflectors.

The ramps from westbound I-81 to Mountain Road should be signalized.

There has been discussion about the possible need for a flashing signal or a regular traffic signal along Rutherford Road at the western entrance to the Central Dauphin East High School complex. Traffic is currently able to use the existing signal along Union Deposit Road. An alternative would be to consider a traffic signal at the Londonderry Road intersection with Rutherford Road, which would help create breaks in the traffic to make it easier for traffic to exit from the school complex. A sidewalk should also be installed along Rutherford Road where it does not exist near the school complex.

The intersection of Crums Mill Road with Linglestown Road will need a traffic signal. That will be particularly true once the development of the existing Blue Ridge Golf Course is underway, because the main entrance is proposed to be aligned with Crums Mill Road. That development will have its second main entrance road aligned with the intersection of Carol Road and Linglestown Road, which may also warrant a traffic signal.

A number of intersections are identified on the Transportation Plan Map as needing engineering analysis and improvement. Several other transportation concerns were identified through this process:

- There are a limited number of north-south through-roads in the Township, and a limited number of bridges crossing I-81. As a result, the north-south roads experience a higher than usual amount of traffic. Also, because heavy truck traffic is prohibited along the eastern portion of Linglestown Road, truck traffic is increased on other roads (such as Colonial Road) to reach the western portion of Linglestown Road.
- Wenrich Street will need to be widened and reconstructed to reduce hilly conditions to handle as future development occurs, including the improvement of the adjacent Wolfersberger Parkland.
- There is limited sight distance at Revere Street at Locust Lane because of the I-83 bridge. However, Revere is being relocated to the west by PennDOT, which should improve the situation.
- There are concerns about the need to provide sufficient numbers of pedestrian and bicycle connections under I-83, so that it is easier for residents of the western part of the Township to reach stores, parks, trails and schools.
- The intersection of Wenrich Street and Blue Ridge Avenue has an awkward alignment.
- Many road shoulders are narrow, rough and/or are not conducive to pedestrians or bicycles.

PennDOT Improvement Projects

Most state and federal funding for major road improvements are allocated through the Transportation Improvement Program (TIP). The TIP is prepared by the Harrisburg Area Transportation (HATS) Committee, which is staffed by Tri-County Regional Planning Commission (TCRPC) and PennDOT, with input from municipalities and others. It allocates available federal and state transportation funding to various projects in different years, based upon consideration of priorities.

The TIP includes the following projects within Lower Paxton and immediately adjacent areas:

- Realignment and signalization of the intersection of Nyes Road and Devonshire Heights Road. Completion in circa 2019.
- Widening or replacement of the Blue Ridge Avenue bridge over the Beaver Creek. Completion circa 2025-2028.
- Replacement of the Jonestown Road bridge over the Beaver Creek. Completion in 2019.

- Widening of I-83, as described below.
- Reconstruction of the Eisenhower interchange between I-83 / Route 283 / Route 322 in Swatara Township. Completion in 2022.

I-83 Improvements

The rebuilding and widening of much of the eastern portion of the Capital Beltway is occurring over the next decade. Currently estimated to cost more than \$1 billion, the planned improvement will take place in a series of phases.

PennDOT had previously developed an I-83 Master Plan. The master plan divided the 11 miles of I-83 from the New Cumberland Exit to the junction with I-81 into four segments, including three in Dauphin County. The improvements were programmed and scheduled through PennDOT's highway planning process.

The three Dauphin County projects are:

- I-83 East Shore Section 1 — between the junction with I-81 and Derry Street, just north of the complex I-83/I-283/U.S. 322 Eisenhower Interchange.
- I-83 East Shore Section 2 — south of Union Deposit Road through the Eisenhower Interchange to 29th Street, including widening I-83 to three lanes in each direction.
- I-83 East Shore Section 3 — west of the Eisenhower Interchange near 29th Street to just east of the Susquehanna River.

Bridges on and over I-83 in Lower Paxton Township were recently rebuilt to accommodate additional lanes on I-83. I-83 is being widened to three through-lanes in each direction from the I-81 interchange to below Union Deposit Road.

Homes along Revere Street, adjacent to the southbound lanes of I-83, were recently demolished. Revere Street will then be shifted to the west to accommodate new sound barriers along I-83.

The project includes improvements to two interchanges in Lower Paxton: Jonestown Road/Route 22 and Union Deposit Road.

Future phases will include the rebuilding of the Eisenhower Interchange (estimated to begin in 2022), and widening the highway from the banks of the Susquehanna River to the new Eisenhower Interchange, tentatively scheduled to begin in 2025. Completion of the entire project is scheduled for circa 2030.

Nevertheless, the widening may not ease traffic congestion on I-83. In a phenomenon referred to as “induced demand,” motorists who are currently using alternate routes to avoid the congested highway will likely return to the improved highway. However, the widening should ease congestion on other north-south roads. The project will increase safety and provide sound barriers to increase the quality of life for nearby residents.

Few other road improvement projects in Lower Paxton are currently programmed for federal or state funding. The Township can assist in seeking state and federal funding for projects by: 1) completing necessary engineering studies to refine a project and to develop an accurate cost estimate, 2) seeking funding contributions towards projects from nearby developers, which can be placed into escrow for future use, and 3) obtaining right-of-way for needed projects through cooperation with adjacent landowners or subdivision dedication requirements, which can greatly simplify the process.

The Township can also cooperate with PennDOT through PennDOT's Agility Program. The Agility Program authorizes PennDOT and municipalities to trade services or arrange mutually beneficial agreements.

Strategy T.4. – Improve pedestrian and bicycle access, especially by installing sidewalks near parks and schools.

The Greenway Plan and trails planning overlap the Transportation Plan and the Parks and Recreation section of this Plan. Most discussion of trails is included in the Parks and Recreation section.

The Township Greenway Committee has recommended a set of high priority locations for sidewalks, which are shown on the Transportation Plan Map. These locations emphasize approaches to parks and schools.

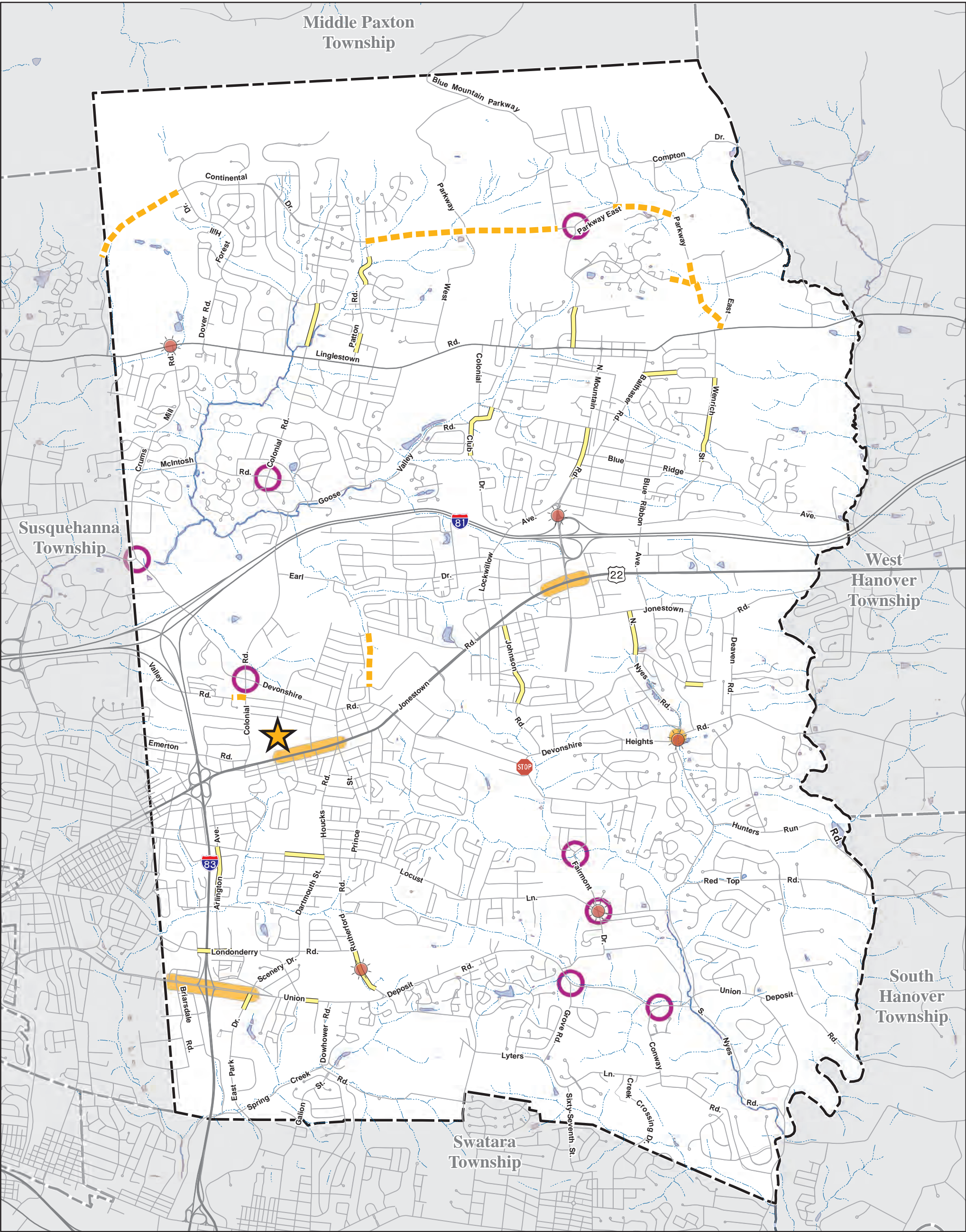
Selected locations along the Route 22 should be emphasized as pedestrian and bicycle crossings. Ideally, they would be located where a center island can provide a refuge so that persons only have to cross one direction of traffic at a time. These designated crossings should be near bus stops, because bus passengers (including many employees of commercial businesses) on a daily basis need to cross Route 22. The sketch to the right shows an example of a pedestrian refuge island in the median of a major road.



Highly visible pedestrian crosswalk materials should be used, and sufficient lighting should be provided near major crosswalks. The best locations for public transit stops need to be carefully considered, and shelters, benches and informational signs should be provided for riders. Lower Paxton has also installed landscaped medians as a traffic calming method.

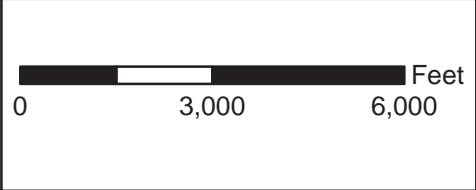


Any new development above a threshold density and any new development near parks, schools and commercial areas should be required to include sidewalks. An exception should apply for cul-de-sac streets that serve few homes and have limited traffic. Bituminous pathways can be an acceptable alternative in less dense locations and can be designed to serve both pedestrians and bicyclists. Where sidewalks or pathways cannot be justified, then an area along each road within the right-of-way should be graded and maintained in grass that is suitable for walking, unless it is physically infeasible.



LOWER PAXTON TOWNSHIP

Base Information Provided by
Dauphin County, 2017.



- Sidewalk Priorities, Recommended by the Greenway Committee
- Conceptual Road Connections
- Most Crash Prone Locations 2016 and 2015
- Add All-Way Stop Signs
- Add Traffic Signal
- Transit Transfer Center
- Other Road Segments that should be studied for possible improvements

TRANSPORTATION PLAN
Revised February 2018

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The Township should develop a program to identify and prioritize those streets without sidewalks and pathway connections and develop a plan of staged construction/implementation.

The Township may require the installation of sidewalks along certain existing properties where feasible and appropriate, or determine that an existing sidewalk needs to be replaced. After bids, many municipalities enter into a master contract with one contractor that agrees to be available as needed to install sidewalks. If a property-owner is ordered to install or replace their sidewalk, that property-owner could be given the option of paying that contractor to do the work at a set rate, or hiring their own contractor. The costs are typically lower if the property-owner chooses to hire the contractor with the master contract.

It would be desirable to encourage that any new sidewalks include concrete along the main pedestrian walkway, and then pervious brick or grass between the curb and the main walkway. Concrete walkways are easiest for snow shoveling and safer for wheelchairs and persons wearing high heels. Using unmortared pervious pavers or grass along the curb would also allow easier access to any underground utilities, because the pavers can be set back in place after the work is done. Also, these pavers allow water and air to reach the roots of street trees, and reduce problems from tree roots damaging sidewalks.

A high priority under the law must be placed upon curb ramps that are well-designed for wheelchairs, and for warning strips for persons with limited eyesight. Federal Community Development Block Grants may be available to fund installation of these curb ramps, because projects that benefit persons with disabilities are automatically considered to be eligible for CDBG funding.

Even where official bicycle lanes are not installed with signs, there still can be improvements to make the shoulders smooth enough for bicyclists. Also, there should be regular street sweeping of shoulders intended for bicycle use, particularly after cinders and other materials accumulate during the winter. Street sweeping is also valuable to help meet requirements of the Federal MS4 stormwater regulations, by removing oils and other potential pollutants to creeks. Well-marked white lines along shoulders of roads are valuable to separate vehicle traffic from bicyclists, where room allows for it.

Strategy T.5. – Provide additional locations for bicycle parking.

The Township should encourage major new commercial developments to provide bike racks or other suitable facilities for the parking and locking of bicycles. The Township should provide bike racks at parks, and the School District should provide bike racks at their recreation areas.

Strategy T.6. – Promote use of public transportation.

Public transportation reduces congestion, provides a mode of transportation for those without automobiles, relieves stress on roadways, bridges, and intersections, reduces the demand for expensive infrastructure upgrades, and improves air quality.

There are often difficulties in addressing "the first mile" and "the last mile" of travel. This is because many persons need to walk or bicycle at least a mile from their home to a bus stop, and from their transit stop to their job or other destination. These distances can be particularly burdensome in bad or cold weather, or for people with limited mobility. The time to walk to and from a bus stop can also discourage use of public transit, particularly early in the morning.

Commonly known as Capital Area Transit (CAT), the Cumberland-Dauphin-Harrisburg Transit Authority provides mass transit services for residents of the capital region. As of 2018, it is being managed by the York-based Rabbitransit system. All CAT buses have a rack in the front that can hold two bicycles. CAT operates six bus routes that serve Lower Paxton Township. The bus routes include:

- Route 3 extends from Linglestown Road and then through the City of Harrisburg.
- Route 12 extends from Linglestown and then along Route 22 into Harrisburg, and also serves Locust Lane.
- Route 14 serves the Union Deposit Road corridor.
- Route 15 serves Pinnacle Osteopathic Hospital area and Harrisburg.

Park and ride sites for CAT riders are found at the following locations:

- 600 North Mountain Road (at the Grocery Outlet store)
- K-mart on Route 22 / 5050 Jonestown Road
- The Point Mall on Union Deposit Road (near the Giant)
- Colonial Park Mall (at Boscov) on Route 22

Nearby, park and ride facilities are also provided at the Harrisburg Mall on Paxton Street. The above parking areas are only authorized for CAT riders, and not for carpool parking. There are no carpool parking areas in the vicinity. The Commuter Services of South Central Pennsylvania organization assists in organizing carpooling. They also offer an Emergency Ride Home Service for persons who regularly carpool but are faced with an unforeseen emergency.

CAT services also provide connections to Harrisburg International Airport and to Amtrak and commercial buses at the Harrisburg Transportation Center.

CAT's door-to-door shared ride service mainly serves senior citizens and persons with disabilities, and requires advanced reservations.

Strategy T.7. – Seek additional bus passenger shelters.

Additional bus shelters are needed, with benches, security lighting, informational signs and trash receptacles. If the Township allows an off-premises advertising sign on a shelter, a private company is typically willing to pay to install and maintain it. The intensity of lighting of any sign should be carefully controlled, and electronically changing advertising signs should not be allowed. However, in other locations that are more residential in nature, an off-premises sign may not be appropriate, which would require another source of funding. In some cases, an adjacent building owner may be willing to install and maintain an attractive bus shelter if it helps to serve their residents or customers. Better sidewalk connections are needed to reach transit stops, and a hard ADA-accessible surface is needed between the shelter and the curb.

In southeastern Pennsylvania, SEPTA has prepared Bus Stop Design Guidelines which are available online and which may also provide useful standards for the CAT system. When a major new development is proposed along a bus route, CAT should be given an opportunity to comment on the design as it affects a bus stop and pedestrian access to the bus stop.

Strategy T.8. – Seek additional park and ride parking areas, preferably in locations served by buses.

The provision of park and ride lots can reduce traffic, travel expenses and air pollution by encouraging persons to share rides, and/or to use public transit. As described above, CAT has agreements to allow bus riders to use less used portions of parking lots of large commercial centers for park and ride parking. However, these locations in Lower Paxton are not open to carpoolers. The Township should cooperate with CAT and PennDOT to expand the park and ride facilities.

ENERGY CONSERVATION PLAN

This Energy Conservation chapter offers ideas about how the Township can encourage conservation of various forms of energy. Additional energy conservation recommendations are also presented in the Natural Resources Conservation Plan, including ways to promote use of renewable energy.



GOAL E.1: Encourage modes of transportation, patterns of land uses and designs of sites and other actions that conserve energy.

Objective: Increase public awareness of energy conservation methods.

Objective: Promote building orientations and designs and landscaping that maximizes access to solar heating in the winter and provides shading in the summer.

The increasing costs of energy, concerns about air pollution and the desire to reduce American dependence on foreign fuel sources generates the need for energy conservation. Energy costs are also a major part of the Township's annual expenses, including to heat buildings, light streets and operate vehicles.

Opportunities should continue to be considered to reduce energy consumption in each Township-owned building. Improvements should be carried out that are shown to be cost-effective over the long run. Any new building should be designed to minimize its energy consumption, including making use of passive solar technology and making maximum use of natural light.

The Township should also evaluate current street lighting and other outdoor lighting to determine the possibilities of using more energy-efficient methods. Energy efficient luminaires can be incorporated into all types of decorative street lights. New street lights should only be installed where there is a clear need. In some cases, reflective devices can be used to identify hazards to motorists at a much lower cost than a street light.

The Township should also promote land use patterns that are energy-efficient. This includes encouraging opportunities for close-to-home shopping, employment and recreation. Bicycling and walking opportunities should be emphasized, as well as use of transit services to reduce dependence on individual motor vehicles. Car-pooling should be promoted, particularly through the provision and publicizing of lots that are open to car-poolers or bus riders.

The zoning ordinance should continue to provide opportunities for attached housing. Attached housing (such as townhouses) typically require substantially less energy for heat than single-family detached houses, because they are less exposed on the sides to the elements. The zoning ordinance should also allow wind turbines on larger lots and height modifications, if needed, for solar energy devices.

New buildings should be oriented to take maximum advantage of a southern orientation. The Township's development regulations could also allow some flexibility in setbacks so that new buildings can maximize their access to southern sunlight. Evergreen landscaping should be emphasized on the northern side of buildings to provide protection against Winter winds. Deciduous trees should be emphasized on the southern side of buildings to allow the sun to provide warmth during the Winter, while providing shade during the Summer.

Strategy E-1: Work to make residents, property owners, builders and developers more aware of energy conservation methods.

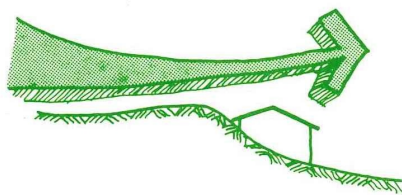
The Township should provide information on energy conservation and water conservation methods, including through the Township newsletter and website. This should emphasize simple and low-cost ways of conserving energy and links to reliable sources of information.

The Township should publicize programs that are available to reduce the costs of energy conservation methods, such as rebates from energy suppliers and any Federal or State tax incentives. Lower income homeowners should be encouraged to take advantage of Federally-funded programs to weatherize their homes to reduce home heating costs.

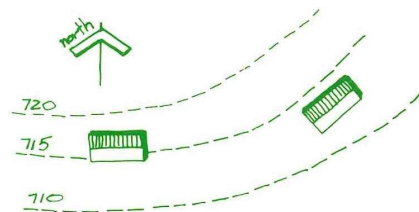
Strategy E.2: Encourage developers and builders to fully consider sun angles, prevailing winds and landforms and to use vegetation to reduce heating and cooling costs.

The term "solar access," refers to the availability of sunlight, considering the angles of the sun. It is also important to minimize shading by obstructions, including future tree growth. A general southern exposure is essential for solar systems to be effective. An exposure within the range of 20 degrees east to 20 degrees west of south is generally acceptable for most solar applications. This orientation can work most efficiently if most streets are in a general east-west direction.

1. Siting

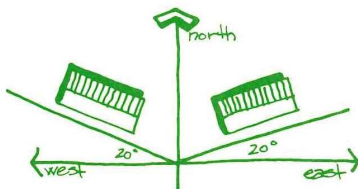


Use Landform to Deflect Winter Winds



Use South and Southeast Facing Slopes as Much as Possible

2. Building Orientation



Orient Buildings on an East-West Axis to Maximize Solar Access and Minimize Overheating



Orient Unheated Buildings to Buffer Heated Buildings from Winter Winds

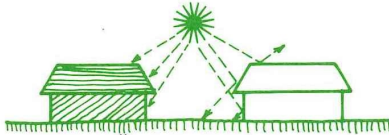
3. Building Design and Construction



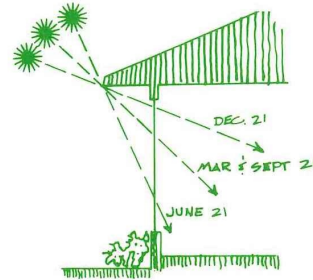
Flat or Shallow Pitched Roofs Hold Snow for Added Insulation



Buildings Built into Hillside or Partially Covered with Earth and Planting are Naturally Insulated

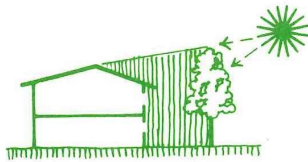


Darker Colors Absorb More Radiant Energy from the Sun

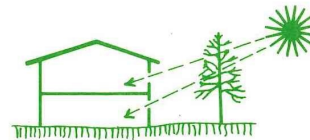


Overhangs Can Control the Sun's Rays

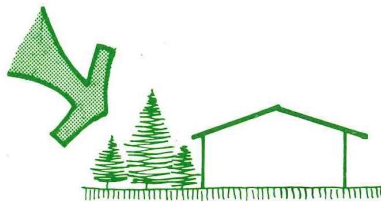
4. Landscaping



Deciduous Trees Provide Shade in Summer



Deciduous Trees Allow Sun in Winter



Evergreens Buffer Winter Winds



Deflect Rather than Dam Winds

If two or more of homes are being developed that are intended to use solar energy, the developer should be encouraged to place deed restrictions on the lots to prevent the construction of obstructions or the planting of trees where they would obstruct the solar access for the neighboring property.

COMMUNITY FACILITIES AND SERVICES PLAN

GOAL: Provide high quality community and municipal facilities and services in the most cost-efficient manner.



The locations of the major community facilities in Lower Paxton Township are shown on the Community Facilities Map in the Appendix.

Strategy C.1. – Continue to provide excellent parks and recreation facilities. Seek funding to improve existing parks to meet a wide variety of recreational needs and to add selected parkland.

Lower Paxton Township offers 15 public parks, which include 378 acres of parkland. However, at least 84-acres are steeply sloped and not suitable for active recreation. The following describes the major public parks and recreation facilities:

Koons Park – This 33-acre park is in Linglestown off of North Mountain Road and Laurie Street. This park includes four lighted tennis courts, lighted basketball and volleyball courts, seven ball diamonds, a football field, three picnic pavilions, restrooms, playground apparatus and the independently operated Koons Swimming Pool. A Master Plan was prepared in 2014 to guide improvements to the park. The Plan calls for reducing the amount of facilities at Koons Park, and replacing them with new facilities at the nearby Wolfersberger Park.

Brightbill Park – This 41-acre park is located along Commons Drive, north of the Colonial Commons Shopping Center. It includes the Friendship Center (described below), a pavilion, playground equipment, restrooms, a walking trail, one softball field, three baseball fields, one all-purpose field, three basketball courts, a veterans memorial, and four tennis courts.

Kohl Memorial Park – This 20-acre park is located on Dowhower Road, south of Union Deposit Road in the southwestern part of the Township. It includes a pavilion, restrooms, playground equipment, a nature trail, two softball fields, an all-purpose field, two handball courts, two tennis courts, a dog park and a basketball court.

Lingle Park – This 20-acre park is located at the end of Pleasant Road, off of Union Deposit Road. It is next to Kohl Park and Southside Elementary School. It includes a pavilion, playground equipment, a nature trail, two softball fields, an all-purpose field, and two sand volleyball courts.

Thomas B. George Jr. Park – This 62-acre park is along Nyes Road adjacent to Paxtonia Elementary School in the southeastern part of the Township. It includes seven soccer fields (including “Ranger Fields”), a picnic pavilion, an in-line hockey rink, a playground (including apparatus known as Possibility Place that is designed for children of various abilities), and an environmental education area with wetlands. It also includes 10-acres known as Paxtonia Ballfields with six baseball and softball fields that are leased to the Township by the School District, next to Paxtonia Elementary School.

Centennial Acres Park – This four-acre park is located along Continental Drive off of Colonial Road. It includes a playground, a picnic pavilion, one all-purpose field, one basketball court and two tennis courts.

Forest Hills Park – This 11-acre park is located on both sides of Forest Hills Drive. It includes picnic tables, an all-purpose field, a basketball court and a tennis court.

Hocker Park – This 12-acre park is located near the top of the Blue Mountain off of the Blue Mountain Parkway. It includes an informal picnic area, hiking along the Darlington Trail, and areas to enjoy nature. Part of the land is in Middle Paxton Township.

Kings Crossing Park – This five-acre park is located near the intersection of Nyes and Union Deposit Roads in the southeastern part of the Township. It includes a picnic pavilion, a playground, a baseball diamond and a soccer field.

Lamplight Park – This five-acre park is located on Mayfair Drive near Nyes Road. It includes a picnic pavilion, playground equipment, an all-purpose field and a basketball court.

Friendship Center – This indoor recreation center with 62,000 square feet of floor area offers a wide variety of activities and facilities. It is primarily funded by user fees. It includes exercise equipment, an indoor swimming pool, a gymnasium, an aerobics studio, locker rooms, an indoor track, and classrooms. An annex includes the Friendship Senior Center. It is located north of Commons Drive, north of the intersection of Devonshire Road and Route 22. The Senior Center offers a variety of programs to persons age 60 and older. It also includes a meal program operated by the County Area Agency on Aging.

Wolfersberger Tract – These two unimproved adjacent tracts are located off of Wenrich Street off of Blue Ridge Avenue, and include a total of 92-acres. A Master Plan was completed in 2014 to guide its improvement in phases, as described below.

Hodges Heights Park – This two-acre park is located on Conway Road. It includes a picnic pavilion, tennis court, basketball court, baseball field and playground.

Hurley Fields – This five-acre park is along Porsche Drive off of Locust Lane, adjacent to Covenant Christian Academy. It includes baseball fields and a playground.

Meadow Brook Park – This two-acre park is located along Oak Avenue off of Meadowbrook Drive. It includes a half basketball court, an all-purpose field, and a playground.

Buchanan Tract – Includes 40-acres of natural lands along the Blue Mountain north of Parkway East.

Forest Hills Open Space – Includes 25-acres of natural lands in the northwestern corner of the Township.

Leisure Open Space – Includes 5-acres of natural lands.

Boyd Big Tree Conservation Area – This 994-acre area is owned by the Pennsylvania Department of Conservation and Natural Resources and extends for approximately one mile along the Blue Mountain west of the Blue Mountain Parkway. It is open to the public for hunting, hiking and similar activities. Over half of the land extends into Middle Paxton Township.

Swimming Pools – The privately-operated swimming pools in the Township include Koons Pool (inside Koons Park), Penn Colonial Pool and the Devon Swim Club.

Public School Recreation Facilities – The ten public schools in Lower Paxton each provide recreation facilities, although they are limited to use by school students during many hours of the week. For example, every elementary schools has at least one playground, and the middle schools and high school have multiple athletic fields.

The 2010 Parks and Recreation Plan reported that public parks in Lower Paxton included the following total numbers of major facilities:

- 10 softball fields
- 14 baseball fields
- 2 football fields
- 6 soccer fields
- 8 multi-purpose fields
- 6 volleyball courts
- 11 basketball courts
- 14 tennis courts
- 11 picnic pavilions
- 10 playgrounds

Recreation Land Guidelines

After reviewing various national standards and amounts of parkland provided by similar townships, the Township Recreation Board in the Parks and Recreation Plan recommended establishing a goal of 10 acres of Township recreation land per 1,000 residents. Under that guideline, as of 2010, the Township had a deficit of 178 acres. If the Township reaches a population of 54,000 residents (which the Tri-County Regional Planning Commission projects will occur by 2035), it would mean a deficit of 246 acres.

Service Areas of Public Parks and Playgrounds

The Township Greenway Plan mapped existing parks and public schools and highlight which areas were within a one-half mile radius of each facility, as of 2007. The following major neighborhoods were outside of these radii:

- the neighborhoods south of Linglestown Road, west of Colonial Club Road and north of I-81;
- neighborhoods north of the Linglestown area;
- neighborhoods west of I-83;
- neighborhoods along the Nyes Road corridor between Devonshire Heights Road and Locust Lane; and
- neighborhoods along the Page Road (61st Street) corridor.

A new Township Park is proposed to be dedicated as part of the development of the former Blue Ridge Golf Club, in the northwest part of the Township north of Linglestown Road.

A property has been purchased at the corner of Nyes Road and Conway Road, which is intended to replace Hodges Heights Park. Hodges Heights was built on a former landfill tract, and has experienced subsidence problems.

Park and Trail Funding

The main sources of funding for park and trail projects involves use of competitive matching grants through the State Department of Conservation and Natural Resources. These grants are typically matched with recreation fees. The Subdivision and Land Development Ordinance requires that developers provide recreation land and/or fees in-lieu-of land for improvements of existing public parks. These in-lieu-of fees and/or land dedication requirements by developments should also be reviewed and modified if appropriate.

Darlington Trail

The Darlington Trail extends east-west along the top of the Blue Mountain near the Lower Paxton/Middle Paxton border. It eventually connects to the Appalachian Trail, which runs east-west to the north, parallel to the Darlington Trail.

Koons and Wolfersberger Parks Master Plans

The Township intends to carry out the Koons Park and Wolfersberger Park Master Plans in logical phases of construction, as funding allows.

The 2013 Master Plans include recommendations for rehabilitation of Koons Park and development of major new recreation facilities on Wolfersberger Park, which is currently undeveloped. The two parks are within one-half mile of each other. Wolfersberger Park is in two segments with a narrow connection between the two, and is east of Weinrich Street. Wolfersberger Park totals 91.5 acres, while Koons Park includes 28 acres. Wolfersberger Park includes substantial areas of woods.

An extensive public participation program helped to guide the Master Plan. The Master Plan recommends a total of \$10 million of improvements, to be completed in phases over 15 years.

The Master Plan concluded that Koons Park is overused and that some facilities should be relocated to Wolfersberger Park.

The Master Plan for Koons Park includes:

- Improve/ increase parking and park access—including pedestrian access,
- Upgrade/ reorient / replace substandard fields and deteriorated park facilities,
- Remediate on-site stormwater issues by designing facilities as natural amenities in each phase,
- Retain the focus of Koons as a youth, active sports-oriented park, but add other amenities,
- Relocate the salt dome and maintenance building from Koons to Wolfersberger,
- Add playgrounds, pavilions, spray pool, volleyball, concession, and other amenities, and
- Support efforts by civic organization(s) to maintain and eventually replace the existing pools.

The Master Plan for Wolfersberger Park includes:

- A mix of new multi-use fields with protection of existing wetlands and woodlands,
- A series of walking trails to provide passive uses for multiple ages,
- Two softball fields (relocated from Koons Park),
- Four tennis courts (relocated from Koons Park),
- A dog park with a second possible location,
- Immediate retention of private paintball concession in describes areas of the northern half,
- Two vehicular entrances to the new park with perimeter interior road and dispersed parking,
- A relocated salt dome and new township maintenance building,
- Stormwater management system and wetland boardwalk / overlooks, and
- A picnic grove, sled hill, playground and tot lot.

In addition to seeking matching grants from the State, the Master Plan recommends ways to “leverage” other funding sources. It may be that other municipal budget categories or projects can contribute to the Koons/ Wolfersberger improvements—such as importing fill material from other projects, or budgeting municipal road funds to street/ parking/ access improvements to create the new perimeter parking systems. Developer fees may be dedicated toward improvements at Wolfersberger or Koons at the discretion of the Township supervisors.

The Plan notes that private organizations such as dog clubs and sports clubs have the capacity to assist the Township with capital projects and maintenance. Private organizations that enter into cooperative partnerships with the Township have a much stronger position to solicit private foundation funding.

The Plan notes that there are insufficient crosswalks and sidewalks connecting Koons Park to adjacent neighborhoods.

The Plan recognizes that improvements will be needed to Weinrich Street to handle added traffic from the park and any other development in the area.

Strategy C2: Work to carry out the Township Greenway Plan and to improve bicycling and pedestrian access.

Bicycling and walking are valuable not only for recreation and exercise, but are valuable for children to be able to reach recreation facilities, and to serve persons who cannot drive or who do not have access to their own car. In addition, walking and bicycling trails and routes can provide alternatives to using a car. Moreover, some persons choose to use bicycling for everyday travel. Improvements to pedestrian and bicycle facilities will reduce noise pollution and improve air quality, traffic flow, and overall quality of life.

There are few existing bike paths in the Township, outside of parks. The Lower Paxton Township Greenway Plan proposed a series of bicycle and pedestrian improvements that will provide various transportation and recreation opportunities in the Township. It also recommended modifications to development regulations to provide additional protection to the Township’s natural resources. This plan proposes links between neighborhoods and greenway destination points, such as local and regional parks, schools, community and commercial destinations, and other trails beyond the Township boundaries.

The Greenway Plan analyzed information to identify the opportunities and constraints for greenway development, and identified the appropriate trail types for each of the preferred trail routes.

Public participation included public meetings and a number of key person interviews. This input assisted in prioritizing the proposed trail routes and bicycle / pedestrian facilities that should be first implemented in order to have the most benefit for the majority of Township residents.

The trails and greenway system will improve the community's general health and well-being through regular physical activity. This physical activity not only fights obesity and related diseases, but also results in reduced health care costs, increased work productivity, and improved longevity. Other benefits include enhanced property values and environmental education opportunities.

Improvements Proposed in the Greenway Plan

The Greenway Plan includes the following proposed bicycle and pedestrian improvements to be implemented primarily within new residential land developments and within existing public rights-of-way:

- Neighborhood Off-Road Trails;
- Neighborhood Bikeway and Walkway Connections;
- Township – Off-Road Trails;
- Township – On-Road Cycling Routes; and
- Intersection Improvements.

The estimated total cost for these improvements is \$14.1 million. The Plan envisions that many of the improvements will be funded through land development and roadway improvement projects. Other projects are intended to leverage grants and various funding sources outlined in the report.

General Greenway Plan Recommendations

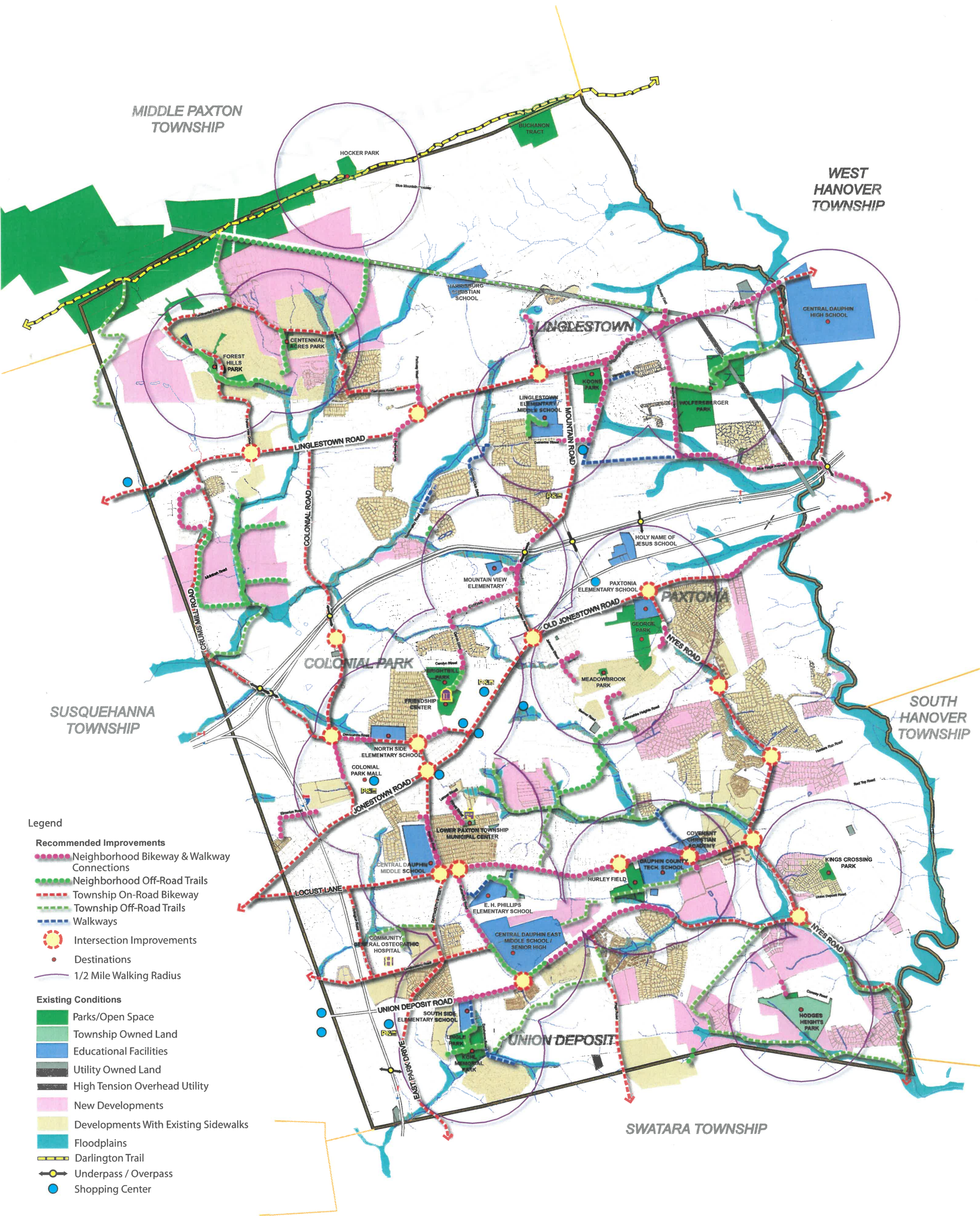
The Greenway Plan recommends that the Township:

- Ensure that the proposed trail and greenway improvements in the Plan are incorporated into all new land development and roadway improvement projects;
- Use its municipal funds to leverage additional grant funding from state and federal sources; and
- Adopt a Riparian Corridor Conservation Overlay Zoning District to provide “protective” greenways that have the potential to preserve long corridors of natural land or sensitive features and which may allow opportunities for future trails plans.

Greenway Plan Implementation Priorities

The Greenway Plan recommended that the Township:

- Construct a ‘Safe Routes to School’ demonstration project, while seeking DCNR grants;
- Complete the Neighborhood bikeway and sidewalk connections along existing roadway corridors between neighborhoods and destinations;
- Complete the Neighborhood off-road connections;



- Prepare Feasibility Studies/ Master Plans for the off-road trail connections along stream corridors; and
- Keep an eye on the opportunities to provide connections to regional trails and/or bikeway systems beyond Township borders.

When trails are to be built within or next to a new housing development, the trail be built before the homes are occupied.

Sidewalks

The Township Greenway Committee proposed a set of high priority sidewalk connections, which are shown on the Transportation Plan Map, in a previous section of this report.

Careful consideration is needed of each development and road to determine whether sidewalks or some other form of pathway or trail should be required. Where a sidewalk is not currently needed, the requirement to build it may be deferred into the future. Where a sidewalk is not required, where practical, a relatively level grass area should be provided along a road, so that it can be used by pedestrians and so that a sidewalk could be easily built in the future if needed.

The Township should consider enacting a provision authorizing a payment of a fee-in-lieu of constructing sidewalks, where the Township decides that a sidewalk is not currently needed as part of a new development. The fee would be required to be used in the general vicinity of the development that paid the fee, and could only be used for sidewalk and trail connections. The goal is to utilize the funds where the sidewalks are most needed, particularly along heavily traveled roads.

Strategy C.3 – Continue to provide high quality recreation programs for persons with a wide variety of interests, ages and abilities.

The Township Parks and Recreation Department offers 400 recreation programs and special events that attract 15,000 participants.

The 2010 Parks and Recreation Plan reported that recreation facilities in Lower Paxton served: four major Township-run athletic leagues, six baseball organizations, 16 softball organizations, two football organizations, four soccer organizations, one handball organization, one frisbee organization, one tennis organization and one field hockey organization.

Strategy C.4. – Work with the School District to coordinate plans for growth and recreation.

The Township should continue to encourage regular communication with the Central Dauphin School District to make them aware of the sizes and timing of development proposals that may affect student enrollments. Also, it is recommended that the Township and the School District should work cooperatively to find the most cost-effective ways of meeting the recreation needs of students and community members.

Information on public and private schools is included in the Community Facilities Background section.

Strategy C.5. – Continue to provide high-quality police protection services.

The Lower Paxton Township Police Department provides 24-hour police services to its residents and businesses. The Lower Paxton Township Police Department is housed within the Township Building on Prince Street. The Department as of 2017 included 57 sworn officers and 7 civilian employees, and is budgeted for 59 sworn officers in 2018. In addition, there are 4 part-time crossing guards.

The Township should periodically consider whether additional officers are needed, depending upon needs related to growth, traffic and crime.

As of 2017, the Lower Paxton Township Police Department operated 31 vehicles, including one crime scene van, three motorcycles, and 27 cars and sport-utility vehicles. There are also three trailers, including one that displays traffic speeds. Emergency dispatching is handled through the Dauphin County Communications Center.

The Township's crime rates and trends are similar to most suburban townships. The Department's highest incident rates are for automobile break-ins, retail thefts, vandalism, and responses to traffic accidents. In 2016, there were no homicides, and 63 serious crimes against persons, such as assault with a weapon or robbery of a person. There were 108 serious crimes against property, such as burglary or theft of a vehicle. Among the more common incidents in 2016, there were 558 theft offenses, which mainly included shoplifting, 298 fraud incidents, and 227 reported incidents of vandalism. There were also 118 driving while under the influence incidents and 95 reported incidents involving illegal drugs.

The most difficult traffic control conditions arise when lanes of I-81 or I-83 are closed because of a crash or construction. The State Police have the responsibility to patrol the interstates, but the Township Police and Fire Police are responsible to manage traffic detours. Lanes on an interstate often need to be closed to protect emergency responders or to clean up hazardous spills. It would be impossible to widen local roads sufficiently to handle the traffic.

The Police Department reports its amount of building space is expected to be adequate for the foreseeable future. Some alterations may be desirable to convert the former booking area into new purposes for the police.

Strategy C.6. Continue to provide high-quality Fire Protection and Emergency Medical services.

Fire protection services in Lower Paxton Township are provided by three companies: Colonial Park Fire Company, Paxtonia Fire Company, and Linglestown Fire Company. The stations are well located. While each company has a primary response area, all three companies respond to major calls throughout the Township. There are mutual aid agreements with surrounding municipalities. Emergency dispatching is handled through the Dauphin County Communications Center. A real estate tax levy is paid by property owners to fund a portion of fire and emergency expenses.

The delivery of fire protection services in Lower Paxton Township is highly dependent upon the availability of volunteers. It can be challenging to have sufficient numbers of volunteers available during weekday mornings and afternoons when many persons are working outside of the Township. The operation of a "Live-In" program at the Colonial Park and Paxtonia stations has helped avoid a shortage of volunteers during the days. This program involves college students living at the station while they are completing their education, while serving as volunteer firefighters.

Continued efforts are needed to attract and retain a sufficient numbers of trained volunteers, particularly as existing volunteers become older. Some municipalities provide incentives for their municipal workers to serve as volunteer firefighters, and to offer flexibility for those workers to leave work as needed to respond to emergencies. The Township already provides limited pension benefits for active volunteer fire-fighters. The Township has been considering use of a recently enacted State law that allows municipalities to offer tax incentives to emergency service volunteers. Other incentives should be considered for recruitment and retention of volunteer firefighters, such as discounts for Friendship Center membership and other recreation programs, businesses allowing volunteers to leave work to respond to emergencies, discounts being offered by local businesses, and events to recognize volunteers.

The Colonial Park Fire Company is based on South Houcks Road at Ruth Ann Street at a station built in 2005. The Company provides the primary response for the southwestern part of the Township. Colonial Park's main apparatus includes: a 2008 pumper, a 2000 rescue engine, a 1998 75-foot aerial ladder truck, a 2004 squad truck, a 2008 traffic control truck, and two sport utility vehicles.

The Linglestown Fire Company is located at 5901 Linglestown Road in Linglestown in a station built in 1991, and is responsible for providing primary response services to the northern portion of the Township. The Linglestown Fire Company has specialized abilities in dealing with areas without public water service, areas with steep driveways and wildfires. The Linglestown Fire Company also provides fire police services, as well as some emergency medical services.

Linglestown's apparatus includes: a 2000 aerial platform truck, a 2017 pumper, a 2006 rescue engine, a 2008 tanker truck with a 2,500 gallon main tank and a 2,500 gallon folding tank, a 2001 high clearance truck (intended for long steep driveways), a 2001 traffic control truck, an off-road all terrain vehicle, a utility trailer (mainly for wildfires), a 2002 utility truck, two sport utility vehicles, and a 1998 air compressor and light truck.

Located at 125 South Johnson Street, south of Jonestown Road, the Paxtonia Fire Company serves as the primary response agency for the southeast portion of the Township. Paxtonia's apparatus includes: a 1988 aerial ladder truck (which will soon be replaced by a new aerial ladder), a 2009 pumper truck, a 1998 rescue engine truck, a 2012 squad truck, a 2015 pickup utility truck, a 2011 rehab trailer (to assist at incident scenes), and two sport utility vehicles.

The Township Fire Marshal is responsible for fire scene investigations and data compilation of fire and emergency response services across the Township.

In outlying areas without public water systems and fire hydrants, tankers need to be used. For a major fire, multiple tanker trucks from various fire companies need to operate in rotation. The fire companies are moving towards using large portable collapsible water tanks to speed the process of emptying tankers, so the trucks can leave for another trip. This process involves planning in advance for sites where tankers can be re-filled and coordinating routes with neighboring fire companies.

Concerns were expressed that the current emergency vehicle preemption system for traffic signals does not always work as intended. The system is intended to turn a set of traffic signals to green for an oncoming emergency vehicle. However, the system is sometimes not activated until a fire truck is within 50 feet of an intersection.

Concerns were expressed about the difficulty of fire vehicles leaving stations and backing into stations in heavy traffic or when other vehicles are speeding. It was suggested that some form of alerting system be installed near fire stations. For instance, this could include an overhead flashing light that is activated when fire trucks are leaving or entering the station, with a sign directing motorists to yield.

As part of a national trend, the fire companies have had to respond to a greatly increasing number of calls to assist emergency medical services.

Emergency Medical Services

South Central Emergency Medical Services (SCEMS) provides basic and advanced life support services. The organization operates 15 emergency vehicles from three stations, including one with three vehicles in Lower Paxton. The Lower Paxton Station is their busiest, handling 5,000 911 calls per year. It is located adjacent to the Paxtonia Fire Station at 5531 Poplar Street. SCEMS employs both paramedics and emergency medical technicians.

The Township's real estate tax levy also provides funding to South Central EMS.

Strategy C7: Ensure that a high quality water supply continues to be available.

SUEZ Environment (formerly known as United Water Pennsylvania) provides public water services to Lower Paxton Township and adjacent areas. The highest elevations of the system are near the base of the Blue Mountain, including in the Forest Hills development. Township officials report that they have not experienced problems with water pressure in firefighting, which typically would be a problem at higher elevations. A storage tank was added in recent years west of Parkway West to provide adequate pressure for new developments at higher elevations.

Private wells serve scattered mostly rural areas, but essentially all major development of Lower Paxton Township is served by the public water system. Since most of the Township is underlain by the Martinsburg geologic formation, wells are typically low yielding, including many yielding only a few gallons per minute.

The main treatment facility draws water from the Susquehanna River (with the Stony Creek as alternative supply). It is located near 6th Street and Linglestown Road in Susquehanna Township and has a permitted capacity of 12 million gallons per day (mgd). A second treatment plant is located in Hummelstown and draws water from the Swatara Creek and is permitted for 4 mgd.

The system has sufficient supply to handle anticipated growth in Lower Paxton. In many parts of the service area, total water consumption has actually been falling, because of successful leak detection, water conservation fixtures, and reduced industrial operations. In addition, the SUEZ system is able to buy well water from the Susquehanna Area Regional Airport Authority and has an emergency interconnection with the Steelton system.

SUEZ regularly tests the water quality. The 2017 water quality report did not show any violations of federal water quality standards.

A Source Water Assessment was completed to consider vulnerabilities to the water system. The Assessment indicated that the Susquehanna River is most vulnerable to potential contamination from

agricultural activities, gas stations, urban runoff, and potential spills from transportation corridors. Stony Creek is most vulnerable to potential contamination from on-lot septic systems, storage facilities, and lawn care while the Swatara Creek is most vulnerable to agricultural activities and urban runoff. Control of potential pollution sources from surface activities is very important to maintain the quality of groundwater supplies and creeks. Continued efforts are also needed to promote groundwater infiltration throughout the region, particularly to prepare for periodic drought conditions.

Continued efforts are needed to upgrade old water lines. While a few miles have been replaced in recent years in Lower Paxton, the overall system has not been replacing lines at a sufficient rate, according to a Public Utility Commission audit. Homeowners also need to be made aware of the potential from lead contamination from old laterals and pipes within homes, which is a nationwide problem.

Strategy C8: Ensure that adequate wastewater treatment allocations and transmission capacities continue to be available.

Nearly the entire Township, as well as a small section of West Hanover Township, is served by public sewage provided by the Lower Paxton Township Authority. The Township Sewer Department provides the maintenance and billing services.

The Authority owns almost all the sewer systems of Lower Paxton Township, except for some small sections of privately-owned collection lines and small private pumping stations that connect to the Authority's system.

For many years, an active program has been underway to reduce infiltration and inflow (I/I) during wet weather.

Wastewater is collected in Lower Paxton Township in four discrete basins that approximate the watershed boundaries of Beaver Creek, Paxton Creek, Spring Creek, and Asylum Run. The Beaver Creek Basin collects wastewater from the eastern half of the Township and discharges to the Joint Use Interceptor for conveyance and treatment at the Swatara Wastewater Treatment Plant (WWTP). The Paxton Creek Basin collects wastewater from the northwestern portion of the Township and discharges to Susquehanna Township's Paxton Creek Interceptor, ultimately reaching the Harrisburg Wastewater Treatment Facility. The Spring Creek Basin located in the south-western portion of the Township, is subdivided into two sub-basins. SC-1 is a tributary to the West Branch of the Spring Creek Interceptor in Susquehanna Township, while SC-2 is a tributary to the East Branch of the Spring Creek Interceptor in Lower Paxton Township. All wastewater from both branches is conveyed via the Spring Creek Interceptor through Swatara Township and Paxtang Borough to the Harrisburg facility. Wastewater collected from the Asylum Run drainage basin, a relatively small area in Colonial Park section of the Township, is conveyed through Susquehanna Township and the City of Harrisburg to the Harrisburg facility.

While nearly the entire Township is served by public sewage services, there are less dense areas mainly in the northeast and along the Township's eastern border that are served by on-lot disposal systems. In many cases, elevated sand mounds or other types of septic alternative systems have needed to be used. There are no concentrated areas of the Township that are known to have malfunctioning on-lot systems.

Wastewater Facilities Planning

In 2013, Lower Paxton adopted a Sewage Facilities Plan Update. The Update was to revise the Beaver Creek Basin portion of the existing Plan. The full existing Plan was approved in 2003, with a limited update in 2006.

There are four separate drainage areas in the Township: Beaver Creek, Spring Creek, Asylum Run, and Paxton Creek.

Wastewater from the public sewerage service area in the Beaver Creek Drainage Area is conveyed to the Swatara Township Authority's wastewater treatment facility (WWTF), while wastewater from public sewerage service areas in the other three drainage areas is conveyed to the City of Harrisburg's WWTF.

The Plan was updated in 2006 to reduce the size of the planned public sewerage service areas in the Paxton Creek and Beaver Creek drainage basins, to correspond to zoning changes. The Plan allowed for de-centralized wastewater treatment (such as on-lot systems) in parts of the Township that were formerly located within the planned public sewerage service area.

A package wastewater treatment plant that served the Springford Village development was recently closed and the customers were connected into the public system.

Existing flows are within Lower Paxton Township's allocated capacity in Swatara Township's treatment plant, except during periods of extreme wet weather, which typically occur 3-7 times per year.

An "Equivalent Dwelling Unit" is based upon the average sewage flow from one dwelling, but could result from non-residential development. Most of the land area in the Beaver Creek Basin planned public sewerage service area is either developed, or within approved developments that are in progress. As of 2013, there were approximately 800 acres of undeveloped land within the service area. As of 2013, there were 1,699 additional EDUs remaining to be constructed in existing approved developments, and an estimated 1,805 projected EDUs for undeveloped lands based on current zoning.

The 2013 Plan Update showed that there would be sufficient treatment allocation in the Swatara Plant to handle the average daily flow of the new potential growth in the Beaver Creek watershed, based upon current zoning. However, the peak hourly flow during extreme wet weather would be substantially beyond the capacity of the Swatara Plant and the main interceptor that flows into it if flow reductions are not achieved (such as through sewer system rehabilitation).

As a result, the Authority has been actively working at replacing and rehabilitating many existing sanitary lines and reducing infiltration and inflow into the system. Two properties have been purchased to hold the "first flush" to store wastewater underground in tanks during extreme wet weather events, so that the effluent can be treated after the high flows subside. One facility will be on Commerce Drive, west of Crums Mill Road, and the second will be at the intersection of Nyes and Conway Roads.

Strategy C.9. Continue to coordinate street, sidewalk and utility improvements.

Ideally, major street, sidewalk and curbing reconstruction projects should be coordinated with any needed storm drainage, water line, sewage line or other utility projects along the same corridor. This

advanced planning and coordination between the Township and utilities reduces the total costs of a project and allows the costs to be distributed among various entities. Also, it avoids the need to later cut into a newly paved street or a sidewalk that is in good condition. If a street or utility project is combined with street tree plantings, pedestrian and other streetscape improvements, it can provide additional benefits to the neighborhood.

Strategy C.10. Continue to implement storm water management improvements.

As part of the federal National Pollution Detection and Elimination System (NPDES) Phase II Program and the Federal MS4 Stormwater Program, the Township is required to put into effect pollution prevention measures. There are six Minimum Control Measures (MCMs) that make up this program: 1) Public Education and Outreach, 2) Public Involvement and Participation, 3) Illicit Discharge Detection and Elimination, 4) Construction Site Runoff Control, 5) Post-construction Stormwater Management in New Development and Redevelopment, and 6) Pollution Prevention and Good Housekeeping for Municipal Operations and Maintenance.

The Township expects to complete a number of projects in future years to stabilize creek banks and plant trees and thick vegetation along creeks. These types of projects are not only important to meet MS4 requirements, but also standards of the Chesapeake Bay Program. It would be desirable to prioritize a list of stormwater projects that would be accomplished over a number of years. That type of planning would maximize coordination with other street and utility projects, which can reduce costs, as described above.

Strategy C.11. Plan for capital improvement needs.

The Public Works Department maintains bridges, streets, parks, plows snow, and repairs storm sewers. The Township should prepare a comprehensive capital improvements plan that will address these needs for the next 10 years, along with possible funding alternatives. Many of the largest capital needs are for stormwater improvements. This process would serve as the basis for annually budgeting for infrastructure improvements. A Capital Improvements Program is also described in the Action section of this Comprehensive Plan.

PUTTING THIS PLAN INTO ACTION

- GOAL A.1.** Promote substantial citizen input, including making sure residents are well-informed about community issues and have plentiful opportunities to provide their opinions on Township matters.
- GOAL A.2.** Coordinate transportation, development and infrastructure across municipal borders, and seek opportunities for additional shared municipal services.
- GOAL A.3.** Continually work to put this Plan into action—through a program of updated planning and many short-term actions within a long-range perspective.

This section describes methods that should be considered to implement this Plan. This Plan will need to be reviewed periodically and, if necessary, updated to reflect changing trends.

Lower Paxton Township has been working to maximize use of the internet to regularly update residents with information that will help spur public interest, enthusiasm and involvement. Opportunities for citizen involvement should also be highlighted through newspapers, social media, email lists, continued newsletters, posters and other media.

Strategy A.1. – Update the Zoning Ordinance to carry out this Plan.

The Zoning Ordinance is the primary legal tool to regulate the uses of land and buildings. The Zoning Ordinance and Map should be updated to be generally consistent with this Comprehensive Plan, to modernize standards and to address public concerns. The Zoning Ordinance includes a Zoning Map that divides the Township into different zoning districts. Each district permits a set of activities and establishes a maximum density of development. Zoning also controls the following:

- the heights of buildings,
- the percentage of a lot that may be covered by buildings and paving,
- the minimum distances that buildings may be placed from streets and property lines,
- the minimum size of lots,
- the maximum sizes and heights of signs, and
- the protection of important natural features, such as setbacks from creeks.

Strategy A.2. – Update the Subdivision and Land Development Ordinance (SALDO).

The SALDO mainly regulates the creation of new lots, the construction of new streets by developers, and the site engineering of new multi-family, commercial, industrial and institutional buildings. It includes procedures, application requirements and engineering standards.

Strategy A.3. – Continue to emphasize the Property Maintenance Code.

The Township's Property Maintenance Code is a valuable tool to make sure that buildings are maintained to a minimum level and to address problem properties before they become blighted. The system of fees and fines for property maintenance and nuisance violations should be written to increase penalties for repeat offenses, violations that are not corrected within a reasonable time limit, or situations that require more than two inspections of a property.

A number of communities have shifted certain nuisance offenses to a ticket system (such as improper garbage disposal) that avoids use of the Magisterial District Judge system and thereby reduces the administrative burden to the Township.

Strategy A.4. – Consider adopting an Official Map.

The State Municipalities Planning Code grants each municipality with the authority to adopt an “Official Map.” An Official Map can designate proposed locations of new streets, street widenings, intersection improvements, municipal uses and future parks and trails. The Map may cover the entire Township or only certain areas. This process may be particularly useful, for example, to reserve right-of-way for a future intersection widening or trail connection.

Once an Official Map is officially adopted by the Board of Supervisors, then the Township is provided with a limited amount of authority to reserve land for the projects on the Map. If the land affected by a project shown on the Official Map is proposed for development, then the Township would have up to one year to either purchase the land for its fair market value or decide not to go forward with the project. This one year period is intended to provide time to raise funds to acquire the land, and avoid lost opportunities. If this one year period is not in effect, a person could obtain a building permit almost immediately in many cases and construct a building that could obstruct an important project.

An Official Map also serves to provide notice to property owners about the Township’s future plans, which increases the likelihood that a proposed project, such as a trail link, can be incorporated into a developer’s site design, with limited Township expense.

Strategy A.5. – Plan for major needed capital improvements.

“Capital” improvements are projects involving a substantial expense for the construction or improvement of major public facilities that have a long life span and that are not annual operating expenses. Examples of capital projects include major street improvements, acquisition of parkland, and construction or expansion of buildings.

Needed capital projects (such as stormwater quantity and quality projects) should be considered in more detail, with more refined cost estimates. Then the high priority projects should be regularly tied into the annual budgets, borrowing plans and grant applications. A Capital Improvements Program (CIP) should prioritize the projects and identify possible funding sources. By establishing a schedule of major street, streetscape and stormwater projects, the Township, the Township Authority and utility companies will be able to improve coordination with underground construction projects. This coordination minimizes the need to cut into a street after it has been recently re-paved, and reduces costs for each entity.

Through a CIP, many different projects can be combined into a single bond issue, which avoids the high administrative costs of multiple bond issues. A CIP also can allow the Township to carefully time any bond issues to take advantage of the lowest interest rates.

Strategy A.6. – Seek additional grants to meet community needs.

The Township should continue to identify Federal, State and County grant opportunities to address community needs. This should include highlighting grant deadlines for major programs a few months in advance, so that there is time to prepare a quality grant application. The Appendix of this Plan lists a large number of federal, state and county funding programs for community and economic development purposes.

Strategy A.7. – Increase inter-governmental cooperation efforts, including holding periodic discussions with officials of neighboring municipalities.

Inter-governmental cooperation can decrease the costs of many services, while also improving the quality of services. The Pennsylvania Inter-governmental Cooperation Act provides broad and flexible authority to organize joint efforts, as municipalities deem appropriate. In general, the Act allows two or more municipalities to jointly accomplish anything that an individual municipality is allowed to do. In most cases, this grant of authority is carried out through the adoption of an ordinance by each municipality to formalize an agreement. One option involves one municipality providing a service to a second municipality through a contract. These same concepts can also apply between a municipality and a school district. For example, a township may agree to plow snow from school parking lots and driveways in return for free municipal use of some school facilities.

Lower Paxton Township participates in the Dauphin County Council of Governments (COG). A COG can offer joint purchasing among municipalities, which decreases bidding and purchase costs. The COG can provide the foundation for expanded discussion and cooperation among the municipalities on planning and transportation matters.

The toughest issue in joint municipal services is determining a fair allocation of costs. The State Department of Community and Economic Development has several publications that can assist in these issues.

The following types of inter-governmental cooperation efforts should be considered:

- **Shared Services and Shared Staff-persons** – Shared staff-persons can be particularly beneficial for specialized staff, such as different types of construction inspectors. Two or more municipalities could hire the same person to do the same job, with certain hours assigned to each municipality. This allows each municipality to hire a highly qualified person who is working full-time, as opposed to each trying to find a part-time person. This can reduce turnover, which reduces training costs and reduces the potential for mistakes being made by inexperienced staff. In addition, sharing staff makes staff-persons available during more hours of the day, which is beneficial to residents and business-persons. It also provides greater coverage during periods of illness or vacation.
- **Shared Recreation Programs** – When municipalities share and coordinate recreation programs, it greatly increases the types of programs that can be offered. For example, one municipality may offer a gymnastics program, while another municipality offers basketball programs. Residents of each municipality could be allowed to participate in each of those programs at the same cost per person as a municipal resident. There has been great success in parts of Pennsylvania with multi-municipal recreation programs, where each municipality contributes funds towards one set of programs. These programs are often organized in partnership with a school district.
- **Joint Yard Waste Collection and Composting** – This is a very cost-effective way of handling the disposal of yard waste, which requires significant land and expensive equipment.
- **Joint Purchasing** – Joint purchasing can reduce the costs to each municipality of preparing bid documents and legal ads. It also can result in lower costs because larger volumes are being purchased, or a larger service area is being bid. The State also has arrangements that allow municipalities to "piggyback" upon State purchases. State law allows a similar process of

"piggyback" bids between municipalities and a county. The State Intergovernmental Cooperation Act includes rules for joint municipal purchasing. Under State law, one municipality can be the lead municipality in purchases, without requiring multiple municipalities to seek bids.

- **Sharing of Equipment** – This method of sharing is most beneficial for expensive equipment that is needed by each municipality for only portions of the year. The equipment could be jointly owned, or be owned by one municipality and leased to other municipalities. Alternatively, an arrangement could allow trading of equipment.
- **Incentives for Intergovernmental Cooperation in Grants** – Many competitive State grant programs provide preference to projects that involve cooperation between more than one municipality. Therefore, if two similar projects are in competition for a grant, and one involves cooperation between two municipalities, the two municipality project is most likely to be funded.

ACTION PROGRAM

The following table summarizes the major recommendations of this Plan, along with recommended priorities. The timing of each recommendation is listed, as well which agencies should have the primary responsibility to carry out the recommendation. Additional information for each strategy is included in the main body of this Plan. Abbreviations for the prime responsibilities for each recommended action are listed as follows:

Abbreviations of Responsible Agencies/Groups:

Adj. Mun.	=	Adjacent Municipalities
CAT	=	Capital Area Transit
Co. Emerg. Mgt.	=	Dauphin County Emergency Management
Con. Dis.	=	Dauphin County Conservation District
Co. DCED	=	Dauphin County Department of Community and Economic Development
DCPC	=	Dauphin County Planning Commission and Tri-County Regional Planning Commission Staff
Hist. Soc.	=	Historical Society of Dauphin Co. and any Lower Paxton historical organization that may be formed
PADCNR	=	Pennsylvania Department of Conservation and Natural Resources
Parks and Rec.	=	Lower Paxton Parks and Recreation Staff
PC	=	Township Planning Commission
PennDOT	=	Pennsylvania Department of Transportation
PHFA	=	Pennsylvania Housing Finance Agency
PHMC	=	Pennsylvania Historical and Museum Commission
Staff	=	Township Staff
Super.	=	Board of Supervisors
ZHB	=	Zoning Hearing Board

In the right-hand column that lists entities that should carry out a recommendation, the entity that is proposed to have the lead responsibility is boldfaced. High priority strategies are ones that are recommended for the most attention and that should be considered first. Medium priority strategies are moderately important, while low priority strategies are commended to be completed as time and resources become available.

In the “Timing” column, short-range is intended to refer to actions that should be completed within the next two years. Medium-range strategies are intended to be completed within the three to six years, and long-range strategies are envisioned to be completed in seven or more years. Most strategies are listed as continuous, because they should involve many smaller actions that are completed over many different years.

LAND USE AND HOUSING PLAN

Recommended Strategy	Priority: H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
<p>L.1. Work to improve the economic vitality and appearance of the Route 22 corridor, while considering mixtures of commercial and residential uses in selected locations.</p> <p>Consider allowing a mix of commercial and residential development on larger sites, such as portions of the Colonial Park Mall and former K-Mart sites. Improve the attractiveness along the Route 22 corridor, including with additional landscaping. Improve the pedestrian access, including working with PennDOT to have carefully designed pedestrian crossing improvements installed. Consider offering real estate tax incentives in a few targeted underused areas to promote investments, and publicize their availability. Consider the use of tax increment financing to fund infrastructure needed to support new businesses. Help link businesses with available economic development resources.</p>	H	Continuous	PC, Super., Staff, Co. DCED, Landowners and Businesses
<p>L.2. Base land use policies upon the Land Use and Housing Plan Map and update development regulations to carry out the Land Use and Housing Plan. Make sure that a wide range of housing types continue to be available to meet the needs of all types of households, with particular emphasis upon housing to meet the needs of Township residents who are aging. The recommended changes include considering allowing a few additional uses in the Business Campus areas, expanding Business Campus areas along Linglestown Road west of Colonial Club Dr., and allowing Village Residential development north of Linglestown.</p>	H	Continuous	PC, Super., Staff
<p>L.3. Seek improved designs in new residential development, including a greater emphasis on landscaping, designing homes to face onto neighborhood green areas, promoting boulevard-style entrances with landscaped medians, seeking use of decorative street lights, and incorporation of traffic calming measures.</p>	H	Continuous	PC, Super., Staff
<p>L.4. Allow the Open Space Development option in selected areas in new residential development, after updating standards to make sure that the open spaces serve valuable purposes. This involves permanent preservation of open space that serves a valuable public purpose, in return for flexibility in lot dimensions. Update standards to make sure the open spaces serve valuable public purposes and will be attractively landscaped. Promote open space to be provided as a buffer between homes and I-81 and between homes and intensive business.</p>	H	Continuous	PC, Super., Staff

Recommended Strategy	Priority: H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
L.5. Continue to promote a village character in Linglestown and consider an expansion of village-style residential development to the north. Locate new buildings close to the street, with most parking to the side or rear of buildings, to maintain a village character. Continue to emphasize mixed residential and neighborhood commercial uses in Linglestown. Promote residential development in a traditional style north of Linglestown as an walkable extension of the village, which will help to provide customers for local businesses. Consider extending the streetscape improvements along Mountain Road immediately south of Linglestown, as new development occurs and as funding allows.	H	Continuous	PC , Super., Staff
L.6. Consider use of a Traditional Neighborhood Development option in additional areas. Update the TND zoning provisions to address Township concerns.	M	Continuous	PC , Super., Staff
L.7. Promote use of Transfer of Development Rights, to direct development to designated growth areas, while permanently preserving important farmland and forested land at no public expense.	M	Continuous	PC , Super., Staff
L.8. Cooperate with other agencies to improve the condition of older housing and to increase home ownership rates.	M	Continuous	Co. DCED , Super., PC, Staff

NATURAL FEATURES CONSERVATION PLAN

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities
N.1. Carry out a full range of sustainability initiatives, in cooperation with area businesses and other entities, including installing bicycle racks, promoting composting, encouraging carpooling, increasing use of solar energy, and making sure Township ordinances are streamlined in allowing solar energy use.	M	Continuous	Staff , Super., PC, Property owners, DCPC
N.2. Carefully manage stormwater and other water resources to improve water quality, promote groundwater recharge, and comply with Federal MS4 requirements.	H	Continuous	Staff , Super., PC, Con. Dis., property owners

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsi- bilities
N.3. Minimize the disturbance of steeply sloped lands , including reviewing development regulations that protect them.	M	Con- tinuous	PC , Super., Staff
N.4. Carefully manage floodprone areas and preserve wetlands.	M	Con- tinuous	Staff , Super., PC, Con. Dis., property owners
N.5. Improve the creeks as scenic and possible recreational assets. Maintain building and paving setbacks from streams to protect water quality and fishing habitats. Encourage landowners to plant and maintain native vegetation and native trees along creeks.	M	Short- range	Staff , Super., PC
N.6. Promote additional tree plantings. Minimize unnecessary removal of trees during construction.	M	Con- tinuous	PC , Super., Staff

HISTORIC PRESERVATION PLAN

Recommended Strategy.	Priority: H = High M = Medium L = Low	Timing	Prime Responsi- bilities (see abbrevi- ations above)
H.1. Consider using the Zoning Ordinance to require pre-approval of a proposed demolition of an important historic building beyond the present protections in Linglestown. The Board of Supervisors have the authority under State law to determine which buildings are worthy of this approval process.	H	Short- range	PC , Super., Staff, Hist. Soc.
H.2. Promote public interest and awareness in historic preservation. Encourage sensitive rehabilitation to preserve character, by encouraging use of available resources.	L	Con- tinuous	Hist. Soc. , Staff

COMMUNITY FACILITIES AND SERVICES PLAN

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsi- bilities (see abbre- viations)
C.1. Continue to provide excellent parks and recreation facilities. Seek funding to improve existing parks to meet a wide variety of recreational needs and to add selected parkland. Emphasize improvements to Wolfensberger Park, a proposed new park as part of the development of the former Blue Ridge Golf Course, and a new park at the intersection of Nyes and Conway Roads.	H	Con- tinuous	Parks & Rec., Super., School Dis- trict, Donors, PA DCNR
C.2. Work to carry out the Township's Greenway Plan and to improve bicycling and pedestrian access.	M	Con- tinuous	Parks & Rec., Greenway Cmt., Sup., PC
C.3. Continue to provide high-quality recreation programs to persons with a wide range of interests, ages and abilities.	M	Con- tinuous	Parks & Rec., Sup.
C.4. Work with the School District to coordinate plans for growth and recreation.	M	Con- tinuous	Staff, School District
C.5. Continue to provide high-quality police protection services.	H	Mid- range	Police, Super., Staff.
C.6. Continue to provide high-quality fire protection and emergency medical services (EMS).	H	Con- tinuous	Fire and EMS providers, Super., Staff, Co. Emerg. Mgt.
C.7. Ensure that a high quality water supply continues to be available.	H	Con- tinuous	SUEZ Water, Staff
C.8. Ensure that adequate wastewater treatment allocations and transmission capacities continue to be available. Continue work to reduce inflow and infiltration into the system and to develop "first flush" storage facilities to avoid water pollution during severe storms.	M	Con- tinuous	Twp. Sewer Dept/ Authority.
C.9. Continue to coordinate street, sidewalk and utility improvements.	H	Con- tinuous	Public Works, Super., Staff
C.10. Continue to implement storm water management improvements, including plans to add substantial plantings along creek corridors.	H	Short- range	Super., Staff, Public Works
C.11. Plan for capital improvement needs.	M	Con- tinuous	Staff, Public Works, Sup.

TRANSPORTATION PLAN

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
T.1. Manage streets according to their functional classifications.	M	Continuous	Staff , PennDOT, DCPC
T.2. Carry out “Complete Streets” and “Traffic Calming” concepts when planning circulation improvements.	M	Continuous	Staff , PC, Super., PennDOT, DCPC
T.3. Work with TCRPC, PennDOT and adjacent property owners to seek funding and rights-of-way to complete cost-effective road improvements. This includes new road connections, signalization and intersection improvements highlighted on the Transportation Plan.	H	Continuous	Staff , Super., PennDOT, DCPC/TCRPC
T.4. Improve pedestrian and bicycle access, especially by installing sidewalks near parks and schools.	H	Continuous	Staff , Super., PennDOT, DCPC
T.5. Provide additional locations for bicycle parking.	H	Continuous	Super. , PC, Staff, property-owners, School District
T.6. Promote greater use of public transit.	M	Continuous	Staff , Super., CAT
T.7. Seek additional bus passenger shelters.	M	Continuous	CAT , Staff, PC, Private companies
T.8. Seek additional park and ride parking areas, preferably in locations served by buses. Support efforts to develop a bus transfer center, such as at Colonial Park Mall, so that riders transferring between buses have less need to travel into Center City Harrisburg.	M	Continuous	CAT , Private companies, PennDOT, DCPC

ENERGY CONSERVATION PLAN

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
E.1. Work to make residents, property owners, builders and developers more aware of energy conservation methods. Encourage modes of transportation, patterns of land uses, designs of sites and other actions that conserve energy.	L	Continuous	PC, Staff, DCPC
E.2. Encourage developers and builders to fully consider sun angles, prevailing winds and land forms and to use vegetation to reduce heating and cooling costs.	L	Continuous	Staff, PC, DCPC

PUTTING THIS PLAN INTO ACTION

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
A.1. Update the Zoning Ordinance to carry out this Plan.	H	Short-range	PC, Super., Staff
A.2. Update the Subdivision and Land Development Ordinance (SALDO).	M	Short-range	PC, Super., Staff
A.3. Continue to emphasize the Property Maintenance Code, and target fees and fines to repeat offenders.	M	Continuous	Staff, Super
A.4. Consider adopting an "Official Map" to seek to reserve land that is expected to be needed to improve existing intersections or other public improvements.	M	Short-range	PC, Super., Staff
A.5. Plan for major needed capital improvements, such as stormwater quantity and quality improvements.	H	Continuous	Staff, Super., DCPC
A.6. Seek additional grants to meet community needs, while paying close attention to upcoming submission deadlines.	M	Continuous	Staff, DCPC, Co. DCED, State agencies
A.7. Increase inter-governmental cooperation efforts, including holding periodic joint meetings with other municipalities and working through the Council of Governments.	M	Continuous	Staff, Super., PC, Adj. Mun.