

B. IMPROVING NEIGHBORHOODS

Goals: Increase social connectivity and interactions between residents; protect and enhance existing urban areas, patterns, and structures; improve existing parks and recreation sites; add other amenities to increase walkability and livability; connect & preserve environmental assets.

PROJECT B.1: Establish a Greenway along the east branch of Spring Creek along Frances Cadden Parkway and through the Lenker Manor area
(see concept in "Pedestrian Greenway Access Study – 2009 – Trail "B")

Problem Description

Greenway trails currently only exist in two areas of the Township: the Capital Area Greenbelt trail from City Park Drive down to 28th Street and beyond, and the Swatara Creek trail connecting Schiavoni Park and McNaughton Park. These trails are immensely popular for all kinds of active recreational activities including walking, running, bicycling, and in-line skating. They also provide some passive activities such as birdwatching and access to fishing areas. Both of these trails are accessible by walking or biking from nearby neighborhoods.

Implementable Solution

The Township is very fortunate to have established a working relationship with the congregation and pastor of Living Water Community Church. The Church is blessed to own a 25-acre parcel in the Lenker Manor neighborhood. The east branch of Spring Creek starts in Lower Paxton Township and flows through a beautiful small valley along Francis Cadden Parkway. The Creek wraps around two sides of the Church property and then flows southeast through Lenker Manor towards Paxtang Borough. The Church has developed a small walking trail along the course of the creek and is amenable to some use of the trail by the public. The Township also owns a small park property along the creek adjacent to Derry Street.

The 2009 Study calls this concept the "Lenker Manor Trail" connecting Derry Street and Francis Cadden Parkway with an off-road crushed stone or asphalt trail. Lower Paxton Township has plans to extend the trail northward into their municipality.

Actions Taken, Status and Project Costs

The 2009 Study proposed implementing this project with the next 8 to 10 years. While there has not been much action to implement the trail project yet, the township has been working with the Church to implement a stream bank restoration project to help meet state requirements for pollution reduction controls. The Township has been awarded a grant to design this project. See PROJECT C.6 for more information. It may be possible to include segments of the proposed trail as part of that project. The 2009 Study estimated the cost of constructing this trail at approximately \$272, 200. The Board of Commissioners could apply for state and county grants and utilize Township funds.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review



SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT B.2: Make better connections to the Capital Area Greenbelt

(see concept in "Pedestrian Greenway Access Study – 2009 – Trail "AA" along Harrisburg Street from Chambers Hill Road down to the trail crossing at Spring Creek)

Problem Description

The focus of this Trail includes Tec Port and the Harrisburg Mall. It is another area of the Township that sees regular bicycle and pedestrian activity, but there are currently very minimal facilities for safe passage, especially pedestrians. For the most part they must walk along the edge of the road. As noted in another project in this plan, there are no pedestrian crossing accommodations at the intersection of Chambers Hill/Orchard Road with Harrisburg Street. See also PROJECT A7.e and PROJECT A3.

Implementable Solution

The 2009 Study identified the "Mall Trail", which would follow a portion of the TecPort trail, then cross Friendship Road and follow Harrisburg Street until crossing with the Capital Greenbelt. If implemented, this trail network would allow cyclists and pedestrians from all over the southeast portion of the Township to safely access this important employment and commercial area.

Actions Taken, Status and Project Costs

Most of the internal trail connect various properties in the Tec Port business center has been constructed. The remaining portions will be constructed as the last couple of vacant lots are developed. Developing a safe pedestrian trail along Harrisburg Street may take some widening of the right of way and re-designating the vehicle travel lanes to accommodate a bicycle/pedestrian lane. The 2009 Study estimated the cost of constructing this trail at approximately \$246, 200. The Board of Commissioners could apply for state and county grants and utilize Township funds.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

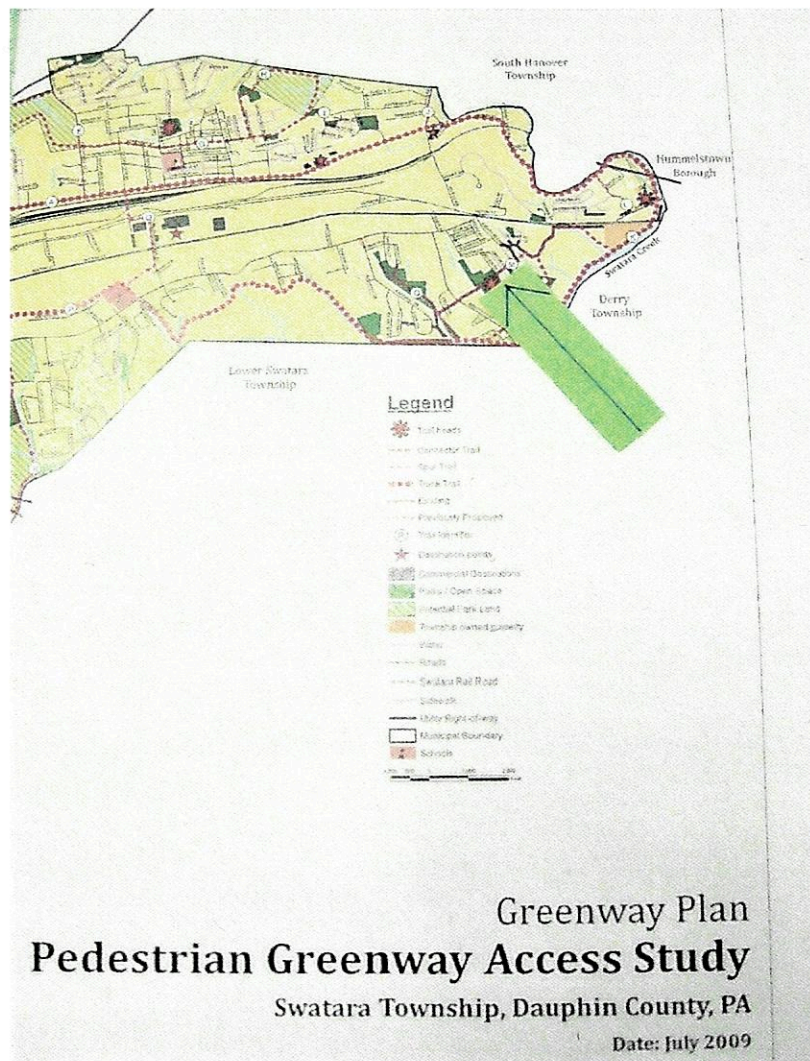


SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT B.3: Construct a trail connection between McNaughton Park and Chambers Hill Park (Clown Park)

Problem Description

The eastern section of the Chambers Hill area contains a mix of developments from the 1960s and 1970s and some built within the past 10 years. There is now a mix of single family detached, townhouses, and apartments. A couple of the developments now contain municipal parks for the residents to enjoy. However, the road network does not really connect one development to another without having to drive up to Chambers Hill Road. There is no way to get from one park to another without getting in a car and driving there.



SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

Implementable Solution

The 2009 Pedestrian Greenway Access Study examined the possibility of an east-west route to make connections in this area. Trail "P" was identified as the "Chambers Hill Trunk Line", which was envisioned to be both road-based and off-road based trail. It would begin at 40th Street and Chambers Hill Road and utilize sidewalks until it reached Cordial Lane. From there it would move off-road with a crushed stone surface through farmland and between residential homes and future commercial development areas. It would also connect with the Swatara Creek Trunk Trail. Two smaller trails would connect to the trunk trail, including the Rolling Ridge Trail and the Chambers Hill Trail. Chambers Hill Park was identified as a location for a Greenway Trailhead because there is parking, restrooms, and play areas.

The Chambers Hill Trail, identified as Trail "M" on the Study map, was conceived as a trail starting at the Swatara Creek Trail in Rolling Ridge development open space area, and then loops around the Chambers Hill Park. The trail would follow the sewer right-of-way to the sewer plant and would be constructed of crushed stone.

Actions Taken, Status and Project Costs

The 2009 Study estimated that the estimated cost to implement this entire trail segment to be \$578,400. In discussions held by the Planning Commission during early 2019 it was suggested that parts of the trail should be implemented to provide additional recreation opportunities for this growing section of the Township. The current Board of Commissioners have discussed the idea and deemed the matter important enough to investigate more thoroughly over the next five years. This project could be evaluated in more detail as part of updating the Recreation, Park, and Open Space Plan. (See PROJECT B.7) No budget has been determined at this time. A combination of state and county grants, as well as Township funds, could be used to implement this needed trail.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT B.4: Adopt development and design compatibility standards into the Zoning Ordinance

Problem Description

One of the oldest urbanized areas in the Township is the Oberlin-Bressler-Enhaut area, also known as O-B-E. O-B-E is situated on the bluffs overlooking the Borough of Steelton and the Susquehanna River. The development of the steel making facilities in the mid-19th century attracted many immigrants from various places in Europe. A number of the steel worker families who could afford a small piece of land with a small house moved up the hills of O-B-E. Some of the original houses were constructed here in the 1880s and a few of them have survived. Most of the more buildable lots were built up during the first half of the 20th century. Some of the other neighborhoods that were developed in the 1940s and 1950s include the Lawnton area, Lenker Manor, Rutherford Heights and portions of Chambers Hill.

The 1960s and 1970s became the age of suburban sprawl in Harrisburg area and around the United States. Swatara Township is nearing a point in its development history where only a few large farm parcels are left. The farms on the outskirts of the suburban areas are under pressure to be the next residential or commercial development. As the supply of new land for development in the Township shrinks, some entrepreneurs have turned to some of the old neighborhoods for opportunities. Since 2010 a number of old houses have been torn down to make way for new ones. Also, where some of the building lots were overlooked due to site constraints, people are looking to build. Even some of the bigger lots have been subdivided to make room for a couple of new houses.

The Township Zoning Ordinance does contain regulations about where on a lot a house can be built by way of setback requirements. However, those setback requirements, especially front yard setbacks, can clash with the houses on either side of the lot or the others in the block. These requirements can disrupt the pattern of houses on the block and make the new houses incompatible with the existing ones. There are also some other features of a property, such as front porches and garages that can disrupt the visual pattern of a block or neighborhood.

Implementable Solution

Urban planners have developed a set of tools, called design and development compatibility standards, to help regulate building on infill lots and redevelopment of older urban areas. The design guidelines and standards can be applied to building height, building orientation, building façade, building roof, reuse of existing or formerly residential buildings, fire escapes, and lot access and parking. These standards can be adopted and become part of the zoning ordinance.

Actions Taken, Status and Project Costs

The Township Planning Commission has taken some action to review standards contained in a few other municipal ordinances. The costs to develop a new ordinance and have it adopted is estimated to be about \$5,000. The Board of Commissioners could apply for state and county grants and/or utilize Township funds.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT B.5: Modernize and streamline the property maintenance code enforcement process

Problem Description

Keeping the existing housing stock safe for human habitation is considered to be one of the basic missions of a local government entity. One of the current tools that the Township uses to help maintain a basic level of safe and sanitary conditions is the International Property Maintenance Code (IPMC). Adopted in 2016 by the Board of Commissioners, the code is enforced by two full-time Code Enforcement Officers. Due to the size of the Township and the number of structures involved, the Code Officers work on a complaint-based enforcement system. Neighbors and other concerned citizens must contact the Codes Office to file a complaint about a property in order for an investigation to begin. The complainants are kept confidential.

Many of the complaints received are about high grass and weeds. Other common complaints are about trash or second-hand goods accumulating on a property. On occasion there are complaints about rotted porches, unsanitary conditions, or overall neglect of maintenance. The Code Officers do their best to work with owners and tenants to achieve compliance and abate any nuisances. However, there are times when people will just not cooperate. This is when the enforcement action goes to the next level, which right now is the filing of a non-traffic citation with the local Magisterial District Court. It can take months for the Court to set a hearing date.

The District Judge can work with the defendant and try to solve the problem. The Judge can find the defendant guilty of violating the township ordinance and can set a fine. The problem is that the District Judge cannot compel the defendant to correct the violation. This is when the Township must decide if the violations are serious enough to file an injunction with the Court of Common Pleas. This process can take a lot of time, sometimes years before the nuisance is abated. In the worst cases the Township must act, such as demolishing a dangerous structure.



Examples: high weeds & grass:

vacant structure with high weeds

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

Implementable Solution

Some municipalities that have a larger jurisdiction or a large number of property maintenance violators have decided that issuing a series of fines and penalties will get some violators to take care of their issues in a timely manner. This is accomplished with the use of tickets, similar to parking tickets. The Codes Officer may first issue a warning Notice of Violation, but if the nuisance is not abated quickly the Officer can then start writing tickets. The case still may end up with the MDJ, but municipalities using this system have seen some better and quicker results.



Example: dilapidated garage with accumulation of trash, vehicles & second-hand goods

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

Actions Taken, Status and Project Costs

Setting up a ticketing system as part of the code enforcement program is a decision that will need to be made by the Township Board of Commissioners. There has been little discussion to date, but the Commissioners did want to include it as a possible project in this Comprehensive Plan. The costs to develop a new ordinance and have it adopted is estimated to be about \$5,000. Some new internal systems would need to be created for the collection of fines and hearing appeals. Part of modernizing the system would be to purchase portable devices to issue tickets in the field. The initial purchase and set up of the devices are estimated to cost about \$10,000.



Example: burnt-out structure

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT B.6: Establish a Township Shade Tree Commission and then develop a tree plan (see Township Code of Ordinances, Chapters 72 "Shade Tree Commission and 266 "Trees")

Problem Description

Urban neighborhoods without some kind of a green canopy of trees can be rather bleak and harsh. Besides providing habitat for a number of animals and birds, trees can help provide clean water and healthy communities. Trees filter polluted runoff from streets; help minimize flooding; clean streams; produce oxygen and improve air quality; reduce noise impacts; and reduce energy impacts. A green canopy of shade trees along the streets can really make a difference in the overall appeal and value of a neighborhood. Street trees were planted in some of the earlier planned neighborhoods of the Township, such as Lenker Manor. These homes were built in the 1950s and the trees planted back then are now mature and providing shade and other benefits.

In the Township the Board of Commissioners in the past recognized the value of shade trees, the first shade tree ordinance was adopted in 1957. It gave the power of regulating shade trees to the Board of Commissioners in lieu of establishing a shade tree commission. In 1980 the sitting Board of Commissioners adopted a new article "Trees" into the township code of ordinances. This was the apparent start of a shade tree program in the Township. This ordinance gave the Board of Commissioners the exclusive custody and control of shade trees, which were defined as "any tree located within the right-of-way of the public streets and highways of the Township." Based on some financial records in the Township Administration Office, the Commissioners did have some trees along some of the streets of the Township in the early 1980s. However, the records of where these trees were planted were not maintained. The program was discontinued after several years. Also, the set of regulations now embodied in Chapter 266 of the Township Code of Ordinances has become outdated.

Implementable Solution

In many municipal jurisdictions around Pennsylvania the governing body delegated the responsibilities of planting, maintaining, and removing shade trees to a Shade Tree Commission. These Commissions may be given the duties and responsibilities of carrying out an approved shade tree program and are usually given a budget to perform their duties. The current Board of Commissioners have discussed the idea of creating such a commission and deemed the matter important enough to investigate more thoroughly over the next five years.

Actions Taken, Status and Project Costs

The costs to develop a new ordinance creating a Shade Tree Commission and have it adopted is estimated to be about \$5,000. If the Commission is created, it should be given additional funds to conduct a tree inventory, develop a new set of standards, and come up with perhaps a ten-year plan. The cost to have a consulting firm to help with this is estimated to be \$10,000. From there, the Commission will need to develop an annual operating budget and request that the Board of Commissioners approve it.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT B.7: Update the recreation, park, & open space facilities plan and prioritize improvements

(see "Comprehensive Recreation, Park & Open Space Plan – 2007)

Problem Description

The Township currently maintains 17 recreation, park & open space facilities. Some of these are small neighborhood "pocket parks" with just a children's play set, to some larger facilities with sports fields and other amenities. These places offer a range of opportunities for residents of all ages with a range of various activities. Residents can go to any of these parks to walk, play a range of sports (including disc golf), play on a swing set, or jog along the Swatara Creek trail. The Township does spend a good deal of time and resources taking care of these facilities.

In 2006 the Township hired a consulting firm to examine all aspects of the current programs and resources devoted to recreation, and resulted in the 2007 Recreation, Parks and Open Space Plan. The report noted that Swatara Township has had a budget for recreation that is one of the lowest in comparison to other similar municipalities and the national average. The Township currently does not have a full-time employee dedicated to recreation programming nor offer any regular programs such as a summer youth program. The administrative duties are the responsibility of the Assistant Township Manager, who also has many other duties and responsibilities. A plus for the Township is that there are a number of youth sports programs sponsored by churches and athletic organizations, some of whom utilized township properties.

Implementable Solution

One of the priorities listed in the 2007 Plan was "acquire and develop a large community park". This is one of the priorities the Township Board of Commissioners did act on when the Township purchased the 60-acre Bishop Farm along Highland Street. While the Township has worked on several of the other priorities listed in the Plan, there are many that have not been addressed. The recommendation of this Comprehensive Plan is revisiting this plan document in the next five years and update it with new information and priorities.

Actions Taken, Status and Project Costs

Within the past several years the Board of Commissioners have evaluated the northern half of the Bishop farm as a possible location for a new township administration building and municipal campus that would include some recreation facilities. Those plans have been put on hold for now as the current Board of Commissioners investigates other options for facilities needed by township administrative and public safety operations. See PROJECT C.3.

The current Board of Commissioners have discussed the idea of updating the overall plan for the parks and deemed the matter important enough to investigate more thoroughly during the next five years. The Board examines the operating costs of the park properties every year as part of the annual budget cycle and determines the optimum level of funding available. An estimate to update the parks plan is \$25,000 for consulting fees. The state does have some grant funding available to help fund park and recreation planning efforts.

SWATARA TOWNSHIP RECREATION, PARK & OPEN SPACE PLAN - 2007

Priorities

- Acquire and develop a large community park.
- Improve park maintenance and safety.
- Replace old park equipment with new equipment.
- Hire more park maintenance staff.
- Perform annual safety audits.
- Remove old equipment – keep updated.
- Replace swings in old tan bark areas that do not comply.
- Make bridges at Lenker Manor ADA accessible.
- Remove/replace problem elements in parks.
- Ask Lower Swatara Township to cooperate with recreation programs and/or a common community park.
- Form a better partnership with Central Dauphin School District.
- Solicit private/business partnerships.
- Develop an official map.
- Investigate redevelopment sites.
- Study community centers.
- Develop trails.
- Establish, expand, and enforce regulations requiring developers to dedicate open space/establish conservation easements within new developments.
- Conserve the natural resources/open space in the Township for public use and access to natural, passive recreational opportunities to promote public scenic enjoyment, environmental protection, public, health, safety and welfare, and natural recreation amenities.
- Build community awareness of the value of recreation.
- Seek support of Township recreation/park and open space efforts as important factors in improving the quality of life.
- Develop volunteer leadership.
- Diversify recreation programs.
- Provide internet education information to residents.
- Provide recreation maps.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT B.8: Set up a Blighted Property Fund or Neighborhood Improvement District to help clean up neighborhoods

Problem Description

Swatara Township is fortunate that it does not have nearly as many vacant or severely blighted properties like its neighbor the City of Harrisburg. But there are some. In the Township the blighted properties are for the most part residential. These properties become blighted for a number of different reasons and may be occupied or vacant. These structures can be very old, or sometimes they are very new. It all depends upon the level of care provided by the owner or tenant.

Working on a blighted occupied structure is a bit easier than working on a vacant one. People abandon properties because the die and have no heirs, they are foreclosed on by a bank, or because they do not care anymore and walk away. Sometimes the properties are owned by investors that may be out of state or in another country. If the owners are alive, it is possible to contact them to try to remedy the blight. If they stop paying property taxes the property will come up for tax lien upset sale after two years. After three years the property will come up for judicial sale. Sometimes investors will purchase these properties if the structures can be rehabbed and in a good location. If no one wants the properties, they remain on the list and someone can place a bid if they choose. In the meantime, the unkept properties will continue to deteriorate and affect the other properties around them. When the structures become a threat to public health and safety the Township must then act to condemn the structure and get a court order to demolish it.

Implementable Solution

There have been several cases over the year where the Township has had to step in and tear down a derelict building. There are several cases now pending where this may need to happen again. One concept discussed by the Planning Commission is to set up a "Blighted Property Fund". This may not need to be a special fund but could be a line item in the General Fund so that some money is there if needed and adopted as part of the annual budget.

Another concept discussed by the Planning Commission is creating Neighborhood Improvement District (NID). If one block or a group of blocks in a neighborhood that become particularly troublesome the Township can go through a formal process to make a "Declaration of Blight". This designation is the first step needed to access state and federal funds to begin neighborhood improvements. The designation of a NID allows the creation of state and federal tax incentives to investors to make improvements or construct new housing in the designated area.

Actions Taken, Status and Project Costs

The current Board of Commissioners have discussed the idea of a Blighted Property Fund or budget line and deemed the matter important enough to investigate more thoroughly over the next five years. The set aside of funds could start at \$5,000 in the event that one demolition is needed per year.

PROJECT B.9: File an application with PA DCED to become a “Keystone Community”

Problem Description

The Township of Swatara can be looked at as a “first ring suburban community” that partially surrounds the City of Harrisburg. Some of the demographic and housing problems that afflict the City do leak into the Township. The Township is fortunate in that it is at the crossroads of Capital Beltway and has access to a highway network that serves the region and beyond. While some new neighborhoods are being created, some old neighborhoods are showing signs of age and disinvestment. The variety of commercial and industrial enterprises in the Township provides a relatively stable job and property tax base. However, major shifts in the retail sector and how people purchase goods could mean the loss of operations in the major retail outlets and shopping centers in the Township. This could result in the loss of jobs and the lowering of property values.

Implementable Solution

The Township is fiscally strong now, and the current Board of Commissioners want to make critical investments in infrastructure, as well as implement the projects listed in this Comprehensive Plan. The Commonwealth of Pennsylvania, through the Department of Commerce and Economic Development (DCED), has a number of programs that can benefit municipalities and their citizens. One such program is the “Keystone Community Designation”. Achieving this designation “supports an alternative and/or blended approach to revitalization which may include one or more aspects of...other designation approaches”. These other approaches include Main Street Designation, Elm Street Designation, and Enterprise Zone Designation. (See PROJECT C.2 for more on obtaining Enterprise Zone Designation)

The purpose of these designations is to designate areas of a municipality for targeted investment and development for a period of five years. Designation includes the identification of specific needs for investment and/or development and the design and/or implementation of a strategy to address those needs. The benefits to designation may include:

- Priority consideration for a variety of DCED programs and grant funding
- Technical assistance and training
- Networking opportunities with other designated program areas
- Eligibility for consideration under the Neighborhood Assistance Program

Actions Taken, Status and Project Costs

The current Board of Commissioners have deemed the matter important enough to investigate it more thoroughly over the next five years. The Township may need the services of a consultant to prepare the application materials. It is estimated that those fees may be about \$5,000. However, there will be additional ongoing expenses during the five-year program, including the salary of a designated program manager.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT B.10: Construct and/or reconstruct pedestrian accommodations that meet current Americans with Disability Act standards at key street intersections in neighborhoods with low to moderate income households

Problem Description

The recent Sidewalk Connections Study completed in early 2019 was funded by a Regional Connections Grant funded by the Tri-County Regional Planning Commission. One of the important items contained in the Sidewalk Study is a database of curb ramp locations in the Township and a Curb Ramp Inventory Map. The map shows where ramps currently exist and where they do not exist. While a detailed inspection of all the existing ramps was not conducted, the presence of certain obvious conditions at a street corner provided a quick determination of overall accessibility and general compliance. For instance, there may be a sidewalk and a curb, but without a curb cut access by those in a wheelchair or scooter is limited. The following attributes were associated with the physical location of each observed curb ramp:

Detectable Warning Surface (DWS), depressed curb, connecting sidewalk, sidewalk condition, pinch points, shoulders greater than 4 feet, traffic signal control, and nearby traffic generators.

Based on the field observations, approximately 722 curb ramps have been installed within the Township. Of these, 576 showed obvious indications of non-conformance with ADA requirements.

Implementable Solution

It is obvious that a great deal of work needs to be done to improve the overall conformance to ADA requirements. One of the ways to begin to tackle this sizable problem and leverage Township tax dollars is to obtain federal funding assistance. This assistance is available from the HUD Community Development Block Grant (CDBG) program. The program is administered locally by the Dauphin County Office of Community and Economic Development. CDBG funds can be used to remove architectural barriers to people with mobility disabilities and constructing curb ramps is one way to do that. These funds are designated for use in low and moderate household income neighborhoods.

Actions Taken, Status and Project Costs

The Township Board of Commissioners views this as a series problem and an opportunity. They are taking action to approve a grant application for the first project. The construction cost is approximately \$144,000 and will be submitted to the County in November 2019. The Township will most likely provide a local match to the grant in the form of paying for the soft costs needed to develop the individual site plans, obtain permits, and perform construction inspections. The estimate for these services is 16,000. Grants in subsequent years will depend on continuation of federal funding by HUD. Two projects may be able to be completed over the next five years with a total estimated cost of \$300,000 including soft costs.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

B.11: Establish a walking path/trail along Highland Street from Frances Street in Enhaut all the way to Eisenhower Boulevard (added to list by Board of Commissioners on 9/11/2019)

Problem Description

Highland Street is a state road (SR0441) from where it terminates at Highspire Road down to where it meets with Harrisburg Street. Then it becomes SR 3004 to Mohn Street. From there, it is a local township road that goes down the hill into Steelton Borough. Many people use this as a thoroughfare to get from Eisenhower Boulevard to Steelton. But it is also a route used by many pedestrians to get from their homes in the Enhaut and Oberlin neighborhoods to the business and jobs in the commercial district on the Boulevard. Highland Street also passes along the back side of the Steelton-Highspire Middle School. For the pedestrians who use this corridor there are some sidewalks in the neighborhoods. Some of the sidewalks are old, narrow and in poor condition. There are also big stretches where there are no sidewalks, such as the Bishop Farm property near Eisenhower Boulevard that is owned by the Township. The only place to walk is along the shoulder of the road. Also, in many places there is poor lighting, so pedestrians are even at more risk at night.



SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review



SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review



SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review



Implementable Solution

This will be a big project for the Township and the property owners along the corridor. In some places old sidewalks may be replaced, perhaps on one side of the street. There may be many intersections where curb ramps may be needed to make them accessible to persons with physical disabilities. In places where there is no sidewalk, such as school district property or township property a pathway made of asphalt or compacted millings may be feasible. There may be a few locations where just widening of the shoulder of the road may be the only cost-effective alternative.

Actions Taken and Project Costs

At this time the first edition of the Comprehensive Plan Update was written there had been very little discussion with the community. No initial studies had been conducted, but the Board of Commissioners wanted the project as part of their Implementable Plan. A project of this scope would most likely be done in phases or sections. A combination of federal, state and county grants and funds from the school district and the Township will be needed to complete the full project.

END OF NEIGHBORHOODS SECTION

C. ECONOMIC DEVELOPMENT AND MUNICIPAL FACILITIES

Goals: Retain existing business and attract new ones; make existing commercial & retail districts more attractive; provide for essential municipal facilities; and meet the requirements of the MS4 Stormwater Permit and the Pollution Reduction Plan.

PROJECT C.1: Help businesses displaced by the I-83 Project to relocate in the Township

Problem Description

In 2018 PennDOT District 8-0 (DOT) received approval from the regional planning organization (Harrisburg Area Transportation Study) to move forward with the preliminary design of the I-83 East Shore Section 2 and 3 improvement projects. The first public meeting where the District showed the "Preferred Recommended Alternative" was held in October 2018. See Project A.11 and A.12 in the Transportation Section for some additional information and images of the proposed improvements.

The proposed widening of the highway and the re-configuration of the Eisenhower Interchange means that DOT will need to acquire additional property to be able to expand the right of way and build new roadway and bridges. Even though the projects are still in the preliminary design phase as of this Plan was being developed, DOT has contacted some property owners about the possible acquisition of their property. Some of the affected properties are occupied residences and some of the properties are active business enterprises. In some cases, the DOT may need just a small amount of someone's property to accommodate the wider roadway. In other cases, it may need to acquire an entire business property to accommodate a new lane or bridge structure. This means the business will have to close and possibly continue their operations at another location. It is the preference of the Board of Commissioners to have these business relocate within the Township.

Implementable Solution

Recognizing the value of the existing business in the Township, the Board of Commissioners desires to offer some assistance to those business who may have to close and relocate. This assistance may in the form of providing the services of a real estate broker and/or other consultant to help the affected businesses find another location inside the borders of Swatara.

Actions Taken, Status and Project Costs

The Township Board of Commissioners are recognizing the need to provide some assistance by including this as an action item in this Comprehensive Plan. The Commissioners may budget funds from the General Fund or Capital Reserve Fund over the next five years. An estimate of the cost of consulting services is \$5,000 per year over the next five years.

PROJECT C.2: Evaluate the creation of one or more Keystone Community Enterprise Zones

Problem Description

Swatara Township is fortunate to have developed a very diverse commercial and industrial community. These businesses have created jobs and provide a variety of products and services. Some of these businesses serve national and international markets. There are some commercial districts in the Township that are showing signs of their age. One of the attractions of this particular geographic location is the availability of the interstate highway network, which puts the major markets of the mid-Atlantic states within a few hours' drive. The location of the intermodal rail facility in the Township also means that bulk goods can be shipped by rail to national markets or to overseas shipping ports.

However, there are a couple of retail shopping areas that are showing signs of decline due to current trends by people to do more and more of their shopping from home over the internet. There are also a few remaining areas that have been zoned for manufacturing uses that have vacancies or are underutilized. Shifting markets in the retail sector may make more of an impact on commercial real estate and jobs in the future.

Implementable Solution

The Commonwealth of Pennsylvania, through the Department of Community and Economic Development, offers a number of programs to local municipalities to foster community and economic development. One of these programs is called Keystone Enterprise Zone (EZ). The EZ designation addresses deteriorated, distressed, and blighted industrial and manufacturing areas. The designation and subsequent Five-Year Strategy should improve the standards of living through revitalization, attraction of new businesses, and creating job opportunities.

Some of the benefits to designation as a Keystone Enterprise Zone include:

- Eligible business located within the zone receive priority consideration when bidding on state government contracts.
- Eligible business located within the zone receive priority consideration for any resource administered by the commonwealth that would assist in leveraging imminent business investment and job creation in the EZ.

Actions Taken, Status and Project Costs

The application process to obtain this designation is rigorous and also encourages multi-municipal applications. Swatara Township already has an intermunicipal cooperation agreement with the Borough of Paxtang. Over the next five years the Board of Commissioners will consider having discussions with Borough Council to determine if going through the process of obtaining this designation will be mutually beneficial. An estimate of the cost of consulting services to help prepare an application is \$5,000.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT C.3: Evaluate the condition of municipal facilities on Eisenhower Boulevard and examine options for improvement and/or relocation

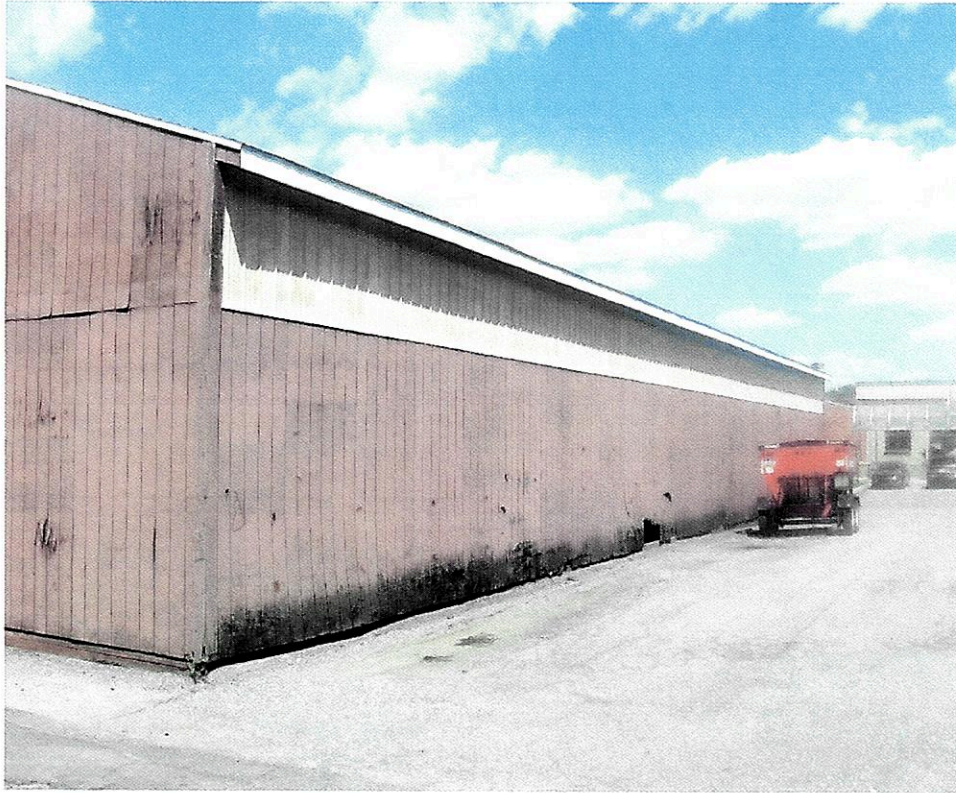
Problem Description

The municipal administrative campus on Eisenhower Boulevard was first established in the early 1950s. The building was remodeled in the 1990s to accommodate a growing administrative staff and police department. The Chief of Fire Services also has an office in the building. The basement of the building contains a large community room that host a number of meetings and public events. The Highway Department also has its home at this location and stores all of its trucks, plows and other equipment here. The property is also home to a large road salt bin and supports a separate building designated as the Township Emergency Operations Center.



One of the biggest issues with campus is that as the Township has grown so has the number of employees working at the site. Some of the employee work areas are now at full capacity. In the case of the Police Department they have run out of room for all the officers and their equipment lockers. While the Township has maintained the building over the years, it is showing signs of its age and has had substantial issues with the HVAC systems. The large sheds that house most of the Highway Department trucks is due to be replaced.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review



Implementable Solution

Over the past few years the Township Board of Commissioners has examined the possibility of constructing some new municipal facilities on the northern half of the Bishop Farm property purchased by the Township in 2012. This option has been put on hold because the announcement of the preferred alternative for the I-83 East Shore Section 2 project shows reconnecting 40th Street over the highway. This means that emergency responders located on the Eisenhower Boulevard property will be able to take better advantage of this new connection as compared to the Highland Street property.

Actions Taken, Status and Project Costs

In early 2019 the Township Board of Commissioners took action to hire an independent consultant to investigate the current and future needs of the township staff and to examine options for the buildings on the campus. The results of the study should be known in 2020. The Board realizes that some changes must be made over the next five years and will continue to examine options over the next five years. No budget for new facilities has been set at this time.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

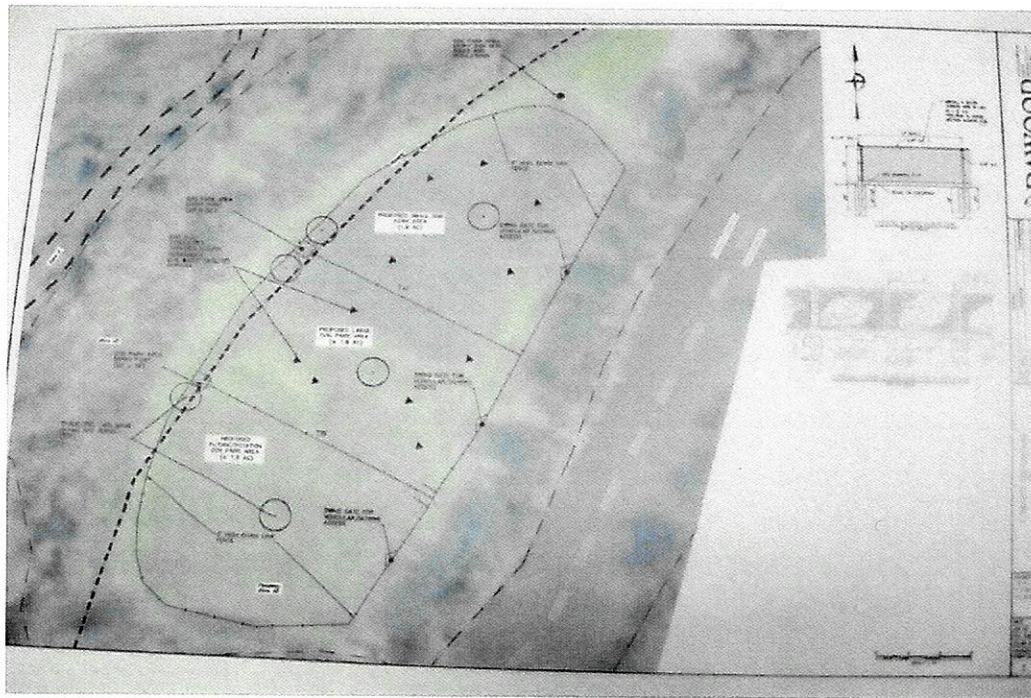
PROJECT C.4: Establish a dog park in McNaughton Park

Problem Description

Dogs are important part of the lives of many families living in the Township. Most dogs are social and like to be active. Having a safe place to play with other dogs is important for the dogs and their owners. While walking with a dog on a leash is permitted in some of the township parks, there is no formal contained area in the Township for dogs to be set free and play with one another.

Implementable Solution

At 33 acres, McNaughton Park is one of the larger Township Parks. It is located south of Route 322 along the banks of the Swatara Creek. It is connected to Schiavoni Park, which located on the north side of the highway, by an asphalt trail running parallel to the creek. This park land does sit in the floodplain, and that is why it has been limited to field sports. It is a good site for a dog park, and the Township Engineer's office has developed a preliminary plan that would surround the fields with fence and separate it into three play areas.



Project Costs and Actions Taken

The preliminary plan includes fencing and gates, some new trees, benches, dog play products, pet waste stations and signs. The estimated cost of construction is about \$190,000. The Township Board of Commissioners may pay for this from capital reserve funds and/or seek grants from private and public sources.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT C.5: Begin a phased approach to making improvements in the stormwater management infrastructure

(new program begun with Township Stormwater Engineer working with the Stream Preservation Fund and the Public Works Department)

Problem Description

Before the 1970s, many engineers and builders working on constructing buildings and homes worked to drain rainwater off of the lot or road and pipe it to the nearest ditch. Clay/ceramic pipes or corrugated metal pipes were commonly used for residential properties. Concrete pipes were commonly used for commercial projects and are still used for many building and road projects. Plastic pipes are now used in parking lots and other areas.

This network of inlets, pipes, and outfalls was not monitored closely by local governments until the state started issuing NPDES Permits in the early 1990s under federal regulations. The Township now holds one of these permits. Besides regulating the contaminants in stormwater, the permit also requires the Township to locate and map these facilities as the Municipal Separate Storm Sewer System (MS4). The objective is to better manage this as an infrastructure system as opposed to just a collection of inlets and pipes.

Implementable Solution

While the Township has performed some maintenance on the underground pipes over the years, the system has started showing its age and problems have developed, especially during heavy rainfall events. In 2016 the Board of Commissioners recognized the need to devote more resources to maintain the infrastructure and held a series of public meetings regarding a proposed Stream Preservation Fee. The concept of the fee is to assess every property a share of the costs to maintain the infrastructure and meet certain other permit requirements. (See PROJECT C.6)

Actions Taken, Status and Project Costs

The fee ordinance was adopted at the end of 2017 and the first bills were mailed in March of 2018. All residential properties are now assessed an annual fee of \$60.00, and all non-residential properties are assessed a fee based on the amount of impervious surface area or Equivalent Residential Units (ERU). The anticipated revenue from the fee was projected to be about \$1.4 million in the 2019 Township budget. The revenue will be divided up to cover program administrative costs, infrastructure improvement costs, support staff, permit compliance costs, and implementing a pollution reduction plan. During 2019 a special vehicle with a remote camera system was purchased for the purpose of investigating the condition of the underground stormwater pipe network. A long-term plan is being developed, and over the next five years the Township will use this information and begin to replace those pipes that are in the worst condition, and then address other areas where the pipes lack adequate capacity and other infrastructure issues.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT C.6: Construct identified stream preservation project on Spring Creek that will help meet the required pollution reduction goals
(working with Living Water Community Church)

Problem Description

The passage of the Clean Water Act in 1972 began the regulation of the discharge of pollutants into the nation's surface waters, including lakes, rivers, streams, wetlands, and coastal areas. The Act included urban storm water runoff as a discharge of pollutants. As mentioned in PROJECT C.5, the state started issuing NPDES Permits in the early 1990s under federal regulations with the goal of decreasing and eliminating polluted discharges. The Township now holds one of these permits and must meet certain goals.

The Township is now also required to submit and implement a Pollution Reduction Plan that targets three specific pollutants – nitrogen, phosphorous, and sediments. One of the sources of sediments is from the erosion of streambanks, and one of the locations in the Township where this is a problem is along the east branch of Spring Creek on the property of the Living Water Community Church.



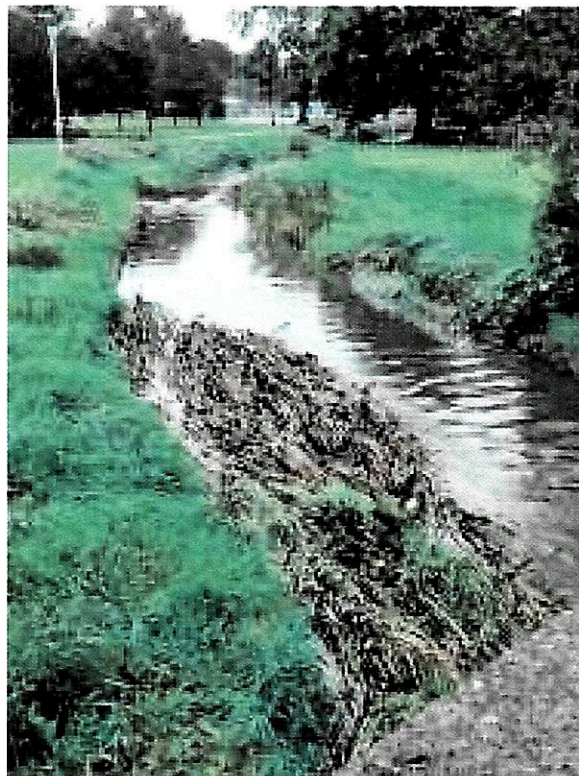
SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

Implementable Solution

The congregation and pastor at Community Living Water Church have become most gracious partners and are cooperating with the Township to help implement a solution to reduce streambank erosion and restore the floodplain. During 2015 the Penn State Ag and Environmental Center, and the consulting firm LandStudies, conducted a visual stream assessment and created a concept plan for improvements to the Spring Creek corridor north of Derry Street. The resulting report, as well as community involvement, provided an excellent platform for pursuing additional funding for restoration improvements that could also help address flooding issues. The report also identified the Taylor Memorial Park as a priority restoration site because of its strategic location just upstream of the Derry Street Bridge.

Actions Taken, Status and Project Costs

This project has been submitted to the state for implementation funding. In January 2019 the Township was awarded a \$120,000 Growing Greener Grant to support the project. The funds will be used to take the project through the design and permitting stages. The project will include the construction of a number of Best Management Practices (BMPs) that will reduce the siltation that is the primary cause of impairment to Spring Creek. The project construction costs have yet to be determined and should be completed within the next five years utilizing a combination of state grants, Township funds, and Stream Preservation Fee funds.



SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

-PROJECT C.7: Assess various sites and begin implementing Best Management Practices (BMPs) to help meet required pollution reduction goals

Problem Description

As mentioned in PROJECTS C.5 and C.6, the Township has been required to meet the requirements of Municipal Separate Storm Sewer System (MS4) NPDES Permit since the 1990s. The permits are issued in 5-year cycles. In almost every cycle the limits for pollution discharges become stricter. The purpose of all this is to reduce the pollutants of concerns from 1) getting into the local streams, and 2) reduce the total pollutants entering the Susquehanna River and making their way down to the Chesapeake Bay. The latest permit specifies specific pollution reduction goals. That is why the Township had to develop a Pollution Reduction Plan (PRP).

What the PRP is designed to do is show the regulators how the Township is actually going to achieve the reduction goals. The State has developed a whole series of Best Management Practices (BMPs) that are designed, engineered, and constructed to remove certain pollutants. The BMPs can range from streambank restoration to riparian buffers to infiltration basins to rain gardens. The challenge is to find a location or locations, pick the most appropriate and cost-effective BMP, and calculate the net reduction in the target pollutants.

Implementable Solution

Finding the appropriate places to install effective BMPs is a daunting task because some of them need substantial land areas to function. There are one or two township-owned properties that may have potential. The other challenges are permitting, construction costs, and getting credits applied to the PRP.

Actions Taken, Status and Project Costs

The Township has retained the services of a Stormwater Engineer is tasked with handling all aspects of the MS4 Permit and the Pollution Reduction Plan. As mentioned in PROJECT C.5, the Township enacted the Stream Preservation Fee in 2018 to generate revenue that will be set aside to implement projects identified in the PRP. Specific project costs have not been identified at this time. The goal of the Township is to implement at least one of these projects over the next five years.

PROJECT C:8: Develop a simplified stormwater permit application for residential improvement projects

Problem Description

The Township enacted the Stormwater Management Ordinance in 2010. It has been amended to the Township Code of Ordinances as Chapter 247. The ordinance applies to three specific areas and activities:

1. Any regulated activity in the Township and all stormwater runoff entering into the Township's separate storm sewer system from lands within the boundaries of the Township;
2. Earth disturbance activities and associated stormwater management controls regulated under existing state law and implementing regulations;
3. "Regulated activities" that are any earth disturbance activities or any activities that involve the alteration or development of land in a manner that may affect stormwater runoff.

When an applicant proposes a regulated activity they may be exempted from the requirements of the chapter if they meet certain criteria. If a proposed new surface area is less than 1,000 square feet, the projected may be exempted. If a proposed new surface area is greater than 1,000 square feet, the applicant must submit a site plan and report that contains volume controls. If the proposed new surface area is greater than 5,000 square feet, the applicant must also meet volume control requirements.

Implementable Solution

Sometimes a property owner will decide to take on a project, such as a new detached garage and parking area, without realizing that they may need to obtain a stormwater permit as well as a zoning permit and a building permit. If the new impervious area is over 1,000 square feet, the owner will usually need to hire a design professional to come up with an appropriate plan and submit it to the township. Paying for a consultant and paying for the construction of the stormwater facility can add a substantial cost to the overall project.

Actions Taken, Status and Project Costs

The Stormwater Engineer has been researching simpler ways to do the calculations needed to obtain a Stormwater Management Permit and has started working on a new guidance document for applicants. The new document is expected to be available in 2020. The estimated cost of the consultant fees has not been determined. This cost can be paid from the township operating fund and/or the Stream Preservation Fee Fund.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT C.9: Improve drainage facilities on Grayson Road to reduce incidents of flooding

Problem Description

Grayson Road is a Township road that runs for about 3 miles from Milroy Road to Rupp Hill Road. It is bounded to the north for about two miles by the Norfolk Southern Rutherford Yards Intermodal Freight Facility. One of the reasons that the rail yards were located here a long time ago is because it sits in valley about ¼ mile wide that slopes gently toward the Susquehanna River. Being at the bottom of the valley means that stormwater will naturally want to flow down the hillsides to where there used be a small stream flowing connecting with Spring Creek. As the rail yard was developed this small stream was encased in pipe and then covered over. That pipe now discharges to a large retention basin.

The properties located to the south of Grayson road were developed over the years as commercial and industrial properties, some of which had sidings to the rail yard. A few of the larger properties between Grayson Road and Route 322 were developed as shopping centers, and now include Wal Mart and Sam's Club. With all of the development and large increase in the impervious surface areas the accumulation of stormwater runoff in the valley has become problematic during heavy rainfall events. A big problem today is that the main pipe that was placed under the rail yard to drain the stormwater has become obstructed. This causes the water to back up during large storms and ends up causing flooding along parts of Grayson Road.



SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review



Implementable Solution

The prime option to solve this problem is to remove the blockage or blockages from the main pipe that goes under the Norfolk Southern rail yard. There is a continuing dialogue between the railroad company and the Township about how to conduct the repairs. It may not be possible to dig the pipe up or dig down to it because it runs right through the active area of the rail yard.

Actions Taken, Status and Project Costs

The Township has had a number of conversations with Norfolk Southern company representatives and are still trying to work out a solution. The Township Stormwater Engineer is researching other options. No other specific solutions have been identified at this time. However, the Board of Commissioners recognizes the need to continue to work with Norfolk Southern and develop a solution during the next five years.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT C.10: Improve drainage facilities on Garden Drive: This project is being designed to collect discharge from a perennial stream that runs down the road, improving winter driving conditions and preserving the road structure. The project includes a new stormwater facility to help infiltrate the water. The approved budget for testing, engineering and construction management is \$38,200.



SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT C.11: Build a new pavilion in Plesic Park on Monroe Street behind the fire house

Problem Description

The Richard E. Plesic Memorial Park is a small neighborhood park located at the corner of Monroe and Center Streets behind the Friendship Fire Company of Bressler. This is a half-acre property owned by the Township, and currently there is a tot lot and a swing set there. This property used to be the site of an old elementary school. Residents of the neighborhood and members of the fire company expressed their desire to the Board of Commissioners to have a small pavilion erected on the site.



Implementable Solution

The Board gave their approval to build a 20 ft. by 20 ft. pavilion on the site.

Project Costs and Actions Taken

A pole barn style pavilion was selected, and then ordered from a contract supplier. The estimated cost with some other small site improvement is \$12,000. The project is expected to be completed by the end of 2019.

SWATARA TOWNSHIP, DAUPHIN COUNTY, PENNSYLVANIA
"SWATARA RISING 2025" IMPLEMENTABLE COMPREHENSIVE PLAN
Problem Identification and Solution Implementation Plan – October 2019 Draft for review

PROJECT C.12: In the Year 2024 create a new Township Official Map based on the highway expansion and improvement projects and complete a full update the Township Comprehensive Plan

Problem Description

As mentioned in the TRANSPORTATION Section of this Comprehensive Plan Update, by the end of 2025 the people of the Township will have a much better idea of how the landscape and road network will change as the result the proposed I-83 East Shore Sections 2 and 3 and the Route 322/Chambers Hill Road improvements. The final designs will be approved by then and some of the construction will have started. One effect of these changes will be the potential loss of some business operations and a shift in property values. Properties that will end up with better access to the new highway interchange most likely will increase in value, which may result in new land use and development proposals.

Also, during this five-year time frame the federal government will be conducting the 2020 Census. The census data that will be available may provide some insights as to how the population of the Township is changing.

Implementable Solution

The final recommendation of this Comprehensive Plan Update is to have a more traditional full-scale update of the Township Comprehensive Plan. By the year 2025 almost 30 years will have passed since the last full plan update in 1996. Part of the planning process will include updating all of the socio-economic data relevant to the Township and forecasting future growth. The existing land uses will be examined, and future land uses will be evaluated. One of the outgrowths of that planning effort may include updating the Township Zoning Ordinance.

Project Costs and Actions Taken

The current Board of Commissioners realize that there will be many changes to the landscapes of the Township over the next five years. Some of those changes may be beyond their control. Working on a completed comprehensive plan update and enacting an Official Map will help guide land use policy decisions over another 25 years. The estimated cost of consulting services for a complete plan update is \$25,000. There are state and county grants that can help defray that cost. The Township may need to budget half that amount, or \$12,500 in a future year budget to complete this final project.

SWATARA TOWNSHIP

“SWATARA RISING 2025”

IMPLEMENTABLE COMPREHENSIVE PLAN

Summary List

MISSION: To increase the ability of Swatara Township to be the premier location for people to live and for businesses to thrive in the Harrisburg region.

OBJECTIVE: Focus on significant projects that can be started and/or implemented by 2025.

A. TRANSPORTATION

Goals: Increase overall safety, improve traffic movement and mitigate congestion, and provide facilities for bicyclists & pedestrians, including ADA facilities.

Physical Improvement Projects:

1. Improve Paxton & Sycamore Streets Intersection (safety and traffic movement)
2. Improve Paxton & 28th Streets Intersection (safety, congestion, ADA)
3. Improve Chambers Hill Road/Harrisburg Street/Orchard Lane Intersection (safety, traffic movement, congestion, pedestrian and ADA)

Est. Project Cost	Funds by Others	Twp. Funds 2020	Twp. Funds 2021	Twp. Funds 2022	Twp. Funds 2023	Twp. Funds 2024
\$445,000	PennDOT	\$0	\$0	\$0	\$0	\$0
\$273,500	\$248,500	\$12,500				
\$263,000	\$210,400	\$26,300	\$26,300			

4. Improve US 322/Chambers Hill Road/82nd Street/Grayson Road Intersection (preliminary design under study by PennDOT – safety and traffic movement)
5. Derry Street Improvements (Safety Study 2018 – conducted by PennDOT – pedestrian safety and traffic movement)
 - a. At the Southbound I-83 interchange install new lenses and backplates for signal heads, add Dilemma Zone detection, add pedestrian signage and upgrade lighting
 - b. At the Northbound I-83 interchange install new lenses and backplates for signal heads, add Dilemma Zone detection and upgrade lighting
 - c. At the East Park Drive intersection install new lenses and backplates for signal heads, install pedestrian signal heads with countdown timers, add Type C crosswalks, reconstruct curb ramps to be ADA compliant, provide flashing yellow signal for eastbound left turn traffic
 - d. At the 43rd Street intersection provide a physical median prohibiting left turns into and out of the gas station (Speedway)
 - e. Many other short, mid, and long-range improvements recommended for the entire corridor from 14th Street to 61st Street
6. Township Road Improvement & Paving Plan (8 projects added March 2019)
 - a. North Rupp Hill Road & Grayson Road to railroad crossing (reconstruction, widening the turn, and paving)
 - b. Grayson Road – railroad crossing to 63rd Street (paving)
 - c. Grayson Road – 63rd Street to Milroy Road (paving)
 - d. Frances Cadden Parkway – apartment north access driveway to Township line (paving)
 - e. Dewey Street – (guiderail replacement & reconstruction)
 - f. East Park Drive – Derry Street to Spring Creek Road (paving) COMPLETED AUGUST 2019
 - g. Derry Street – 63rd Street to Milroy/Old Nyes Road (paving)
 - h. Dawn Mar Street (drainage improvements)

Est. Project Cost	Funds by Others	Twp. Funds 2020	Twp. Funds 2021	Twp. Funds 2022	Twp. Funds 2023	Twp. Funds 2024
TBD	PennDOT	\$0	\$0	\$0	\$0	\$0
TBD	PennDOT	\$0	\$0	\$0	\$0	\$0
Construc. TBD; Eng. Cost shown	\$0	\$33,000				
TBD	\$0					
TBD	\$0					
TBD	\$0					
Construc. TBD; Eng. Cost shown	\$0	\$34,000				
TBD						
TBD	\$0					

7. Sidewalk Connections Plan - 2019 (Pedestrian Safety & Mobility) (4 projects added June 2019)
- Install 500 feet of sidewalk along the south side of Paxton Street from edge of McDonald's property to Greenbelt Crossing at 32nd Street. (County Grant applied for)
 - Upgrade pedestrian accommodations and add countdown signals for the Greenbelt crossing at the Paxton Street & City Park Drive intersection
 - Provide updated pedestrian facilities between Lindle Road and Chick-Fil-A and between Sheraton Hotel and Sheetz (Project Reference Number 2)
 - Upgrade curb ramps at 63rd & Derry Streets install sidewalk on the northeast corner to improve connection across the bridge, and improve the curb ramp at 63rd and Grayson road
 - Install sidewalk along the northern side of Orchard Drive between Princeton Road and Harrisburg Street
8. School Zone Flashers at Swatara Middle School (Pedestrian Safety) [This project was completed in September 2019] with funding by the School District
9. Improve Eisenhower Boulevard Corridor and Highland Street Intersection (Pedestrian Safety Study – Lindle Road to Highland Avenue - 2019)
10. Revise Lane Use Designations at the Lindle Road Intersection with Eisenhower Boulevard and I-283 (Congestion Mitigation, Safety)
11. I-83 East Shore Section 2 (Congestion Mitigation, Safety)
12. I-83 East Shore Section 3 (Congestion Mitigation, Safety)
- Possible Additional Planning Projects:
13. Chambers Hill Road Safety Study (Penhar Road to U.S. Route 322)
14. Eisenhower Boulevard Safety Study (Lindle Road to Paxton Street)

Est. Project Cost	Funds by Others	Twp. Funds 2020	Twp. Funds 2021	Twp. Funds 2022	Twp. Funds 2023	Twp. Funds 2024
\$225,000	\$200,000	\$0	\$25,000			
\$35,000	\$0				\$35,000	
\$40,000	\$0			\$40,000		
\$45,000						\$45,000
TBD						
\$27,000	\$13,500					
\$600,000	\$420,000		\$90,000	\$90,000		
\$6,500	\$0		\$6,500			
TBD	PennDOT	\$0	\$0	\$0	\$0	\$0
TBD	PennDOT	\$0	\$0	\$0	\$0	\$0
TBD						
TBD						

- 15. Local Road Safety Plan (Township collector roads)
- 16. Bicycle and Pedestrian Safety Plan
- 17. Transportation Improvement Plan (Act 219) and Impact Fee Ordinance

Est. Project Cost	Funds by Others	Twp. Funds 2020	Twp. Funds 2021	Twp. Funds 2022	Twp. Funds 2023	Twp. Funds 2024
TBD						
TBD						
TBD						

B. IMPROVING NEIGHBORHOODS

Goals: Increase social connectivity and interactions between residents; protect and enhance existing urban areas, patterns, and structures; improve existing parks and recreation sites; add other amenities to increase walkability and livability; connect and preserve environmental assets

1. Establish a Greenway along the east branch of Spring Creek along Frances Cadden Parkway and through the Lenker Manor area. (cost estimate from 2009)
2. Make better connections to the Capital Area Greenbelt (along Harrisburg Street from Chambers Hill Road down to the trail crossing at Spring Creek) (cost estimate from 2009)
3. Construct a trail connection between McNaughton Park and Chambers Hill Park (Clown Park)
4. Adopt development and design compatibility standards into the Zoning Ordinance
5. Modernize and streamline the property maintenance code enforcement process
6. Establish a Township Shade Tree Commission and then have them do a plan
7. Evaluate recreation facilities and prioritize improvements
8. Set up a Blighted Property Fund or Neighborhood Improvement District to help clean up neighborhoods
9. File an application with PA DCED to become a “Keystone Community”

Est. Project Cost	Funds by Others	Twp. Funds 2020	Twp. Funds 2021	Twp. Funds 2022	Twp. Funds 2023	Twp. Funds 2024
\$272,200	TBD	TBD				
\$246,200	TBD	TBD				
TBD						
\$5,000	\$0	\$5,000				
\$10,000	\$0	\$5,000	\$5,000			
\$10,000	\$0	\$0	\$5,000	\$5,000		
\$25,000	\$0	\$0	\$0	\$12,500	\$12,500	
\$25,000	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
\$5,000				\$2,500	\$2,500	

10. Construct and/or reconstruct pedestrian accommodations that meet current Americans with Disability Act standards at key street intersections in neighborhoods with low to moderate income households (with CDBG funding)
11. Establish a walking path/trail along Highland Street from Frances Street in Enhaut all the way to Eisenhower Boulevard

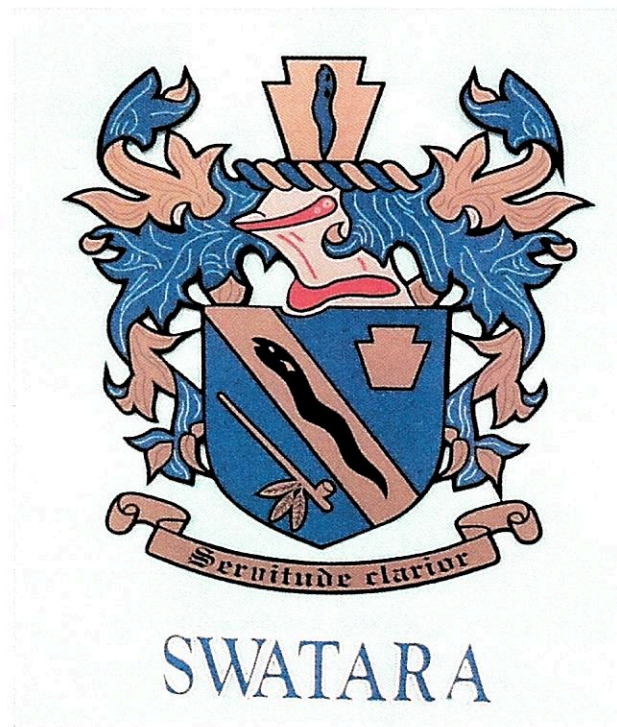
TBD

C. ECONOMIC DEVELOPMENT AND MUNICIPAL FACILITIES

Goals: Retain existing business and attract new ones; make existing commercial & retail districts more attractive; provide for essential municipal facilities; and meet the requirements of the MS4 Permit and the Pollution Reduction Plan.

1. Help businesses displaced by the I-83 Project to relocate in the Township
2. Evaluate the creation of one or more Keystone Community Enterprise Zones
3. Evaluate the condition of municipal facilities on Eisenhower Boulevard and examine options for improvement and/or relocation
4. Establish a dog park in McNaughton Park
5. Begin a phased approach to making improvements in the stormwater management infrastructure
6. Construct identified stream preservation project on Spring Creek that will help meet the required pollution reduction goals (grant received for design and permitting; no estimated on construction costs at this time)
7. Assess various sites and begin implementing Best Management Practices (BMPs) to help meet required pollution reduction goals
8. Develop a simplified stormwater permit application for residential improvement projects
9. Improve drainage facilities on Grayson Road to reduce incidents of flooding

Est. Project Cost	Funds by Others	Twp. Funds 2020	Twp. Funds 2021	Twp. Funds 2022	Twp. Funds 2023	Twp. Funds 2024
\$300,000	\$270,000	\$0	\$8,000	\$8,000	\$5,000	\$5,000
TBD						
\$25,000	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
\$5,000	\$0		\$2,500	\$2,500		
TBD						
\$190,000	TBD					
TBD						
TBD	\$120,000					
TBD						
TBD						



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