



Lower Allen Township **2018 Comprehensive Plan Executive Summary**





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Dedication

This update to the Lower Allen Township Comprehensive Plan is dedicated to the memory of **James Chianos**. Jim (a.k.a. "Greek" to many) was a Township employee for over 38 years, working most of that time as Parks Superintendent. As shown throughout this Plan, residents value the Township's parks as some of the most important features that make Lower Allen a good place to live. Jim's efforts were instrumental in making the Lower Allen Township system of parks the treasure that it is today.

Jim passed away unexpectedly in November 2017, as this Plan was being completed.

Overview

The 2018 Comprehensive Plan serves as Lower Allen Township's official policy guide for short- and long-term decision-making related to future land use, growth and development, and resource preservation for the next 10-year horizon. To develop the 2018 Plan, Lower Allen utilized an innovative planning approach to organize recommendations around relevant community issues.

This **"implementable" approach** is modeled on the Pennsylvania Department of Community and Economic Development's "Five Keys to an Implementable Comprehensive Plan" guidance:

- Focus on real, relevant community issues;
- Organize the plan the way local officials and citizens think;
- Devise practical and workable recommendations;
- Recruit partners and create capacity to implement the plan; and
- Gain local ownership of the plan and a commitment to implement it.

The 2018 Comprehensive Plan identifies four prominent goals in the Township that were prioritized during a three-month public engagement effort and outlines strategies and action items for each. This Plan serves as an update to the Township's previous comprehensive plan, which was adopted in 2006.



The Township's Goals

GOAL 1
Enhance the Township's existing residential neighborhoods and community parks

The Township's neighborhoods and parks are consistently described as treasures and assets that are in many ways regarded as a top attraction factor for residents living in Lower Allen Township. Lower Allen residents value the neighborhoods and parks they call home, and seek to invest the Township's resources to preserve and enhance the quality of existing neighborhoods and parks.

GOAL 2
Promote a balance of open space preservation and the development and redevelopment of commercial and industrial areas

Throughout the planning process, the public came to a consensus that redevelopment, as opposed to new development, should be a priority focus. The Plan identifies several commercial and industrial corridors in the Township that may benefit from redevelopment strategies to promote revitalization and economic development activity in the northern portion of the Township. South of the PA Turnpike, the public expressed strong support for adopting land use policies that promote the preservation of open space.

GOAL 3
Expand pedestrian and bicycle connections throughout the Township

Non-motorized forms of transportation are important facets of a community's accessibility, economic development, environmental sustainability, and public health. A priority from the 2006 Comprehensive Plan, residents

expressed continued support for the development of additional pedestrian and bicycle connections. Lower Allen residents desire safe, walkable communities that are supportive of bicyclists and connected to major destinations throughout the Township.

GOAL 4
Improve and maintain the Township's existing transportation infrastructure

Residents of Lower Allen Township see significant value in improving and maintaining the existing transportation system to ease traffic congestion, provide a greater variety of travel choices, and improve overall safety and reliability for residents and employees who live and work in the Township.

Implementation
To support the implementation of the Comprehensive Plan goal statements, a list of the 12 implementation strategies and corresponding action items were identified under the four goals. A high-level cost assumption and implementation timeframe is presented for each (depicted in the legend below), and is more fully detailed in Chapter 7 of the Plan.

Legend	
Symbol	Key
\$	Staff Time but No Additional Impact
\$\$	Low Cost (under \$25,000)
\$\$\$	Medium Cost (>\$25,000 to \$100,000)
\$\$\$\$	High Cost (\$100,000+)
Short-term	0-3 Years
Mid-term	4-6 Years
Long-term	7-10 Years



GOAL 1

Enhance the Township's existing residential neighborhoods and community parks

Neighborhoods

The Township needs to maintain a pro-active strategy which preserves the characteristics that have made the Township's neighborhoods premier places to live in the Greater Harrisburg region – quality housing located along quiet, tree lined streets and in close proximity to employment and activity hubs.

Qualitative insights from stakeholder interviews suggest that many of the Township's established neighborhoods are experiencing a natural changeover in ownership and a slight, but noticeable, decline in maintenance upkeep. First time home-owners are entering the market and may not have the means to invest in necessary maintenance or perhaps perceived level of maintenance under the former owners. With many of its neighborhoods built between 1940-1980, Lower Allen's established neighborhoods may require investment to sustain maturation and avoid the potential for decline.

Lower Allen Township Housing Stock by Age

YEAR CONSTRUCTED	NUMBER OF UNITS
Built 2010 to 2013	102
Built 2000 to 2009	539
Built 1990 to 1999	801
Built 1980 to 1989	844
Built 1970 to 1979	1,115
Built 1960 to 1969	1,235
Built 1950 to 1959	2,016
Built 1940 to 1949	521
Built 1939 or earlier	344
Total Housing Units	7,517

As shown above, nearly 70 percent of the Township's housing stock was built before 1980. These older homes may require more maintenance to preserve the character and quality of the Township's established neighborhoods.

Parks

Like its neighborhoods, Lower Allen is recognized for offering outstanding parks. Lower Allen Township has 161 acres of land dedicated to public park space and recreational athletic fields. There are currently 13 parks maintained by the Township. Of these parks, the largest are the Lower Allen Community Park located on Lisburn Road and the Vernon C. Wass Park on Wesley Drive. Both accommodate a diverse range of uses including athletic courts and fields, play structures, picnic tables, and paved walking paths that support recreation for all ages.

Three parks, Beacon Hill Boulevard, Creekwood Park, and Yellow Breeches Park, provide passive recreation areas and have a combined coverage of approximately 29 acres. Although these parks have fewer amenities, they serve as riparian wooded buffers to the Yellow Breeches Creek, helping to curb erosion and maintain

water quality. In addition, there are several smaller parks: Allendale Park, Beacon Hill Park, Highland Park, Highland Estates Park, Peters Field, Sheepford Crossing Park, and Windsor Park Triangle. Each is under 3 acres and serves as a neighborhood park, and many have playgrounds, picnic areas, and athletic courts and fields. These parks are valued treasures of the neighborhoods and are walkable for families with children.

The newest park, Cedar Spring Run Park, is located on Gettysburg Road next to the Township's Municipal Services Center. The park provides 2.5 acres of outdoor recreational space for an area not served by the other parks and features a paved path, parking, bathrooms, signage, a picnic area, play area, foot-bridge, and landscaping.



Township-wide Strategies and Action Steps

STRATEGY	ACTION ITEMS
NEIGHBORHOOD #1 Protect the existing quality, character, and livability of Lower Allen's neighborhoods.	Neighborhoods 1.1. Maintain existing level of code enforcement in Lower Allen Township by maintaining adequate staff capacity. \$ Ongoing
	Neighborhoods 1.2. Maintain the Township's existing level of public services. \$ Ongoing
	Neighborhoods 1.3. Develop an educational campaign for homeowners, renters, and property owners on property maintenance standards and code requirements. \$\$-\$\$\$ Short-term
	Neighborhoods 1.4. Amend Township code to implement stricter requirements for maintaining street trees. \$\$ Mid-term
PARKS #1 Maintain the quality of Lower Allen's parks and provide expanded passive and active recreation amenities.	Parks 1.1. Evaluate opportunities to establish additional public park acreage and bicycle and pedestrian trail connections by 2021. \$\$\$ Mid-term
	Parks 1.2. In coordination with the Recreation & Parks Board, conduct a public input process with residents to determine specific opportunities for park improvements that can be accomplished with existing budget allocations. \$\$ Short-term
	Parks 1.3. Develop a guide of the Township's parks system, to include all Township-owned, School District-owned, and privately-owned park areas that are open for public use and all bicycle and pedestrian routes. \$\$-\$\$\$ Short-term
	Parks 1.4. Serve as a regional partner to enhance amenities and access management to the Yellow Breeches Creek. \$\$-\$\$\$ Ongoing





GOAL 2

Promote a balance of open space preservation and the development and redevelopment of commercial and industrial areas

With commercial development concentrated in the northern portion of the Township, the southern areas of Lower Allen have remained relatively rural with primarily rural residential housing land uses. The 2006 Comprehensive Plan recommended the development of a traditional town center on a project site located south of the PA Turnpike. This site, identified as Opportunity Site 2 in the 2006 Comprehensive Plan, is located along Rossmoyne and Lisburn Roads. Since the adoption of the 2006 Comprehensive Plan, Charter Homes & Neighborhoods is developing 247.6 acres of land for mixed-use development in multiple phases. With the extension of mixed-use development south of the PA Turnpike, the public expressed strong support for adopting land use policies that promote the preservation of open space, particularly south of the PA Turnpike.

Residents also expressed interest in seeing redevelopment and development occur along the Township's older commercial and industrial

corridors in the northern areas containing underutilized properties. The Gettysburg Road-State Road-Hummel Avenue corridor, for example, is an area that has underutilized properties, lacks unified land uses, and does not offer a welcoming entryway into Lower Allen Township. New development and redevelopment is beneficial, offering residents more options to live, work, and shop. It strengthens the local economy and tax base, providing additional tax revenues to sustain high quality public services.

As a goal, "Promote a balance of open space preservation and the development and redevelopment of commercial and industrial areas" prioritizes new investment to support the Township's economic prosperity while preserving open space to retain the rural landscape of the southern area of Lower Allen.

Township-wide Strategies and Action Steps

STRATEGY	ACTION ITEMS
OPEN SPACE #1 Promote enhancement and preservation of open space in Lower Allen Township.	Open Space 1.1. Develop a strategy to educate residents and businesses about the value of and need to protect and enhance Township open space, and provide information on the Township's ordinance provisions to preserve open space. \$-\$\$ Short-term
	Open Space 1.2. Review the Township's zoning ordinance and make changes to the Single Family Rural Residential (R-2) zoning district and the Open Space Development (OSD) overlay district in an effort to maximize open space preservation. \$ Short-term
	Open Space 1.3. To improve the Yellow Breeches Greenway and Cedar Run Greenway, review the strategies from the Cedar Run Watershed Cold Water Conservation Plan, Yellow Breeches Creek Rivers Conservation Plan, and the Cumberland County Land Partnerships Plan to prioritize implementation strategies based on feasibility. \$\$\$ Long-term
ECONOMIC DEVELOPMENT #1 Encourage revitalization of existing commercial and industrial corridors by redeveloping or reusing properties.	Economic Development 1.1. Evaluate the Township's historic requests for variances and waivers, and amend the ordinance regulations to mitigate future requests for relief from the minimum standards. \$ Short-term
	Economic Development 1.2. Assess the potential for developing business attraction/retention tools such as tax incentives. \$-\$\$\$ Mid-term
	Economic Development 1.3. Conduct a Transportation Corridor Study along Gettysburg Road-State Road-Hummel Avenue from the Township's border with Lemoyne Borough west to Wesley Drive to improve transportation circulation and support existing and future economic development. \$\$\$ Short-term
ECONOMIC DEVELOPMENT #2 Facilitate increased economic development transactions through the Lower Allen Township Development Authority.	Economic Development 2.1. Explore ways to develop a continual revenue source to fund economic development projects such as but not limited to capitalizing a revolving loan fund. \$\$\$ Mid-term
	Economic Development 2.2. Partner with the Cumberland Area Economic Development Corporation (CAEDC) and affiliate, Real Estate Collaborative LLC (REC), to prioritize and implement redevelopment projects in the Township. \$\$\$\$ Long-term
ECONOMIC DEVELOPMENT #3 Improve and strengthen the image and identity of Lower Allen Township.	Economic Development 3.1. Develop design standards and incentivize their use by developers to transform the Township's commercial and industrial centers into functional, attractive, and sustainable centers of economic activity. \$\$\$ Mid-term
	Economic Development 3.2. Engage in a branding campaign to help promote the Township as a desirable place to live and work. \$\$\$ Mid-term



GOAL 3

Expand pedestrian and bicycle connections throughout the Township

Non-motorized forms of transportation are important facets of a community's accessibility, economic development, environmental sustainability, and public health. While Lower Allen Township is located adjacent to dense, traditionally walkable municipalities, including Camp Hill, Lemoyne, and New Cumberland to the northeast and Mechanicsburg to the northwest, the Township itself does not have a defined "core" or town center that lends itself to walking and biking.

It became evident early in the planning process that improving bicycle and pedestrian connectivity within the Township and to nearby activity centers was critically important to the future success and vitality of Lower Allen, as defined by residents and stakeholders. This was

also a key component of the Township's 2006 Comprehensive Plan. Amidst great strides in improving connectivity over the past 10 years, residents would like to see continued connections made throughout all corners of the Township.



Following the adoption of the 2006 Comprehensive Plan, the Township updated its Zoning Ordinance and Subdivision and Land Development Ordinance (SALDO) to reflect the importance of bicycle and pedestrian accommodations. Specifically, the SALDO contains the following requirements that encourage non-motorized transportation options and recreational activities (code sections referenced in parentheses):

- Pedestrian connections are required between new developments, even if roadway connections are not made. (§192-57)
- Dedication of recreational land or a fee in lieu thereof is required for new developments. Trails may be included to satisfy this SALDO requirement if they make connections outside of the immediate development. (§192-60)

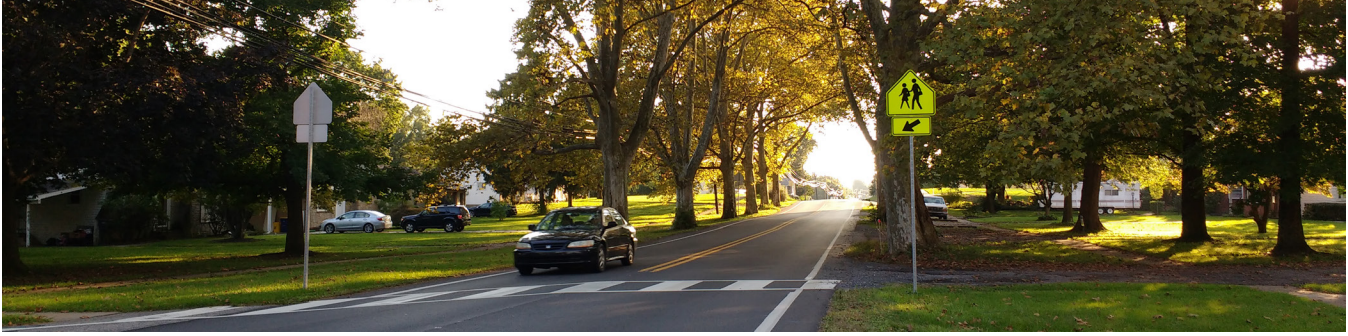
- Construction of sidewalks or a fee in lieu thereof is required for new developments. Any fees generated are added to a sidewalk fund to make additional connections where major gaps exist. (§192-57)
- In the SALDO Traffic Design Standards, the definition of “traffic” specifically includes vehicles, pedestrians, bicycles, and transit. (§192-57)
- The proposed trail network developed by the Township’s Bicycle/Pedestrian Task Force was included on the Official Map. (Ordinance 2009-02)

With strong land use regulations in place, the 2018 Comprehensive Plan strategies and action items focus on tools and projects that Lower Allen can advance to strengthen multimodal connections.



Township-wide Strategies and Action Steps

STRATEGY	ACTION ITEMS
BIKE/PED #1 Promote enhancement and preservation of open space in Lower Allen Township.	Bike/Ped 1.1. Create a Township Bicycle/Pedestrian Task Force to identify, assess, and address bicycle/pedestrian issues, provide overall guidance for the development of the Township's bicycle and pedestrian planning initiatives, and ensure inclusion of the Eastern Cumberland County Regional Master Trail Plan. \$ Short-term
	Bike/Ped 1.2. Communicate the Township's 2018 Comprehensive Plan to the Harrisburg Area Transportation Study (HATS) and ensure the Plan's bicycle and pedestrian recommendations are considered for inclusion into the HATS Regional Transportation Plan (RTP). \$ Ongoing
	Bike/Ped 1.3. Conduct a Township-wide Sidewalk Inventory and Conditions Assessment to identify and prioritize sidewalk gaps and pedestrian improvements. \$-\$ Short-term
	Bike/Ped 1.4. Commission a Traffic Study to identify and propose solutions to high activity intersections or corridors with poor bicycle and pedestrian accommodations. \$\$\$ Mid-term
	Bike/Ped 1.5. Continue to advance projects that will close major gaps as identified on the Township Official Map and 2009 Pedestrian/Bicycle Trail Map, and update the map accordingly per Task Force recommendations. \$\$\$-\$\$\$\$ Ongoing
	Bike/Ped 1.6. Review Township ordinances and regulations to identify opportunities to incentivize alternative modes of transportation. \$ Short-term
BIKE/PED #2 Improve the safety and walkability of Lower Allen's neighborhoods.	Bike/Ped 2.1. Continue to distribute educational materials outlining homeowner responsibilities for sidewalk maintenance. \$ Ongoing
	Bike/Ped 2.2. Develop a guide of the Township's bicycle and pedestrian routes. \$-\$ Short-term
	Bike/Ped 2.3. Partner with the West Shore School District to improve safety and walkability for students in Lower Allen. \$\$ Mid-term
BIKE/PED #3 Routinely integrate bicycle and pedestrian improvements as part of the road and bridge project delivery process.	Bike/Ped 3.1. Partner with PennDOT and HATS to identify potential bicycle and pedestrian improvements along roads that are scheduled for roadway maintenance. \$ Short-term
	Bike/Ped 3.2. Revisit the recommendations included in the Eastern Cumberland County Regional Trails Master Plan as applicable to Lower Allen Township and ensure the outlined improvements are made known to PennDOT and HATS. \$ Short-term



GOAL 4

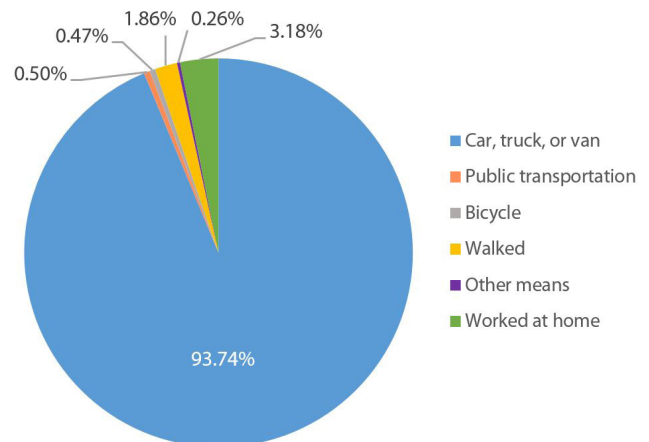
Improve and Maintain the Township's Existing Transportation Infrastructure

In recent years, there has been a greater national focus on transportation system preservation and maintenance. Instead of prioritizing highway expansion projects, many regions and localities are instead directing resources into resurfacing roads, repairing and replacing bridges, and modernizing public transportation assets. The Harrisburg Area Transportation Study (HATS) embodies this trend and includes a Regional Transportation Plan (RTP) goal of “emphasizing the preservation of the existing transportation system and promote efficient management and operation”.

The backbone of the Township's transportation system includes its roadway network. The Township has just over 88 linear miles of roadway, including 26 miles on the state system, with the remainder being locally-owned. Residents of Lower Allen Township see significant value in updating the Township's existing transportation systems to ease traffic congestion, provide a variety of travel choices, and improve overall safety and reliability. Given the Township's convenient and accessible location within the Harrisburg Capital Region,

it is important that transportation infrastructure support ongoing economic development opportunities and a high quality of life.

Journey to Work in Lower Allen Township



Shown in the Journey to Work pie chart, 93.7 percent of the employees working in the Township utilize a vehicle to commute to Lower Allen Township, demonstrating the importance of the roadway network but also opportunities to promote and increase multimodal modes of transportation.

Township-wide Strategies and Action Steps

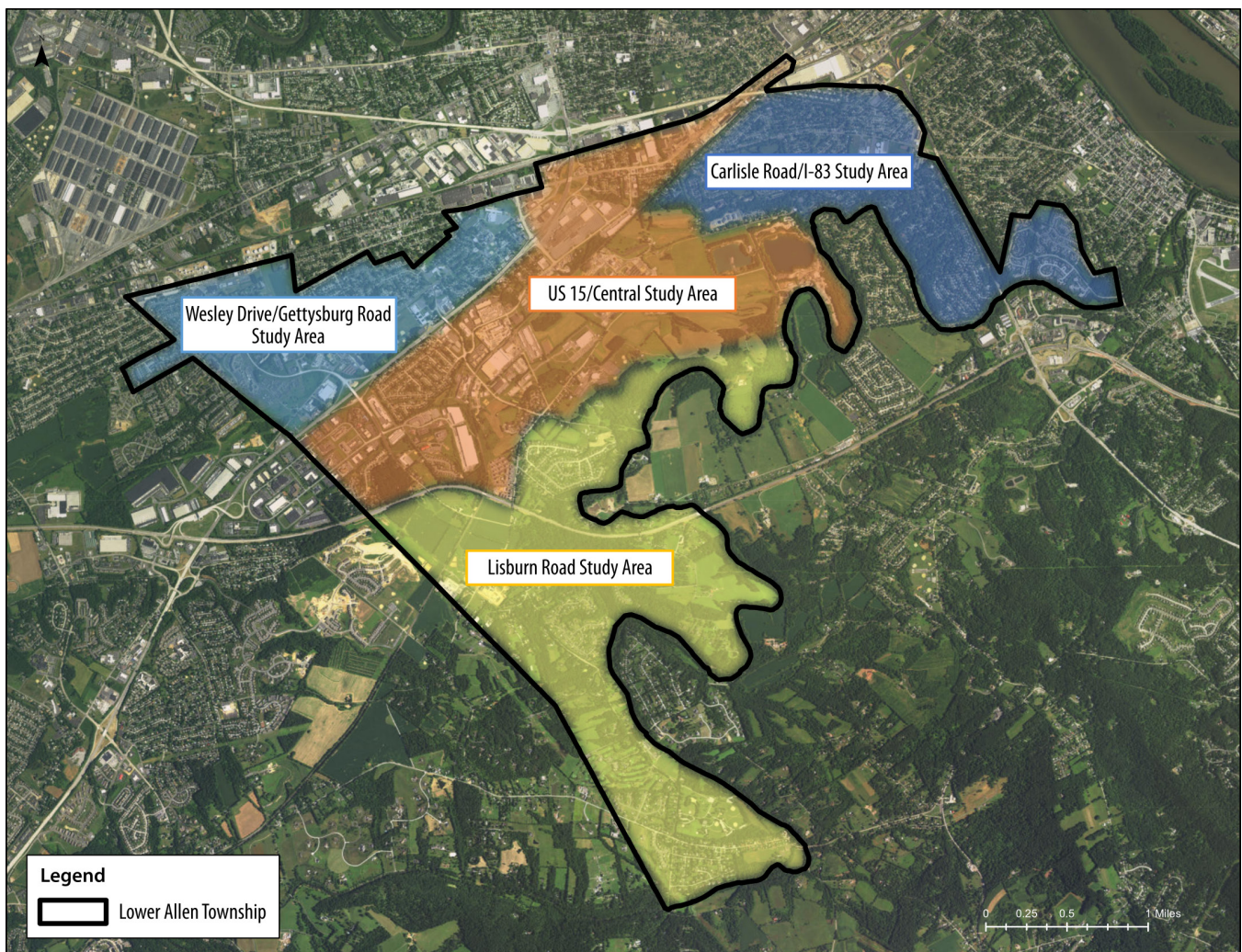
STRATEGY	ACTION ITEMS
TRANSPORTATION #1 Improve level of service and safety on congested corridors and intersections.	Transportation 1.1. Continue to monitor and improve timing and coordination of traffic signals to improve traffic flow. \$-\$\$\$ Ongoing
	Transportation 1.2. Conduct safety audits for high crash locations. \$\$\$ Mid-term
TRANSPORTATION #2 Enhance access to public transportation and ride-share opportunities.	Transportation 2.1. Increase the visibility of the Pennsylvania Senior Citizen Shared-Ride Program and Medical Assistance Transportation Program (MATP) through a targeted educational campaign that focuses on areas of the Township with higher densities of residents age 65 and older. \$-\$\$ Mid-term
	Transportation 2.2. Partner with Capital Area Transit (CAT) to define fixed route transit access improvements along routes located within the Township in order to increase use of CAT service. Improvements may include upgraded and/or increased signage, additional bicycle and pedestrian connections from bus stops to activity nodes, and extension of routes to service new developments. \$\$\$-\$\$\$\$ Mid-term
TRANSPORTATION #3 Improve performance of rail and truck freight facilities for improved goods movement.	Transportation 3.1. Conduct outreach to the Township's industrial businesses to better understand freight and freight logistic needs in the Township and opportunities for expansion and growth. \$ Short-term

Study Areas in the Township

For the purposes of the 2018 Comprehensive Plan, the Township was analyzed in four study areas as shown in the illustrative map below. These study areas were based on land use, geographic location, and natural boundaries provided by transportation corridors, terrain, and parcel boundaries. Given the diversity of land use in the Township, this approach helps to:

- Create a sense of place for the Township's unique areas;
- Tailor strategies and recommendations for each specific study area, based on the unique existing conditions and opportunities found in each location; and
- Create a more user-friendly document for residents. Chapters 3-6 of the Plan provide specific information about each of the different areas in the Township.

Lower Allen Township 2018 Comprehensive Plan Study Areas



Wesley Drive/Gettysburg Road Study Area

The Wesley Drive/Gettysburg Road (Wesley/Gettysburg Road) study area is situated in the northwestern portion of the Township and is bordered by US 15 to the south and Lower Allen's municipal borders with Hampden Township and Shiremanstown Borough to the north. To the west, the study area borders the Borough of Mechanicsburg and Upper Allen Township.

The Township's economic activity is concentrated in this portion of the municipality. Here, the Township features a mix of densely developed commercial, office, and industrial uses located in close proximity to US 15. The Wesley/

Gettysburg Road corridor is home to many corporate and medical offices, including Celtic Hospice and Home Health, Geisinger Holy Spirit, HealthSouth, LifeCare Hospitals of Mechanicsburg, Pinnacle Health, and Select Medical. In addition, Bethany Village, a Continuing Care Retirement Community, operates a 184-acre retirement and senior care community along Wesley Drive. Two public and two private schools are also located in the study area and are walkable to and from several surrounding established residential neighborhoods.

Wesley Drive/Gettysburg Road Study Area Map



Wesley Road/Gettysburg Road Study Area Action Steps

STRATEGY	ACTION ITEMS IN THE WESLEY ROAD/ GETTYSBURG ROAD STUDY AREA
ECONOMIC DEVELOPMENT #1 Encourage revitalization of existing commercial and industrial corridors by redeveloping or reusing properties.	Economic Development 1.1. Reevaluate the 2006 Comprehensive Plan Opportunity Site 3 recommendations for Gettysburg Road. \$\$ Mid-term
	Economic Development 1.2. Engage the West Shore School District to proactively plan for the reuse of the Lower Allen Elementary School property and surrounding properties. \$ Mid-term
BIKE/PED #1 Create well-connected and safe bicycle and pedestrian networks that support the vision and goals of the Township's Comprehensive Plan.	Bike/Ped 1.1. Prioritize the Gettysburg Road and Simpson Ferry Road corridors from Lower Allen Drive to Wesley Drive as candidates for streets improvements, including additional sidewalks, additional crossing facilities, and expanded bicycle facilities like pavement markings and signage. \$\$\$\$ Mid-term
BIKE/PED #2 Improve the safety and walkability of Lower Allen's neighborhoods.	Bike/Ped 2.1. Identify and implement specific pedestrian-oriented upgrades to infrastructure along Wesley Drive (e.g. signal timing) to improve pedestrian safety. \$\$\$\$ Mid-term
	Pike/Bed 2.2. Improve connectivity to the US 15 pedestrian bridge. \$\$-\$\$\$ Mid-term
TRANSPORTATION #1 Improve level of service and safety on congested corridors and intersections.	Transportation 1.1. Conduct a roadway safety audit for Gettysburg Road to identify potential multimodal safety improvements. Based on findings, implement safety recommendations along Gettysburg Road. \$\$\$\$ Long-term
	Transportation 1.2. Continue to improve safety and function of the Rossmoyne Road/Wesley Drive interchange with US 15. \$\$\$ Mid-term
	Transportation 1.3. Improve safety along Wesley Drive from US 15 to Simpson Ferry Road through traffic signal design and operation enhancements. \$\$\$ Mid-term

US 15/Central Study Area

The US 15/Central (Central) Area study area is situated in the central portion of the Township and is bordered by US 15 to the north, Upper Allen Township to the west, the Pennsylvania Turnpike to the south, and the natural slope that extends east to the Yellow Breeches Creek. The Central Area separates from the Carlisle Road study area where Cedar Run Creek and the Norfolk Southern Railway converge. The Central Area is a hub of employment for the Township and grows from a residential population of 2,136 to a population of 7,605 during weekday daytime hours. The study area has a diverse mix of land

uses, with residential, industrial, commercial, office/mix, and institutional all prominent. Almost one-third of study area's acreage is devoted to institutional land use, predominantly the State Correctional Institution (SCI) Camp Hill prison property. It is also a regional retail destination with the Capital City Mall and surrounding shopping centers, which draw visitors from throughout the Harrisburg area. The new Lower Allen Drive interchange off US 15 makes it easier for people to visit this portion of the Township.

US 15/Central Area Study Area Map



US 15/Central Study Area Action Steps

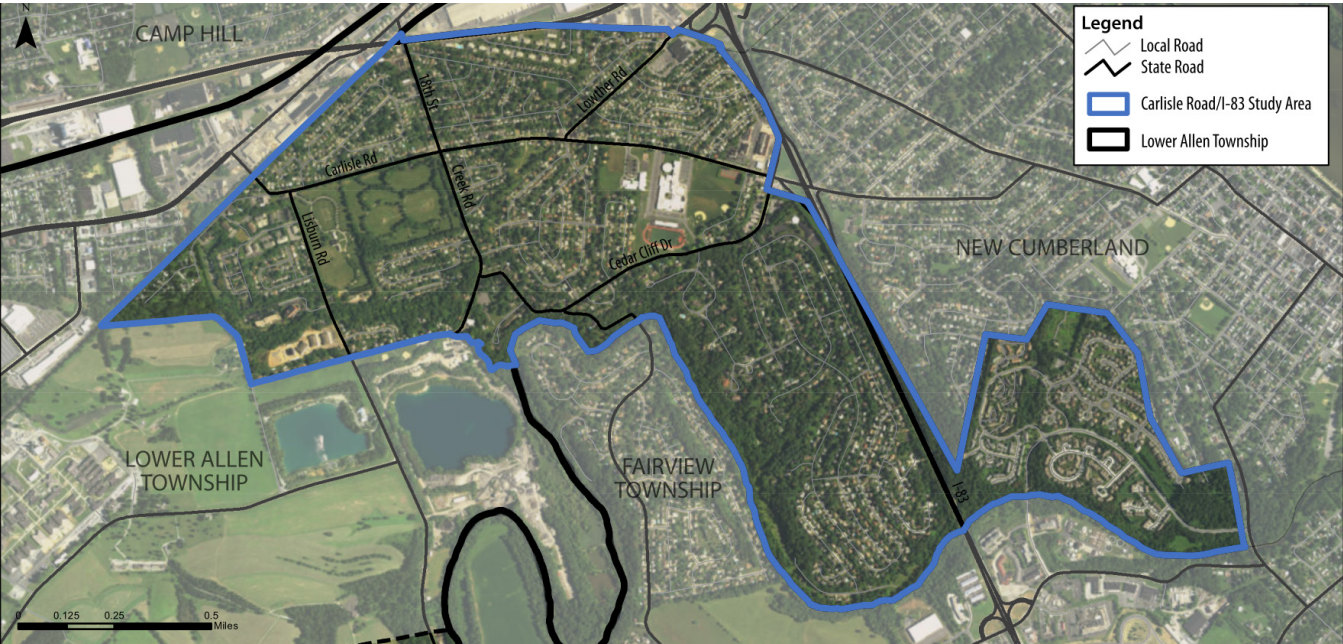
STRATEGY	ACTION ITEMS IN THE US 15/CENTRAL STUDY AREA
OPEN SPACE #1 Promote enhancement and preservation of open space in Lower Allen Township.	Open Space 1.1. Develop an open space preservation strategy to permanently preserve portions of SCI Camp Hill. This action also applies to those portions of the SCI Camp Hill property located in the Lisburn Road study area. \$\$\$ Short-term
	Economic Development 1.2. Reevaluate the conceptual development plan prepared for SCI Camp Hill. Continue dialogue with the Commonwealth to express the Township's interest in future development and open space preservation at the property. \$\$\$ Short-term
ECONOMIC DEVELOPMENT #1 Encourage revitalization of existing commercial and industrial corridors by redeveloping or reusing properties.	Economic Development 1.3. Explore the potential to redevelop the Hempt Bros., Inc. quarry property. \$ Short-term
	Economic Development 1.4. Meet with the Bon-Ton property owners to determine the potential to redevelop the property to complement surrounding retail development. \$\$\$ Mid-term
	Economic Development 1.5. Work with tenants and management at business parks surrounding the Rossmoyne Road/Wesley Drive interchange with US 15 to identify ways to improve employee and visitor amenities. \$ Short-term
	Economic Development 1.6. Evaluate mixed use redevelopment opportunities surrounding the Capital City Mall and update the Township's land use regulations as appropriate. \$\$\$ Mid-term
BIKE/PED #1 Create well-connected and safe bicycle and pedestrian networks that support the vision and goals of the Township's Comprehensive Plan.	Economic Development 1.7. Complete an assessment of vacant and underutilized parcels along the Gettysburg Road-State Street-Hummel Avenue corridor to determine properties suitable for redevelopment. \$\$\$ Mid-term
	Bike/Ped 1.1. Improve bicycle and pedestrian access and safety at and near Capital City Mall by extending sidewalk infrastructure and bicycle amenities. \$\$\$ Mid-term
	Bike/Ped 1.2. Improve bicycle and pedestrian connectivity on east-west routes located in the Central Area study area. \$\$\$ Mid-term
	Bike/Ped 1.3. Prioritize Gettysburg Road-State Road-Hummel Avenue from Lower Allen Drive to 18th Street for complete streets improvements. \$\$\$\$ Mid-term
	Bike/Ped 1.4. Conduct an intersection improvement master plan for Hummel Avenue, 17th Street, and 18th Street to identify targeted pedestrian and bicycle upgrades. \$\$\$ Mid-term

Carlisle Road/I-83 Study Area

The Carlisle Road/I-83 (Carlisle Road) study area is bordered by the Borough of New Cumberland to the east and the Borough of Lemoyne to the north. To the south, the Yellow Breeches Creek forms a natural border with Fairview Township in York County. This portion of the Township is characterized by older, established residential neighborhoods as well as first-generation suburban retail centers. Many of these neighborhoods were once considered premier in the Harrisburg area and still offer high-quality housing in a desirable location. Today, the area

has transitioned to also include middle-income families and first-time home buyers. The Carlisle Road area is primarily a bedroom community where more residents commute to work outside of the area than commute in. Because of these labor flows, the daytime population is nearly 1,000 less than the resident population during working hours.

Carlisle Road/I-83 Study Area Map



Carlisle Road/I-83 Study Area Action Items

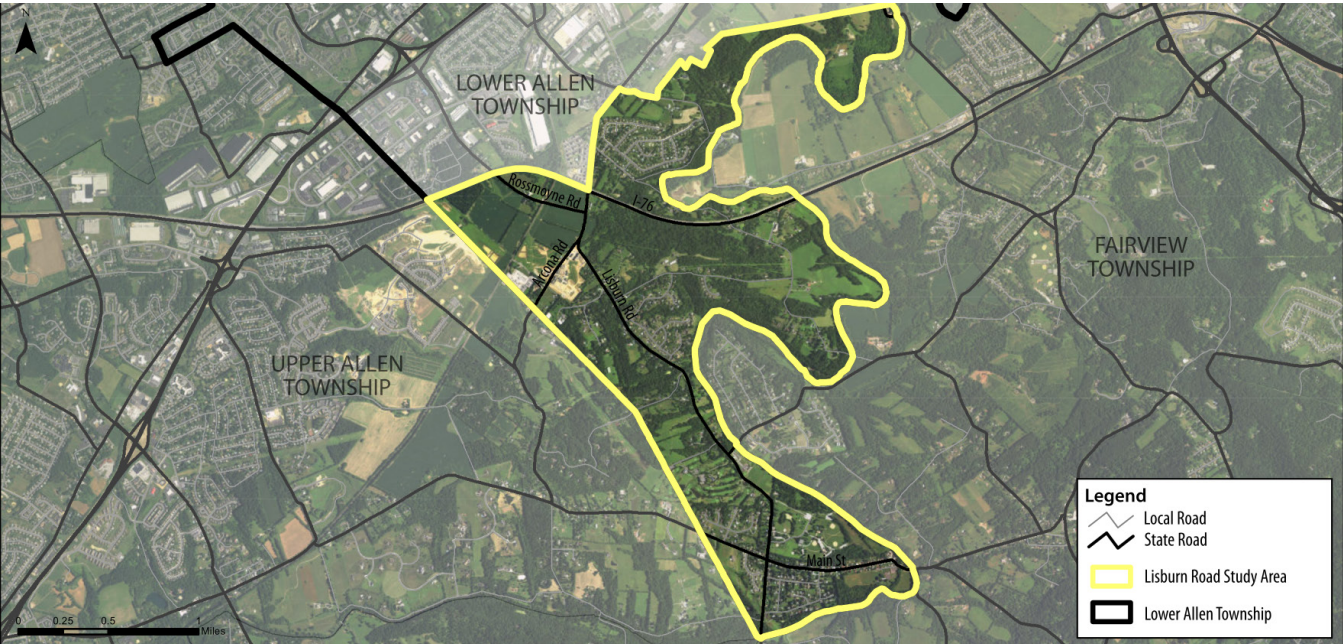
STRATEGY	ACTION ITEMS IN THE CARLISLE ROAD/I-83 STUDY AREA
ECONOMIC DEVELOPMENT #1 Encourage revitalization of existing commercial and industrial corridors by redeveloping or reusing properties.	Economic Development 1.1. Engage existing commercial property owners to identify existing needs and opportunities in order to encourage investment. \$ Short-term
BIKE/PED #1 Create well-connected and safe bicycle and pedestrian networks that support the vision and goals of the Township's Comprehensive Plan.	Bike/Ped 1.1. Conduct a safety audit on Carlisle Road and evaluate complete streets improvements. \$\$\$\$ Short-term
TRANSPORTATION #1 Improve level of service and safety on congested corridors and intersections.	Transportation 1.1. Conduct a corridor study for Carlisle Road to identify areas of significant safety and congestion concern and outline detailed recommendations for improvement. \$\$\$ Mid-term

Lisburn Road Study Area

The Lisburn Road study area makes up the southern portion of the Township and is bordered by Upper Allen Township to the west, the Yellow Breeches Creek to the east, and the slope extending north of the Creek. The northwest quadrant of the study area is bounded by the Pennsylvania Turnpike before it veers south under Lisburn Road. This southern portion of the Township is primarily rural residential with a large tree canopy intermixed among open space, pockets of densely forested areas, and single-family home developments. It is also home to Lower Allen Community Park, a regional draw

that features 110-acres of preserved open space with passive and active recreation. There is little commercial or business activity in this portion of the Township, as much of the land is zoned Single Family Rural Residential (R-2). A new mixed-use traditional neighborhood has been developed in this study area since the 2006 Comprehensive Plan, and has diversified the housing stock to include townhomes and single-family homes in a traditional neighborhood.

Lisburn Road Study Area Map



Lisburn Road Study Area Action Items

STRATEGY	ACTION ITEMS IN THE LISBURN ROAD STUDY AREA
PARKS #1 Maintain the quality of Lower Allen's parks and provide expanded passive and active recreation amenities.	Parks 1.1. Review the <i>2005 Lower Allen Community Park Master Plan</i> and evaluate its recommendations that align with the 2018 public input findings related to the Township's parks. \$ Short-term
	Parks 1.2. Evaluate the opportunity to add a water element at Lower Allen Community Park. \$\$\$ Mid-term
	Parks 1.3. Complete a highest and best use study for the Barn and area surrounding the Barn and promote rental use. \$\$ Mid-term
OPEN SPACE #1 Promote enhancement and preservation of open space in Lower Allen Township.	Open Space 1.1. Develop an open space preservation strategy to permanently preserve portions of SCI Camp Hill. This action also applies to those portions of the SCI Camp Hill property located in the Central Area study area. \$\$\$ Short-term
BIKE/PED #1 Create well-connected and safe bicycle and pedestrian networks that support the vision and goals of the Township's Comprehensive Plan.	Bike/Ped 1.1. Improve bicycle and pedestrian access to Lower Allen Community Park along Lisburn Road and Main Street. \$\$\$ Mid-term
	Bike/Ped 1.2. Identify opportunities for additional bicycle and pedestrian connectivity that integrate with trail requirements of new developments. \$\$\$ Mid-term
TRANSPORTATION #1 Improve level of service and safety on congested corridors and intersections.	Transportation 1.1. Identify roadway safety improvements along Lisburn Road and Main Street to improve access to Lower Allen Community Park. \$\$\$ Mid-term
	Transportation 1.2. Continue to educate residents and local businesses on the Arcona Master Plan and its known and potential traffic impacts, while offering the public opportunities to provide feedback. \$\$ Ongoing
	Transportation 1.3. Continue to monitor the traffic impacts from Arcona and other area developments on the roadway network against the approved Traffic Impact Study and identify measures to mitigate the impacts. \$ Ongoing

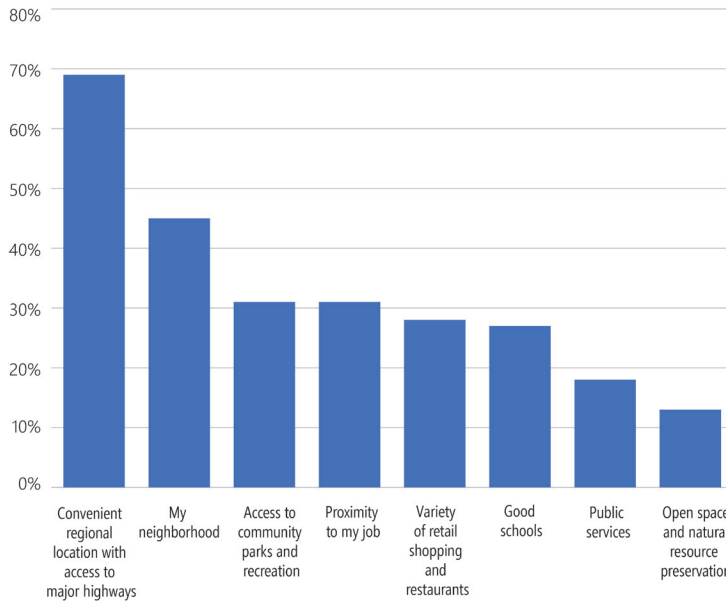
Public Engagement Process

To determine the goals outlined above, the Consultant Team worked with residents, businesses, and other stakeholders to uncover the prominent issues facing Lower Allen and determine direction for the next 10 years. The four-pronged approach to public engagement included a Citizen's Advisory Committee (CAC), stakeholder interviews, an online public survey, and a week-long Visioning Week.

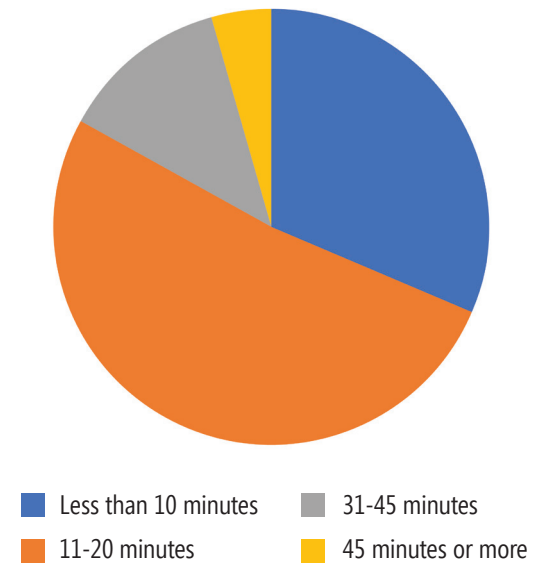
With more than 650 responses, the online survey findings aligned strongly with the findings and input received by the CAC, stakeholder interviews, and Visioning Week. Key findings are provided below and demonstrate overwhelming consensus of the four goals identified on page 2.



What are the best features of Lower Allen Township?



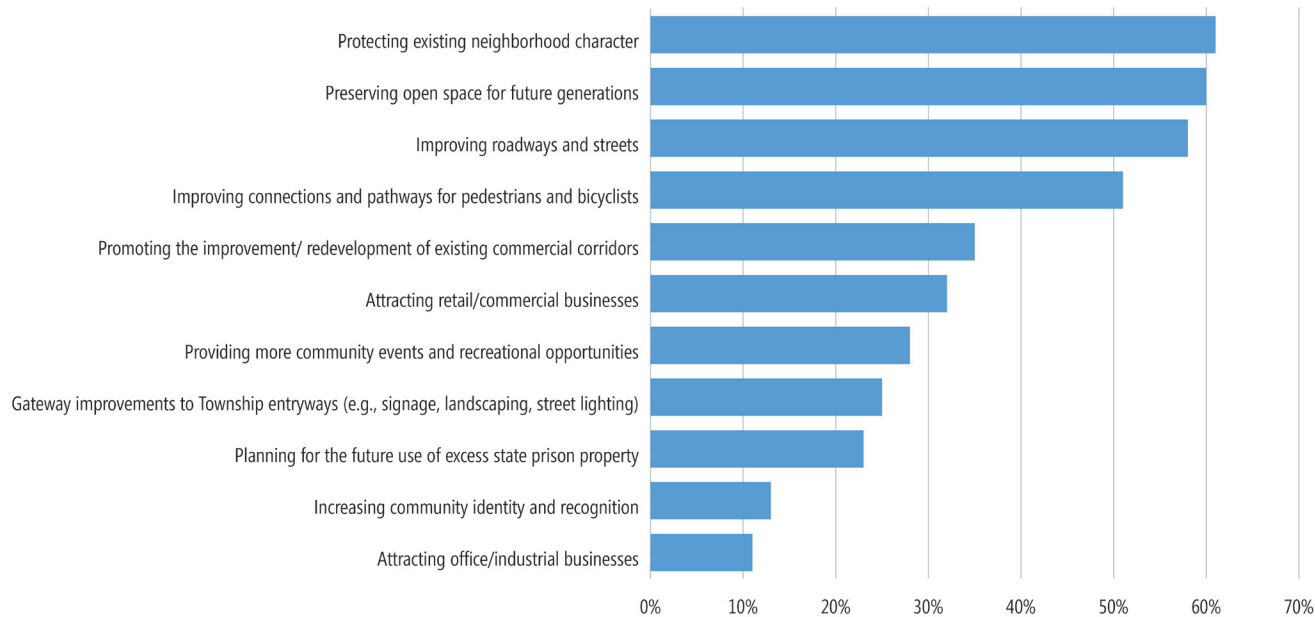
How long is your commute to work?



The location of the Township was rated as the best feature of the Township, followed by “My Neighborhood”. The commute times reveal that the majority of residents travel 20 minutes or less to work, demonstrating the Township’s convenient location with access to major highways and employment centers.

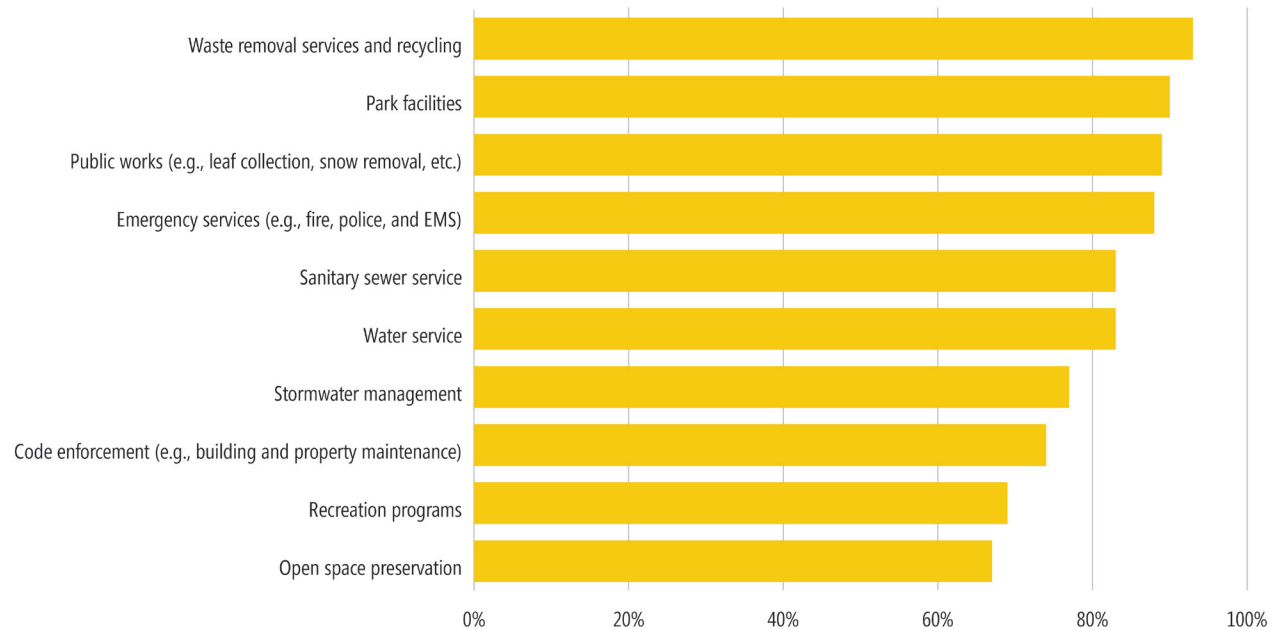


Where should the Township use its resources (time/money/staff)?

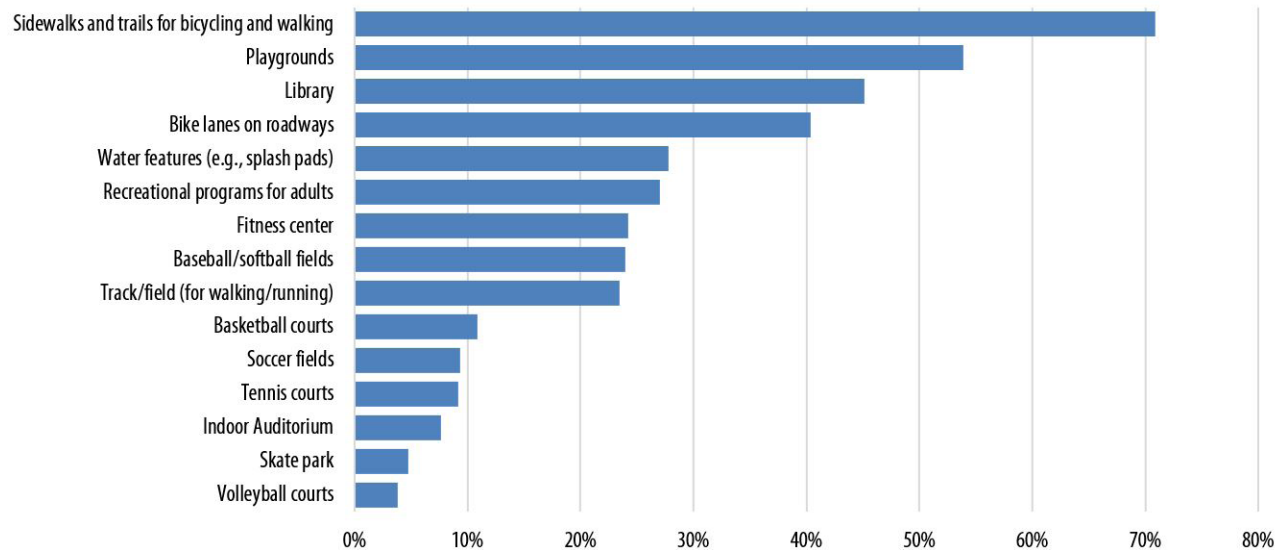


The four goals identified for the 2018 Comprehensive Plan align with the five top responses from public participants (see above). In addition, open space preservation was rated the lowest of community facilities/services (see below), demonstrating support for enhancing open space preservation (Goal #2).

How satisfied are you with the following community facilities/services in Lower Allen Township? (Very Satisfied/Satisfied Results)



Which of the following recreational facilities and amenities are most important to you?



Sidewalks and trails for bicycling and walking were rated by the public as the number one recreation amenity of importance to the public, followed by playgrounds (e.g. parks), libraries, and bike lanes on roadways. A recreational water feature was also highly rated and mentioned frequently in the comment responses in the online public survey results.





More Information about the Lower Allen Township 2018 Comprehensive Plan

The complete 2018 Comprehensive Plan can be found online at: [insert hyperlink](#).

Michael Baker
INTERNATIONAL