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Phase I – Background and Data Collection

A. Background Studies

1. INTRODUCTION, LOCATION AND REGIONAL CHARACTERISTICS

Regional Setting

The Borough of Highspire is located in southern Dauphin County, approximately six (6) miles southeast of the City of Harrisburg on the eastern bank of the Susquehanna River. It is approximately eighty-five (85) miles west-northwest of Philadelphia, two-hundred five (205) miles east of Pittsburgh, and thirty (30) miles northwest of Lancaster. The borough is bound by Steelton Borough on the northwest, the Susquehanna River and the right-of-way of the Pennsylvania Railroad on the southwest, and Lower Swatara Township on the east, northeast, and southeast.

Highspire Borough is accessed by Route 230 (SR-230), known as Second Street (2nd Street) in the borough, and is in proximity of the Pennsylvania Turnpike and Route 283 (SR-283/I-283).

Map 3-1 graphically shows the geographic location of Highspire Borough in relation to the state and county.

Purpose of the Plan

The Comprehensive Plan is a policy guide for decisions and for the orderly development and redevelopment of the Borough. The plan's primary mission is to promote and improve the quality of life, health, safety and conveniences for borough residents. It is intended to organize and coordinate the interrelated collection of people, ideas, land facilities, services, infrastructure, land uses and environmental elements that comprise the borough as a whole. Thus, the term "comprehensive" is used to express the scope of plan content.

Planning as a Concept

The Comprehensive Plan is not a solution for all the problems and concerns of the community, nor is it a finished product only to be reviewed and updated every decade or so. Rather, it is an on-going process which municipal governments may use as a roadmap or blueprint to guide them through future decisions. It should be

Highspire is located on the banks of the Susquehanna River

Highspire is easily accessible from major highways and other parts of the state

Planning promotes and improves the quality of life, health, safety and conveniences for borough residents

noted that when changes and conditions evolve within the borough, the Comprehensive Plan should be modified to address these changes and recognize demands.

The Plan, in effect, charts the course for municipal growth and change by:

- Expressing the aims and ambitions of borough residents and businesses;
- Being responsive to change;
- Providing a framework for continual review and revision as necessary;
- Delineating the municipal form and character it seeks to achieve.

In part, the Comprehensive Plan is a factual report that examines how the past has led to the present; it is a report that can be used to chart the borough's future, as well as a report of the plans and actions necessary to achieve its objectives in the future. Often, much of the value in a community's Comprehensive Plan is found in the process of preparing and implementing the plan.

Legislative and Legal Base for the Plan

The legislative authority for Pennsylvania local governments to plan for, and manage development within their respective municipal boundaries is based on the Pennsylvania Municipalities Planning Code, Act 247 as amended. This legislation sets forth general guidelines, as well as specific administrative and procedural requirements, that municipalities must adhere to in developing and implementing municipal comprehensive plans. The Pennsylvania Municipalities Planning Code states that the municipal comprehensive plan shall include the following:

- A statement of objectives of the municipality concerning its future development;
- A plan for land use;
- A plan to meet the housing needs of present residents and of those individuals and families anticipated to reside in the municipality;
- A plan for the movement of people and goods;
- A plan for community facilities and utilities;
- A statement of the interrelationships among the various plan components;

Planning looks at the past and present to help guide future decisions.

The Plan includes:

- Land use
- Housing
- Transportation
- Utilities & Services
- Natural & Historic Resources

- A discussion of short- and long-range plan implementation strategies;
- A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities, or a statement indicating measures which have been taken to provide buffers or other transitional devices between disparate uses, and a statement indicating that the existing and proposed development of the municipality is generally consistent with the objectives and plans of the county comprehensive plan;
- A plan for the protection of natural and historic resources; and
- A plan for the reliable supply of water.¹

The right of a municipality to exercise its authority in legislating regulations governing the use of the land has been upheld by the State and Federal courts. They grant that a municipality has the right to manage its own development and growth activities within certain legal constraints. The primary method, upheld by the United States, to protect and provide for the best interest of citizens of a municipality is through the adoption of a zoning ordinance. However, this method of safeguarding the public welfare is not sufficient by itself. It must be supplemented by adoption of certain other mutually supportive codes and ordinances; in particular, a subdivision and land development ordinance, building and housing codes, etc.

In order to provide for the management of land uses as prescribed in the zoning ordinance, the courts acknowledge the need for a municipality to properly evaluate the use of all land within its political jurisdiction and give consideration to land uses in areas adjacent to its borders. To ensure that zoning districts are not arbitrarily determined, the courts require evidence that the various land use districts established in the community are related to an overall land use plan of the entire municipality.

Through adoption of the Municipalities Planning Code, the Commonwealth of Pennsylvania has granted local governments the authority to enact a zoning ordinance to implement the comprehensive plan. Therefore, a properly adopted

¹ Pennsylvania Municipalities Planning Code

The MPC enables Highspire to plan for and to regulate land use and development

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Introduction

“comprehensive plan” for land use and development is clearly needed to provide the proper foundation for its implementation through zoning and other related land management ordinances.

2. HISTORICAL BACKGROUND

A community's historical events, traditions, structures, and places combine to form its character and identity, and should be part of the community's planning and decision processes. Realizing historical influences, planners and leaders are better able to interpret and understand community changes and evolution, travel patterns, economic trends, cultural heritage, architectural progressions, and overall physical growth and development. This chapter will provide a brief overview of the origins and historical features related to Highspire Borough. In addition to this historical summary, other more detailed inventories that may be prepared by local volunteers or agencies will be helpful to Borough decision makers in articulating and formulating development policies, strategies, and implementation techniques within the borough's comprehensive planning process.

Highspire was laid out in 1814 and officially became a borough in 1904

Highspire Borough was laid out in 1814 by two (2) German settlers, Barnes and Daughterman. There is debate as to whether the town received its name from the settlers' native village of Spire or Speyr, or if the town was named by river men for a church steeple that rose above the town. Before its incorporation as a borough, Highspire was part of Swatara Township. The township split in two (2) in 1840, and what is now Highspire became part of Lower Swatara Township. Highspire was incorporated as a borough in 1867, but this was annulled in 1868. It was not until 1904 that the Legislature formally approved the incorporation of Highspire as a borough.

The first inhabitants in the area are believed to have been the Andaster or Susquehannock Indians. The Susquehannocks dominated the Susquehanna River Valley until they refused to join the Iroquois Confederation and were destroyed.

Susquehannock Indians originally inhabited the area prior to Colonel Burd settled in 1763

Following the destruction of the Susquehannock Village, the first record of settlement in the area was in 1763 when Colonel James Burd, an officer in the provincial militia, constructed a large stone house overlooking the southern end of modern day Highspire. The house came to be known as Tinian and still stands today. Colonel Burd played an important role in fortifying the Pennsylvania frontier after Braddock's Defeat left it unexposed to the depredations of the French and Indians. He initially worked as a road builder in Braddock's Expedition and his road building

efforts paid off for the Forbes Expedition in 1758. He also contributed to the construction of Fort Ligonier.²

In 1775, John Hollingsworth constructed a stone grist mill in the borough. This mill was in constant operation until it was destroyed by a fire in 1860. It was rebuilt in 1863. The mill was owned by the Uhlmann Company through 1989 and ran under the names of the Wheatena Corporation and Standard Milling Company. In the 1960s, the Uhlmann Company acquired Heublein, Inc., owners of the Maltex Corporation and Maypo cereal. In 1987, the Uhlmann Company leased the flour milling business at Highspire to ConAgra Foods, but retained ownership of the mill. American Home Foods purchased ownership of the mill in 1988, but the Uhlmann Company retained rights to the Maypo brand under a long-term royalty agreement. The brand was sold when International Home Foods acquired American Foods in 1996. In 2000, ConAgra Foods acquired International Home Foods and the Maypo brand. On October 31, 2001, the Maypo brand and the Highspire facility were purchased by William Stadtlander, the owner of the newly started company, Homestat Farm, Ltd. To this day, Maypo is still manufactured in Highspire and there are times when the sweet maple scent can be smelt while walking the streets of the downtown.



Looking northwest towards Homestat Farm, Ltd.

² ExplorePAHistory.com; WITF, Inc.; Pennsylvania Historical and Museum Commission

Transportation has heavily influenced the growth of the borough. In the latter part of the 18th Century, growth spurred as Highspire became a major port along the Susquehanna in the lumber industry. Logs from up-river sawmills were joined into huge rafts and floated downstream. Because of a series of falls and rapids between Middletown and Marietta, navigation in this area was extremely dangerous. To overcome this obstacle, a group of men were specially trained to steer the rafts through the rapids. Headquarters for these men was formed in Highspire in a large white house.

The farmland surrounding the early “port” of Highspire was suitable for cultivating a variety of crops. However, it was difficult and expensive to ship foodstuff to eastern markets, so the farmers in and around Highspire chose to produce grain for the production of whiskey. The whiskey was shipped by boat to Havres De Grace and Baltimore. This resulted in the establishment of the Highspire Distillery in 1823 by Robert Wilson, who operated it until 1870. The distillery then changed hands to become the Highspire Distilling Company in 1901 and produced more than 5,500 barrels a year. The 18th Amendment instituting Prohibition brought this industry to an end in the borough.



Highspire Historical Society, Wilson House

Highspire has long been multi-modal being located on:

- “The Great Highway”
- a major canal system
- major railroad line
- electric trolley line

In the second decade of the 19th Century, the first major east-west road in Pennsylvania was completed connecting Philadelphia to Pittsburgh. The “Great Highway” passed through Highspire in the general location of what is now Second Street (2nd Street).

Also influential in the 19th Century was the Pennsylvania Canal System. The main line of the Pennsylvania Canal System joined with the Union Canal at Middletown and continued through Highspire and Steelton to Harrisburg. This provided an effective source of transportation for freight traffic between Philadelphia and Harrisburg. In 1836, competition of the canals was visible in the form of a horse-drawn rail service between Middletown and Harrisburg. By 1852, this roadbed had become part of the Pennsylvania Railroad System providing rail service between Philadelphia and Pittsburgh. The development of the Pennsylvania Railroad system eventually led to the abandonment of the Pennsylvania Canal System.



1873 Bird's Eye View of Highspire, showing the canal traversing the map from the lower left (southwest) to the upper right (northeast)

In 1868, the Pennsylvania Steel Company began its operation in Steelton. Most employees chose to reside within Steelton Borough, in the area immediately around the steel works to allow easy access to their place of work. As the plant expanded, housing opportunities diminished in Steelton, and many employees began to look to Highspire as a place to live. In 1893, an electric trolley line was opened, providing Borough residents with convenient transportation to the steel works in Steelton and other

employment opportunities in Harrisburg and Middletown. This operated until 1939 when the automobile started to take precedence.

Once the automobile was made affordable to the common citizen, it offered a level of independence never before experienced. It allowed people to transport themselves great distances and travel further for employment, shopping, or recreational functions. The increased use of the automobile and the development of affordable housing in suburbs in the years following WWII led to the construction of an integrated highway system that made all areas of the Harrisburg region easily accessible.

3. ENVIRONMENTAL, NATURAL AND CULTURAL FEATURES

Climate

Climate is influenced by precipitation, temperature, wind, humidity and sunlight. Although not an integral asset or constraint in determining land use, site development can occur in a manner that is both sensitive to, and able to maximize local climatic conditions for both energy and economic efficiency. The following information is identified for Dauphin County as a whole, of which Highspire Borough is located.

Precipitation

- The average annual amount of precipitation Highspire Borough experiences is approximately 46". Normal monthly precipitation totals range from 2.6" in February to 4.3" in August.
- In a typical year, snowfall in the Borough is light-to-moderate, and averages 30".
- Normally there are on average 50 days a year in which snow totaling 1" or more covers the ground in the Borough.

Temperature

- Highspire's average annual temperature is 50°, ranging from an average summertime temperature of 76° to 32° in the winter.
- The Borough experiences, on average 175 days without a freeze.

Wind

- In the winter, the prevailing winds affecting Highspire hail from the northwest, while the in springtime they blow from a westerly direction, with the average wind speed of approximately 10 mph.

Highspire's average annual:
Rainfall = 46"
Snowfall = 30"
Temperature = 50°

Humidity

- Highspire's relative humidity during the months of January, April, July, and October, which are typical seasonal months, averages approximately 68%.

Sunlight

- The Borough experiences approximately 2,500 hours of sunlight annually.

Drainage

Watersheds are land areas in which drainage occurs and flow into a common water body. All of the rain which falls upon any land within a designated water body's watershed area, eventually drains into that body of water.

As the Susquehanna River abuts Highspire Borough along the entire length of the Borough's southwestern boundary, the Borough itself is located entirely within the Susquehanna River Watershed.

There are 3 streams traversing Highspire Borough.

- Laurel Run travels in a southeast pattern, paralleling Race Street. It drains the western portion of the Borough and terminates at the Susquehanna River.
- Burd Run drains the central and eastern parts of the Borough as it flows in a southwesterly direction paralleling Lumber Street until Penn Street. It then turns and flows east to Ann Street where it intersects with the third unnamed stream and flows south, emptying into the Susquehanna River.
- The third unnamed stream flows in a northwesterly direction in the bed of the abandoned Pennsylvania Canal (the Reservoir Park area), until it meets Burd Run near Ann Street.

Highspire has 3 streams:

- Laurel Run
- Burd Run
- an unnamed stream

Map 3-1 graphically shows the location of the streams in the Borough.



Looking west along Burd Run near Lumber

Floodplains

The land area which may be inundated by a flood possessing a 1% chance of occurring in any given year - also referred to as the base or 100-year flood. The standard Flood Insurance Policy defines “flood” as: A general and temporary condition of partial or complete inundation of normally dry land areas from the overflow of inland or tidal waters from the unusual and rapid accumulation or runoff of surface waters from any source.

Floodplains are generally those areas possessing flat, low lying land which are prone to partial or complete inundation from streams or other water bodies which these lands are adjacent.

- Approximately 43% of Highspire Borough is located within the 100 year floodplain, while an additional 31% is located within the 500 year floodplain.
- Due to its proximity adjacent to the Susquehanna River, Highspire Borough has a long history of flooding problem. The most notable floods occurred in 1889, 1936 and 1972, with over 50% of the Borough being inundated during the 1936 and 1972 floods. Most recently, the Borough was flooded, albeit on a lesser extent, in 1996 and again in 2004.
- The Borough participates in the National Flood Insurance Program and has a Flood Insurance Rate Map Community-

Panel # 420381 0001 B with an effective date of 04/15/77 (revised 12/11/81).



Looking southwest along the Susquehanna River

- Highspire currently has a Flood Plain Management provision within the Borough Zoning Ordinance. The Flood Plain Districts are comprised of 2 overlays which include:
 1. Floodway District (FW) includes the areas within the floodplain which must be capable of carrying the waters of the one hundred (100) year flood without increasing the water surface elevation of that flood more than one (1) foot at any point. Uses permitted within the Floodway District are typically those which are non-permanent, low intensity, or temporary. Uses which are prohibited include residential dwellings, hospitals, nursing homes, jails and new manufactured home parks.
 2. Flood-Fringe District (FF) includes the areas of the one hundred (100) year floodplain not included in the Floodway District. Uses permitted in the Floodway District generally include all uses permitted in the underlying zoning district provided they are constructed and conducted in strict compliance with floodproofing and related provisions.

Map 3-1 graphically represents the location of 100 year floodplains in the Borough.

Geology

An understanding of the local geology is key in providing orderly, intelligent and efficient community physical growth. Drainage patterns, excavation, erosion, and groundwater characteristics are all dependent on the earth's understructure.

1. The Paleozoic Era:
Ordovician Period 505 million years ago
 - a. Annville Formation:
 - Is made up of light gray limestones with a high content of calcium.
 - Has a high yield for well water.
 - Is not good for heavy structures.
 - Sinkholes are common.
 - b. Epler Formation:
 - Is made up medium gray finely crystalline limestones are intermixed with gray dolomites.
 - Has low availability for well water.
 - Acceptable for road materials, embankment facing, flagstone, riprap and fill.
 - Caves and sinkholes occur frequently.
2. The Mesozic Era:
Triassic Period, 245 million years ago
Highspire Borough is sited upon one geologic formation, the Gettysburg Formation.
 - a. The Gettysburg Formation:
 - Is made up of reddish brown shale, mudstone, siltstone and beds of green and brown shale.
 - Has high groundwater potential with wells ranging from 200 to 500 feet deep. Wells must be limited due to the fact that wells 2000 feet apart generally show interference with the other wells. Due to space needed to maintain active wells this geological

formation may be prime area for farms and agricultural uses.

- Is good for holding heavy structures and good for road material and common brick.
- Shale is a rather weak, brittle rock. The red coloration in the Gettysburg Formation and subsequent soils located upon and around this bedrock is attributed to a high amount of iron.

Historical & Cultural Resources

An understanding of a community's past is not only important to understanding the "current state of the community" addition to a community's written and oral history, preserved physical objects such as buildings, structures, places, artifacts and districts, also help reinforce a community's history by directly physically linking the past with the present. Boroughs traditionally have a good concentrated stock of older commercial, institutional and industrial buildings, houses as well as other historic and cultural resources and places. These can be viewed as community assets which when preserved, enhanced and promoted, provide the community with a unique identity and sense of place, as well as provide opportunities such as housing and economic development.

The preservation of historic buildings, sites, structures, objects and districts began in 1966 with the passage of the National Historic Preservation Act of 1966 (NHPA). This important federal historic preservation legislation was created in response to the sudden and dramatic loss of important historic resources that was occurring in many large cities, towns and boroughs due to the urban renewal policies of the 1950s and '60s. By establishing and formalizing a comprehensive system of reviews, regulations and incentives, the basic framework for encouraging cooperation and providing coordination among federal, state and local officials' historic preservation efforts was begun with the passage of the NHPA. In Pennsylvania, the Bureau for Historic Preservation (BHP), which is an agency of the Pennsylvania Historical and Museum Commission (PHMC), is the State agency responsible for overseeing this coordination.

The NHPA formalized the National Register of Historic Places. The National Register of Historic Places is a list of properties,

resources and historic districts recognized by federal and state officials as worthy of being preserved. Historic resources, which can take one of many forms, listed on the National Register are provided some protection from proposed federal funded projects that might adversely impact them. The National Park Service generally categorizes historic resource as buildings, sites, structures, objects, and districts. A brief description of each resource type is as follows:

1. **Building:** A house, barn, church, hotel, or similar construction created principally to shelter any form of human activity.
2. **Site:** The location of a significant event, a prehistoric or historic occupation or activity, or a building or a structure, whether standing, ruined, or vanished, and where the location itself has historic, cultural or archaeological value.
3. **Structure:** A building used for purposes other than sheltering human activity.
4. **Object:** A form of simple construction that is primarily artistic in nature and relatively small in scale. It may be movable but is generally associated with a specific setting or environment.
5. **District:** A significant concentration, linkage, or continuity of site, buildings, structures or objects, united historically or aesthetically by plan and physical development.

Highspire has 1 resource on the National Register of Historic Places

Highspire has one resource listed on the National Register.

1. The Highspire High School, also known as Highspire Elementary School, located at 221 Penn Street, was listed 1990.
 - a. **Historic Significance:** Event, Architecture/Engineering
 - b. **Architect, builder, or engineer:** Fisher, G., Lawrie & Green
 - c. **Architectural Style:** Late Gothic Revival
 - d. **Area of Significance:** Education, Architecture

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Environmental, Natural and Cultural Features

- e. Period of Significance: 1875-1899, 1900-1924, 1925-1949
- f. Owner: Local Gov't
- g. Historic Function: Education
- h. Historic Sub-function: School
- i. Current Function: Vacant/Not In Use³



Former Highspire High School, also known as Highspire Elementary School

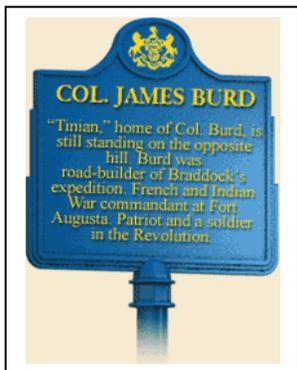
The Pennsylvania Historic and Museum Commission has program by which historical markers are erected throughout Pennsylvania. The program, which began in 1945, includes blue and yellow signs noting significant historical events or identifying the sites of historic resources.

Highspire has one PHMC Historic Marker located along SR 230, noting the home of Col. James Burd. The marker, established September 23, 1946, states the following:

1. "Tinian, home of Col. Burd, is still standing on the opposite hill. Burd was road-builder of Braddock's expedition. French and Indian War commandant at Fort Augusta. Patriot and soldier in the Revolution."⁴

³ As of March 2006, the building has been adaptively reused as and occupied by apartments.

⁴ ExplorePAHistory.com; WITF, Inc. (and image); Pennsylvania Historical and Museum Commission



Map 3-3 graphically shows the location of the historic resources in the Borough.

Topography/Slopes

Topography influences land use and development patterns. The landscape or “lay of the land” affects the locations and siting of residential, commercial, industrial and recreational uses, as well as shaping transportation routes, determining the locations and extensions of public infrastructure, as well as making land available for natural resource production.

Slope is the measure of the steepness or incline. That is vertical rise compared to horizontal run. Typically the steeper the slope of the land, the less intense the land use able to be accommodated. Flatter, more level land, typically less than 0 - 5% is appropriate for most land use uses and development patterns, larger buildings, farming, transportation corridors and other public infrastructure. Although the cost of land development is minimized due to lack of earth moving (cuts and fills) problems do occur relating drainage. Slopes between 5 - 15% are typically good of most types of development residential development and some smaller commercial and industrial buildings with some minor construction and development modifications to prevent runoff and erosion. Slopes 15% - 25% are generally suitable for some very low density type residential development, recreation and forestry uses, with proper erosion and runoff control measures in place. Those slopes 25% or greater, should generally remain undisturbed and left in a natural or vegetated state, due to high construction costs and risk of environmental damage.

The highest point in Highspire is in the northwest, about 400 feet above sea level

Although there are some minor topographic changes within the Borough, Highspire can be described as relatively flat, as it lies adjacent to the Susquehanna River on a wide, level plain.

Elevation within Highspire ranges from a low of 202 feet along the river, to a high of 400 feet in the northwest portion of the Borough.

The location and flow patterns of the three streams in the Borough are shaped by the topography and the slope of the land surrounding each stream.

Map 3-1 graphically shows the location of slopes 15% or greater.

Unique/Sensitive Natural Areas

Most communities possess areas of unique/sensitive natural areas related to wildlife, plant and geologic features or resources. These resources and features are typically considered ecological and educational assets. They may be located in remote areas, protected and appreciated from a distance, or considered a focal point for the community, to be frequented and enjoyed by citizens. Unique/sensitive natural areas should be preserved in their natural state, and protected from development. If not possible, development should be designed around these important areas, protecting, yet enhancing and promoting such features. According to the 1974 Dauphin County Park, Recreation and Open Space Plan, Highspire has one unique natural geologic feature.

Highspire Pits are a natural feature	Gravel is a unique geological feature
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Unique natural geological features in Dauphin County include *“rock struts, cliffs, fossils and rock outcroppings of a unique character that afford opportunity for paleontological and scenic interest.”*

1. Highspire Gravel Pits -Originally mined for gravel and sand, these pits contain exposed glacial gravels. Rocks found within the pits have been matched with those of the “Canadian Shield” and typify rock movement during various glacial periods.

Dauphin County Natural Areas Inventory - Review Pending

Map 3-1 graphically shows the location of Unique/Sensitive Natural Areas in the Borough.

Wetlands

In addition to rivers, streams, creeks, groundwater resources, and floodplains, wetlands are important hydrologic features. In addition to being open space and recreational areas, wetlands are natural habitat for wildlife and vegetation, provide temporary storage for flood water, and also act as natural filters. In the past fifteen (15) years, federal and state officials have come to recognize that wetlands are a valuable natural resource. Public and private entities are promoting the importance of this resource by developing educational materials to increase awareness and participation in wetland programs and moving wetland concerns to the forefront of environmental issues.

In order to define and explain the functions of wetlands the U.S. Environmental Protection Agency (EPA), U. S. Army Corp of Engineers, U. S. Fish and Wild Life Service, and the U. S. Soil Conservation Service developed and adopted a joint delineation manual entitled the Federal Manual for Identifying and Delineating Jurisdictional Wetlands. The Pennsylvania Department of Environmental Protection (PA DEP) also has adopted this manual.



Looking west over wetlands in Reservoir Park

In general, the Federal Manual for Identifying and Delineating Jurisdictional Wetlands outlines the criteria used to determine whether three basic wetland conditions exist. These conditions are:

1. The presence of wetland vegetation. These plants are called hydrophytic plants and are adapted to life in saturated soil conditions.
2. The area hydrology (saturated soils). Wetland hydrology is the presence of water at or near the surface at some time during the growing season.
3. Identification of Hydric Soils. Hydric soils are soils characterized by their wetness. The federal delineation manual classifies soils as hydric if they meet the criteria set by the National Technical Committee for Hydric Soils. Other manuals used to

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Environmental, Natural and Cultural Features

identify jurisdictional wetlands include U.S.A.C.O.E 87 Manual and the NRCS.

Map 3-1 graphically shows the location of wetlands in the Borough.

4. EXISTING LAND-USE ANALYSIS

Economic influences, development trends, cultural attitudes, and physical features of the land are several components that combine to influence community land use patterns. The Existing Land Use chapter provides important information regarding the general development pattern and character that exists in the Borough. Information collected in the existing land use inventory will serve as an important component of the Borough's multi-faceted inventory of resources and, together with other studies, will form the primary basis for recommendations regarding the composition of future land uses in Highspire Borough.

To provide a detailed land use inventory and resulting analysis, several information sources were utilized. Dauphin County and Tri-County Regional Planning Commission Geographic Information Systems (GIS) data were used to map the parcels of the Township and to perform calculations to determine total acreage and the total number of parcels of a given land use. A list of Dauphin County Real Estate Use Codes was obtained from the Dauphin County Tax Assessment Office. These property types were grouped into broader land use categories and mapped on a parcel by parcel basis in the Borough. In addition to these pre-compiled sources, a windshield survey was conducted in March 2006 to field verify the information obtained from the county.

The information contained in this chapter represents the state of the land uses in the Borough as they existed in March 2006. It should be noted that land uses are continually changing as the real estate market, economic conditions, and development trends fluctuate.

The spatial arrangement of land uses in the Borough is graphically represented on Map 4-1. A smaller replica of Map 4-1 is included at the end of this chapter for comparison with the land uses shown in the Borough's 1972 Comprehensive Plan. The following existing land use descriptions and location information reference data that are displayed in Table 1 and Figure 1 immediately following the land use descriptions.

Single Family Residential

The single family residential land use category includes single family detached and single family attached dwelling units. Included in this category are 1 story, 1½ story, 2 story, 3 story, split level, and bi-level housing units. A variety of architectural styles and structural types of single family dwellings can be found throughout the Borough.

Single family housing represents the largest land use classification in the Borough and exists in a variety of locations. In total, single family residential housing encompasses 144.982 acres, and represents 37.43 percent of the land in the Borough.



Examples of single family residential land uses

Many of the boroughs in Pennsylvania have seen a wave of residential conversions in which single family detached housing units are modified and used as multi-family, apartment type dwellings. This type of residential redevelopment often causes concern as the number of property owners living in the borough declines. Owners of rental units and their temporary tenants are often less concerned with the appearance and upkeep of the structure, which can lead to decreased property values. However, this is not the case in Highspire Borough. Closer to the downtown, many of the homes can be considered single family semi-detached dwellings, in which each unit shares one common wall with another unit.

Multi-Family Residential

Multi-family residential housing encompasses all structures in which more than one family resides. This includes duplexes, apartment buildings, apartment complexes, townhouses, and residential conversions. In this case, a duplex is considered to be a two family dwelling unit in which one family resides on each the first and second floors. During the last several decades, multi-family residential development has become a vital part of the nation's housing stock. The public's acceptance of this style of development, the ever-increasing cost of housing, and the recognition that agricultural and open space are non-renewable resources has made multi-family housing development popular amongst the development community. This segment of the housing market provides quality housing for residents that cannot afford the high costs that are sometimes associated with owning a single family detached dwelling.



Examples of multi-family residential land uses

In Highspire Borough, 7.20 percent of the land is considered to be used for multi-family housing for a total of 27.868 acres. Multi-family housing is concentrated less in the extreme northern part of the Borough, but is otherwise distributed fairly evenly throughout.

Mobile Home / Vacant Mobile Home

The Mobile Home classification includes manufactured housing units and trailers that are located on site for more than 180 days. That is to say, a mobile home can be considered, "a transportable, single family detached dwelling intended for permanent occupancy contained in one unit, or in two units

designed to be joined into one unit capable of being complete and ready for occupancy except for minor and incidental unpacking and assembly operations and constructed so that it may be used without a permanent foundation.⁵

In Highspire Borough, 1.89 percent of the land is used for mobile homes for a total of 7.312 acres. Where mobile homes exist in the Borough, they are clustered together for the most part. The two largest clusters of mobile homes exist in the northeastern portion of the Borough and on Willow Street between Ann Street and Franklin Street.



Example of an existing mobile home land use

The vacant mobile home category includes both vacant mobile housing structures and vacant mobile home lots. Vacant mobile homes account for 0.04 percent of the land in Highspire Borough and are located on 0.163 acres of land.

Miscellaneous Residential

Miscellaneous residential properties include group homes and cases in which multiple dwellings exist on one parcel. The latter case is surprisingly prevalent in Highspire Borough. In several locations throughout the Borough, single family detached residential properties contain apartments in a separate dwelling located on the same parcel. Miscellaneous residential land comprises 1.14 percent of the Borough's land on a total 4.404 acres.

⁵ Highspire Borough Zoning Ordinance, 1990, as amended.



Example of an existing miscellaneous residential land use, two dwellings on one property

Vacant Residential

Vacant residential land includes both single and multi-family dwellings that are uninhabitable or listed for sale or for rent. It also includes a vacant lot in a residential area on which no structure is located. Vacant residential land does not include vacant mobile homes or vacant mobile home lots.

Vacant residential land is located throughout Highspire Borough. The vacant residential land that exists in the northern tier of the Borough is mostly represented by vacant lots with no structure in place. Contrarily wise, the vacant residential land that exists closer to the downtown is mostly comprised of uninhabitable dwellings and residential properties that are listed for sale or for rent. Vacant residential land represents 5.02 percent of the land in the Borough and is concentrated on 19.434 acres.

Mixed Use

This category identifies a commercial use that is generally smaller than a stand-alone commercial property and that has an apartment unit within the same structure. Typically, the storefront or commercial property is located on the first floor while the upper floor or floors are occupied by apartment dwellers. This type of use is often more prevalent in borough

downtowns and urban centers in Pennsylvania. In Highspire Borough, mixed use properties are mostly concentrated in the downtown and along Second Street. Mixed use properties account for 0.93 percent of the land in Highspire Borough and is situated on 3.608 acres of land.



Example of mixed use land use at the intersection of Broad, Roop and 2nd Streets

Commercial Office

This category includes units with one office per structure and units with multiple offices within the same structure. Commercial office land uses include medical offices, financial institutions and other professional services. The commercial office land use category is situated on 3.613 acres and covers 0.93 percent of the Borough. Most of the commercial office land in the Borough is located in the downtown and along Second Street.



Example of commercial office land use at the intersection of Broad and 2nd Streets

Commercial / Vacant Commercial

The Commercial land use category is comprised of gas stations, retail stores, hair and nail salons and barbers, restaurants and taverns, and similar facilities. These facilities depend typically on good access and visibility. Therefore, they generally gravitate to a municipality's main roadways so employees and customers can easily use the facility. Commercial businesses in Highspire Borough vary from restaurants to hair salons to kitchen and floor covering businesses to gift shops. Most of the commercial properties in the Borough are located in the downtown and along Second Street. Commercial land accounts for 3.84 percent of the land in the Borough, totaling 14.882 acres.



Examples of commercial land uses along 2nd Street

Vacant commercial land includes commercial buildings and storefronts that are vacant, for rent or for sale. Vacant commercial land accounts for 0.51 percent of the land in the Borough and is situated on 1.986 acres of land.

Public / Semi-Public

Uses that fall under the land use category Public / Semi-Public include municipal structures, land owned by the municipality or municipal authority, emergency facilities, schools, religious structures, cemeteries, and non-profit organizations which are exempt from taxation. In Highspire Borough, land that is owned by the Pennsylvania Turnpike Commission is also considered public / semi-public. Parks and public recreation facilities can also be considered public / semi-public, but have been placed in a separate category for this analysis.



Examples of public/semi-public land uses - the Borough Building, church, Borough Wastewater Treatment Plant

Public / semi-public land accounts for 6.45 percent of the land in the Borough and covers 24.962 acres.

Recreational

Recreational opportunities in the Borough include Memorial Park, Reservoir Park, Paxton Street Community Park, the Eshelman Street Playground, and land near the Susquehanna River that is owned by the Highspire Boating Association. Recreational land represents 10.62 percent of the total land area in the Borough and covers 41.141 acres.



Examples of recreational land uses the Highspire Boating Association and Memorial Park

Industrial / Industrial Land

Industrial and industrial land includes industrial practices and land on which industry was located. Existing industry can include manufacturing, warehousing, assembly and wholesale trade activities. In addition to knowing where operational industry is located, it is also important to recognize where industry was located before the redevelopment of the land occurs as there may be additional environmental safeguards that must be considered. Historically, industrial uses tended to locate near a railroad line to access transportation. As a result, most of the industrial uses in Highspire are located near the railroad line in the southern portion of the Borough. Included in the industrial uses in the Borough are 84 Lumber and ConAgra Foods, producer of Maypo Cereal. Industrial land uses in the Borough occupy 71.473 acres and account for 18.45 percent of the total land in the Borough.



Examples of industrial land uses

Outdoor Storage

Outdoor storage is located in many places in Highspire Borough, particularly in the southern portion of the Borough. Open parcels of land are being used for the storage of vehicles, wood and other materials. Outdoor storage comprises 1.66 percent of the land in the Borough and is located on 6.429 acres of land.



Examples of outdoor storage uses

Miscellaneous Vacant

Miscellaneous vacant land includes land that is vacant for some other reason than being vacant for industrial, commercial, or residential purposes. Miscellaneous vacant land is located on 14.702 acres, accounting for 3.80 percent of the land in the Borough. The largest tract of vacant land is located in the northern portion of the Borough by the Pennsylvania Turnpike.

Public Utility

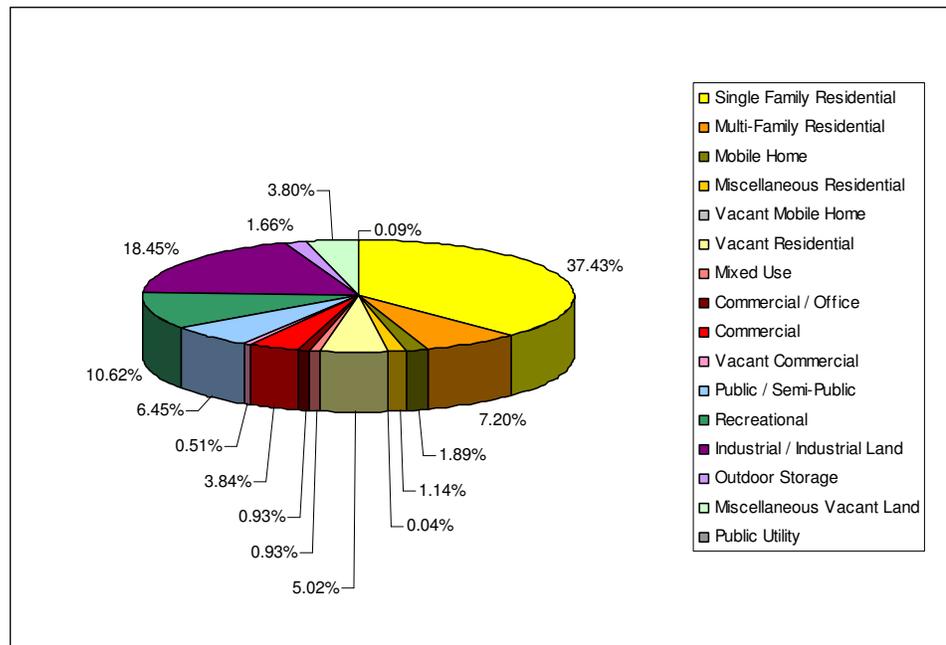
The Public Utility land use classification includes all public utility facilities and stations that may exist in the Borough. There is one public utility parcel in the Borough that is 0.338 acres. This accounts for 0.09 percent of the land in the Borough.

Table 4-1: Existing Land Use, March 2006

Land Use	Acres	Percent
Single Family Residential	144.982	37.43%
Multi-Family Residential	27.868	7.20%
Mobile Home	7.312	1.89%
Miscellaneous Residential	4.404	1.14%
Vacant Mobile Home	0.163	0.04%
Vacant Residential	19.434	5.02%
Mixed Use	3.608	0.93%
Commercial / Office	3.613	0.93%
Commercial	14.882	3.84%
Vacant Commercial	1.986	0.51%
Public / Semi-Public	24.962	6.45%
Recreational	41.141	10.62%
Industrial / Industrial Land	71.473	18.45%
Outdoor Storage	6.429	1.66%
Miscellaneous Vacant Land	14.702	3.80%
Public Utility	0.338	0.09%
Total	387.297	100.00%

Sources: Dauphin County Tax Assessment Office; Dauphin County GIS; Tri-County Regional Planning Commission GIS; RETTEW Associates, Inc.

Graph 4-1: Existing Land Use Composition in Highspire Borough, March 2006



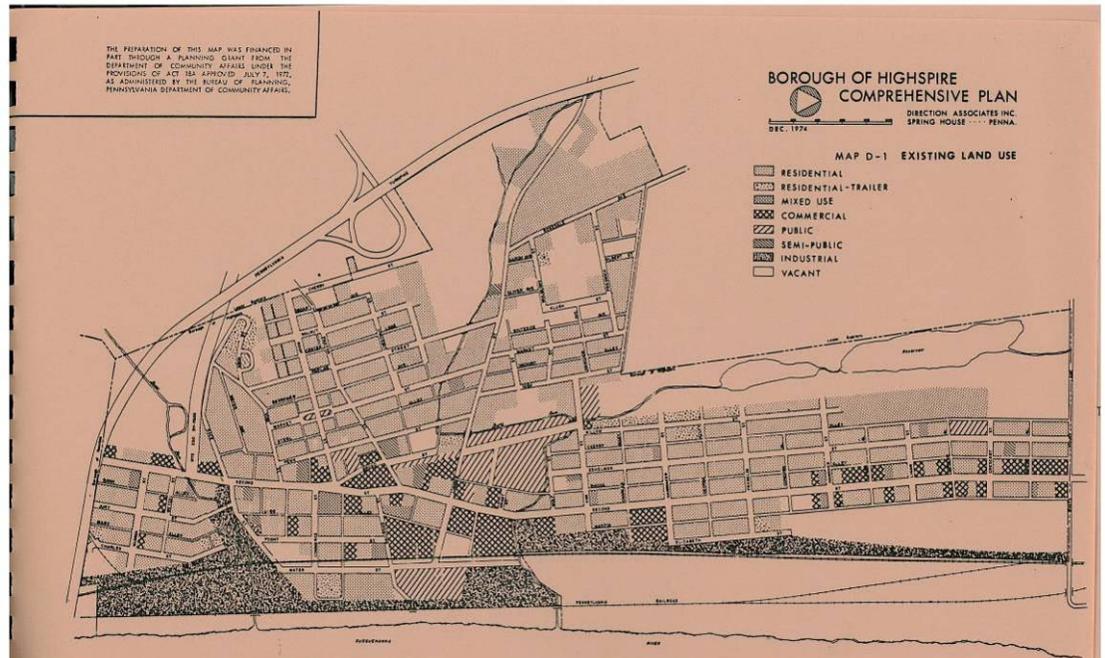
Source: Dauphin County Tax Assessment Office; Dauphin County GIS; Tri-County Regional Planning Commission GIS; RETTEW Associates, Inc.

Comparison to 1972 Comprehensive Plan

The following two figures are to serve as a comparison tool to visualize how the composition of land uses in the Borough has changed historically. Figure 2 represents the state of land uses in

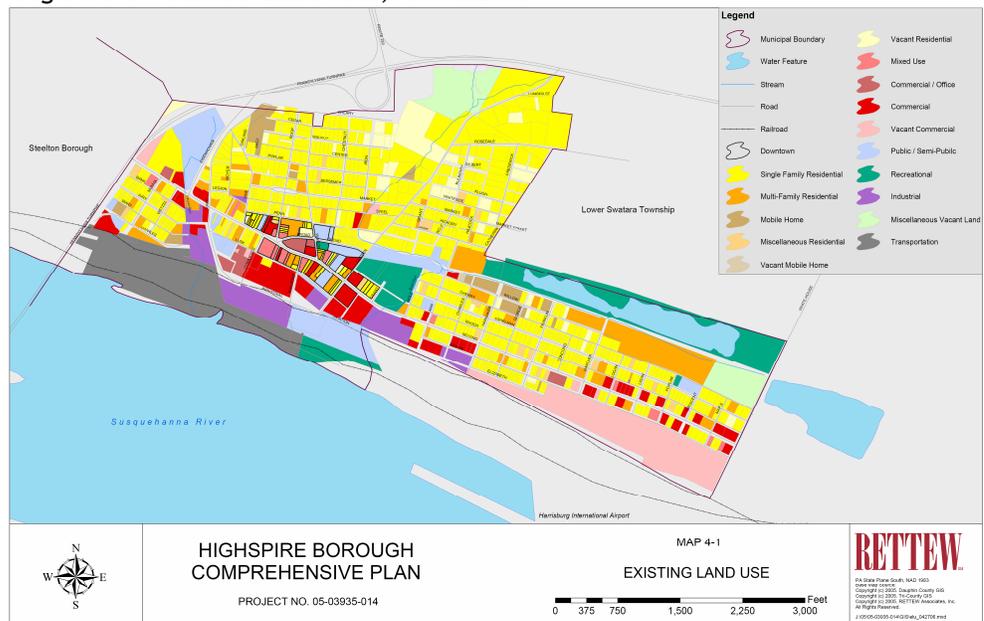
the Borough in 1972 and Figure 3 represents land uses as of March 2006. When the existing land use analysis was performed in 1972, the categories were much broader than the narrower and more specific descriptions that are typically used to distinguish between land uses today. Also, the 1972 plan included streets and alleys in the calculations of land uses in the Borough. This practice is now considered outdated and streets and alleys are excluded from the total area calculations of existing land uses for this plan. In the 1972 plan, many of the recreational uses that were grouped into the public/semi-public category for this analysis were considered to be vacant land. For these reasons, a detailed comparison and numerical breakdown of the data compiled in 1972 and 2006 are not provided.

Figure 4-1: 1972 Land Use Composition of Highspire Borough



Source: 1972 Highspire Borough Comprehensive Plan; Direction Associates, Inc.

Figure 4-1: Current Land Uses, March 2006



Sources: Dauphin County Tax Assessment Office; Dauphin County GIS; Tri-County Regional Planning Commission GIS; RETTEW Associates, Inc.

5. LOCAL ECONOMY ANALYSIS

Economic base and trend analyses are critical factors in determining Highspire Borough's future development options. The business climate of the community will influence the economic base. Factors contributing to the business climate are the community's attractiveness as a place to live and do business and the government's responsiveness to business needs. An assessment of the borough's existing business climate and characteristics are analyzed, which include, but are not limited to, identification of major employers in the immediate geographic area, income characteristics, class of worker, and occupations. This chapter provides an overview of the local and regional economic base and activities. An assessment of Highspire Borough's economic growth potential begins with a definition of an economy, a brief description of regional trends and a comparison of these trends with the structure of the local economy.

Economy

An economy is an aggregate of people within a given area who produce and consume goods and services. Economic activity is reflected in buying and selling of "economic goods". The people within the economy are interdependently related by obliged relationships of demand, supply, and price. When referring to economy as it relates to community planning, it entails jobs, production, income, resources and related activities within a community or the region.

When examining Highspire's economy, it is important to view it in light of the larger Capitol Region, of which Highspire is a part. Harrisburg, the heart of the region and only six miles northwest of Highspire, as well as the surrounding areas are the government, business and industry and educational hub for central Pennsylvania. Major assets include the Pennsylvania State Capitol and associated government departments and agencies, several major commercial and industrial employers, a number of colleges and universities, major transportation routes and facilities including interstates, railroads and two airports, as well as the Susquehanna River, all within close proximity to Highspire. According to Dauphin County Department of Community and Economic Development, the greater Harrisburg area is

Highspire is located within close proximity to many of the Capitol Region's assets:

- Government
- Business
- Industry
- Education
- Transportation

“...emerging as the fifth fastest growing high-tech center in the nation.”

Employment by Occupation

***Employed** - Employed includes all civilians 16 years old and over who were either (1) "at work" -- those who did any work at all during the reference week as paid employees, worked in their own business or profession, worked on their own farm, or worked 15 hours or more as unpaid workers on a family farm or in a family business; or (2) were "with a job but not at work" -- those who did not work during the reference week but had jobs or businesses from which they were temporarily absent due to illness, bad weather, industrial dispute, vacation, or other personal reasons. Excluded from the employed are people whose only activity consisted of work around the house or unpaid volunteer work for religious, charitable, and similar organizations; also excluded are people on active duty in the United States Armed Forces. The reference week is the calendar week preceding the date on which the respondents completed their questionnaires or were interviewed. This week may not be the same for all respondents.*

***Occupation** - Occupation describes the kind of work the person does on the job. For employed people, the data refer to the person's job during the reference week. For those who worked at two or more jobs, the data refer to the job at which the person worked the greatest number of hours. Some examples of occupational groups shown in this product include managerial occupations, business and financial specialists, scientists and technicians, entertainment, healthcare, food service, personal services, sales, office and administrative support, farming, maintenance and repair, and production workers.*

The growth of employment opportunities can be an indicator of potential economic vitality in a community. The labor force is comprised of all persons living in a municipality (such as Highspire) aged 16 years and older.

Table 5-1

1990	Total	Male	Female	Managerial/ Professional		Technical/ Sales & Administration		Service		Farming/Forestry & Fishing		Precision Production, Craft & Repair		Operators & Laborers	
				Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Highspire Borough	1,318	712	606	200	15.2%	563	42.7%	148	11.2%	4	0.3%	99	7.5%	304	23.1%
Middletown Borough	4,472	2,280	2,192	971	21.7%	1,506	33.7%	731	16.3%	31	0.7%	395	8.8%	838	18.7%
Paxtang Borough	838	433	405	318	37.9%	263	31.4%	90	10.7%	4	0.5%	71	8.5%	92	11.0%
Penbrook Borough	1,434	754	680	271	18.9%	623	43.4%	163	11.4%	6	0.4%	133	9.3%	238	16.6%
Royalton Borough	541	290	251	48	8.9%	185	34.2%	105	19.4%	3	0.6%	71	13.1%	129	23.8%
Steelton Borough	2,582	1,221	1,361	473	18.3%	1,078	41.8%	430	16.7%	13	0.5%	189	7.3%	399	15.5%
Totals and/or Averages	11,185	5,690	5,495	2,281	20.4%	4,218	37.7%	1,667	14.9%	61	0.5%	958	8.6%	2,000	17.9%

Source: U.S. Census, Tri-County Regional Planning Commission

- Between 1990 and 2000, the net labor force increased by a total of 70 persons in Highspire Borough.
- Between 1990 and 2000, the number of persons living in the Borough whom were employed increased by 5.3%. That rate of change is larger than the population growth of 1.9% during that same period.
- Between 1990 and 2000, the number of women in the workforce increased at a faster rate than males entering the workforce.
- In 1990, approximately 15% or 200 persons living in the Borough were employed in managerial/professional occupations. While in 2000, over 25% or 357 persons were employed in managerial/professional type occupations.
- In both 1990 and 2000, as percentages of the total labor forces in each respective year, the largest occupation group of those persons living in Highspire was the sales and office occupation category.
- It is interesting to note that although less than 1% of all persons 16 years and older living in the Borough were employed in farming, forestry and fishing occupations in both 1990 and 2000, there was an increase in the overall percentage of persons employed in that occupation group during that same time period (0.3% and 0.7%).

Graph 5-1

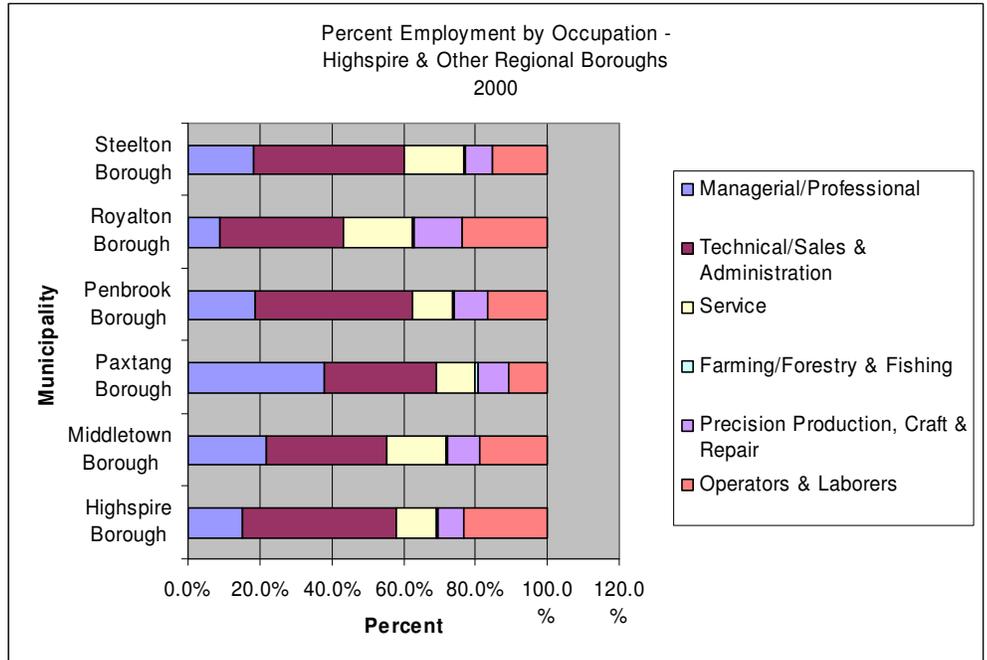
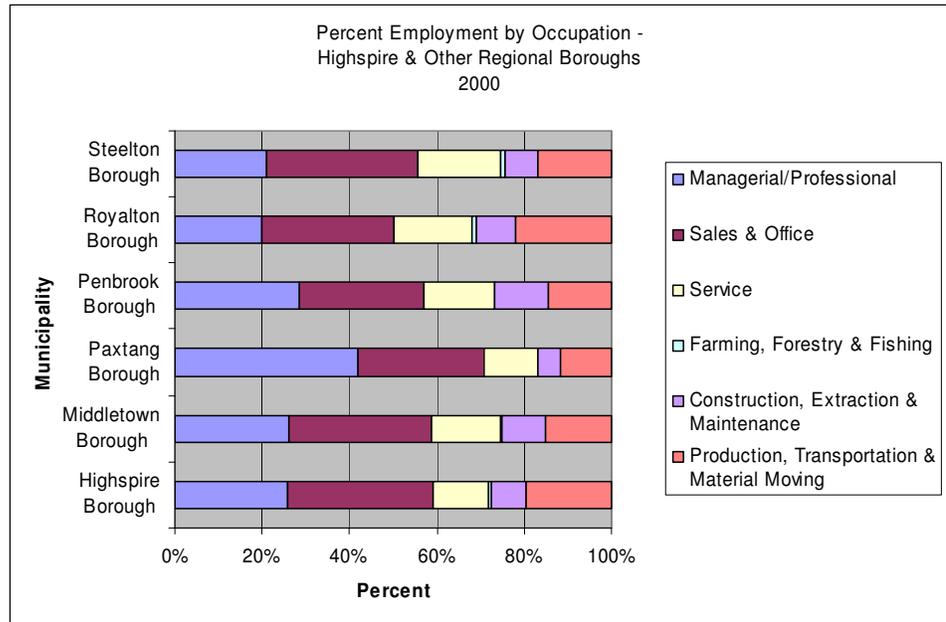


Table 5-2

2000	Total	Male	Female	Managerial/ Professional		Sales & Office		Service		Farming, Forestry & Fishing		Construction, Extraction & Maintenance		Production, Transportation & Material Moving	
				Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Highspire Borough	1,388	734	654	357	25.7%	464	33.4%	176	12.7%	10	0.7%	111	8.0%	270	19.5%
Middletown Borough	4,468	2,276	2,192	1,161	26.0%	1,457	32.6%	717	16.0%	14	0.3%	436	9.8%	683	15.3%
Paxtang Borough	831	411	420	348	41.9%	239	28.8%	105	12.6%	0	0.0%	43	5.2%	96	11.6%
Penbrook Borough	1,575	800	775	448	28.4%	452	28.7%	251	15.9%	0	0.0%	194	12.3%	230	14.6%
Royalton Borough	503	253	250	100	19.9%	152	30.2%	91	18.1%	4	0.8%	45	8.9%	111	22.1%
Steelton Borough	2,495	1,239	1,256	522	20.9%	869	34.8%	473	19.0%	23	0.9%	191	7.7%	417	16.7%
Totals and/or Averages	11,260	5,713	5,547	2,936	26.1%	3,633	32.3%	1,813	16.1%	51	0.5%	1,020	9.1%	1,807	16.0%

Source: U.S. Census, Tri-County Regional Planning Commission

Graph 5-2



Source: U.S. Census, Tri-County Regional Planning Commission

Employment by Sector

White - collar jobs include executive, administrative, and managerial occupations, professional specialty occupations, technicians and related support occupations, sales occupations, and administrative support occupations, including clerical.

Blue - collar jobs include precision production, craft, and repair occupations, transportation and material moving occupations, positions held by machine operators, assemblers, and inspectors, and positions held by handlers, equipment cleaners, helpers, and laborers.

The service sector includes private household occupations, protective service occupations, and other service occupations.

The agricultural sector is composed of farming, forestry, and fishing industry jobs.

Generally, over the past thirty (30) years local, statewide and national economic trends indicate a shift from manufacturing (blue collar) jobs towards service and white collar jobs.

Typically older, urbanized areas have a more diverse mix of employment opportunities.

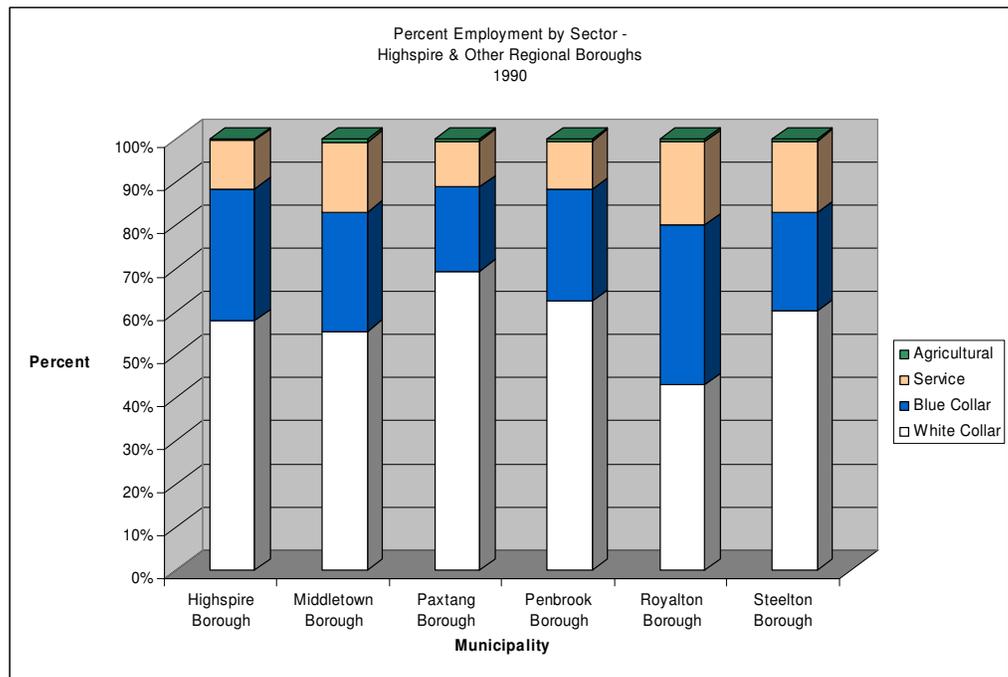
- In 1990, as percentages of total labor force, Highspire’s blue collar figure was the second largest and the service figure was the second lowest respectively of the six boroughs. Highspire’s agricultural sector was the lowest of the six boroughs.

Table 5-3: 1990

	White Collar	Blue Collar	Service	Agricultural
Highspire Borough	57.9%	30.6%	11.2%	0.3%
Middletown Borough	55.4%	27.6%	16.3%	0.7%
Paxtang Borough	69.3%	19.5%	10.7%	0.5%
Penbrook Borough	62.3%	25.9%	11.4%	0.4%
Royalton Borough	43.1%	37.0%	19.4%	0.6%
Steelton Borough	60.1%	22.8%	16.7%	0.5%
Average	58.1%	26.4%	14.9%	0.5%

Source: U.S. Census

Graph 5-3



- In 2000, as percentages of the total labor force, all of the employment sectors in Highspire, except for the blue collar

occupations experienced increases over the 1990 percentages.

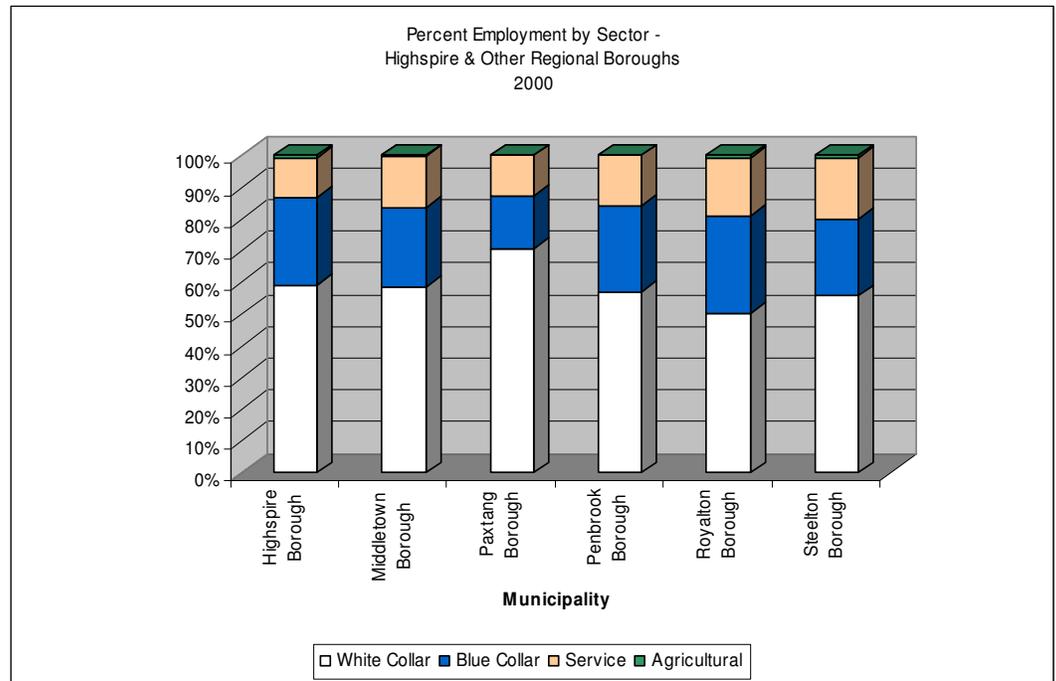
- As percentages of the total labor force, Highspire’s white collar and blue collar figures respectively were the second highest of the six boroughs in 2000.

Table 5-4: 2000

	White Collar	Blue Collar	Service	Agricultural
Highspire Borough	59.1%	27.4%	12.7%	0.7%
Middletown Borough	58.6%	25.0%	16.0%	0.3%
Paxtang Borough	70.6%	16.7%	12.6%	0.0%
Penbrook Borough	57.1%	26.9%	15.9%	0.0%
Royalton Borough	50.1%	31.0%	18.1%	0.8%
Steelton Borough	55.8%	24.4%	19.0%	0.9%
Average	58.3%	25.1%	16.1%	0.5%

Source: U.S. Census

Graph 5-4



Employment by Industry

Employed - Employed includes all civilians 16 years old and over who were either (1) "at work" -- those who did any work at all during the reference week as paid

employees, worked in their own business or profession, worked on their own farm, or worked 15 hours or more as unpaid workers on a family farm or in a family business; or (2) were "with a job but not at work" -- those who did not work during the reference week but had jobs or businesses from which they were temporarily absent due to illness, bad weather, industrial dispute, vacation, or other personal reasons. Excluded from the employed are people whose only activity consisted of work around the house or unpaid volunteer work for religious, charitable, and similar organizations; also excluded are people on active duty in the United States Armed Forces. The reference week is the calendar week preceding the date on which the respondents completed their questionnaires or were interviewed. This week may not be the same for all respondents.

***Industry (population data)** - Information on industry relates to the kind of business conducted by a person's employing organization. For employed people, the data refer to the person's job during the reference week. For those who worked at two or more jobs, the data refer to the job at which the person worked the greatest number of hours. Some examples of industrial groups shown in products include agriculture, forestry, and fisheries, construction, manufacturing, wholesale or retail trade, transportation and communication, personal, professional and entertainment services, and public administration.*

- The industry employing the most number of Highspire Borough residents in 1990 was retail trade with 237 Borough residents. The second largest was manufacturing with 221 residents.
- Although in 2000, the manufacturing industry employed the largest number of Borough residents with 184 persons, this represents approximately 37% less people than in 1990. Additionally as a percentage of the total labor force, manufacturing dropped from 18.0% in 1990 to 13.3% in 2000, while the second largest industry employing Borough residents was educational, health and social service with 175 persons.

Table 5-5

1990	Total	Percent
	1,318	
Males	712	54%
Females	606	46%
Total	1,318	
Retail Trade	237	18.0%
Manufacturing	221	16.8%
Public Administration	187	14.2%
Transportation	177	13.4%
Finance, Insurance, Real Estate	78	5.9%
Educational Services	67	5.1%
Health Services	66	5.0%
Other Professional Services	64	4.9%
Construction	54	4.1%
Wholesale Trade	47	3.6%
Communications & Public Utilities	45	3.4%
Business & Repair Services	39	3.0%
Personal Services	25	1.9%
Entertainment/Recreational Services	7	0.5%
Agriculture, Forestry, Fishing	4	0.3%
Mining	0	0.0%

Source: U.S. Census

Table 5-6

2000	Total	Percent
	1,388	
Males	734	52.9%
Females	654	47.1%
Total	1,388	
Manufacturing	184	13.3%
Educational, Health & Social Services	175	12.6%
Transportation, Warehousing & Utilities	158	11.4%
Professional, Scientific, Management, Administration & Waste Management	154	11.1%
Retail Trade	143	10.3%
Finance, Insurance, Real Estate	119	8.6%
Public Administration	105	7.6%
Arts, Entertainment, Recreation, Accommodation & Food Services	96	6.9%
Construction	85	6.1%
Other Services	60	4.3%
Information	51	3.7%
Wholesale Trade	45	3.2%
Agriculture, Forestry, Fishing, Hunting & Mining	13	0.9%

Source: U.S. Census

Travel to Work

Travel Time to Work -The time it takes a person to get from the home to their usual workplace.

Residents' choices of where to live involves factors such as housing affordability, transportation options, job opportunities, and personal preference. Typically longer commutes to work may indicate lack of employment opportunities in the municipality in which they live. Additionally, for those without access to transportation this can create a barrier to employment. Generally, longer commutes also translate to higher fuel and car maintenance costs, environmental degradation, and time lost to sitting in traffic.

Generally, travel times to work have been increasing nationally, statewide and locally. Reasons for such increases include persons choosing to commute alone (thereby increasing the number of trips) and increases in the distance between home and work leading to increased congestion.

Typically older, more urbanized communities have lower travel times than newer, suburban townships due to the closer proximity between homes and jobs in urban areas, as well as urban areas being employment centers with higher concentrations of businesses.

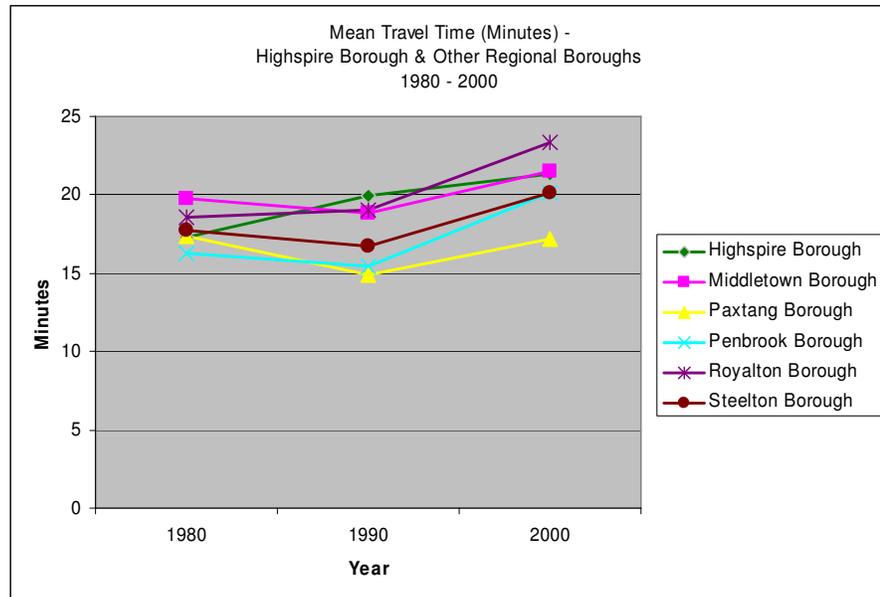
- Since 1980, the mean travel time to work for residents in Highspire Borough has increased from 17.3 minutes to 21.3 minutes in 2000.
- Although in 2000 Highspire’s mean travel to time to work (21.3 minutes) was the third highest of all six boroughs, the Borough had the longest mean travel time (19.9 minutes) in 1990.

Table 5-7

	Mean Travel Time (Minutes)		
	1980	1990	2000
Highspire Borough	17.3	19.9	21.3
Middletown Borough	19.8	18.8	21.5
Paxtang Borough	17.4	14.9	17.2
Penbrook Borough	16.3	15.4	20.1
Royalton Borough	18.6	19	23.3
Steelton Borough	17.7	16.7	20.1
Average	17.85	17.45	20.58

Source: U.S. Census

Graph 5-5



Per capita income

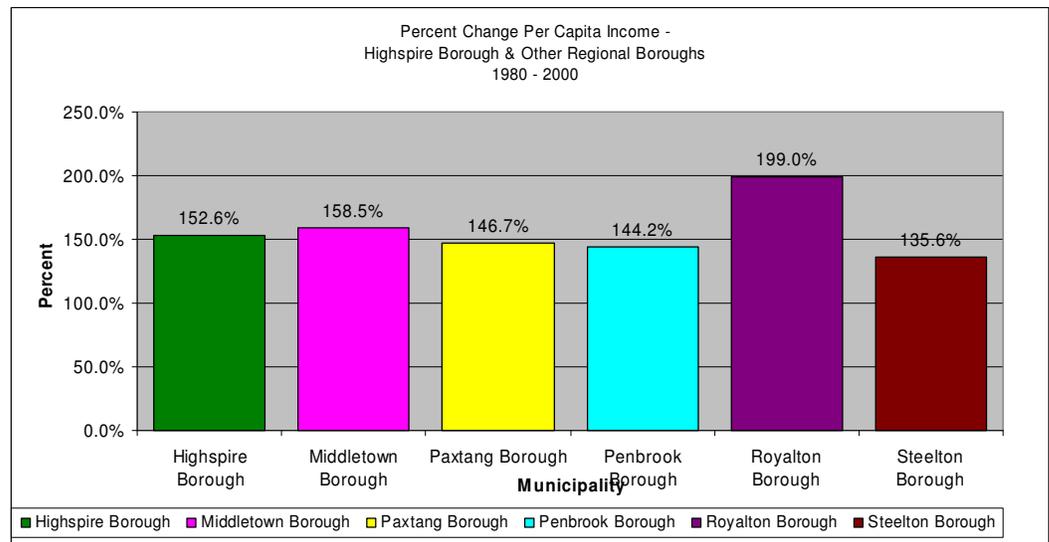
Average obtained by dividing aggregate income by total population of an area.

Table 5-8

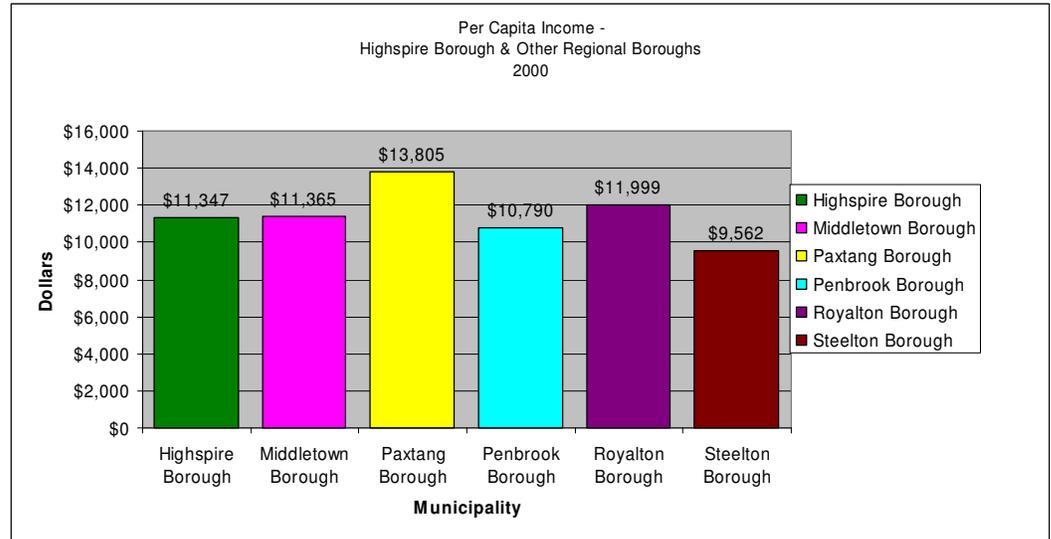
Per Capita	1980 - 2000				
	1980	1990	2000	Number Change	Percent Change
Highspire Borough	\$7,434	\$13,245	\$18,781	\$11,347	152.6%
Middletown Borough	\$7,170	\$13,046	\$18,535	\$11,365	158.5%
Paxtang Borough	\$9,412	\$16,863	\$23,217	\$13,805	146.7%
Penbrook Borough	\$7,484	\$12,831	\$18,274	\$10,790	144.2%
Royalton Borough	\$6,030	\$11,863	\$18,029	\$11,999	199.0%
Steelton Borough	\$7,050	\$12,966	\$16,612	\$9,562	135.6%

Source: U.S. Census

Graph 5-6



Graph 5-7



- Highspire's per capita income increased by over 152% between 1980 and 2000, which is the third highest among the six boroughs in the region.
- In 2000, Highspire had the fourth highest per capita income (\$11,347) of the six boroughs.

Median income

The median income divides the income distribution into two equal groups, one having incomes above the median, and other having incomes below the median.

Household

A household includes all the people who occupy a housing unit as their usual place of residence.

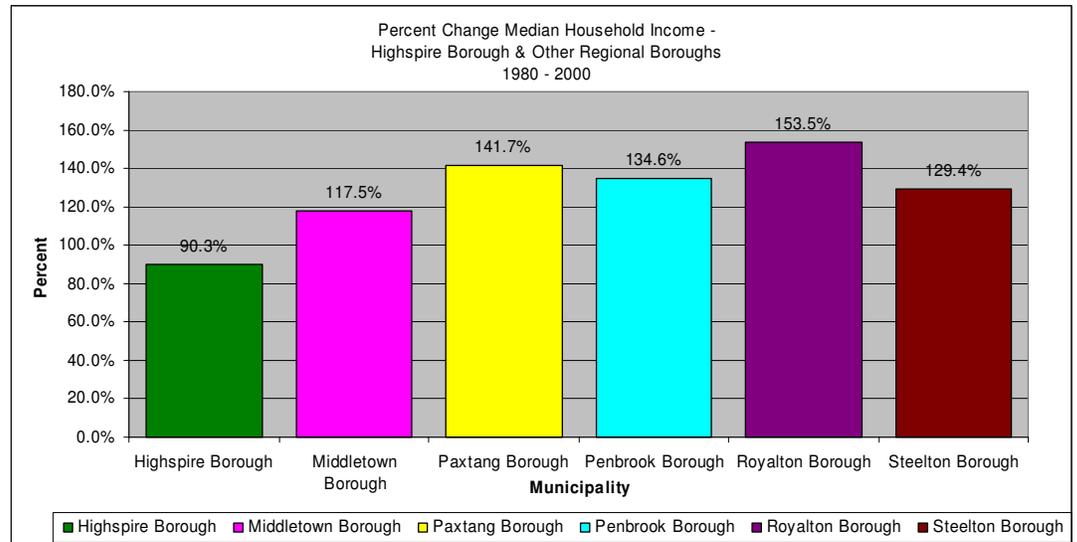
- Highspire's median household and median family incomes increased at slower rates since 1980 than the other five boroughs.
- In 2000, the median household income in Highspire was approximately \$32,083, while the median family income was \$40,398, both of which are below the average of the six boroughs \$37,641 and \$44,537 in 2000 respectively.

Table 5-9

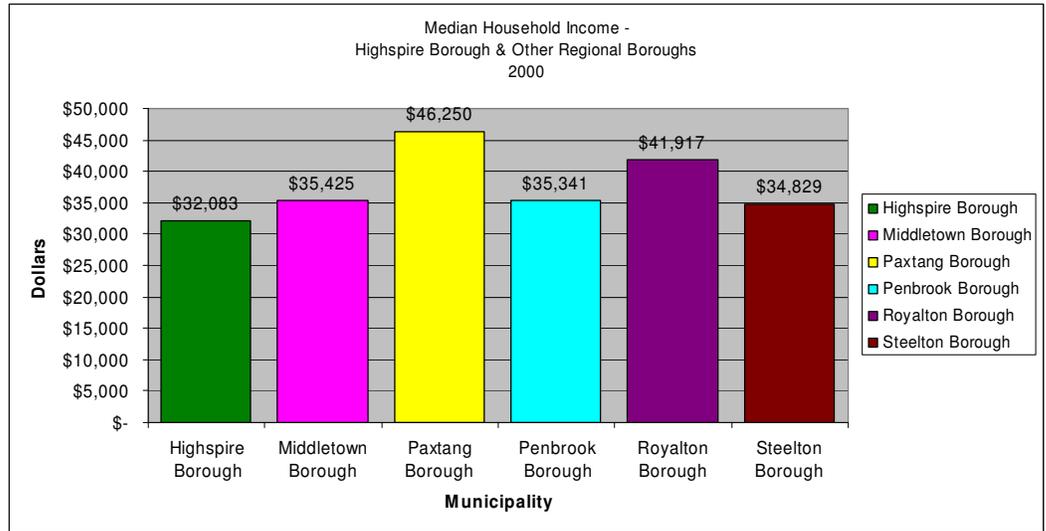
	Median Household Income			1980 - 2000	
	1980	1990	2000	Number Change	Percent Change
Highspire Borough	\$ 16,860	\$ 24,375	\$ 32,083	\$15,223	90.3%
Middletown Borough	\$ 16,289	\$ 28,099	\$ 35,425	\$19,136	117.5%
Paxtang Borough	\$ 19,135	\$ 32,826	\$ 46,250	\$27,115	141.7%
Penbrook Borough	\$ 15,066	\$ 26,250	\$ 35,341	\$20,275	134.6%
Royalton Borough	\$ 16,538	\$ 29,861	\$ 41,917	\$25,379	153.5%
Steelton Borough	\$ 15,180	\$ 28,181	\$ 34,829	\$19,649	129.4%
Average	\$ 16,511	\$ 28,265	\$ 37,641	\$21,130	128.0%

Source: U.S. Census

Graph 5-8



Graph 5-9



Family

A group of two or more people who reside together and who are related by birth, marriage, or adoption.

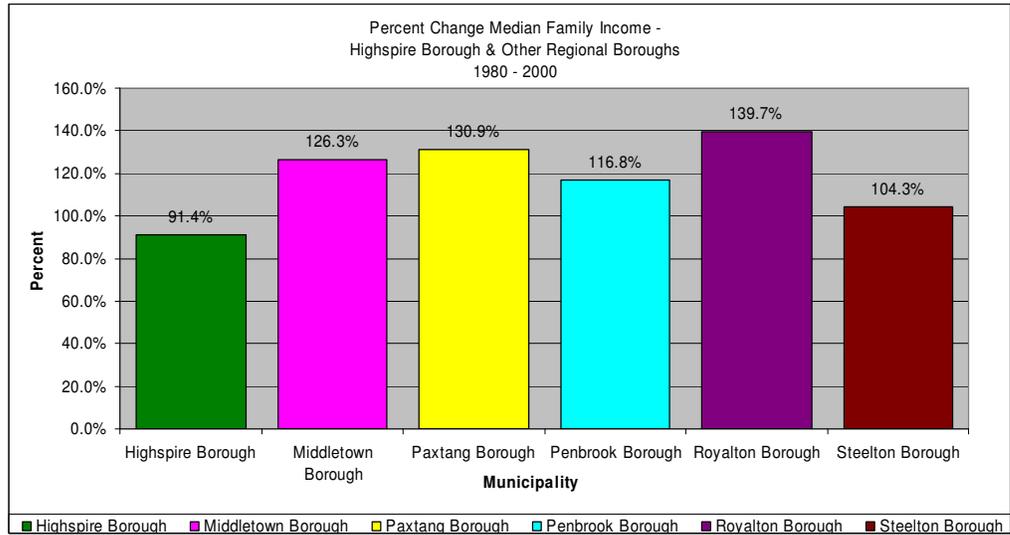
Table 5-10

	Median Family Income			1980 - 2000	
	1980	1990	2000	Number Change	Percent Change
Highspire Borough	\$ 21,111	\$ 31,944	\$ 40,398	\$19,287	91.4%
Middletown Borough	\$ 19,292	\$ 36,030	\$ 43,661	\$24,369	126.3%
Paxtang Borough	\$ 23,561	\$ 42,778	\$ 54,412	\$30,851	130.9%
Penbrook Borough	\$ 20,465	\$ 32,222	\$ 44,375	\$23,910	116.8%
Royalton Borough	\$ 18,700	\$ 36,477	\$ 44,821	\$26,121	139.7%
Steelton Borough	\$ 19,366	\$ 33,125	\$ 39,556	\$20,190	104.3%
Average	\$ 20,416	\$ 30,638	\$ 44,537	\$24,121	118.2%

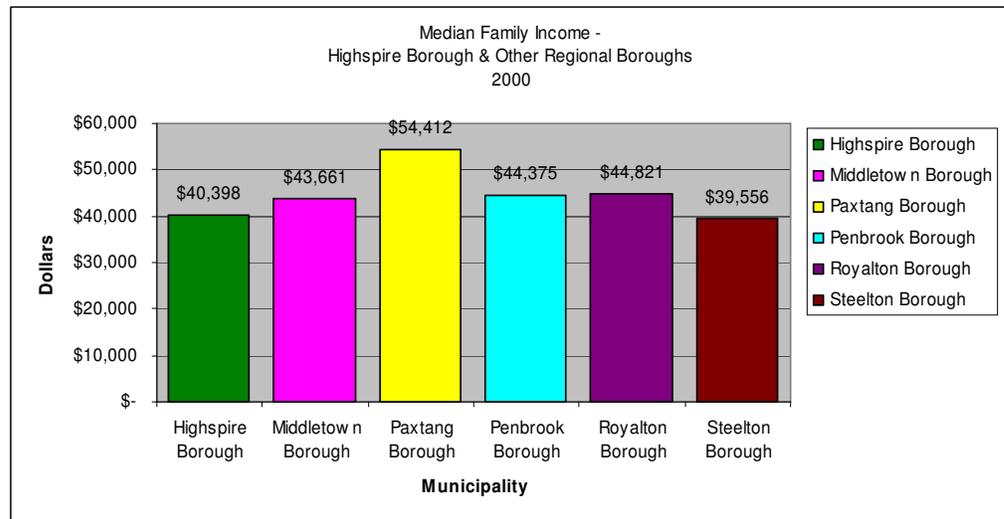
Source: U.S. Census

- Family income increased by \$19,287 in Highspire Borough between 1980 and 2000 which is an increase of approximately 91.4%. Both figures are the lowest of the six boroughs in the region.

Graph 5-10



Graph 5-11



Economic Census

The following information is from the Economic Census. The Economic Census is conducted every five (5) years, with the most recent being tabulated for the year 2002. The 1997 Economic Census data is included for comparison purposes.

The Economic Census measures business activity during the calendar year for which the data is tabulated and uses information provided from businesses and companies. These businesses and companies receive and fill out forms regarding

their business activities, such as the number of establishments, sales, receipts, revenues, shipments, annual payroll, and number of employees. It should be noted that some very small companies did not receive a census form. According to the Census Bureau, nonprofit organizations, including nonprofit educational organizations, are included in the 2002 Economic Census.

According to the Census Bureau, the “Economic Census statistics are collected and published primarily by “establishment.” An establishment is a business or industrial unit at a single physical location that produces or distributes goods or performs services. An example may be a single store or factory. Many companies own or control more than one establishment, and those establishments may be located in different geographic areas and may be engaged in different kinds of business. By collecting separate information for each establishment, the Economic Census can include detailed data for each industry and area.”

The Economic Census provides data and information on persons working for business establishments operating within Highspire Borough. This data and information differs from that presented earlier in this chapter which provided information on employment and occupation trends of those persons living in the Borough. For purposes of clarification, not all persons living in the Borough are employed at businesses located in the Borough. Conversely, not all persons employed at establishments located in the Borough live in the Borough.

Table 5-11

1997 Population (Working within Highspire): 2,626					
NAICS Codes	Industry Description	Number of Establishments	Number of Employees	Annual Payroll (\$1,000)	Shipments/Sales/Receipts (\$1,000)
42	Wholesale trade	2	a	D	D
44-45	Retail trade	14	85	776	10,548
54	Professional, scientific, & technical services	1	a	D	D
56	Administrative & support & waste management & remediation services	3	5	121	450
61	Educational services	1	a	D	D
62	Health care & social assistance	3	15	544	1,112
72	Accommodation & food services	7	70	556	2,017
81	Other services (except public administration)	7	26	548	1,939
MERCHANT WHOLESALERS					
42	Wholesale trade	2	a	D	D

Source: U.S. Bureau of the Census, 1997 Economic Census

D: Withheld to avoid disclosing data of individual companies; data are included in higher level totals

N: Not available or not comparable

S: Withheld because estimate did not meet publication standards

Z: Less than half the unit shown

a: 0 - 19 employees

b: 20 - 99 employees

c: 100 - 249 employees

e: 250 - 499 employees

f: 500 - 999 employees

g: 1,000 - 2,499 employees

h: 2,500 - 4,999 employees

i: 5,000 - 9,999 employees

j: 10,000 - 24,999 employees

k: 25,000 - 49,999 employees

l: 50,000 - 99,999 employees

m: 100,000 or more employees

p: 10 to 19 percent estimated

q: 20 to 29 percent estimated

r: Revised

s: Sampling error exceeds 40 percent

- There were 2,626 persons employed in establishments located in Highspire Borough in 1997.
- The industry in 1997 with the most number of establishments (14) in Highspire Borough, as well as employing the most number of employees (85), was Retail Trade. Retail Trade establishments include businesses such as auto dealers and auto parts, grocery stores, gasoline stations, and clothing stores. Additionally, the Retail Trade industry also had the largest annual payroll (\$776,000) and shipments/sales/receipts (\$10,548,000).



Example of an auto parts retail trade establishment

- The industry with the second most number of establishments and employees was accommodations and food services, with seven establishments and 70 employees. Accommodations and food services businesses include restaurants and bars. Other services (except public administration) which include auto repair stations, appliance repair, beauty shops, drying cleaning, etc., also had seven establishments, but only employed 26 employees.



Example of food service establishment

- Professional, scientific, and technical services, which include engineers, computer graphics, interior design and lawyers, and educational service industries each had only one establishment. Along with wholesale trade

establishments, these three industry types had less than 20 employees each in 1997.

Table 5-12

2002 Population (Working within Highspire): 2,688					
NAICS Code	Industry Description	Number Establishments	Number of Employees	Annual Payroll (\$1,000)	Sales, Shipments, Receipts, or Revenue (\$1,000)
42	Wholesale trade	3	25	994	9,459
44-45	Retail trade	9	49	697	11,846
54	Professional, scientific, & technical services	4	c	D	D
56	Administrative & support & waste management & remediation service	1	a	D	D
61	Educational services	1	a	D	D
62	Health care & social assistance	3	a	D	D
71	Arts, entertainment, & recreation	2	a	D	D
72	Accommodation & food services	10	50	468	1,914
81	Other services (except public administration)	8	41	969	5,492

Source: U.S. Bureau of the Census, 2002 Economic Census

D: Withheld to avoid disclosing data of individual companies; data are included in higher level totals

N: Not available or not comparable

S: Withheld because estimate did not meet publication standards

Z: Less than half the unit shown

a: 0 - 19 employees

b: 20 - 99 employees

c: 100 - 249 employees

e: 250 - 499 employees

f: 500 - 999 employees

g: 1,000 - 2,499 employees

h: 2,500 - 4,999 employees

i: 5,000 - 9,999 employees

j: 10,000 - 24,999 employees

k: 25,000 - 49,999 employees

l: 50,000 - 99,999 employees

m: 100,000 or more employees

p: 10 to 19 percent estimated

q: 20 to 29 percent estimated

r: Revised

s: Sampling error exceeds 40 percent

- There were 2,688 persons employed in Highspire Borough in 2002, an increase of 62 persons since 1997.
- The industry in 2002 with the greatest number of establishments (10) in Highspire Borough, as well as employing the most number of employees (50), was accommodations and food services.



Example of food service establishment

- The industry with the second most number of establishments and employees was retail trade, with 9 establishments and 49 employees. Other services (except public administration) also had 7 establishments, but only employed 26 employees.
- Wholesale trade establishments have the largest annual payroll with \$994,000, and the second highest total amount of sales, shipments, receipts, or revenue, with \$9,459,000.
- The retail trade industry had the largest amount of sales, shipments, receipts, or revenue with \$11,864,000.



Example of a retail trade establishment

- The number of professional, scientific, and technical service establishments increased by three over 1997, while educational service industries remained constant with only one establishment.

The New Baldwin Corridor Enterprise Zone

Highspire, along with the inner urbanized Harrisburg metropolitan communities of Harrisburg, Steelton, Middletown, and Royalton boroughs, and Swatara and Lower Swatara townships are part of the New Baldwin Corridor Enterprise Zone. Although this State-Designated Enterprise Zone generally runs south along the Susquehanna River and the Cameron Street/PA Route 230/2nd Street corridor, the Capital City Airport in York County is also part of enterprise zone. The focus of the program is to provide financing and tax incentives directed primarily to promote industrial development along with corridor.

According to the Dauphin County Comprehensive Plan, the New Baldwin Corridor Enterprise Zone has, “. . . assumed a new role as the premier location for industrial renewal. State tax credits, grants and low interest loans are available to eligible businesses to locate and expand in the Enterprise Zone. Funding programs through the Commonwealth of Pennsylvania are prioritized within enterprise zones at the lowest possible interest rates allowed by law. Programs include: PIDA (PA Industrial Development Authority), MELF (Machinery and Equipment Loan Fund), CJT (Customized Job Training), ISRP (Industrial Site Reuse Program, SBF (Small Business First) and Job Creation Tax Credits.”

Keystone Opportunity Zone

The 84-Lumber Property along Industrial Road in Highspire, is designated as a Keystone Opportunity Zone (KOZ). According to the Dauphin County Comprehensive Plan KOZs are “. . . defined-parcel-specific areas with greatly reduced or no tax burden for property owners, residents and businesses in order to stimulate economic development. KOZs have been designated by local communities and approved by the Commonwealth of Pennsylvania. They are a partnership between each community and region among state and local taxing bodies, school district, economic development agencies and community-based organizations.”

6. DEMOGRAPHIC ANALYSIS

Historic Population

Population - All people, male and female, child and adult, living in a given geographic area.

Positive changes in the total population of a municipality are generally an indication of growth and stability. Additionally, increases in population may indicate the need for additional community services and resources, including housing, jobs, education, municipal operations, etc.

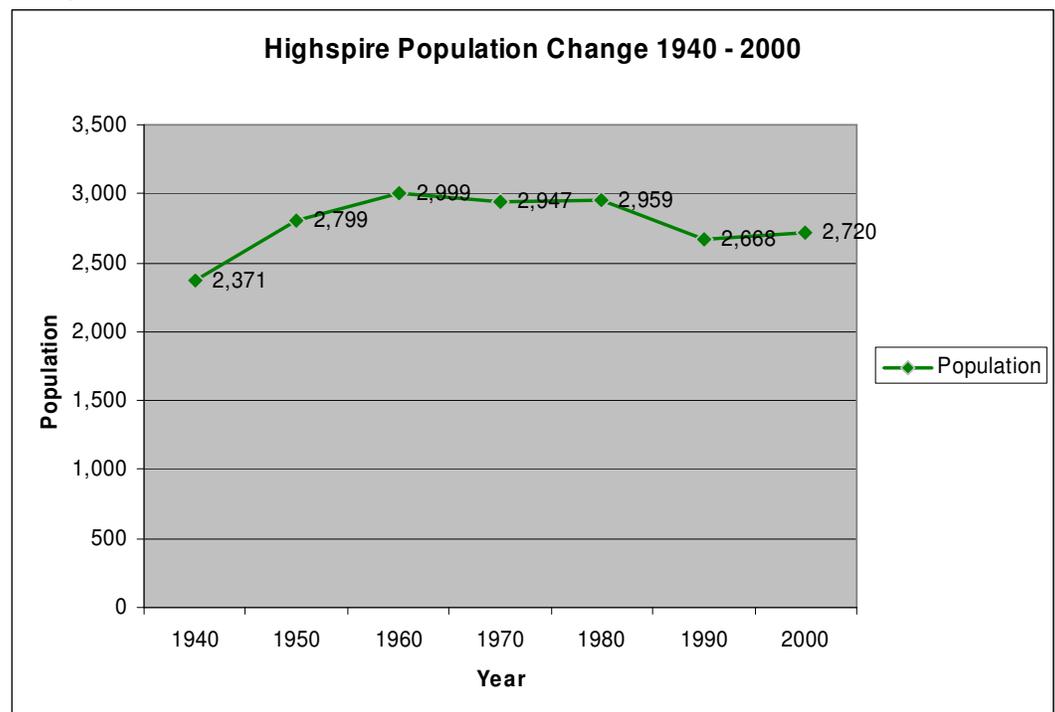
- Between 1940 - 2000, Highspire Borough's total population has increased by nearly 15% from 2,371 persons in 1940 to 2,720 persons in 2000 respectively.
- The largest net increase in total population occurred between 1940 and 1950, when the population grew by approximately 18% or by an additional 428 persons during that ten year period.
- Highspire Borough's largest total population was reported in 1960, when 2,999 persons were reported to live in the Borough.
- Between 1960 and 2000, Highspire's total population declined by 279 persons, or approximately 9% over those four decades.
- The biggest negative change in population occurred between 1980 and 1990, when the Borough experienced a nearly 10% decrease, or loss of 291 persons.
- Between 1990 and 2000, Highspire Borough experienced a modest increase in total population of approximately 2%, or net increase of 52 persons.

Table 6-1

Year	Population	Numeric Change	Percent Change
1940	2,371		
1950	2,799	428	18.1%
1960	2,999	200	7.1%
1970	2,947	-52	-1.7%
1980	2,959	12	0.4%
1990	2,668	-291	-9.8%
2000	2,720	52	1.9%

Source: US Census, Tri-County Regional Planning Commission

Graph 6-1



Source: US Census, Tri-County Regional Planning Commission

Regional Historic Population

Compared to the other five boroughs in the area (Middletown, Paxtang, Penbrook, Royalton and Steelton), Highspire Borough's population trends generally reflect regional, state and national trends, which have generally shown a steady out migration from older, centralized urban areas, to surrounding suburban locations since the 1950s and 1960s.

- Of the six boroughs, only Highspire and Middletown have experienced net increases in total population since the 1940 Census.
- Among the six boroughs, Highspire ranks third regarding the relative percent change and net change in population between 1980 and 2000 (-8.1% and -239).
- Although slightly less than the average rate of growth of the six boroughs between 1990 and 2000, only Highspire, Penbrook and Steelton have experienced population growth during that ten year period.

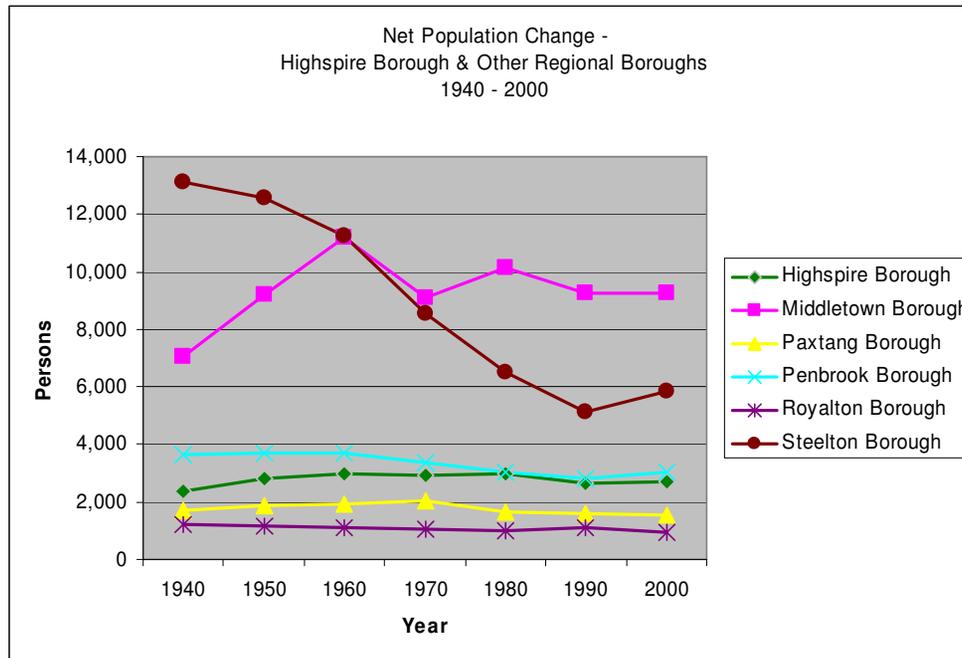
Highspire's 2000 total population (2,720) ranks fourth largest of the six boroughs.

Table 6-2

	1940	1950	1960	1970	1980	% Change 1970 - 1980	1990	% Change 1980 - 1990	2000	% Change 1990 - 2000
Highspire Borough	2,371	2,799	2,999	2,947	2,959	0.4%	2,668	-9.8%	2,720	1.9%
Middletown Borough	7,046	9,184	11,182	9,080	10,122	11.5%	9,254	-8.6%	9,242	-0.1%
Paxtang Borough	1,707	1,857	1,916	2,039	1,649	-19.1%	1,599	-3.0%	1,570	-1.8%
Penbrook Borough	3,627	3,691	3,671	3,379	3,006	-11.0%	2,791	-7.2%	3,044	9.1%
Royalton Borough	1,201	1,175	1,128	1,040	981	-5.7%	1,120	14.2%	963	-14.0%
Steelton Borough	13,115	12,574	11,266	8,556	6,484	-24.2%	5,152	-20.5%	5,858	13.7%
Boroughs Average	29,067	31,280	32,162	27,041	25,201	-6.8%	22,584	-10.4%	23,397	3.6%

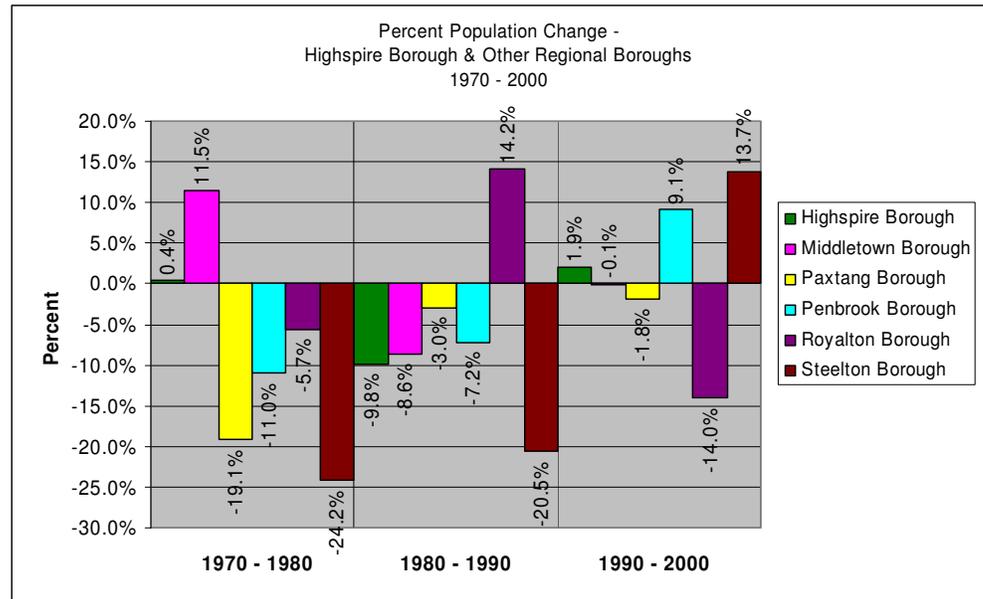
Source: US Census, Tri-County Regional Planning Commission

Graph 6-1



Source: US Census, Tri-County Regional Planning Commission

Graph 6-2



Source: US Census, Tri-County Regional Planning Commission

Population Projections

Generally the older, centralized urban areas throughout the region, state and nation, are typically built out, and the amount of vacant land for new development within those municipalities is limited. Therefore, population projections in those municipalities generally show lower total gains (even showing continued losses in population) and slower (even negative) rates of growth when compared to the surrounding suburban areas.

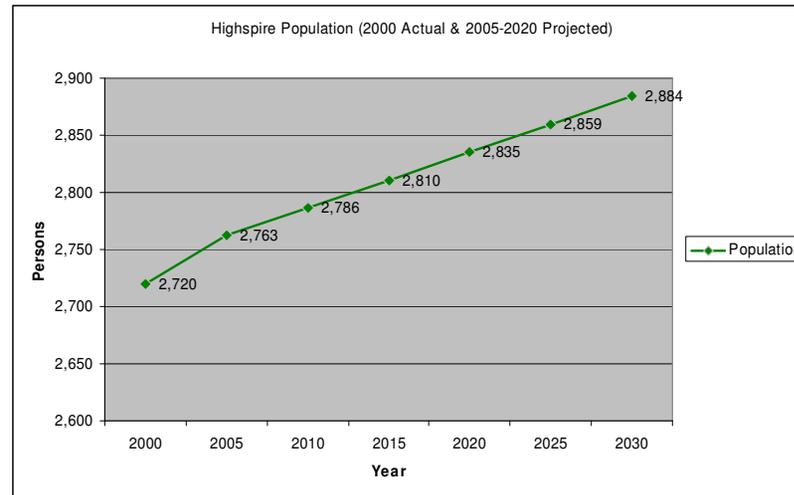
- Highspire's population is projected to experience a 6.0% increase, or net gain of 164 persons by 2030 (2,884).
- Highspire's projected growth rate is slightly higher than the average rate of change of the six boroughs of 3.1% over that same time.
- Highspire's population projections, both in terms of percent increases and net increase rank third among the six boroughs in the region.

Table 6-3

	2000 Population	2005 Projection	2010 Projection	2015 Projection	2020 Projection	2025 Projection	2030 Projection	Numeric Change 2000 - 2030	Percent Change 2000-2030
Highspire Borough	2,720	2,763	2,786	2,810	2,835	2,859	2,884	164	6.0%
Middletown Borough	9,242	9,401	9,488	9,577	9,666	9,757	9,849	607	6.6%
Paxtang Borough	1,570	1,565	1,563	1,560	1,557	1,555	1,552	-18	-1.1%
Penbrook Borough	3,044	3,090	3,115	3,141	3,167	3,193	3,219	175	5.7%
Royalton Borough	963	983	994	1,005	1,017	1,028	1,040	77	8.0%
Steelton Borough	5,858	5,784	5,743	5,702	5,660	5,618	5,575	-283	-4.8%
Boroughs Average	23,397	23,586	23,689	23,795	23,902	24,010	24,119	722	3.1%

Source: Tri-County Regional Planning Commission

Graph 6-3



Population Density

Population Density - Total population or number of housing units within a geographic entity (for example, United States, state, county, place) divided by the land area of that entity measured in square miles. Density is expressed as "people per square mile" of land area.

Population density reflects the amount of land area within a municipality against the number of persons living in the municipality. Generally the more dense a municipality is, the less land that is utilized per person. Typically, in more dense areas, services and resources can be provided at lower costs per person due to the compactness of the development and limited range of providing services.

The population density for Highspire Borough was 3,886 persons per square mile, based on the total area of the borough (0.7 square miles) and the 2000 population of total of 2,720 persons.

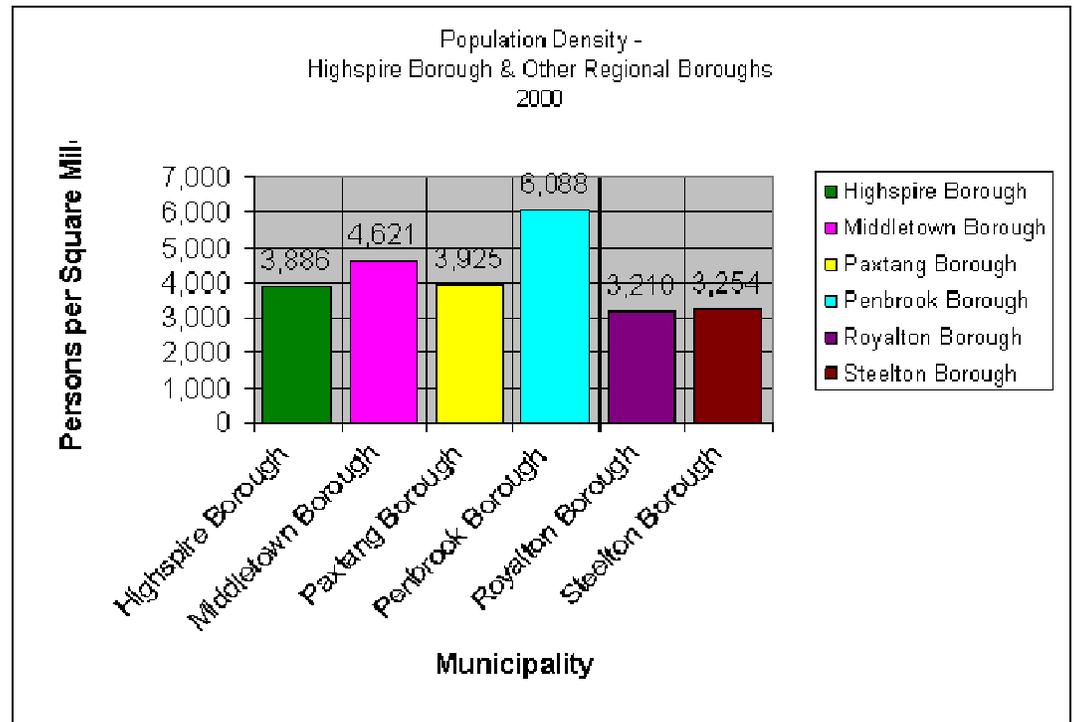
Among the six boroughs in the region, Highspire is the third largest in total land area, and is the fourth most dense.

Table 6-4

	2000 Population	Sq. Miles	Density
Highspire Borough	2,720	0.7	3,886
Middletown Borough	9,242	2	4,621
Paxtang Borough	1,570	0.4	3,925
Penbrook Borough	3,044	0.5	6,088
Royalton Borough	963	0.3	3,210
Steeltown Borough	5,858	1.8	3,254
Boroughs Average	23,397	6	4,105

Source: US Census, Tri-County Regional Planning Commission

Graph 6-4



Source: US Census, Tri-County Regional Planning Commission

Population by Sex

Sex - An individual's gender classification - male (men, boys) or female (women, girls).

Generally women live longer than men. Typically the ratio of women to men is higher not only regionally, state-wide but nationally as well.

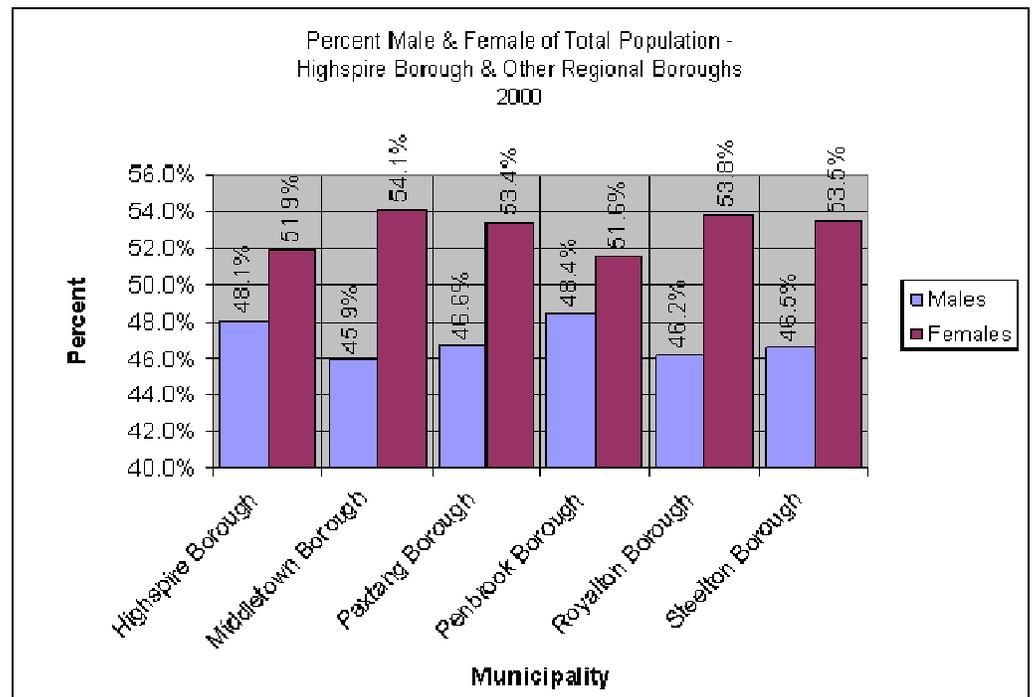
- The breakdown of the 2000 total population by males and females showed Highspire Borough with approximately 48.1% of its population as being male, with 51.9% being female.
- Highspire's percentage of males is larger and percentage of females is lower than the average of the six boroughs in the region.

Table 6-5

	2000 Population	Males		Females	
		Number	Percent	Number	Percent
Highspire Borough	2,720	1,309	48.1%	1,411	51.9%
Middletown Borough	9,242	4,243	45.9%	4,999	54.1%
Paxtang Borough	1,570	732	46.6%	838	53.4%
Penbrook Borough	3,044	1,474	48.4%	1,570	51.6%
Royalton Borough	963	445	46.2%	518	53.8%
Steelton Borough	5,858	2,726	46.5%	3,132	53.5%
Boroughs Average	23,397	10,929	46.7%	12,468	53.3%

Source: US Census, Tri-County Regional Planning Commission

Graph 6-5



Source: US Census, Tri-County Regional Planning Commission

Population by Age Cohorts

Age - Age is generally derived from date of birth information, and is based on the age of the person in complete years.

Generally, children under the age of 5 years reflect those that will attend school in the near future. Those aged 5 - 19 years reflect the current school age population. Combined, both groups typically require more public services, especially regarding educational, social and recreational programs and services than most other age groups.

Persons aged 20 - 34 years reflect the family forming and childbearing population. Additionally, that group includes those persons just joining the workforce either after high school or after college. When combined with those persons aged 35 - 44 years, the 20 - 44 year old age group is considered the prime income producers.

Persons aged 45 - 64 years are typically those with older children whom either live at home and will soon be moving out, or have moved out of the parents' home. The 45 - 64 year old age group also includes those persons whom are either continuing to work and soon to be nearing retirement age, or those persons whom have retired.

Finally, those aged 65+ years are considered elderly and generally include those who are retired, will soon be retiring in the near future, or may be continuing to work. This age group often requires additional public services such as health care and social services than most other age groups.

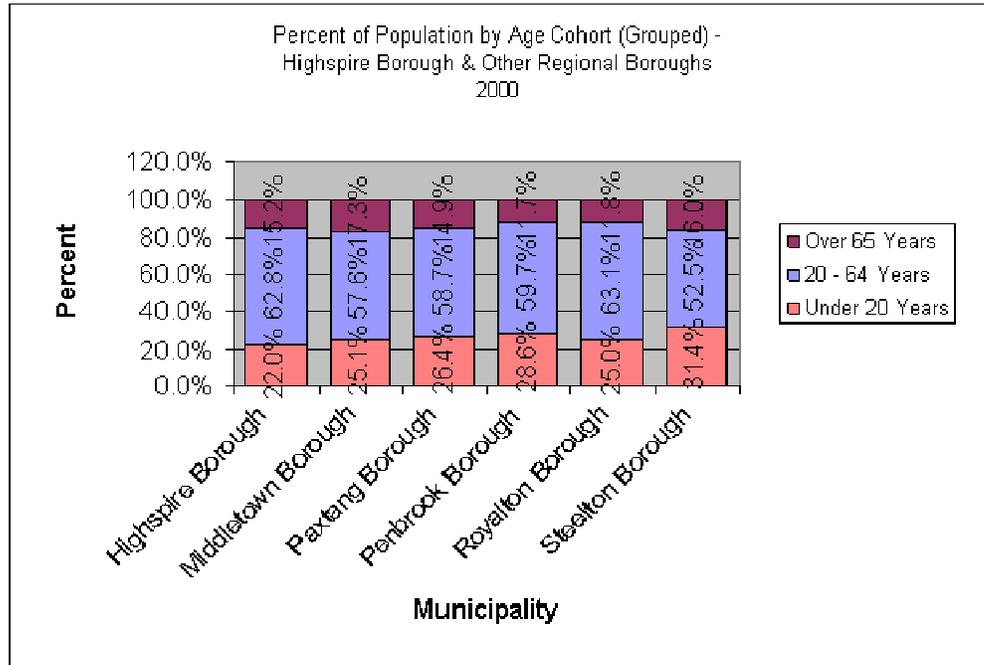
- As a percent of the total population in 2000 for Highspire, the Borough's largest cohort is the 20 - 34 year old age group.
- Highspire's 20 - 34 year old age group, as a percentage of each respective borough's total population is the highest for that age group of six boroughs.
- The 2000 cohort with the lowest percentage of total persons in Highspire Borough is the 65 - 84 year cohort.
- The 85+ year cohort for Highspire Borough in 2000 contains the lowest percent of total population of the six boroughs respectively for the same cohort group.
- Highspire's 5 - 19 year cohort is the lowest among the six boroughs' 5 - 19 year cohort in 2000.
- As percentages of total population, Highspire Borough has the lowest percentage of persons under 20 years as well as those 65 years and over of all the boroughs in the year 2000.

- As a percent of the total population, Highspire has the highest percentage of persons aged 20 - 64 years.

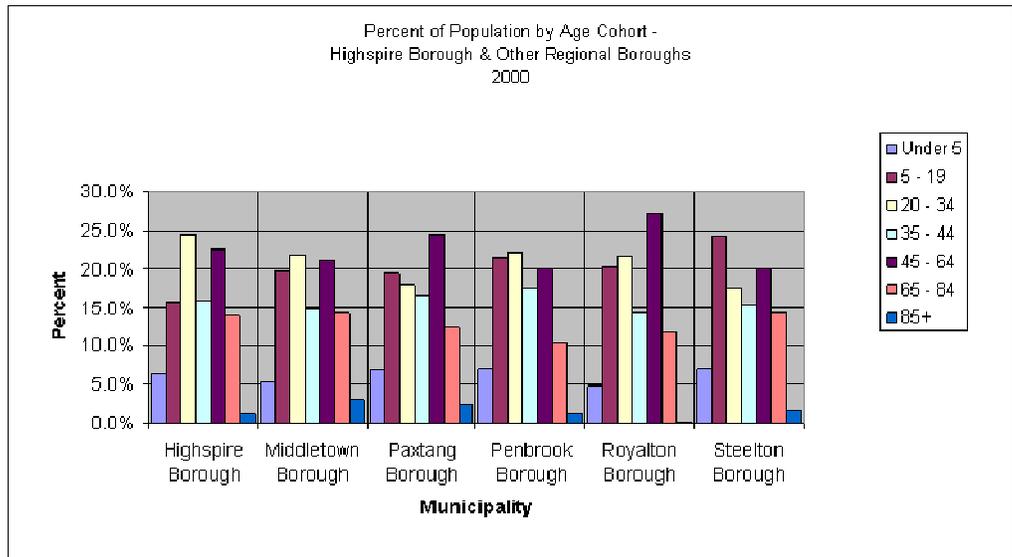
Table 6-6

	2000 Population	Under 5 years		5 - 19 years		Under 20 years
		Number	Percent	Number	Percent	Percent
Highspire Borough	2,720	174	6.4%	425	15.6%	22.0%
Middletown Borough	9,242	504	5.5%	1,815	19.6%	25.1%
Paxtang Borough	1,570	109	6.9%	306	19.5%	26.4%
Penbrook Borough	3,044	214	7.0%	656	21.6%	28.6%
Royalton Borough	963	46	4.8%	195	20.2%	25.0%
Steelton Borough	5,858	417	7.1%	1,425	24.3%	31.4%
Boroughs Average	23,397	1,464	6.3%	4,822	20.6%	26.9%

Graph 6-6



Graph 6-7



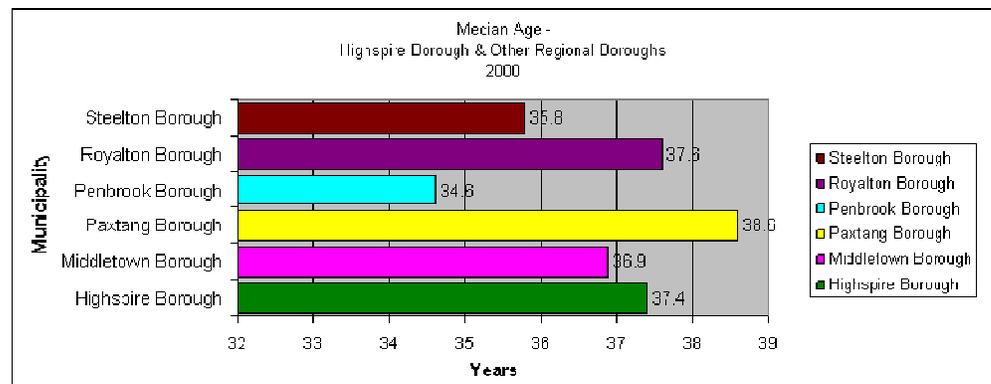
Median Age

Median Age - This measure divides the age distribution in a stated area into two equal parts: one-half of the population falling below the median value and one-half above the median value.

The population in centralized urban areas generally tends to be older than suburban areas. Also the median age of the population in these municipalities in the region, state and nation is increasing at a faster rate than suburban communities.

- The median age of residents in Highspire Borough is 37.4 years.
- Of the six boroughs, Highspire's population is the third oldest.

Graph 6-8



Race

Race - Race is a self-identification data item in which respondents choose the race or races with which they most closely identify.

Race Alone categories (6):

Includes the minimum 5 race categories required by OMB, plus the 'some other race alone' included by the Census Bureau for Census 2000, with the approval of OMB.

White alone

Black or African-American alone

American Indian or Alaska Native alone

Asian alone

Native Hawaiian or other Pacific Islander alone

Some other race alone

Some tables will show data for 7 race categories: the 6 (mutually-exclusive) major race-alone categories (White, African-American,

American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, and some other race) and a 'two or more races' category. The sum of these 7 categories will add to 100 percent of the population.

- As a percent of the 2000 total population (86.6%), the largest racial group in Highspire Borough included those identifying themselves as “white alone”, with the second largest group being “black or African American alone” comprising 8.2% of the total population.
- Compared to the average of the six boroughs, Highspire has a larger percentage of those identifying themselves as “white alone” (86.6% vs. 80.6%) and a lower percentage of those identifying themselves as “black or African American alone” (8.2% vs. 14.1%).

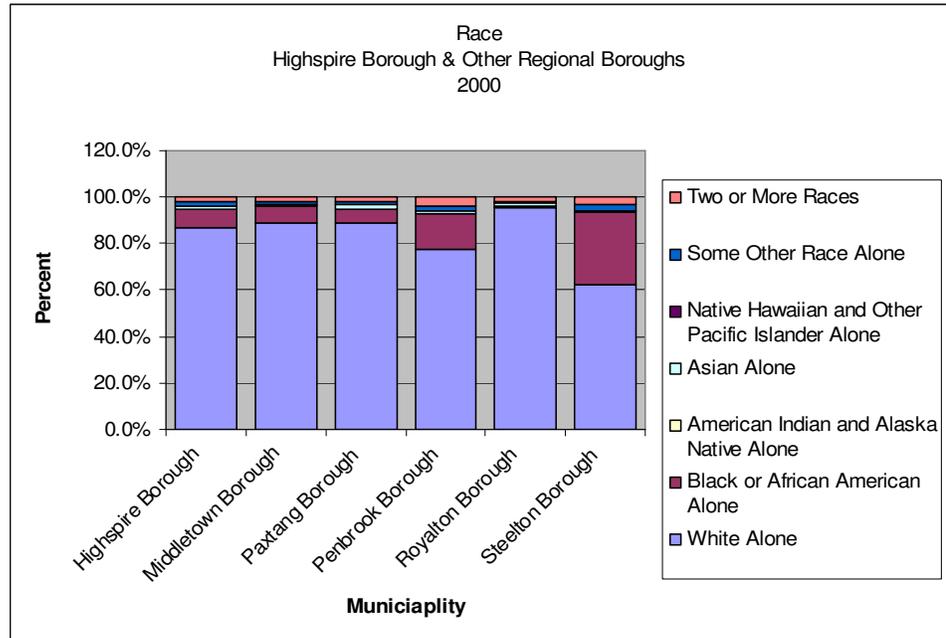
Table 6-7, Part 1 of 2

	Population 2000	White Alone		Black or African American Alone		American Indian and Alaska Native Alone	
		Number	Percent	Number	Percent	Number	Percent
Highspire Borough	2,720	2,356	86.6%	223	8.2%	3	0.1%
Middletown Borough	9,242	8,204	88.8%	678	7.3%	25	0.3%
Paxtang Borough	1,570	1,390	88.5%	100	6.4%	2	0.1%
Penbrook Borough	3,044	2,354	77.3%	464	15.2%	7	0.2%
Royalton Borough	963	919	95.4%	5	0.5%	3	0.3%
Steeltown Borough	5,858	3,634	62.0%	1,823	31.1%	13	0.2%
Boroughs Average	23,397	18,857	80.6%	3,293	14.1%	53	0.2%

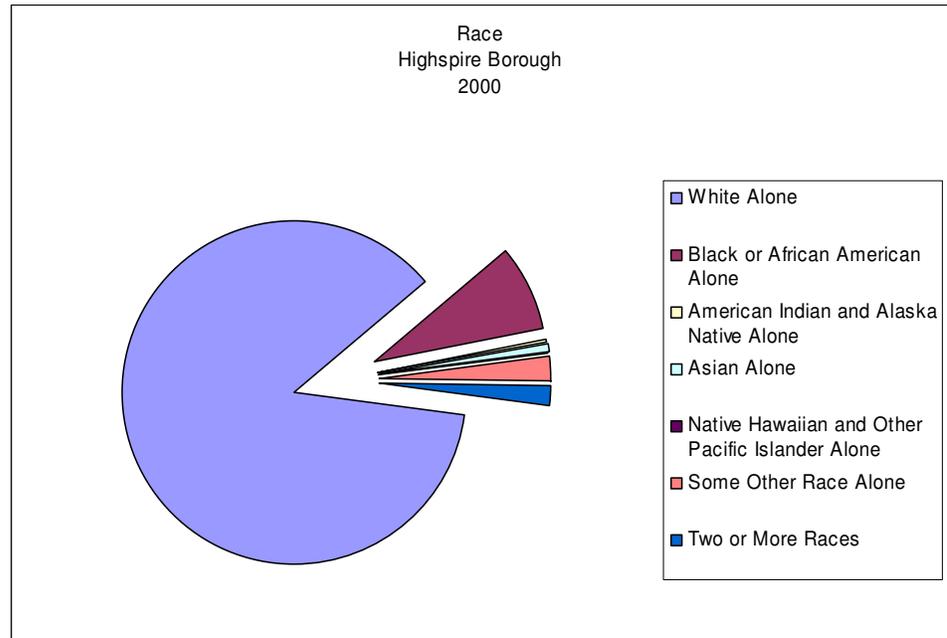
Table 6-7, Part 2 of 2

	Population 2000	Asian Alone		Native Hawaiian and Other Pacific Islander Alone		Some Other Race Alone		Two or More Races	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Highspire Borough	2,720	24	0.9%	0	0.0%	59	2.2%	55	2.0%
Middletown Borough	9,242	49	0.5%	4	0.0%	85	0.9%	197	2.1%
Paxtang Borough	1,570	24	1.5%	0	0.0%	26	1.7%	28	1.8%
Penbrook Borough	3,044	49	1.6%	0	0.0%	57	1.9%	113	3.7%
Royalton Borough	963	13	1.3%	0	0.0%	8	0.8%	15	1.6%
Steelton Borough	5,858	38	0.6%	2	0.0%	141	2.4%	207	3.5%
Boroughs Average	23,397	197	0.8%	6	0.0%	376	1.6%	615	2.6%

Graph 6-9



Graph 6-10



Education

Educational attainment - Refers to the highest level of education completed in terms of the highest degree or the highest level of schooling completed.

Generally, municipalities with better-educated adult population have stronger economies and higher standards of living.

- According to the 2000 Census, approximately 80% (1,740 persons) of those aged 25 years and older in Highspire Borough have at least completed high school or received a G.E.D. That figure is similar to the average of the six boroughs (20.0%).
- Approximately 18.5% of Highspire's residents have attended an institution of higher education and received at least an associate's degree. This figure is slightly less than the average of the six boroughs (19.2%).

Table 6-8

	Total	No Schooling Completed	Percent No Schooling Completed	Total Under 9th Grade	Percent Under 9th Grade
Highspire Borough	1,939	11	0.6%	72	3.7%
Middletown Borough	6,380	44	0.7%	308	4.8%
Paxtang Borough	1,088	0	0.0%	15	1.4%
Penbrook Borough	2,048	4	0.2%	57	2.8%
Royalton Borough	653	3	0.5%	26	4.0%
Steelton Borough	3,754	44	1.2%	248	6.6%
Boroughs Average	15,862	106	0.7%	726	4.6%

Table 6-8 Continued

	Total 9 th - 12 th Grade	Percent 9 th - 12 th Grade	Total High School Graduate (Includes G.E.D.)	Percent High School Graduate (Includes G.E.D.)
Highspire Borough	3.9	16.5%	899	46.4%
Middletown Borough	943	14.8%	2,718	42.6%
Paxtang Borough	78	7.2%	381	35.0%
Penbrook Borough	280	13.7%	791	38.6%
Royalton Borough	156	23.9%	313	47.9%
Steelton Borough	675	18.0%	1,758	46.8%
Boroughs Average	2,451	15.5%	6,860	43.2%

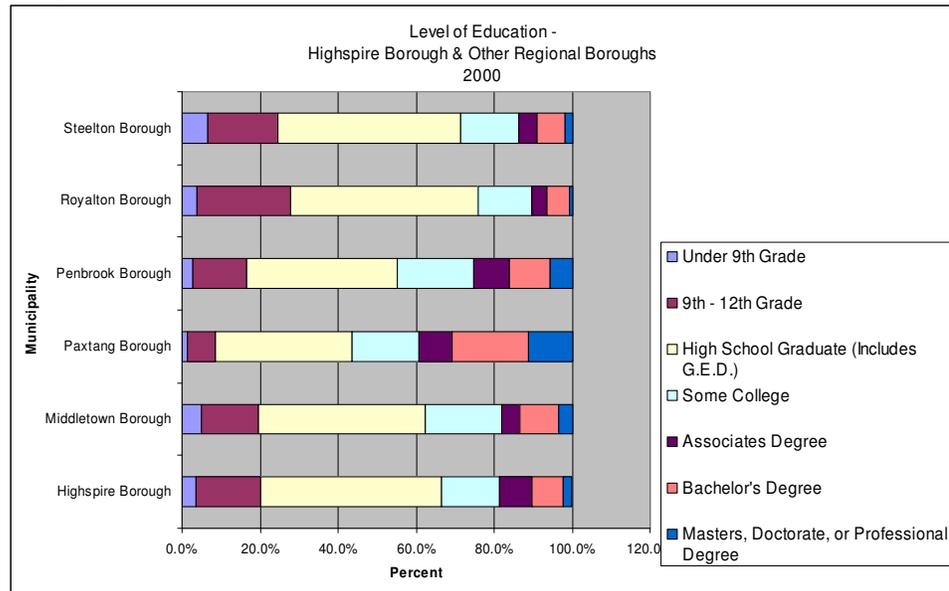
Table 6-8 Continued

	Total Some College	Percent Some College	Associates Degree	Percent Associates Degree
Highspire Borough	288	14.9%	159	8.2%
Middletown Borough	1,255	19.7%	310	4.9%
Paxtang Borough	186	17.1%	93	8.5%
Penbrook Borough	403	19.7%	184	9.0%
Royalton Borough	91	13.9%	24	3.7%
Steelton Borough	558	14.9%	183	4.9%
Boroughs Average	2,781	17.5%	953	6.0%

Table 6-8 Continued

	Bachelor's Degree	Percent Bachelor's Degree	Master's Degree	Percent Master's Degree	Professional School Degree	Percent Professional School Degree	Doctorate Degree	Percent Doctorate Degree	Total Masters, Doctorate, or Professional Degree	Percent Masters, Doctorate, or Professional Degree
Highspire Borough	158	8.1%	26	1.3%	8	0.4%	8	0.4%	42	2.17%
Middletown Borough	619	9.7%	132	2.1%	49	0.8%	46	0.7%	227	3.56%
Paxtang Borough	212	19.5%	78	7.2%	36	3.3%	9	0.8%	123	11.31%
Penbrook Borough	216	10.5%	101	4.9%	16	0.8%	0	0.0%	117	5.71%
Royalton Borough	38	5.8%	5	0.8%	0	0.0%	0	0.0%	5	0.77%
Steelton Borough	260	6.9%	27	0.7%	45	1.2%	0	0.0%	72	1.92%
Boroughs Average	1,503	9.5%	369	2.3%	154	1.0%	63	0.4%	586	3.69%

Graph 6-11



Persons Per Household

Persons Per Household - Includes all the people who occupy a housing unit as their usual place of residence divided by the number of occupied housing units.

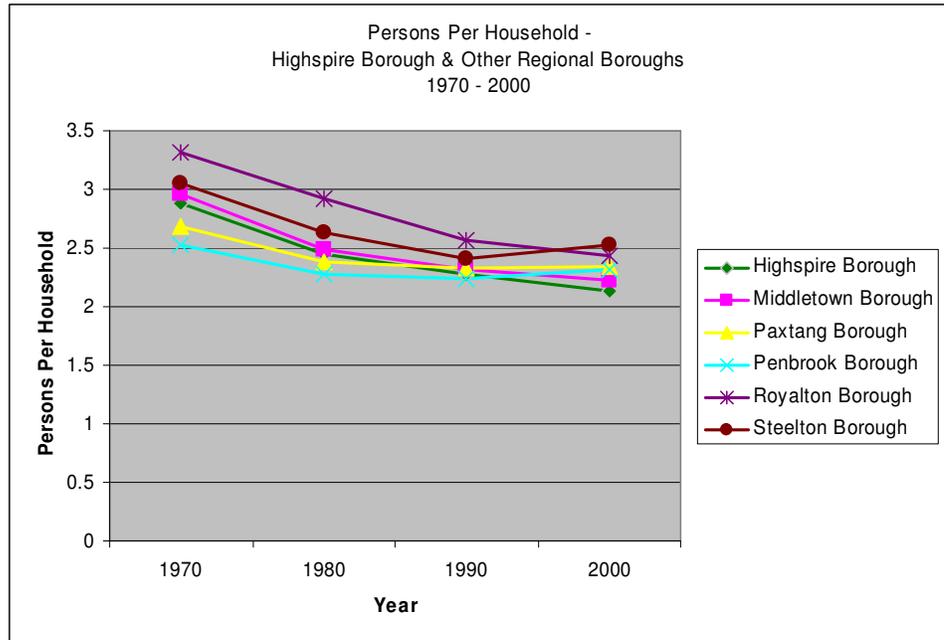
Generally there has been a decline in the number of persons per household not only regionally, but state-wide and nationally as well. This is typically due to persons choosing to delay or opting not to marry and/or start families, having fewer children when choosing to start families, as well as persons generally living longer.

- The number of persons per household in Highspire Borough has been declining since 1970.
- In 2000, Highspire's figure was 2.13, which was the lowest among the six boroughs.

Table 6-9

	1970	1980	1990	2000
Highspire Borough	2.88	2.45	2.28	2.13
Middletown Borough	2.96	2.49	2.31	2.23
Paxtang Borough	2.68	2.38	2.33	2.34
Penbrook Borough	2.52	2.27	2.24	2.32
Royalton Borough	3.32	2.92	2.56	2.44
Steelton Borough	3.05	2.63	2.41	2.53
Boroughs Average	2.90	2.52	2.36	2.33

Graph 6-12



7. HOUSING ANALYSIS

Introduction

The quality and condition of housing is extremely important to the growth and prosperity of the community. Attractive, affordable housing in well maintained neighborhoods assure a sound tax base that will continue to appreciate in value and assure that residents live in an environment that is conducive to a healthful and pleasing life. Where substandard or deteriorated conditions exist, public and private action is necessary to prevent the spread of these conditions and to restore these areas to a sound state. By analyzing existing and historic housing characteristics, those areas which require attention can be identified and recommendations for appropriate actions can be made.

This housing analysis is derived from the U.S. Census, Tri-County Regional Planning Commission, and local records.

Number of Housing Units

Housing Unit - A housing unit is a house, an apartment, a mobile home or trailer, a group of rooms or a single room occupied as separate living quarters or, if vacant, intended for occupancy as separate living quarters.

The total number of housing units includes both occupied and vacant housing units within a community. The number of housing units in a community is important in determining if sufficient housing opportunities exist to meet the needs of the current and future populations. When analyzing the specific types, tenure, vacancy, condition and costs of housing, it is important to consider those conditions and features compared to the total number of housing units within the community. Additionally, by reviewing the amount, type and location of housing units compared to the adequacy, capacity, location and provision of the supporting infrastructure and services to serve the residential units, adequate and acceptable housing densities, types and neighborhoods can be planned and provided for.

Generally, older more urban communities experience little to no growth in housing units, and a few tend to experience a loss of housing units due to deterioration, decay and demolition of housing stock. Often times, once housing units are removed, they

are not replaced. Major residential subdivisions like those occurring in surrounding, growing suburban townships are generally rare in boroughs due to the lack of large tracts of undeveloped land. When compared to the growing, suburban townships over the past 30 or so years, boroughs typically have experienced both lower relative and numeric increases in the number of new housing units. Most of the new residential development occurring in boroughs involves infill, rehabilitation and conversion of existing single-family housing units into multiple housing units, in existing developed areas.

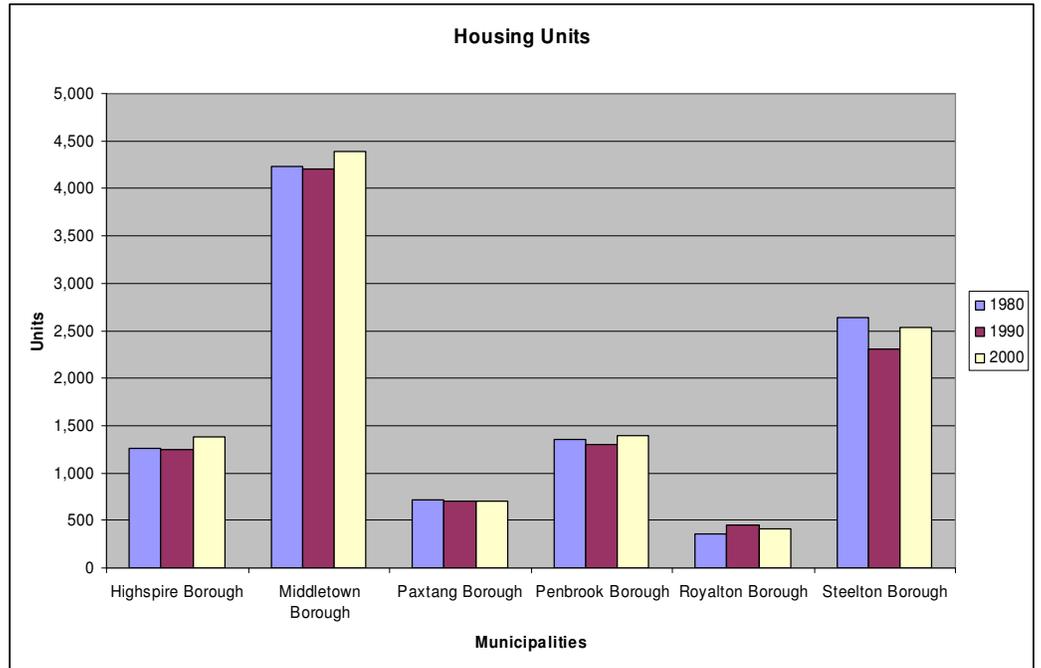
- In 2000 Highspire Borough (1,373), although only having 15 less total housing units than Penbrook (1,398), had the fourth highest number of housing units of the six boroughs in the region. Only Paxtang (703) and Royaltown (415) had less total housing units respectively.
- From 1980 to 1990, Highspire showed a loss of 12 housing units (-0.9%), while between 1990 and 2000 the Borough showed an increase of 120 housing units (9.6%). The 9.6% increase was the second highest relative increase of the six boroughs. It is apparent from review of local building permit activity that there were not 120 building permits issued for new housing units between 1980 and 2000, therefore the discrepancy in the data is probably due to an undercount in the 1990 Census, with the 2000 figure being a better representation of the existing housing conditions in the Borough.
- Over the past 20 years, housing units in Highspire Borough grew by 8.5% or 108 units, and both the relative and numeric increases are each the second highest figures of growth in the six boroughs in the region over the same time period.

Table 7-1: Housing Units 1980-2000

Housing Units	1980	1990	1980 to 1990 Absolute Change	1980 to 1990 Relative Change	2000	1990 to 2000 Absolute Change	1990 to 2000 Relative Change	1980 to 2000 Absolute Change	1980 to 2000 Relative Change
Highspire Borough	1,265	1,253	-12	-0.9%	1,373	120	9.6%	108	8.5%
Middletown Borough	4,236	4,201	-35	-0.8%	4,387	186	4.4%	151	3.5%
Paxtang Borough	715	706	-9	-1.3%	703	-3	-0.4%	-12	-1.7%
Penbrook Borough	1,352	1,305	-47	-3.5%	1,398	93	7.1%	46	3.4%
Royalton Borough	362	456	94	26.0%	415	-41	-9.0%	53	14.6%
Steelton Borough	2,639	2,302	-337	-12.8%	2,533	231	10.0%	-106	-4.0%

Source: U.S. Census

Graph 7-1



Housing Type

- **Single Unit, Attached** - a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.



Example of a single unit, attached

- **Single Unit, Detached** - a one-unit structure detached from any other house; that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides. Mobile homes or trailers to which one or more permanent rooms have been added or built also are included.



Examples from left to right: single unit attached; two or more units; and of a single unit, detached

- ***Two or More Units*** - units in structures containing 2 or more housing units, further categorized as units in structures with 2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more units.
- ***Manufactured home*** - a mobile housing unit.



Example of a manufactured home
(mobile housing unit)

- **Multi-unit structure (multi-family units)** - a building that contains more than one housing unit (for example, an apartment building).



Example of multi-unit structure (multi-family units)

Housing type refers to the number of living units accommodated within a structure or building. Generally older, more urban communities have a larger variety of housing unit types ranging from large single-family detached homes, to rowhomes and townhouses, to 2-family homes and apartments, than those offered in newer, more suburban areas. Newer, more suburban townships typically have a greater proportion of single-family housing units on individual lots and a lesser percentage of multiple unit housing units than boroughs. Boroughs typically have more homes sited on smaller lots, constructed closer together, which are able to accommodate a wide range of persons reflecting various income, family and occupational statuses. Also in older, more urban areas buildings may have been originally constructed for one purpose, such as a single-family home, a warehouse, or a schoolhouse, but over the years the needs of the property owner, the market, or other conditions may have changed, causing the original use to either not be viable or feasible. In the meantime, the building may have been modified and configured to accommodate another type use, such as an additional housing unit in the case of the single-family home, or new multiple housing units in the case of the warehouse or the schoolhouse.

- Highspire has a healthy mix of the housing unit types in both 1990 and 2000.
- The majority of the housing units in Highspire Borough are considered 1-detached unit in a structure (594 or 43.3%), with 10+ units in a structure (266 or 19.4%) the second most. Additionally, the least represented housing unit types in the Borough are housing units within boats, RVs and vans (0 or 0%) and housing with 5 to 9 units in a structure (42 or 3.1%).
- Highspire Borough has the third highest percentage of 1-unit detached housing units (43.3%) among the six boroughs, with tied for lowest percentage of 1-unit attached housing units (16.8% or 231 units) with Middletown. When combined, Highspire has the second lowest relative figure (60.1%) of 1-unit detached and 1-unit attached housing types of the six boroughs, with only Middletown (54%) having a lesser relative figure.
- Highspire Borough has the second most number of mobile homes (87) and housing units in structures having 10+ units (266) of the six boroughs.
- Highspire Borough has every type of housing unit identified by the Census Bureau, except for housing units located in a boat, RV, or van.
- Highspire Borough has the lowest relative housing unit figures for 2 to 4 units in structure 11.1% (153 units) and 5 to 9 units in a structure with 3.1% (42 units) than the other five boroughs in the region.
- Since 1990, Highspire gained the largest percentage of 1-unit detached housing units (21.7%) of all boroughs, adding 106 new units.
- Between 1990 and 2000, Highspire added 123 units in structures holding 10+ units, the highest numeric figure for that category of the six boroughs.

Table 7-2: Units in a Structure - 1990

Housing Units In Structure	Units in structure; 1; detached	Units in structure; 1; attached	2 to 4 units in structure	Units in structure ; 5 to 9	10+ units in structure	Mobile home	Boat; RV; van; other; etc.
Highspire Borough	488	249	155	99	143	103	16
	38.9%	19.9%	12.4%	7.9%	11.4%	8.2%	1.3%
Middletown Borough	1563	659	505	251	870	309	44
	37.2%	15.7%	12.0%	6.0%	20.7%	7.4%	1.0%
Paxtang Borough	366	184	136	14	0	0	6
	51.8%	26.1%	19.3%	2.0%	0.0%	0.0%	0.8%
Penbrook Borough	439	424	319	77	24	5	17
	33.6%	32.5%	24.4%	5.9%	1.8%	0.4%	1.3%
Royalton Borough	241	87	48	23	3	50	4
	52.9%	19.1%	10.5%	5.0%	0.7%	11.0%	0.9%
Steelton Borough	732	1091	378	75	7	3	16
	31.8%	47.4%	16.4%	3.3%	0.3%	0.1%	0.7%

Source: U.S. Census

Graph 7-2

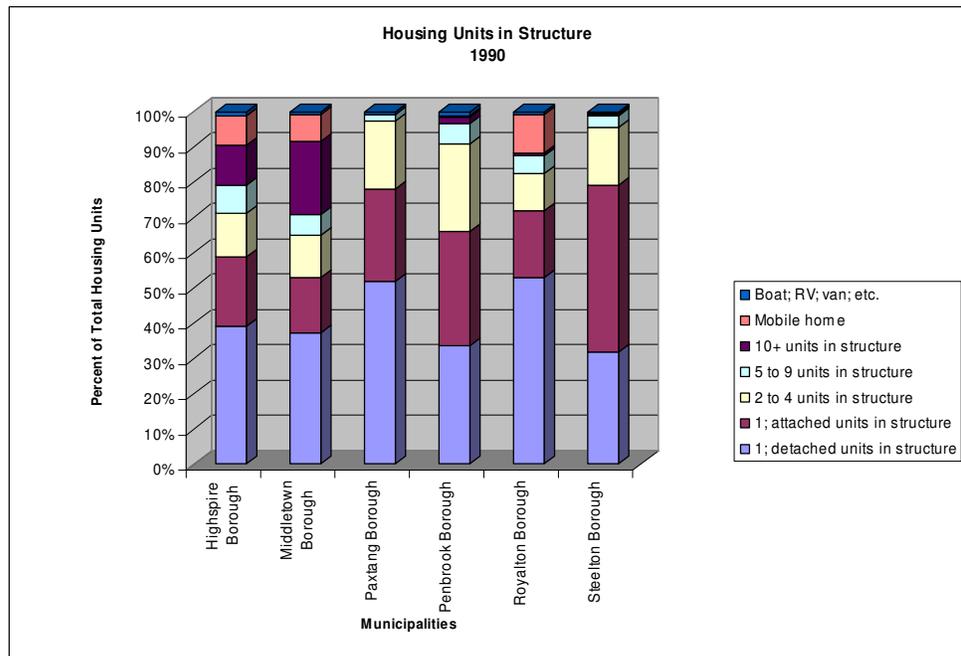
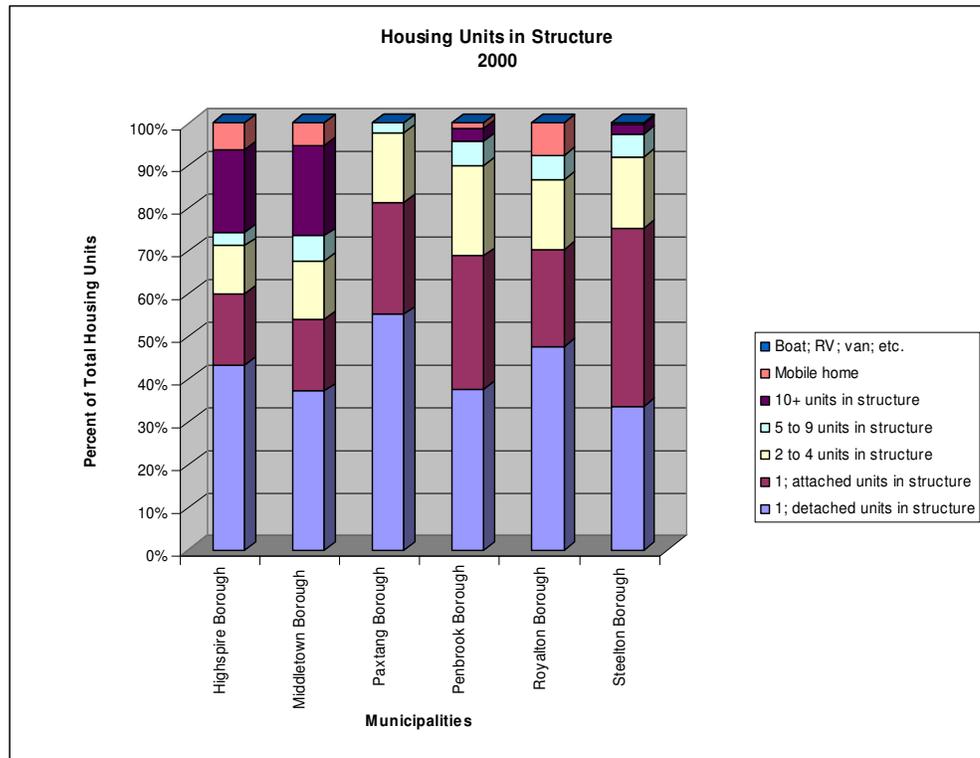


Table 7-3: Units in a Structure - 2000

Housing Units In Structure	1; detached units in structure	1; attached units in structure	2 to 4 units in structure	5 to 9 units in structure	10+ units in structure	Mobile home	Boat; RV; van; etc.
Highspire Borough	594	231	153	42	266	87	0
	43.3%	16.8%	11.1%	3.1%	19.4%	6.3%	0.0%
Middletown Borough	1,629	738	601	258	933	228	0
	37.1%	16.8%	13.7%	5.9%	21.3%	5.2%	0.0%
Paxtang Borough	388	185	115	15	0	0	0
	55.2%	26.3%	16.4%	2.1%	0.0%	0.0%	0.0%
Penbrook Borough	526	437	295	81	41	18	0
	37.6%	31.3%	21.1%	5.8%	2.9%	1.3%	0.0%
Royalton Borough	199	95	68	24	0	32	0
	47.6%	22.7%	16.3%	5.7%	0.0%	7.7%	0.0%
Steelton Borough	848	1,054	418	137	55	7	0
	33.7%	41.8%	16.6%	5.4%	2.2%	0.3%	0.0%

Source: U.S. Census

Graph 7-3



Tenure

- *Tenure - Refers to the distinction between owner-occupied and renter-occupied housing units.*
- *Owner-occupied housing unit - a housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid.*
- *Renter-occupied housing unit - all occupied units which are not owner occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied.*

Ownership of one's own house instills pride in the maintenance and upkeep of the structure and property, which typically carries over into the surrounding properties as well as the neighborhood. Well maintained owner-occupied housing provides stability to the neighborhood while tending to enhance property values. Typically, residents of owner occupied housing units include families with children, other established families, as well as medium to upper income singles who want to own a home, and seniors who have owned and lived in the house for a number of years. Renter occupied housing units on the other hand typically provide a reasonable and affordable alternative to owning a home. Renter occupied housing units serve the needs of college students, young singles just starting out in their careers, young families, people who do not want maintenance responsibilities, and low to moderate income individuals and families. Therefore, it is important for a community to maintain a reasonable balance between the number of owner and renter occupied housing units.

Generally, older more urban communities have higher renter-occupancy rates than newer, suburban townships. In some older homes in urban areas, some persons owning the larger single-family homes cannot afford the upkeep, maintenance and taxes. As an alternative to selling the homes or allowing them to fall into disrepair, owners typically split the single-family homes into multiple housing units (into 2 units or apartments) or sell them to companies or individuals who make it a business of providing rental properties either as the original single-family home or as apartments.

Owner occupancy rates around 85% may indicate a need for a community to provide more rental units, while renter-occupied rates near 50% may indicate a need to increase homeownership options for single-family detached and/or attached housing units.

- In 2000, Highspire Borough had approximately 710 (55.5%) owner occupied housing units compared to 463 (44.5%) renter occupied housing units. The percentage of owner occupied housing units (55.5%) was the second lowest of the six boroughs in the region, only Middletown (52.1%) had a lesser percentage. Conversely, Highspire had the second highest renter occupancy figure (44.5%), 2nd only to Middletown (47.9%).
- In both 1980 (60.2% or 726 units) and 1990 (60.4% or 706 units) the percentage of owner occupied housing units remained constant in Highspire Borough, even though the total number of units decreased by 20. But in 2000, the percentage of owner occupied housing units dropped to 55.5%, while the absolute number increased to 710 units.
- The number of owner-occupied housing units decreased by 16 units since 1980, while the number of renter-occupied housing units increased by 89 units. Therefore, that it appears that most of the new housing units constructed were for rental purposes, or may indicate that former owner-occupied housing units were turned into rental properties.

Table 7-4: Housing Tenure - 1980 - 2000

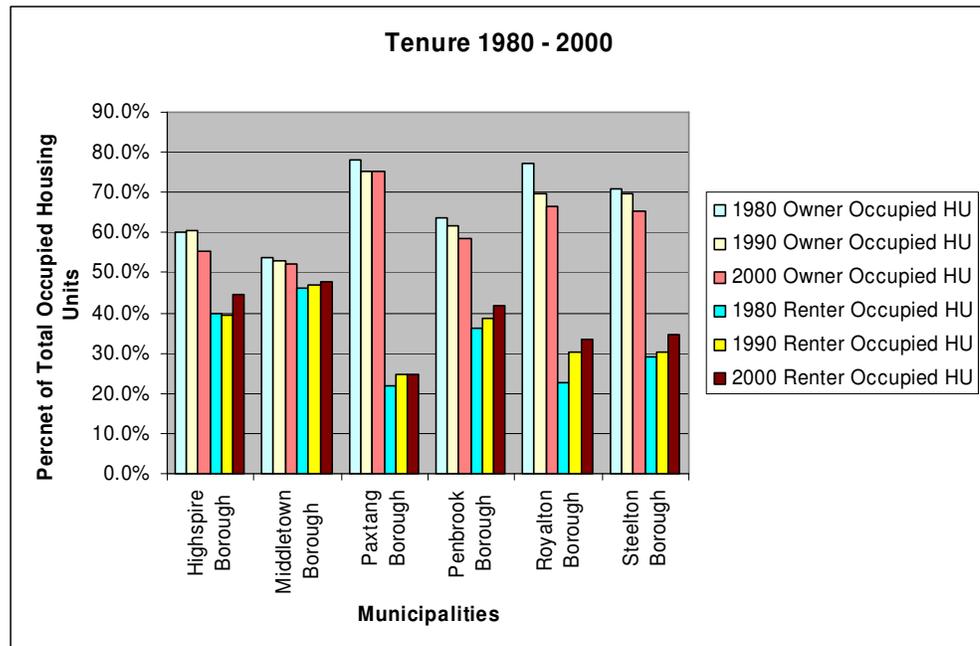
1980	Housing units: Total	Housing units: Occupied	%	Housing units: Vacant	%	Occupied housing units: Owner occupied	%	Occupied housing units: Renter occupied	%
Highspire Borough	1,265	1,206	95.3%	59	4.7%	726	60.2%	480	39.8%
Middletown Borough	4,236	3,990	94.2%	246	5.8%	2,148	53.8%	1,842	46.2%
Paxtang Borough	715	693	96.9%	22	3.1%	540	77.9%	153	22.1%
Penbrook Borough	1,352	1,307	96.7%	45	3.3%	832	63.7%	475	36.3%
Royalton Borough	362	336	92.8%	26	7.2%	260	77.4%	76	22.6%
Steeltown Borough	2,639	2,467	93.5%	172	6.5%	1,745	70.7%	722	29.3%

I-A-7

Housing Analysis

1990	Housing units: Total	Housing units: Occupied	%	Housing units: Vacant	%	Occupied housing units: Owner occupied	%	Occupied housing units: Renter occupied	%
Highspire Borough	1,253	1,169	93.3%	84	7.2%	706	60.4%	463	39.6%
Middletown Borough	4,201	3,934	93.6%	267	6.8%	2,085	53.0%	1,849	47.0%
Paxtang Borough	706	687	97.3%	19	2.8%	517	75.3%	170	24.7%
Penbrook Borough	1,305	1,238	94.9%	67	5.4%	762	61.6%	476	38.4%
Royalton Borough	456	438	96.1%	18	4.1%	305	69.6%	133	30.4%
Steelton Borough	2,302	2,137	92.8%	165	7.7%	1,492	69.8%	645	30.2%
2000	Housing units: Total	Housing units: Occupied	%	Housing units: Vacant	%	Occupied housing units: Owner occupied	%	Occupied housing units: Renter occupied	%
Highspire Borough	1,373	1,279	93.2%	94	6.8%	710	55.5%	569	44.5%
Middletown Borough	4,387	4,032	91.9%	355	8.1%	2,100	52.1%	1,932	47.9%
Paxtang Borough	703	670	95.3%	33	4.7%	504	75.2%	166	24.8%
Penbrook Borough	1,398	1,307	93.5%	91	6.5%	763	58.4%	544	41.6%
Royalton Borough	418	395	94.5%	23	5.5%	263	66.6%	132	33.4%
Steelton Borough	2,519	2,298	91.2%	221	8.8%	1,503	65.4%	795	34.6%

Graph 7-4



Vacancy

Vacant housing unit - a housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied entirely by people who have a usual residence elsewhere at the time of enumeration are also classified as vacant.

In addition to being a good indicator of a community's stability, desirability and strong housing market, a high occupancy rate means there is little available housing stock to absorb new residents moving into a community. Therefore, a sudden growth of a single company or a new industry could conceivably require development of new homes.

A high vacancy rate typically indicates that a community's population, neighborhoods and housing market are in transition. As more people move out of the community than are moving in, the more housing units are unoccupied and available for purchase or rent. A sudden loss of a major employer could conceivably cause a community's residents to seek employment and therefore housing opportunities elsewhere.

Generally, a vacancy rate between 4% and 6% is considered a healthy rate. Below 4% is an indicator of too few housing units, which may lead to inflated prices, higher demand for new housing and increased development potential; whereas, a vacancy rate of greater than 6% is an indicator of too many units, which may lead to deflated prices and lower demand.

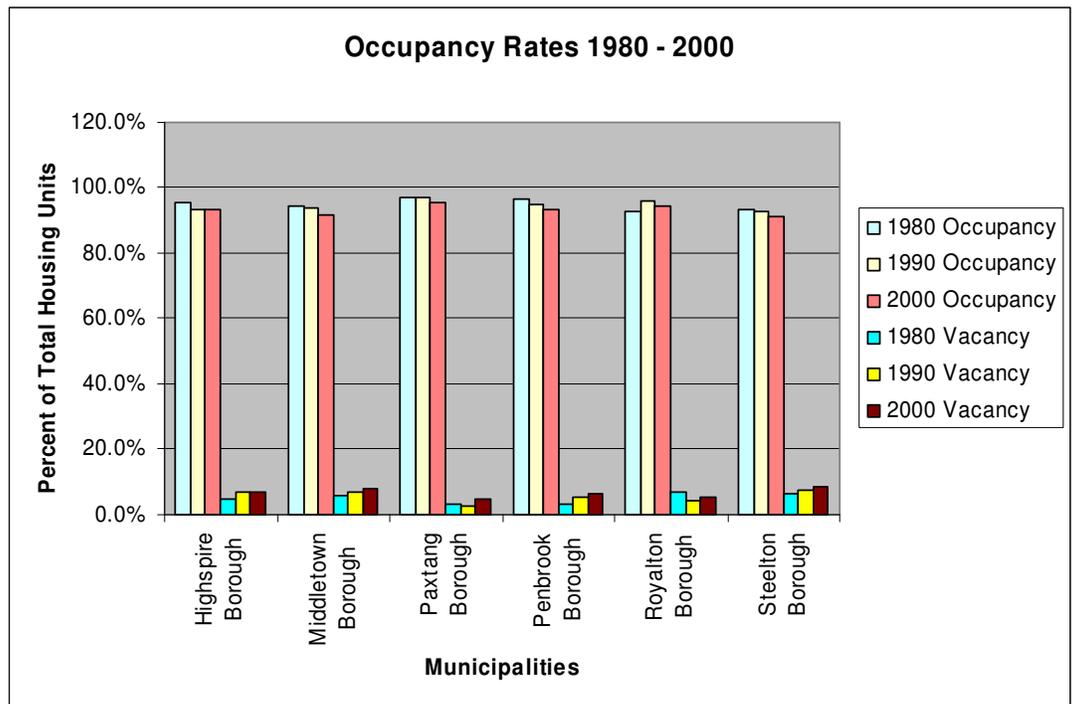
Vacancies in boroughs typically tend to be higher than in developing, suburban townships, due to the age and condition of existing housing stock, as well as the lack of new housing units in the boroughs.

- Highspire's 2000 vacancy rate was 6.8%, which is just outside of the limits for what is considered a healthy housing market. This means the demand for housing in the Borough is not as great as the supply of available housing units. Due to this "flatter" market, persons trying to sell homes may have a more difficult time getting buyers to pay their asking price. By default the property owners may become "landlords" as until their homes sell, they may

choose rent out the properties trying to continue making mortgage and tax payments or receiving extra money for general upkeep.

- Highspire’s 2000 vacancy rate was the third highest of the six boroughs in the region, only Steelton (8.8%) and Middletown (8.1%) had higher rates.
- The vacancy rate in Highspire Borough increased from 4.7% (59 units) in 1980 to 7.2% (84 units) in 1990 as the absolute number of vacant units increased by 25 units. In the year 2000, the vacancy rate decreased slightly to 6.8%, while the number of vacant units increased by 10.

Graph 7-5



Year structure built

Year structure built - The data on year structure built were obtained from both occupied and vacant housing units. Year structure built refers to when the building was first constructed, not when it was remodeled, added to, or converted. The data relate to the number of units built

during the specified periods that were still in existence at the time of enumeration.

The age, condition and maintenance of older homes affect the desirability and sale-ability of housing. Typically newer housing units are larger and offer more modern amenities such as central heat and air, more bathrooms and bedrooms, larger kitchens and garages, and family rooms, and require less maintenance than older housing units, which tend to be smaller, lack many new amenities and require more maintenance.

Boroughs tend to have older housing stock than in growing, suburban areas. As compared to developing suburban areas, boroughs have generally experienced more intense development in the past and also have a lesser amount of large vacant tracts of land to construct new housing upon. Much of the housing development or construction in boroughs deal with rehabilitation, reconstruction and/or adding additions to existing structures in order to accommodate newer amenities, such as larger kitchens or an additional bathroom, or to increase the size of the structure.

- The median year of construction of housing units in Highspire Borough was 1954. Of the six regional boroughs, Highspire had the second highest median year of construction of their housing stock, only Middletown Borough had a more recent median year (1956). The median age of the housing stock in Royalton is 10 years older than Highspire.
- Of the categories grouping the homes built in the Borough by years, those built before 1939 represented the largest category with 416 housing units (30.3%), which was the second lowest percentage of all six boroughs for that time period.
- Highspire had the highest percentage of housing units constructed between 1980 and 1989 (9%) of all six boroughs in the region.

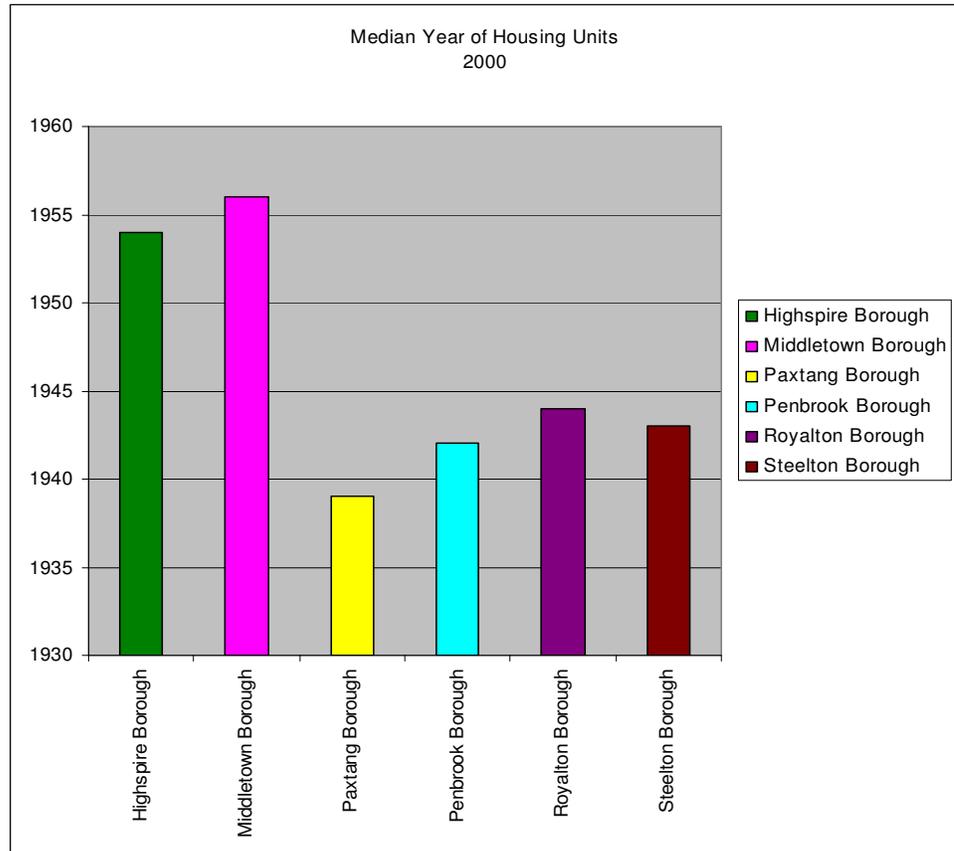


Examples of newer housing

Table 7-5: Year Structure Built - 2000

	Total Housing Units	Housing units: Built 1990 to March 2000	Housing units: Built 1980 to 1989	Housing units: Built 1970 to 1979	Housing units: Built 1960 to 1969	Housing units: Built 1950 to 1959	Housing units: Built 1940 to 1949	Housing units: Built 1939 or earlier	Housing units: Median year structure built
Highspire Borough	1,373	79	124	187	185	200	182	416	1954
		5.8%	9.0%	13.6%	13.5%	14.6%	13.3%	30.3%	
Middletown Borough	4,387	203	258	776	618	909	505	1118	1956
		4.6%	5.9%	17.7%	14.1%	20.7%	11.5%	25.5%	
Paxtang Borough	703	8	2	18	35	123	160	357	1939
		1.1%	0.3%	2.6%	5.0%	17.5%	22.8%	50.8%	
Penbrook Borough	1,398	14	44	111	122	238	226	643	1942
		1.0%	3.1%	7.9%	8.7%	17.0%	16.2%	46.0%	
Royalton Borough	415	40	15	31	37	37	76	182	1944
		9.6%	3.6%	7.4%	8.9%	8.9%	18.2%	43.5%	
Steelton Borough	2,533	94	105	199	254	434	253	1180	1943

Graph 7-6



Housing Value

Value is the respondent's estimate of how much the property (house and lot, mobile home and lot, or condominium unit) would sell for if it were for sale.

The value of housing determines the affordability of housing in a community. Housing values in boroughs generally tend to be slightly lower than in growing, suburban townships. This is typically due to the age, size and amenities included with newer homes.

- The median housing value in 2000 for Highspire Borough is \$78,600, which is the third lowest of the six boroughs in the region.

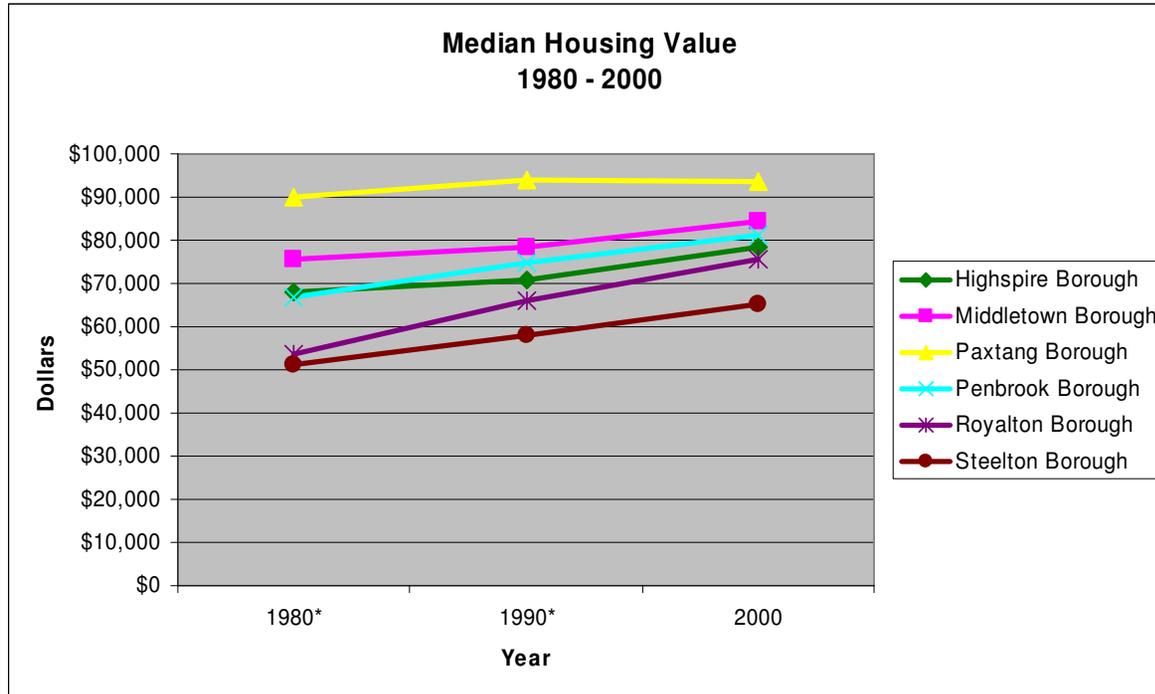
- Using 1980 and 1990 Census figures adjusted for inflation, the value of housing units in Highspire Borough have increased 15.7% since 1980, which is the fourth largest percent change of the six boroughs over the last 20 years.
- Between 1990 and 2000, the median housing value in Highspire Borough increased by 10.9%, which was the third greatest increase of the six boroughs during that 10 year period.
- The cost of housing in Highspire Borough (15.4%) appreciated at a lower rate over the last 20 years than all other boroughs in the region except for Paxtang (4.4%) and Middletown (11.4%).

Table 7-6: Housing Value - 1980 - 2000

Median Housing Value	1980	1980*	1990	1990*	Relative Change 1980* to 1990*	2000	Relative Change 1990* to 2000*	Relative Change 1980* to 2000
Highspire Borough	\$32,500	\$67,919	\$53,800	\$70,883	4.4%	\$78,600	10.9%	15.7%
Middletown Borough	\$36,200	\$75,651	\$59,400	\$78,261	3.5%	\$84,300	7.7%	11.4%
Paxtang Borough	\$43,000	\$89,862	\$71,300	\$93,939	4.5%	\$93,800	-0.1%	4.4%
Penbrook Borough	\$32,000	\$66,874	\$56,700	\$74,703	11.7%	\$81,100	8.6%	21.3%
Royalton Borough	\$25,600	\$53,499	\$50,200	\$66,140	23.6%	\$75,700	14.5%	41.5%
Steelton Borough	\$24,500	\$51,200	\$44,000	\$57,971	13.2%	\$65,400	12.8%	27.7%

*1980 & 1990 values have been adjusted for inflation through use of the CPI to represent 2000 dollar amounts.

Graph 7-7



Rental Costs

Contract rent - The monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included. For vacant units, it is the monthly rent asked for the rental unit at the time of interview.

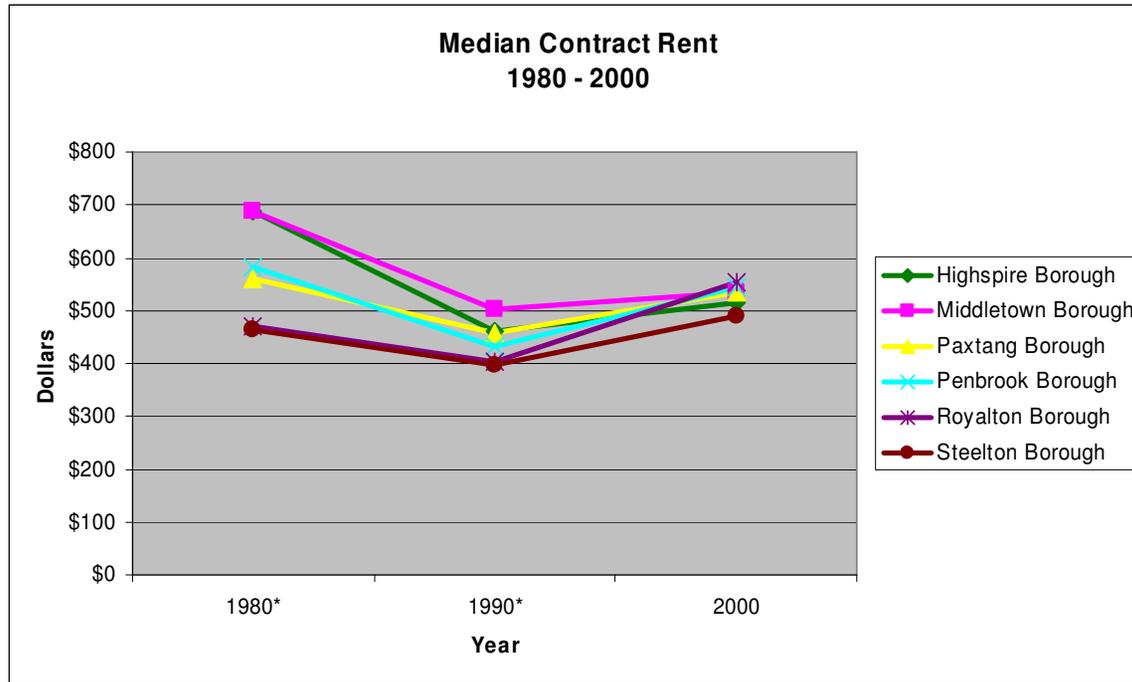
- In 1980, Highspire had the highest median contract rent both in 1980 dollars (\$329) and also when adjusted to 2000 (\$688) of the six boroughs, while in 1990, Highspire had the second highest median contract rent (\$350 in 1990 dollars and \$461 in 2000 dollars).
- Although only \$64 separates the lowest median contract rent from the highest median contract rent of the six boroughs, the median contract rent for Highspire Borough in 2000 was \$515, which is the second lowest of all six boroughs. The increase of 11.7% since 1990 was the second lowest change of the boroughs over the same time period.
- Highspire had the largest relative change in the median cost for contract rent between 1980 and 1990, a decrease of 33% and between 1980 and 2000 with a decrease of 25.1%.

Table 7-7: Rental Costs - 1980 - 2000

Median Contract Rent	1980	1980*	1990	1990*	Relative Change 1980* to 1990*	2000	Relative Change 1990* to 2000*	Relative Change 1980* to 2000
Highspire Borough	\$329	\$688	\$350	\$461	-33.0%	\$515	11.7%	-25.1%
Middletown Borough	\$329	\$688	\$382	\$503	-26.9%	\$534	6.2%	-22.4%
Paxtang Borough	\$268	\$560	\$347	\$457	-18.4%	\$534	16.8%	-4.6%
Penbrook Borough	\$279	\$583	\$328	\$432	-25.9%	\$544	25.9%	-6.7%
Royalton Borough	\$225	\$470	\$305	\$402	-14.5%	\$554	37.8%	17.9%
Steelton Borough	\$222	\$464	\$302	\$398	-14.2%	\$490	23.1%	5.6%

*1980 & 1990 values have been adjusted for inflation through use of the CPI to represent 2000 dollar amounts.

Graph 7-8



Building Permits

- The year in which the largest number of building permits for residential units issued was 1991, the same year as the last major revision to the Zoning Ordinance and Subdivision and Land Development Ordinance occurred.
- Highspire issued 133 building permits issued for residential units since 1984, which reflects the second largest figure of total new housing units of the six boroughs to be built over the last 20 years, ranking the Borough only second overall to Middletown (218) during the same period.
- Highspire averaged 6 building permits, along with Royalton, making them both second overall to Middletown (10) in the total number of building permits issued for residential units since 1984.

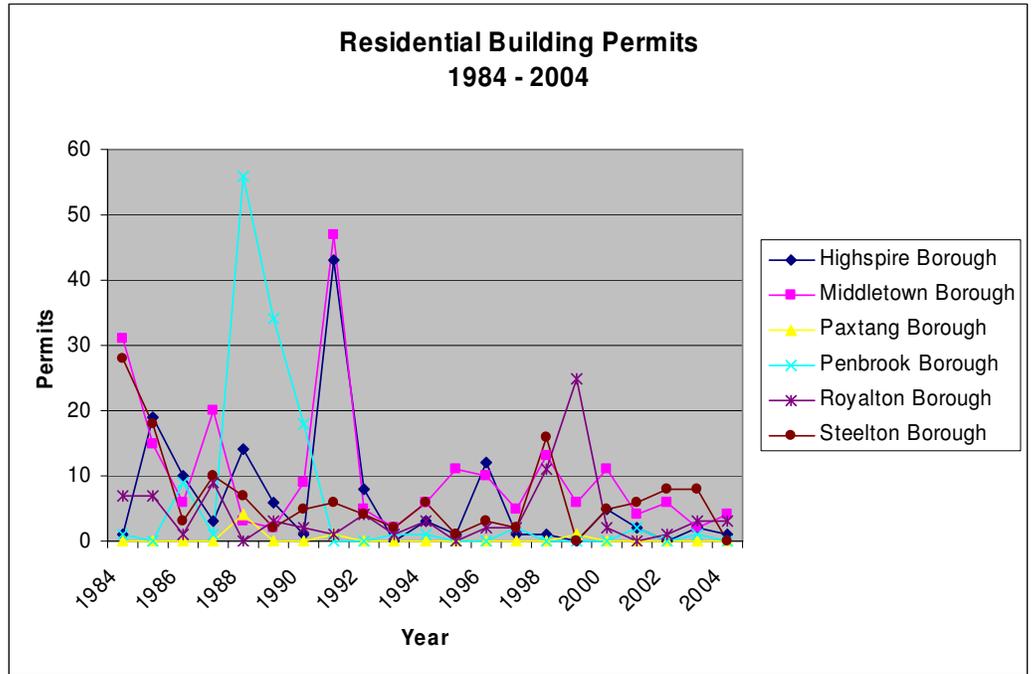
Table 7-8: Building Permits 1984 - 2004

Building Permits	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Highspire Borough	1	19	10	3	14	6	1	43	8	0	3	1
Middletown Borough	31	15	6	20	3	2	9	47	5	2	6	11
Paxtang Borough	0	0	0	0	4	0	0	1	0	0	0	0
Penbrook Borough	1	0	9	1	56	34	18	0	0	1	1	0
Royalton Borough	7	7	1	9	0	3	2	1	4	1	3	0
Steelton Borough	28	18	3	10	7	2	5	6	4	2	6	1

Building Permits	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total	Annual Average
Highspire Borough	12	1	1	0	5	2	0	2	1	133	6
Middletown Borough	10	5	13	6	11	4	6	2	4	218	10
Paxtang Borough	0	0	0	1	0	0	0	0	0	6	0
Penbrook Borough	0	2	0	0	0	2	0	1	0	126	6
Royalton Borough	2	2	11	25	2	0	1	3	3	87	4
Steelton Borough	3	2	16	0	5	6	8	8	0	140	7

Source: Tri-County Regional Planning Commission

Graph 7-9



Newer housing is more affordable in Highspire Borough in terms of owning a home or renting.

8. TRANSPORTATION AND CIRCULATION

A safe and efficient multi-modal transportation system, which includes pedestrian, automobile, truck and bus service to name a few, is essential for the free flow of people and goods to destinations within, as well as through, a community. The transportation network also provides the foundation for the necessary and efficient response by public and emergency services, typically via the roadway network. The location, quality, and availability of transportation facilities have a significant impact and influence on where future growth and development, and, in terms of the borough, infill and redevelopment is likely to occur. Therefore, understanding a community's transportation system is a key element of the basic studies because it relates directly to the way the borough has developed physically regarding the types, location and design of the land uses. Additionally, it is important in terms of understanding the existing system to assure the convenience for those using the system, whether it be students, businesses, and commuters, is either continued or enhanced for the long term sustainability of the community.

Generally the majority of the borough is laid out in a grid or modified grid pattern. Older grid patterned streets as found in Highspire generally are designed with narrower cartway widths, alleys and sidewalks, which tend to promote slow speeds and connectivity, alternate routes, and pedestrian safety.

Regional Access

As stated in the Introduction, Location and Regional Characteristics chapter, Highspire Borough is accessed by Route 230, known as Second Street in the borough, and is in proximity of the Pennsylvania Turnpike and Route 283 via Eisenhower Boulevard (SR 3001). Additionally, the borough has access to I-81, I-83, US-11, US-15, US-22, US-322 all of which are located generally north and/or west of the borough.



Looking southwest along the Susquehanna River towards the PA Turnpike bridge
(foreground, existing: background, new construction)

Roadway Functionality

Since the primary mode of transportation is via private motorized vehicles including automobiles, trucks, vans, etc. (according to the 2000 Census figures for Highspire indicating over 95% of persons commuting to work using this mode) in determining the functional classification of the borough's streets and roadways (local and state) is an essential step in the preparation of coordinated transportation initiatives within the borough. By establishing such a system, local streets and state roadways not only in the borough, but throughout the Harrisburg Region, are designated by the Pennsylvania Department of Transportation (PennDOT) and the Harrisburg Area Transportation Study (HATS) according to the planned level of usage. In every roadway, there are two (2) important functions that can be found in varying amounts. First, roadways permit physical mobility to travel from place to place. Secondly, roadways provide access to an extensive array of land uses. Roadways which typically offer a higher degree of mobility (moving significant volumes of through and local traffic) which also have limited or fewer access points are typically turnpikes, interstates and other important and heavily traveled state and federal roadways. Streets located in residential areas provide numerous and direct access points to each house and carry a significantly lower volume of traffic, especially through traffic, are typically local.

PennDOT and HATS utilize a hierarchy of classifications ranging from the highest functional classification such as arterials, to the lowest which includes local streets. Within the general arterial classification are principal and minor arterials. Additionally, between arterials and local streets are collector roadways, which include both major and minor collectors. Generally, although there are some locally owned roadways designated as collectors or arterials, most municipal roadways are considered local streets. Typically, state highways are classified as collectors or higher. Arterial and collector roads are defined below⁶:

Characteristics of arterial roads (both non-limited access and limited access):

- Highways which are major traffic corridors, providing for traffic of substantial volumes. Generally, these highways should accommodate operating speeds of 35 to 55 miles per hour, and have an estimated Average Daily Traffic (ADT) count of 5,000 vehicles or greater.

Characteristics of collector roads:

- Streets which connect local access highways to arterial highways. Generally, these streets should accommodate operating speeds of 35 miles per hour, and have an estimated Average Daily Traffic (ADT) count of 400 to 5,000 vehicles.

Within Highspire Borough, the following roadways are classified arterials and collectors:

Arterials (Principal)

- Second Street (SR 0230)
- Eisenhower Boulevard (SR 3001)

⁶ Dauphin County Comprehensive Plan



Example of an Arterial, looking west on 2nd Street

Collectors (Major)

- Lumber Street
- Rosedale Avenue
- Whitehouse Lane



Example of Collectors, looking north on Lumber Street and south on Whitehouse Lane, respectively

Table 8-1

Roadway Name	Roadway Number	Classification	Segment	Volume ⁷	Level of Service ⁸	Cartway Width ⁹
Second Street	SR 0230	Principal Arterial	Borough limit with Steelton to SR 3001	9,872	B	44'
Second Street	SR 0230	Principal Arterial	SR 3001 to White House Lane/Borough limit with Lower Swatara Township	13,082	B	32' - 52' ¹⁰
Eisenhower Boulevard	SR 3001	Principal Arterial	SR 0230 to Borough limit with Lower Swatara Township /Turnpike	11,489	B	20' - 24'
Lumber Street	D 147	Major Collector	SR 0230 to Borough limit with Lower Swatara Township /Turnpike	1,952	A	20' - 24' ¹¹
Rosedale Avenue	D 148	Major Collector	Lumber Street to Borough limit with Lower Swatara Twp	1,546	A	17'
White House Lane	D 149	Major Collector	SR 0230 to Borough limit with Lower Swatara Township	3,122	A	32'

The remaining streets and roadways within the borough are classified as local streets.

Traffic Volume

PennDOT has developed an evaluation using traffic counts using the Average Annual Daily Traffic (AADT). AADT is the typical daily traffic on a road segment for all the days in a week, over a one-year period. It should be noted that volumes represent total traffic, both directions.

Arterials are roads designed to carry larger volumes of traffic, specifically through traffic, at higher speeds and have more limited access. The roads with the highest volumes of traffic are the Principal Arterials (SR 0230 and SR 3001). SR 0230 traverses the borough in a northwest/southeast manner in the southern

⁷ Pennsylvania Department of Transportation, Bureau of Planning and Research, Geographic Information Division, 2005

⁸ Dauphin County Comprehensive Plan, 2005

⁹ Pennsylvania Department of Transportation, Bureau of Planning and Research, Geographic Information Division, 2005

¹⁰ Approximately 63% of the roadway has a 44' cartway width, generally west of Hanover Street, while 37% east of Hanover Street has either 32' or 52' wide cartway.

¹¹ Approximately 55% of the roadway has a 20' cartway width, generally north of Poplar Street, while 45% south of Poplar Street has a 24' wide cartway.

portion of the borough, and has an AADT of 9,872 west of SR 3001 and 13,028 east of SR 3001. SR 3001 running in a northeast and southwest manner, traverses the western portion of the borough and carries approximately 11,489 more vehicles per day.

Collector roads are designed to carry less traffic, with a mix of through and local traffic, at lower speeds and provide more access than arterials. The volumes on White House Lane are the highest of all collector roads at over 3,122 vehicles per day. White House Lane forms part of the eastern boundary of the borough with Lower Swatara Township in the vicinity of Lisa Lake. Lumber Street and Rosedale Avenue are also collectors. Lumber Street, running northeast to the southwest, bisects the borough into east and west. Lumber Street has an AADT of approximately 1,952 vehicles, while Rosedale Avenue in the north part of the borough runs generally in an east west manner beginning at Lumber Street. The AADT of Rosedale Avenue is 1,546 vehicles.

Local roads are designed to carry the least amounts of traffic, specifically local traffic, have the lowest speeds and provide direct access.

Traffic volume can be used in conjunction with other information such as intersection configuration, signalization, etc. to determine the level of service for existing roadways and intersections.

Design Standards

Borough street design and construction requirements are governed by the Highspire Borough Subdivision and Land Development Ordinance.

Generalized Roadway Pavement Conditions

Overall, the pavement condition of the majority of Highspire's approximately 12.8 miles of borough owned and maintained roadways (77.1%) are considered in good condition, meaning they are fairly new and/or require little to no maintenance. Roadways designated as fair have a few minor and/or one major pavement deficiencies, which can be addressed through routine maintenance and/or minor improvements. Finally, roadways designated with poor pavement conditions are in need of maintenance and/or major improvements.

The following table lists generalized roadway and street pavement conditions within Highspire, specifically relating to pavement conditions:

Table 8-2:

Condition	Borough Street & Roadways Pavement Conditions			Total Borough	State Maintained	Total Borough & State
	Good	Fair	Poor			
Percentage of Total	77.1%	10.2%	12.7%	100%		
Total Mileage (approx.)	12.8	1.7	2.1	16.6	1.7	18.3

Source: Borough field survey 2006



Roadway pavement surface condition, looking east along Elizabeth Street

Traffic Signage and Signalization

As previously mentioned, the structure and design of Highspire’s street system mirrors other older, more urbanized boroughs and cities by utilizing a grid pattern. As such, a major feature of the grid pattern is rectangular blocks bounded, usually bounded on all sides by streets and/or alleys. Typically the intersections of the streets and alleys in the grid pattern are generally near 90 degrees and are located between 100 and 600 feet apart. The majority of the borough’s intersections contain stop signs to control traffic flow, which can be partially attributed to the grid

pattern design. Generally, stop signs are located on alleys entering streets. Elsewhere, stop signs are sited at the intersection of streets helping drivers and pedestrians decide who has the right-of-way at intersections.

Generally, intersections on roadways with higher volumes of traffic are provided with traffic signals over stop signs when conditions warrant. There are only three (3) traffic signals within the borough, and both are located on Second Street. The following are roadways intersecting with Second Street that contain traffic signals:

1. Eisenhower Boulevard
2. Roop & Broad Street
3. White House Lane



Traffic signal, looking northwest along 2nd Street at White House Lane

Recently a traffic signal warrant study for Second Street and Lumber Street was completed for the borough.¹² Based upon the findings of the study, a traffic signal control is suggested for the intersection for two (2) general reasons:

- The high volume of vehicles traveling on Second Street cause excessive delays or a hazard for vehicles entering Second Street from Lumber Street; and

¹² Traffic Signal Warrant Study - Second Avenue (SR 0230) and Lumber Street; Highspire Borough, Dauphin County, PA: April 5, 2006: RETTEW Associates, Inc.

- The high volumes of traffic on both Second Street and Lumber Street measured on an average day in any four (4) continuous hour period.

Truck Routes

There are two (2) roadways listed by PennDOT as Truck Access Routes within Highspire Borough. Truck Access Routes are designated for use by oversized trucks as required by the Federal Surface Transportation Assistance Act of 1982. Trucks and associated trailers of specific sizes are prohibited from certain roadways.

Within Highspire Borough, the following roadways are considered Truck Access Routes along with their associated designations:

1. Second Street - 102" TWINS AND 102"- 48' AND 53' TRAILERS
2. Eisenhower Boulevard - OTHER 4 LANE ROUTE



Truck prohibition sign, looking west along Penn Street

Public Transit

Cumberland-Dauphin-Harrisburg Transit Authority, more commonly known as Capital Area Transit (CAT) provides public transportation services to municipalities throughout the region. Services provided by CAT which directly impact Highspire Borough include fixed route bus service, paratransit and shared-ride

service. CAT's fixed Route 7 extends as far east as Middletown/HIA, while their Special Efforts Transportation (SET) Program provides door-to-door paratransit service for riders living in CAT's fixed route service area who are unable to ride the regular buses because of their disabilities. The paratransit service is available Monday through Saturday, from 5:00 AM to 8:30 PM, provided that notification for a ride is given prior to 3 PM the previous day. Finally, CAT provides a Share-A-Ride Program, which is available for senior citizens (ages 65 and up) and people with certain disabilities. Services are available seven days a week in the Harrisburg area from 6:00 AM to 6:00 PM. As with the SET Program, reservations are required the previous day for the Share-A-Ride Program; for the Share-A-Ride Program, notification must be given for a ride by 10 AM the previous day.



Bus stop locations along 2nd Street at Hammaker and Broad Streets respectively

There are also several taxicab and limousine service providers who offer service to Highspire residents. The providers supply transportation to many points throughout the region. Service is available 24 hours a day and can be used by contacting a provider. Cost rates are established through PUC regulations and vary by time and length of trip.

Passenger Rail Service

Amtrak serves the Harrisburg area with two train stops, one southeast of Highspire in Middletown, and the other northwest of the borough at the Harrisburg Transportation Center in downtown Harrisburg. Harrisburg is the western terminus for Amtrak's Keystone Corridor trains, which provide extensive weekday and weekend service between Harrisburg, Lancaster, Philadelphia, and New York. Amtrak runs nine weekday and four weekend Keystone Corridor trains in each direction between Harrisburg and

Philadelphia's 30th Street Station; most of these trains also provide service to and from New York's Penn Station. In both Philadelphia and New York, passengers can transfer from the Keystone Corridor trains to other trains that run along Amtrak's Northeast Corridor.

Pedestrian Facilities

Highspire Borough, due to its older, urbanized nature, contains a large network of sidewalks. These walkways are an important part of the borough's alternative transportation network founded in the historic development pattern associated with the grid pattern. The network of sidewalks enables residents and visitors to access the downtown area as well as the surrounding neighborhoods, parks, businesses and other public facilities without depending on an automobile or public transportation. The well-maintained and accessible sidewalk network plays a significant role in making the borough a safe and attractive community not only to visit, but to live and do business.



Examples of sidewalks along 2nd Street

A majority of the developed or built up (with buildings) blocks within the borough have sidewalks. The condition of sidewalks in the borough is highly variable, ranging from areas with no sidewalks to areas with newly installed sidewalks. As in most older urban areas where street trees are located within close proximity to sidewalks, tree roots heave and crack some sidewalks and curbing. In most cases, individual property owners are responsible for installation and maintenance of sidewalks and street trees.



Bicycle Facilities

Highspire Borough, due to its older, urbanized nature, contains limited options for cyclists. One major state identified onroad bicycle route, known as Route J is located near Highspire. Route J generally follows the US 11/15 corridor between the Perry/Juniata County line and the US 22/322 interchange, the US 22/322 corridor between the US 11/15 interchange and Fort Hunter in Dauphin County, the 6th and Front Street corridors in Dauphin County between Fort Hunter and the Market Street Bridge in Harrisburg, and the Bridge Street corridor in New Cumberland Borough in Cumberland County. It should be noted that Route J also has two spur routes. One, the Simpson Ferry Road and Williams Grove Road corridors in Cumberland County; but more importantly, the other, which traverses Highspire, following the SR 230 corridor between downtown Harrisburg and the Dauphin/Lancaster County line.

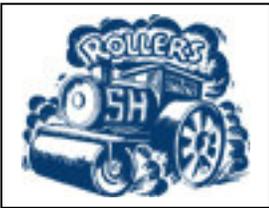
Aviation

The Harrisburg International Airport (HIA) is located immediately south and southeast of the borough, in Lower Swatara Township. The airport provides the region with direct and connecting commercial air passenger and airfreight service to national and international destinations. HIA is also scheduled to become an intermodal facility when the proposed passenger rail station is completed. This will enable persons using various modes of transportation to access the airport without necessarily relying on an automobile.

9. COMMUNITY FACILITIES AND UTILITIES

Education

Although public education provided for Highspire has been in existence since 1835, the current school district, the Steelton-Highspire School District, serving both boroughs of Steelton and Highspire, was formed in 1958. Currently the School District encompasses an area of 2.38 square miles and has one high school and one elementary school. Special education is provided by the District as well as the Capital Area Intermediate Unit #15. Occupational training and adult education in various vocational and technical fields are provided by the School District and the Dauphin County Technical School. Most recently (2004-2005), the School District served a student population of 1,341 students (K-12) with approximately 97 full-time teachers. As of early 2006, the School District is in the process of constructing a new school. It should be noted that no school facility is or planned to be located within the Borough of Highspire.



The current Steelton-Highspire Elementary School is located at 4th and Walnut Streets in Steelton, and serves students in grades K-6. The school site includes approximately 2.2 acres of land and houses the school building with a parking area and an outside play area. The school building itself contains 75 rooms, and includes classrooms, administrative offices, a multipurpose room, teacher's lounge, and storage facilities. Additionally, the school building has an auditorium, gymnasium, library and cafeteria. The school site also includes a playground.

Recently, the School District broke ground for a new elementary school. The site of the new school is next to the high school near Suntura Street and Reynders Avenue. The new facility, expected to be completed in June 2007 will replace the existing elementary school.

The Steelton-Highspire High School is located at Swatara Street and Reynders Avenue in Steelton and serves students in grades 7 - 12. The school site includes approximately 45 acres and houses the school building with 2 parking lots, a multipurpose field and baseball field. The school building itself contains 95 rooms, 2 gymnasiums (1 main and 1 auxiliary), an auditorium, a cafeteria, a library and a music/band room. Additionally, the School District

I-A-9 Community Facilities and Utilities

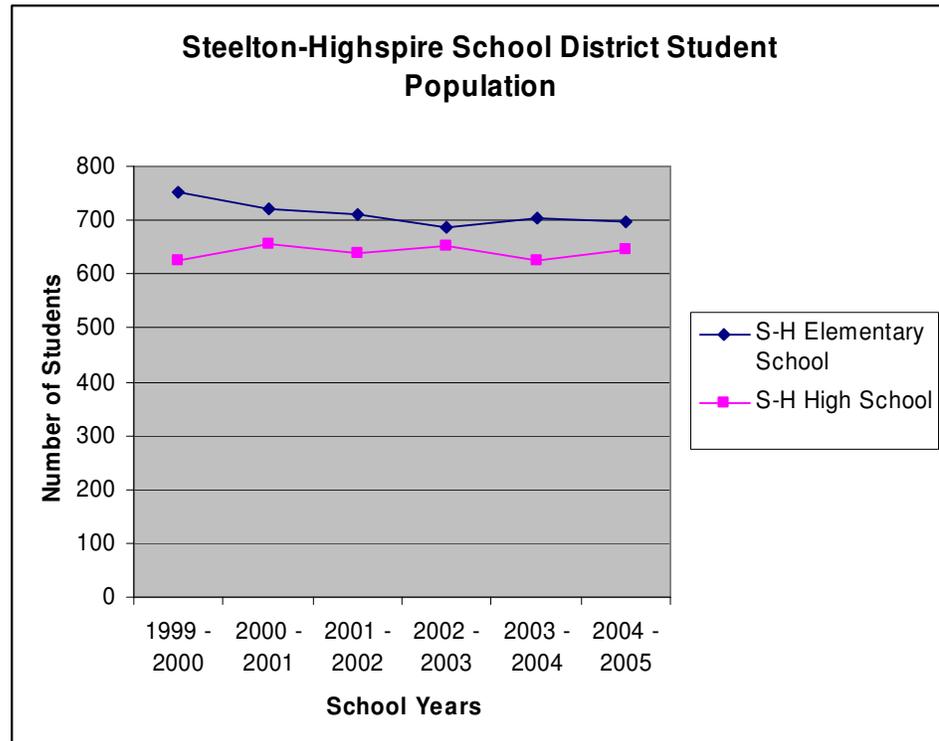
has a stadium and field house both located on Cottage Hill in Steelton.

Table 9-1 shows enrollment for the elementary school, high school and school district total for the years 1999 to 2005. Enrollment has held very steady since 1999, fluctuating between a high of 1,378 in 2000-2001 to a low of 1,330 in 2003-2004. The most recent data indicates an enrollment of 1,341 in 2004-2005.

Table 9-1

	1999 - 2000	2000 - 2001	2001 - 2002	2002 - 2003	2003 - 2004	2004 - 2005
S-H Elementary School	751	722	712	688	705	696
S-H High School	624	656	639	653	625	645
S-H School District Totals	1,375	1,378	1,351	1,341	1,330	1,341

Graph 9-1



Future public school enrollments for all Dauphin County school districts were developed for the Dauphin County Comprehensive

Plan. In calculating future student population, the Tri-County Regional Planning Commission determined the number of public school students per household, living in each school district for the year 2000. After the number of students per household figure was developed, those figures were applied to the projected number of dwelling units for in each school district for the years 2005, 2010, 2015 and 2020, which was based upon the assumption that the year 2000 vacancy rates remained constant. The result of this function provides the potential number of public school students (K-12) projected to live within each school district's boundaries. The projected figures for Steelton-Highspire are as follows:

Table 9-2

	2005	2010	2015	2020
S-H School District Totals	1,359	1,357	1,355	1,352

Although student attendance can vary from year to year projection and it becomes difficult to project student population beyond 5 years, according to the Tri-County Planning Commission's projections, Steelton-Highspire School District population is expected to remain relatively constant over the 15 years, with a 2020 student population of 1,352.

Higher Education

Highspire residents have ample access to numerous higher education institutions and facilities. According to the Dauphin County Comprehensive Plan, there are six such institutions located in Dauphin County. The closest institution to Highspire is located approximately 4 miles east of Highspire in Middletown, being the Pennsylvania State University (Penn State) Harrisburg campus. This institution offers both undergraduate and graduate degrees. Additionally, Penn State operates a specialized medical facility in Hershey, known as the Penn State Hershey Medical Center. The four other Dauphin County higher education institutions include: Harrisburg Area Community College (HACC) which provides two year programs/degrees for residents in the Harrisburg region; Temple University which operates a small center city campus in Harrisburg offering graduate courses in a limited curriculum; Widener University which has a Law School branch campus in Harrisburg; and Dixon University Center in

Harrisburg which includes a group of nine colleges and universities, offering certificate, undergraduate and graduate degree programs to students¹³.

Borough Building

The Highspire Borough Building is located at 640 Eshelman Street. In addition to the borough's administrative support offices, the building also contains the Police Department and the Borough Council chambers and meeting room. The basement, although large and used for storage, is constrained by access (internally and externally) and high humidity due to the presence of the high water table. Also, the building is equipped with an emergency power generator that allows borough officials to continue operations during power outages. Finally, located on the site are the parking lot and the Eshelman Street Playground.



Sign in front of Borough Office

Fire Service

Fire protection is a basic public service that is essential to the residents and business owners of the borough. Adequate fire protection must be provided to protect public health and safety, as well as to ensure that fire insurance rates paid by residents and businesses do not become overly burdensome.

¹³ Dauphin County Comprehensive Plan - Tri County Regional Planning Commission

Highspire Borough has one fire department. The Citizens Fire Company is a 100% volunteer fire company, which provides both Fire/Rescue and Emergency Medical Services (EMS) to the citizens of, and property within, Highspire Borough. Citizens Fire Company responds to approximately 400 emergency calls each year.

The fire company has approximately 28 volunteers including 1 chief, 2 deputy chiefs, 1 captain, 1 lieutenant, 14 firefighters, 1 scene photographer, 5 fire police, 3 junior firefighters and a Ladies' Auxiliary. The Ladies Auxiliary is a group of women who support the firefighters in tasks, projects and events such as fundraising, banquets, hall rentals, catering, dinners and chicken BBQ's.



Citizens Fire Company No. 1

The fire department operates two (2) engines out of a single station located at 272 Second Street. The fire company vehicle and equipment listing includes:

- Engine 55 is a 1992 PemFab Rescue/Pumper
- Engine 55-1 is a 1978 CF Model Mack Pumper, that was refurbished in 2000 by New Lexington
- Car 55 is reserved for Fire Chief and/or Duty Officer use and is a 1994 Ford Crown-Victorian with Police Cruiser Package

Additionally, the fire department has the following pieces of specialized equipment:

- MSA Evolution-3000 Thermal Imaging Camera. The camera allows the firefighters to easily view through thick smoke to locate trapped occupants. Additionally, it can be used to pinpoint the location of the fire.
- Engine 55 is equipped with an Automated External Defibrillator (A.E.D.). The A.E.D. is a life saving device, used a help improve the survival rate of a sudden cardiac arrest.

Police

The role of the police department in a community generally takes on three (3) functions. These functions include law enforcement, maintenance of order, and community service. Law enforcement takes place when legal sanctions are imposed upon those who deprive others of life or property. Maintaining order consists of handling disputes or behavior that threatens to produce disputes. Community service encompasses functions such as traffic control, first-aid services, rescue operations, school involvement, etc.

Highspire Borough provides police service through the Highspire Police Department. The Police Department is located in the Borough Office building 640 Eshelman Street. Police protection is provided 24 hours a day, 7 days a week, via a staff of 6 full time officers and 9 part time officers including one chief, one sergeant and 12 patrolmen.

“In 2004, the police department responded to 4,102 calls. . . an average of . . . 11.23 calls per day. These calls include crimes, incidents and services performed. The figures do not reflect proactive patrol duties¹⁴. In 1996, the department handled 2,704 calls. . . . calls have increased by 35% (since 1996) . . In 2005, the

¹⁴ Proactive patrol duties typically include frequently stopping vehicles for observed violations, to issue citations and to check for stolen vehicles and/or wanted subjects. This type of interaction can reduce the opportunity for persons to commit crimes, allow the police to interact with residents and to resolve problems, improve the quality of life within the community, regulate non-criminal activities, and ensure the safe and efficient movement of traffic on public roads.

number of traffic accidents decreased from last year by 8, to 78 reported accidents.”¹⁵)

Occurrence and type of crime are important indicators of the quality of life within a community. Listed below are the types and numbers of crimes reported to and cleared by the Highspire Borough Police Department between 2001 - 2005. According to the Federal Bureau of Investigation’s (FBI) Uniform Crime Reporting (UCR) Program which is “. . . a voluntary city, county, state, tribal, and federal law enforcement program that provides a nationwide view of crime based on the submission of statistics by law enforcement agencies throughout the country . . .”, Part I Crimes are offenses which involve serious crimes and offenses which are classified due to their specific nature and/or volume. It should be noted that “. . . not all crimes, such as embezzlement, are readily brought to the attention of the police. Also, some serious crimes, such as kidnapping, occur infrequently. Therefore, the UCR Program limits the reporting of offenses known to the eight selected crime classifications because they are the crimes most likely to be reported and most likely to occur with sufficient frequency to provide an adequate basis for comparison.

As for arrest information, the UCR Program collects arrest data on Part I offenses and 21 other crimes, such as driving under the influence, that are Part II offenses. Simple assault is a Part II offense but is collected under 4e (Other Assaults-Simple, Not Aggravated) as a quality control matter and for the purpose of looking at total assault violence.”¹⁶

¹⁵ Highspire Police Department Annual Report 2005, Introduction by Police Chief

¹⁶ <http://www.fbi.gov/ucr/ucrquest.htm>

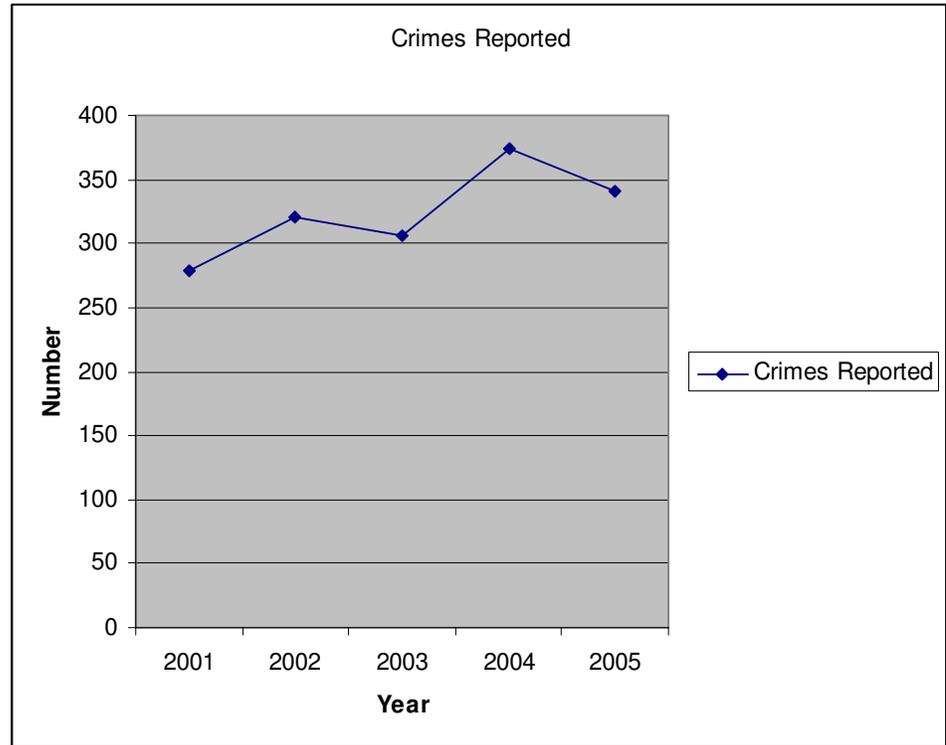
Table 9-3: Part 1 and 2 Crimes and Clearance Activity

Part I Crimes	2005 Reported	2005 Cleared	2004 Reported	2004 Cleared	2003 Reported	2003 Cleared	2002 Reported	2002 Cleared	2001 Reported	2001 Cleared
Murder	0	0	0	0	0	0	0	0	0	0
Rape	3	2	0	0	2	1	2	0	1	1
Robbery	8	1	1	1	1	1	3	3	0	0
Assault	59	42	38	38	31	29	18	16	25	25
Burglary	12	3	18	0	16	1	10	0	17	2
Theft	88	19	118	24	57	21	84	13	91	27
Vehicle Theft	3	1	9	2	7	3	9	3	5	0
Arson	0	0	0	0	0	0	0	0	0	0
Total	173	68	184	65	114	56	126	35	139	55

Part II Crimes	2005 Reported	2005 Cleared	2004 Reported	2004 Cleared	2003 Reported	2003 Cleared	2002 Reported	2002 Cleared	2001 Reported	2001 Cleared
Forgery	5	4	1	0	3	0	4	2	2	2
Fraud	0	0	1	1	1	0	3	2	2	1
Embezzlement	0	0	0	0	0	0	0	0	0	0
Stolen Property	0	0	0	0	0	0	0	0	0	0
Criminal Mischief	58	9	67	13	68	11	50	8	2	1
Prostitution	0	0	0	0	0	0	0	0	0	0
Sex Offenses	1	1	0	0	2	1	0	0	1	1
Drug Abuse	21	21	19	19	19	19	12	10	9	9
DUI	18	18	27	27	28	28	35	35	23	23
Liquor Laws	6	6	1	1	7	7	5	5	9	9
Drunkenness	10	10	8	8	10	10	14	14	12	12
Disorderly Conduct	25	25	18	18	38	38	41	41	35	35
Other	24	24	48	45	16	16	30	29	45	45
Total	168	118	190	132	192	130	194	146	140	138
Grand Total	341	186	374	197	306	186	320	181	279	193

Source: Highspire Police Department Annual Report 2005

Graph 9-2



- It appears theft and criminal mischief comprise the largest number of reportable calls for Part I and Part II Crimes respectively.
- It should be noted, the Borough's Police Department has nearly a perfect clearance rate for sex offenses, drug abuse, DUI, liquor laws, drunkenness and disorderly conduct offenses over between 2001 and 2005.
- Overall, between 2001 and 2004, it appears the total number of reportable crime increased from 279 to 374. But in 2005, there that trend reversed, as there was a total of 33 less reportable incidents in 2005 than the previous year.

In addition to criminal activity monitoring and enforcement, the Highspire Borough Police Department also provides traffic law enforcement and the investigation of accidents. When combined, these are the three most frequent duties of police officers. Table 9-4 below is an overview of traffic activities performed by the Highspire Borough Police Department since 2001.

Table 9-4: Traffic Enforcement Activity

	2005	2004	2003	2002	2001
Traffic Citations	609	668	659	445	592
Parking Tickets	99	181	197	172	152
Traffic Warnings	12	56	77	95	180
Faulty Equipment Warnings	174	175	251	145	171
Accident Investigation					
Total Accidents	78	87	93	71	81
Non-Reportable Accidents ¹⁷	61	15	76	57	72
Reportable Accidents ¹⁸	17	72	17	14	9
Injuries from Accidents	11	23	16	13	6
Fatalities from Accidents	0	0	0	0	0

Source: Highspire Police Department Annual Report 2005

- Overall, the number of traffic citations given out by the Highspire Police Department has generally increased since 2001.
- The number of parking tickets and traffic warnings issued has generally decreased.
- Since 2003, the total number of traffic accidents has been decreasing.

Among the specialized criminal and traffic enforcement duties, the police department incorporates a speed compliance and awareness program within the borough, to address concerns over regular traffic infractions enforcement. Additionally, the Borough Police Department participates in the Dauphin County D.U.I. Task Force, Dauphin County Crisis Response Team, and the Dauphin County Crime Scene Investigations Unit.

It should be noted that the Police Department does provide additional community outreach with community groups and local schools through the D.A.R.E. program and provides public speakers for topics including crime prevention, drug and alcohol abuse and home security.

¹⁷ Non-Reportable Accident: An accident which results in damage but no towing is required and there are not injuries.

¹⁸ Reportable Accident: An accident which results in injury to any person(s) involved or a vehicle is unable to be driven away under its own power.

The police department vehicle listing includes four (4) vehicles:

- 1994 Ford Crown Victoria unmarked patrol vehicle/Chief
- 1999 Ford Crown Victoria marked patrol vehicle
- 2001 Ford Crown Victoria marked patrol vehicle
- 1996 Chevrolet Caprice unmarked patrol vehicle



Highspire Borough Police Vehicles

Ambulance

Access to reliable medical treatment and transportation is just as important as police and fire protection. Residents of Highspire are served principally by the Citizens Fire Company which provides Basic Life Support Service/Ambulance services. Additionally, Highspire is served by Life Lion, a helicopter based Advanced Life Support/Medic Unit operated by the Penn State Milton S. Hershey Medical Center in the Hershey area. Also the South Central EMS, Inc. South Central EMS is a full emergency service organization, providing Advanced and Basic Life Support Services 24 hours a day, 365 days a year to Highspire residents. The primary 9-1-1 response area includes Lower Paxton, East Hanover, and West Hanover Townships, the Boroughs of Middletown, Royalton, and Highspire and the northern section of South Hanover Township in

Dauphin County, Pennsylvania. Emergency coverage is provided 24 hours a day, 365 days a year.

Solid Waste and Recycling

The Borough of Highspire contracts with York Waste Disposal to provide curbside pick up and hauling of residential and business refuse and solid waste. Construction material is not picked up curbside. Although the majority of the borough is provided with trash pick up service once per week. There are certain areas of Market Street, Frederick Street, Penn Street and Whiteside Avenue that have waste picked up on another day, which requires a smaller truck to maneuver down the narrower roads and tighter and around the tighter curve radii.

Additionally, the Borough has a compost facility located on Aviation Way, adjacent to the Highspire Borough Waste Water Treatment Plant. The compost is obtained through the borough's fall leaf collection program. Borough residents may obtain compost for their gardens and flower beds.

The Dauphin County Solid Waste Authority has set up a recycling center on Aviation Way next to the waste water treatment plant (WWTP) and compost facility. Items able to be recycled include corrugated cardboard, newspapers and inserts, magazines and catalogs, telephone books, plastic #1 and #2 (empty food, beverage and household containers), aluminum cans (empty food and beverage containers), and glass (clear, green and brown).



Recycling Containers along Aviation Way

Streets and Highways

The Highspire Borough Highway Department, responsible for the upkeep and maintenance of the borough's roads, parks, compost facility and municipal buildings, is also located at the WWTP. The Highway Department consists of 2 employees.

Public Water Facilities

United Water PA, a privately controlled company, is responsible for providing safe and constantly potable water to citizens, businesses and the fire protection of Highspire Borough. Except for an approximately 22 block area in the northeast section of the borough (east of Lumber Street, north of Market Street), a few properties near Walnut and Roop, and along Second Street, the entire borough is serviced by public water. This includes approximately 680 service connections within Highspire Borough, out of 30,450 in their entire Harrisburg service area. Besides mains, hydrants, and individual property service connections, the only other public water related infrastructure in the borough are two (2) pressure release valves (PRVs) (on Market Street east of Catherine Street and on Whitehouse Lane north of Cherry Alley). There are no water treatment plants or storage tanks within the borough.

Public Sewer Facilities

Highspire Borough is completely served with public sewage service. The Highspire Borough Authority owns a WWTP located on Lumber Street and Industrial Road, which discharges effluent into the Susquehanna River. The treatment plant services the entire Borough and portions of Lower Swatara Township. The plant was originally constructed in 1960 and expanded in 1987. The WWTP is designed to treat an average of 2.0 million gallons per day (mgd) of wastewater, although the current average daily flow is 0.95 mgd (approximately 48% of the total capacity). Assuming 1 equivalent dwelling unit (EDU) equals 400 gallons per day, the WWTP has approximately 2,625 EDUs remaining based on the average daily flow. The Borough Sewer Department is responsible for operating and maintaining the WWTP and the Borough's wastewater collection system. There is approximately 11 miles of sanitary sewer which collects and conveys sewage to the plant for treatment. Lower Swatara owns and maintains its own collection system.





Aerial view of Wastewater Treatment Plant
along Industrial Road and the Susquehanna River

Inflow/Infiltration (I/I) has been an issue for both the Borough and the Township. Over the years, the Authority has undertaken a proactive approach to replacing existing portions of the collection system which have been identified as contributing I/I. The Authority, including Lower Swatara, is currently under a Corrective Action Plan (CAP) to address I/I within certain portions of the collection system within both municipalities. It is expected that the CAP will be addressed by January 2007.

At present time, there are currently no plans to expand the treatment plant. However, because of the DEP's Chesapeake Bay Strategy, the WWTP will need to incorporate additional treatment in order to meet the Total Nitrogen and Total Phosphorus mass limits. Design of the improvements is currently under way and it is expected that the renovated facility will be on line in 2008.

Stormwater Drainage Facilities

Adequately located and designed stormwater drainage facilities are important for protecting the health, safety and welfare of person and property from flooding and water damage. Facilities for safely and effectively conveying stormwater, precipitation which does not infiltrate into the ground but instead flows overland, includes natural channels, and manmade drainage ditches, street gutters and storm sewers. Stormwater runoff is affected by the amount and types natural and manmade surfaces

including streams, floodplains, soil type, vegetation, pavement, buildings, bridges, as well as slope.

Although newer federal, state and local regulations have been enacted to alleviate stormwater problems caused by new development, older, more urbanized communities like Highspire are generally experience a majority of their problems from the existing, built environment and development activities occurring around the Borough. The Borough's existing stormwater system includes a mixture of both the natural and manmade facilities previously mentioned. As indicated in the Environmental, Natural and Cultural Features chapter approximately 43% of the Borough is located in the 100 year floodplain along Burd and Laurel Runs, both of which drain into the Susquehanna River. These features are the major stormwater drainage facilities in the Borough. As such, the areas adjacent to those water features are also the areas in the Borough most affected by stormwater water problems. It should be noted though there are other areas of the Borough that are affected by stormwater on a more frequent basis. This is generally due to the design, failure or absence of manmade features including streets, culverts, inlets, and pipes or the presence of or encroachment upon one or more natural features including floodplains, permeable soil or flat slopes. Such problem areas and facilities will be identified and further discussed in the Community Facilities and Utilities Plan in Phase 3 of this Comprehensive Plan.



Stormwater inlets

According to the Dauphin County Comprehensive Plan the coordination, control and management of stormwater can be accomplished in a stormwater management plan, which in Pennsylvania, is generated to comply with the Pennsylvania Stormwater Management Act-23 (Act 167). The Plan further states

that Act 167, “. . . mandates that stormwater management plans be developed at a watershed level in cooperation with municipalities and the public, regardless of municipal boundaries . . . The Dauphin County Commissioners have designated the Dauphin County Conservation District as the department responsible for the coordination of the Act 167 plans. When a plan is complete and approved by the Pennsylvania Department of Environmental Protection (DEP), the management standards within a plan are then the responsibility of the local governments within the watershed to implement. Streams carrying stormwater do not stop at municipal boundaries, it is important that all municipalities within a watershed implement sound stormwater management regulations. Act 167 plans approved by DEP prior to 2001 contained standards for peak flow management only (only the peak flow from a stormwater detention basin was managed). New plans contain standards not only for peak flows but also for water quality, groundwater recharge and channel protection.”

As of June, 2006, Highspire Borough was not part of an Act 167 Plan. There have been discussions with the Dauphin County Conservation District that in the coming years that large portions of Highspire, if not the entire Borough, would be included in future stormwater management planning efforts.

Highspire is affected by another recent initiative relating to stormwater management called the NPDES (National Pollutant Discharge Elimination System) Phase II relating to small MS4s (Municipal Separate Storm Sewer System). According to the Dauphin County Comprehensive Plan, “These are regulations that require all designated municipalities to implement a program to manage stormwater within a separate sewer system. Municipalities must implement a program which addressed 6 control measures: public education, public participation, construction site runoff management, post-construction runoff management, illicit discharges and runoff management at municipal operations. Every municipality in Dauphin County south of Peters Mountain, with the exception of Rush Township, is covered by these regulations. DEP has attempted to link these two sets of regulations, Act 167 and NPDES Phase II, to allow municipalities to meet NPDES Phase II regulations through Act 167 planning. Municipalities which do this will have additional time to meet some control measure deadlines and may be eligible for funding for implementation of the NPDES Phase II requirements.”

As part of the MS4 requirements, the Borough located and mapped stormwater outfall or discharge locations within the community for evaluation and planning purposes. Generally, outfalls are points of discharge of culverts, pipes or other enclosed conduits used to convey water within, or into streams or bodies of other water. There are 30 mapped outfalls within the Borough with the majority located on Burd Run and Laurel Run.



Aerial view of mapped stormwater outfalls (light blue points) and streams (light blue lines)

As of March, 2006, Highspire Borough has completed its 3rd year requirements of the NPDES Phase II requirements as part of the MS4.

Natural Gas

UGI Corporation provides natural gas service to residences and businesses in Highspire Borough.

Electric Service

Although statewide deregulation of electricity utility service providers has removed the specific designated service areas to provide customers the freedom to be able to choose their own utility service provider, the predominant electric service provider in Highspire is the Pennsylvania Power and Light Resources, Inc. (PPL).

Telephone Service

Verizon provides telephone service to residences and businesses in Highspire Borough.

Additionally, with newer technology and availability of reasonably priced telecommunications services, cellular or wireless phone usage is becoming popular. Residents in Highspire have a wide range of choices and options of carriers to choose from.

Cable Service

Comcast provides television (including digital) cable, high-speed internet, and telephone service to residences and businesses in Highspire Borough.

Additionally, with newer technology and availability of reasonably priced satellite television options, satellite dish type television service is becoming popular. Residents in Highspire have a range of choices and options of carriers to choose from.

Places of Worship

As a significant component among the community's social as well as moral-support organizations, places of worship assist in maintaining a positive community identity and quality of life. These organizations provide not only religious, spiritual and moral guidance and advisement, but also provide community services and social functions, as well as gathering and meeting facilities for Highspire residents. Highspire has 4 places of worship located within the Borough. These organizations provide not only religious, spiritual and moral guidance and advisement, but also provide community services and social functions, as well as gathering and meeting facilities for Highspire residents. Those places of worship in the Borough are listed as follows:

Table 9-5

Place of Worship - Name	Address
Full Gospel Church of God	14 Ann St
Hampshire First Church of God	115 2nd St
Highspire United Methodist Church	170 2nd St
St Peter's Lutheran Church	240 Broad St



Highspire United Methodist Church

Park and Recreation

The Borough of Highspire owns and/or operates nearly 41 acres of park and recreation land. These park and recreation facilities range from small passive, urban types of open areas and neighborhood parks with playground equipment, to larger community areas offering a large variety of both active and passive recreation opportunities for individual or more organized and team oriented events. Although the largest concentration of acreage is located east of Lumber Street, which includes the Memorial Park, continuing north to the Ann Street Ballfields, then east connecting with Reservoir Park, all in a nearly contiguous pattern, there are two (2) other facilities. One is located in the “downtown” and one in the southwest area of the borough.

The following table lists the park and recreation facilities in the borough, as well as summarizes the facilities and features found at each:

Table 9-6

	Memorial Park	Reservoir Park	Paxton Park	Ann Street Ballfield	Charles Street Park	Eshelman Street Park
Owner / Operator	Highspire Borough	Highspire Borough	Citizen Engine House / Highspire Borough	Highspire Borough	Highspire Borough	Highspire Borough
Approximate Size	9.5 acres	29.2 acres	0.3 acres	1.2 acres	0.4 acres	0.2 acres
Overall Condition	Good	Good	Good	Fair	Good	Good
Natural/Manmade Features	Open grass fields, trees, playing fields, playground, stream	Open grass field, trees, wetlands/pond, stream	Brick pavers, trees, flowers	Playing fields	Playground, trees, grass	Playground, trees, grass
Swing Sets	1 set w/ 4 swings 1 set large swing	---	---	---	1 set w/ 3 swings	1 set w/ 4 swings
Sliding Boards	See below	---	---	---	See below	1
Climbing Equipment	2 sets w/ sliding board (mulch/sawdust base)	---	---	---	2 sets w/ sliding board (mulch/sawdust base)	
Merry-Go-Round	---	---	---	---	---	
Seesaws	---	---	---	---	---	
Sand Boxes	1	---	---	---	---	
Rocking Toys	3	---	---	---	---	3
Hopscotch	---	---	---	---	---	
Four Square	---	---	---	---	---	
Baseball / Softball Fields	1 adult (2 dugouts) 1 youth (2 benches)	---	---	1 youth (2 benches)	---	
Soccer / Hockey Fields	---	---	---	---	---	
Football Fields	---	---	---	---	---	
Basketball Courts	2	---	---	---	---	
Volleyball Courts	---	---	---	---	---	
Racquetball / Handball	---	---	---	---	---	
Shuffleboard	---	---	---	---	---	
Pavilions	1 (with electric & water)	1	1 gazebo	---	---	
Picnic Tables	9	2	---	---	---	1
Barbecue Pit	4	1	---	---	---	
Benches	10	1	4	---	---	1
Outdoor Pool	---	---	---	---	---	
Indoor Pool	---	---	---	---	---	
Hiking / Jogging Trail	---	---	---	---	1 handicap accessible trail	

	Memorial Park	Reservoir Park	Paxton Park	Ann Street Ballfield	Charles Street Park	Eshelman Street Park
Restrooms	2 portable	---	---	---	---	
Water Fountains	2	---	1	1	---	
Snack Bar	1	---	---	1 with P.A. system	---	
Waste Receptacles	14	1	2	---	---	1
Bike Rack	1	---	---	---	---	
Signs	Yes	Yes	Yes	Yes	Yes	Yes
Other	1 tennis court 1 set w/ 2 horseshoe pits 7 sets bleachers 1 miscellaneous backstop 3 gravel off-street parking areas 2 bay storage garage	1 gravel off-street parking area	3 planters 1 light	3 sets bleachers 1 electric scoreboard 1 off street parking area	1 gravel off-street handicap parking space	mulch/sawdust base for slide, swings & rocking toys

Source: RETTEW Associates, field survey, April 19, 2006

I-A-9

Community Facilities and Utilities

The National Recreation and Park Association (NRPA), an organization of park and recreation professionals, encourages municipalities to develop uniform land standards for active parkland. The NRPA sets general parkland standards which serve as a broad goal for local communities throughout the country to strive for, while also providing a means with which municipalities across the county can be measured against. Generally such measures are expressed as specific amount of acreage of parkland necessary per every thousand people within an area or municipality. It should be noted that these standards are suggested and not mandated; as such the standards may not apply equally in every community. These suggested standards provide a uniform basis for comparison for municipalities throughout the country.



Left: Pavilion and picnic tables at Memorial Park
Right: Playground equipment at Eshelman Street Park

The current standard for active parkland is 10 acres of parkland for every one thousand people. Based upon this standard, and the 2000 Census figure of 2,720 persons, Highspire should have 27.2 acres of active recreation land. Not including Paxton Park which is an “urban-type”, passive recreational park, Highspire has 40.5 acres of active parkland and recreation facilities within the borough. Therefore, the Borough exceeds the suggested standard national standard by nearly 50% or approximately 13.2 acres.

10. CENTRAL BUSINESS DISTRICT

A small town Central Business District (CBD) or mixed neighborhood commercial-residential downtown center is the identifiable heart of a community, and traditionally is comprised of a mixture of pedestrian scale and oriented uses and activities including businesses, civic, social, and to a lesser extent, residential. Characterized by a relatively high concentration of business, government, social, and community activities and uses, along with a small but important residential component within a relatively small and compact area, the CBD is usually the retail, service, civic, and social center of a community. Additionally, because of its compactness, there is usually an emphasis on pedestrian traffic and an emphasis on pedestrian scale development with a mixture of residential uses next to and above the businesses.



Looking north on Roop Street from 2nd Street

Highspire Borough, like many other boroughs in Pennsylvania and small towns in America, has a mixed use, pedestrian scaled CBD with a major state thoroughfare (2nd Street/PA Rt. 230) leading directly through its heart. Although not officially designated as

such, 2nd Street is Highspire’s unofficial “main street”. As such, traffic from inside and out of the CBD and the Borough is able to travel with relative ease at higher rates of speed to newer, outlying suburban areas. This, among other issues, including the advent of strip centers and malls in suburban municipalities, has adversely affected traditional downtowns and CBDs. However, over the last several years, there has been a strong push to reinvent small town CBD areas. The revitalization of existing CBD areas in small towns is now part of community planning programs across the state and the nation.

It should be noted that downtown or CBD revitalization is not a “once and done” task. Revitalization is an on-going, multi-faceted process involving the energy, enthusiasm, experience, and effort of a committed group of volunteer stakeholders including business owners, residents, and local officials, working on multiple issues, in order to achieve one common vision for the CBD. As it is beyond the scope of this comprehensive plan to develop an intensive and detailed approach and program for Highspire’s CBD revitalization, this plan does include an overall analysis of Highspire’s CBD, as well as identifies opportunities and provides some general and specific recommendations the Borough should consider for implementation in lieu of undertaking such an intensive approach to revitalization. Much of the data and information included in the chapter as well as the opportunities and recommendations are based upon or support those principles set forth in the National Trust for Historic Preservation, National Main Street Center’s “Four-Point” Approach to downtown or CBD revitalization, which generally include:

Design

Design means getting Main Street into top physical shape. Capitalizing on its best assets such as historic buildings and the traditional downtown layout is just part of the story. An inviting atmosphere can be created through window displays, parking areas, signs, sidewalks, street lights, and landscaping; good design conveys a visual message about what Main Street is and what it has to offer.

Promotion

Promotion means selling the image and promise of Main Street to all prospects. By marketing the district’s unique characteristics through advertising, retail promotional activities, special events,



and marketing campaigns an effective promotion strategy forges a positive image to shoppers, investors, new businesses and visitors.

Organization

Organization means getting everyone working towards common goals. The common-sense formula of a volunteer-driven program and an organizational structure of board and committees assisting professional management can ease the difficult work of building consensus and cooperation among the varied groups that have a stake in the district.

Economic Restructuring

Economic Restructuring means finding new or better purposes for Main Street enterprises. Helping existing downtown businesses expand and recruiting new ones, a successful Main Street converts unused space into productive property and sharpens the competitiveness of its businesses.¹⁹



¹⁹ <http://www.padowntown.org/programs/mainstreet/>

Four Point Approach: A Matrix for Action Planning²⁰

 **Design**

Enhancing the physical appearance of the business district.

Building

Physical Improvements

- Streetscape
- Banners
- Signs
- Trash Cans
- Ornamental Decoration

Planning and Zoning

Parking and Transportation

Visual Merchandising

Graphics

 **Promotion**

Marketing the unique characteristics to shoppers, investors, new business, tourists and others

Retail Sales

- Cooperative
- Cross-retail
- Niche

Special Events

- Community Heritage
- Special Holidays
- Social Events

Image

- Image Advertising
- Collateral Materials
- Media Relations
- Image-building Events

 **Organization**

Building consensus and cooperation among the groups that play roles in the downtown.

Partnerships

Volunteer Development

Communications

Funding

 **Economic Restructuring**

Strengthening the existing economic base of the business district while diversifying it.

Business Retention

Business Recruitment

New Economic Uses

Financial Incentives

Market Information

²⁰ <http://www.padowntown.org/programs/mainstreet/>

The “Four-Point” Approach does not limit its focus on one aspect of a downtown or CBD such as beautification or historic preservation; rather, it has a comprehensive focus on four (4) different but interrelated key areas (mentioned above) that have been proven to be invaluable in revitalizing and maintaining a healthy and desirable downtown or CBD.

The Pennsylvania Main Street Program, a successful community development revitalization program for downtowns or CBDs, operated and funded by the Pennsylvania Department of Community and Economic Development (DCED), is based upon the National Trust for Historic Preservation, National Main Street Center’s “Four-Point” Approach. The Main Street Program differs from the Main Street Approach in that the Program is a funding tool, while the Approach is a comprehensive, conceptual framework and methodology for helping citizens, business owners, and government officials, preserve, enhance, revitalize, and sustain a healthy and prosperous downtown or CBD. Although the Program is important for receiving state funding for downtown or CBD planning and implementation, the Approach can be undertaken in whole or in parts, as applicable to meet the individual community’s needs.

Most successful Main Street efforts include a Board of Directors, an Advisory Council, and individual committees representing each of the “four-points.” Usually the Board of Directors meets monthly and is typically made up of seven to eleven (7 - 11) volunteers. The group is made up of stakeholders, business owners, local officials, and other prominent individuals with positive influence and/or networking and capacity building skills from the community. Some of their responsibilities include setting the legal framework and foundation of the organization; developing the vision, goals, objectives, policies, and work programs for the organization and individual committees; and being responsible for not only the financial and budgeting aspects of the organization, but also may include the hiring of a Main Street Manager for overseeing the day to day operations of the organization. The Advisory Council typically meets quarterly and usually is comprised of fifteen to twenty-five (15 - 25) volunteers. The group is made up of stakeholders and experts who advise the Board on the policies and work programs of the Main Street organization. The four (4) committees, comprised of five to seven (5 - 7) volunteers each, also meet monthly. The committees are



4 Point Approach:

- Design
- Organization
- Promotion
- Economic Restructuring

charged with tasks and projects to help carry out the work program toward the common vision set by the Board.

Regarding Pennsylvania’s Main Street Program, there are a few requirements which generally must be fulfilled in order for an organization or community to be designated a Main Street Community and obtain state funding. Two (2) major requirements for communities or organization considering this designation include a minimum size for the municipal population and minimum number of CBD businesses. Typically these requirements include more than 3,000 community residents and more than 65 businesses in a downtown or CBD. Unfortunately at this time due to the size of Highspire’s current and future population and number of existing businesses within the CBD, full fledged Main Street Community designation for funding does not appear feasible. Fortunately there is another designation, Main Street Affiliate for smaller communities lacking one or more critical elements including municipal population under 3,000 and/or containing fewer than sixty-five (65) businesses within the downtown or CBD. It should be noted that one caveat of this designation is that state funding for employing a full time Main Street Manager is not available, although this designation does not preclude the local organization from using its own funds to hire a manager.

Opportunities and Recommendations

Business owners, local officials, and residents should consider investigating the level of local interest, support, and capacity for this type of comprehensive revitalization program through the Main Street four-point approach and subsequent Main Street Program designation for furthering CBD revitalization efforts. In lieu of developing an entirely new committee or group, the Borough should continue working with the Greater Middletown Area Economic Development Corporation (GMAEDC), and consider approaching the Dauphin County Department of Community and Economic Development and Main Street Steelton to develop a “regional” approach to downtown revitalization for the three (3) boroughs along the 2nd Street corridor.

Central Business Analysis, Opportunities, and Recommendations



The following includes a general analysis of the existing conditions within Highspire's CBD, in addition to identifying opportunities and suggesting general and specific recommendations local officials, business owners, and residents should consider in undertaking a more comprehensive approach to enhancement and revitalization activities for the CBD. Where numbers/percentages are suggested and recommended within this plan, these numbers/percentages are intended to be used as general frames of reference and/or initial guides for Borough officials, business owners, residents to consider in setting policies and implementing the plan for revitalization. More detailed and specific surveys, measurements, figures, criteria, and standards should be considered when developing more specific land use, development and building regulations and field checked against existing and desirable conditions.

The Central Business District should be based on the following principles:

- Promote the efficient use and reuse of buildings, land, and community facilities and services within the established CBD;
- Create a mixture of building and land uses that encourage compatible and complementary non-residential and residential uses within the same building, upon the same lot and within close proximity to one another;
- Provide formal and informal community gathering places and opportunities for socialization;
- Encourage pedestrian-oriented and pedestrian scaled development;
- Create or enhance a distinct storefront character at the ground floor level with residential or office uses located on upper floors;
- Provide connections between the surrounding residential neighborhoods and commercial areas, including those residential uses within the CBD;
- Provide an attractive, inviting, and safe environment for residents, business owners, customers, and visitors;

- Discourage automobile-oriented and automobile-dominated uses;
- Encourage alternative modes of transportation (transit, pedestrian and bicycle) and coordinated access in all commercial districts by reducing the reliance on the automobile and to minimize the need for off-street parking;
- Implement general design guidelines that maintain and promote the CBD principles mentioned above.

Central Business District

This district includes the traditional mixed use (residential and non-residential development) business area of the Borough, comprising the heart of and the prominent focal point of Highspire. The area includes a high degree of pedestrian scaled and pedestrian oriented mixed use buildings and development designed in a compatible and complementary manner which seeks to encourage retention and enhancement of existing businesses and residential opportunities, attraction of new businesses and residents, and creation of a pleasing and safe environment for residents, business owners, customers and visitors alike. This district seeks to maintain and enhance the traditional business area of the Borough.

Location and Size

The CBD of Highspire is readily accessible to both residents of the Borough and persons from outside of the community, as it is located in the south-central portion of the Borough. This area easily accessible by various modes of transportation including motor vehicles, public transit, pedestrians and bicyclists, as it straddles and is bisected by 2nd Street, a major regional thoroughfare. The CBD is bordered by the following streets:

Table 10-1

Streets	Direction
Penn and Broad	North
Lumber and Grant	East
Lusk	South
Vine and Commerce	West

The CBD is fairly compact and walkable, generally encompassing an area not more than four (4) blocks in length and three (3) blocks in width (four [4] entire blocks and four [4] half/partial blocks). The entire size of the CBD is approximately eighteen and one-half (18.5) acres. The CBD includes sixty-eight (68) properties, totaling fifteen and one-half (15.5) acres as development or open space within platted lots, with an additional three (3) acres located within road and/or street rights-of-way.

The CBD is bounded by residential neighborhoods on the west and north, while the east and south varies from parkland, industrial, commercial, and some areas of vacant or underutilized land. Within one-quarter ($\frac{1}{4}$) mile or a five (5) minute walk, the CBD could potentially attract an additional 1,082 customers and visitors from the surrounding neighborhoods.²¹



Aerial view of CBD (in red),
100% Corner (light blue point) and
a 5 minute walk or $\frac{1}{4}$ Mile Radius (in yellow)

²¹ Based on the number of residential properties within a $\frac{1}{4}$ mile radius x 2.13 (Year 2000 Census persons per household)

Opportunities and Recommendations

The intersection of 2nd, Roop and Broad Streets is identified as the center or the 100% corner of Highspire's CBD. This area is the focal point of the CBD and does currently possess a few of the major features comprising a 100% corner including: prominent buildings, a formal gathering place for community events, pedestrian amenities and visitor welcoming information and facilities, and special streetscaping and landscaping.



Highspire's 100% Corner
Intersection of 2nd, Roop and Broad Streets

Block and Lots

Most of the platted lots in the CBD were created in the late 19th and early 20th centuries, prior to the advent and rise of the automobile as the primary mode of transportation. Typically, blocks in traditional CBDs were developed to be shorter and more walkable, at about three hundred (300) feet in length. Highspire's CBD contains relatively short blocks, typically not measuring more than five hundred (500) feet in length, and two hundred to three hundred (200 - 300) feet in depth. Although a bit longer than traditional small town CBD blocks, the longer block lengths along 2nd Street actually aids in traffic control by spacing intersections farther, thereby reducing traffic conflicts.

As such, the lots in Highspire's CBD are generally smaller and narrower than other, newer areas of the Borough. Eighty (80) percent of the platted lots in the CBD are less than one-third

(1/3) of an acre, and average between thirty-five (35) and forty-five (45) feet in width. This allows buildings and uses to be located closer together adding to the compactness and walkability of the area. Most of these lots contain buildings originally designed and/or used for residential purposes, but some contain traditional mixed use commercial buildings with ground floor commercial uses and residential and/or office type uses located above (further discussed below). Additionally, only eight (8) of the lots in the CBD, mostly those containing newer and/or more intense commercial/retail buildings and establishments including an auto parts store, drive through bank and a drive up fast food restaurant are between one-half ($\frac{1}{2}$) and one (1) acre in size. Generally these uses are located at the corners of intersecting streets. Due to the type, nature, and intensity of these auto-oriented and/or auto-dominated uses and parking requirements, these lots are typically larger to accommodate not only the principal and accessory building(s)/use(s), but mostly to accommodate off-street parking spaces. The increased lot sizes were probably created through the combination and consolidation of numerous smaller and narrower lots. It should be noted that none of the lots within the CBD are larger than one acre.



Aerial view of CBD (in red)
Parcels, lots and blocks (in white)

Opportunities and Recommendations

- Encourage the retention of the existing small lot sizes and narrow lot widths to foster pedestrian scaled development. Generally lot widths should not be smaller than 20’ for new non-residential and mixed use developments. Otherwise, to encourage flexibility in development, the CBD should not necessarily have minimum lot size requirements, but instead may have a maximum building footprint or gross floor area standard and also rely upon lot width, setback and coverage standards to regulate land use and development.
- Since existing buildings on smaller, narrower lots are located closer to the front of the lots, usually at the street right-of-way line, allow for additions/expansions of existing buildings and in-fill of new buildings towards the rear of these lots.
- Maintain existing block sizes and dimensions.
- Encourage redevelopment of larger and wider lots through infill, redevelopment, and/or expansion of existing buildings especially toward the front portions of these lots where parking is currently located, and the re-subdivision of the lots.

Land Use

Depending on the size, density and uses, typical small town CBDs may include the following proportions of land uses:

Table 10-2

Land Uses	Low*	High*
Higher Density Residential	40%	60%
Mixed Retail Sales, Service and Upper Floor Residential	20%	30%
Public/Semi-Public	10%	40%

* Note: For each land use, percentages shown as ranges only, therefore columns do not add up to 100%.

Although the land uses within Highspire’s CBD have been and continue to be mixed, the CBD is largely residential. Over sixty (60%) percent of the total properties, making up nearly forty (40%) percent of the total buildable land area in the CBD, is

occupied solely by residential uses. The majority of the residential uses within the CBD include single-family uses, but there are multiple family uses in the form of conversion apartments, as well. The large amount of residential uses within the CBD and the immediately adjacent neighborhoods, provides a captive and readily accessible customer base for businesses within the CBD. Additionally, there are twelve (12) properties used entirely for commercial purposes, including retail sales and services and office type uses (more detailed business information is listed below). An additional eight (8) properties are used for both a mix of commercial and residential uses. These properties typically include buildings with commercial on the first (1st) floor and residential and/or offices on the upper floors; as well as those buildings with commercial and residential both located on one floor, either in side by side manner in the same building or in separate, but attached buildings on the same lot. Finally there are seven (7) properties being used for public and semi-public type uses, including places of worship (and associated parking lots), an urban-type neighborhood type park, the historical society and the fire department which act as community focal points and provide opportunities for formal public gatherings and informal social interactions.

Table 10-3

Land Uses	Number of Properties	Acres	Percent of Buildable Land
Commercial (Retail, Service and Office)	12	4.35	28.1%
Residential	41	5.87	37.9%
Mixed Commercial - Residential	8	1.89	12.2%
Public/Semi-Public (Tax Exempt)	7	3.39	21.9%

Opportunities and Recommendations

Encourage the reuse and rehabilitation of existing development, new development, redevelopment, and infill development to include mixed residential and non-residential uses within one building, with ground floor pedestrian scaled and oriented commercial, and with residential and office uses on the upper floors; upon the same lot; and within close proximity to one another. Additionally, uses may:

- Allow for existing stand alone residential uses to continue.



Existing standalone residential uses in CBD

- Discourage the creation of new ground floor or stand alone residential uses.
- Accommodate ground floor non-residential uses in existing residential and non-residential buildings or new buildings (generally limited to not more than 20,000 sq. ft. of building area for each non-residential use) which should include:
 - offices,
 - retail sales (with accessory manufacturing of items such as jewelry, crafts, etc. and when completely located within an enclosed building) and service uses.



Example of ground floor retail uses in a former residential building in CBD

- Accommodate residential or office type uses above other non-residential uses in one building including live/work units.



Mix of Uses in the same building:
2nd Floor residential over ground floor commercial use
within CBD

- Discourage automobile oriented and auto dominated uses such as:
 - gas stations,
 - auto repair and sales facilities,
 - drive through, drive-in and drive-up facilities.



Although not in Highspire, these are examples
of auto oriented and auto dominated uses that
should be discouraged in the CBD

- Allow for municipal, public and civic uses such as:

- libraries,
- firehouses,
- parks,
- utilities, and
- places of worship.



Existing civic or public use within CBD

- Permit accessory uses and structures incidental and subordinate to permitted uses such as:
 - parking (behind principal building),
 - retail supporting office uses,
 - storage of goods (behind principal building),
 - outdoor sales and dining,
 - home occupations (including no-impact),
 - bed and breakfasts in existing residential dwellings,
 - family and accessory daycare facilities,
 - garages,
 - fences, etc.

If not participating in a regional approach to “main street” consider supporting the development a committee to work with business owners and the GMAEDC and focusing on supporting the business environment through recruitment, education and retention of quality businesses, and attracting a diversified customer base to the CBD.

Give priority to and streamline land development review and approvals for developments in the CBD.

Building Types

Upon the sixty-eight (68) lots within the CBD there are sixty-three (63) buildings which are used entirely for businesses, homes, public/semi-public uses or a mixture of uses as homes and business uses within the same building. As mentioned above, the majority of the buildings located in the CBD were traditionally constructed for residential purposes, and most of those buildings have continued to be used as housing. A few former housing structures have been converted and used for commercial and public/semi-public uses rather than housing. It should be noted that there are a few traditional commercial buildings with residential or offices located above. Most of the older commercial buildings and housing units in the CBD are at least two (2) stories, with a few up to three (3) stories in height, which is line with the small town, pedestrian context. Also, the majority of the buildings in Highspire's CBD have their entrances directly accessing and facing a public street. Traditional buildings within Highspire's CBD also are attached to other buildings on separate lots, or have their front building facades occupying much of the lot frontage (over 50%) of the individual lots; also have ample window space (at least 50% for commercial/mixed use buildings) and awnings or canopies over the sidewalks as part of their front building facades. A few of the newer, and more automobile serving oriented type buildings are single (1) story with their entrances set back from public streets and accessing and facing into parking lots, which tends to discourage pedestrians.



Existing 3 story building (right) with 1 story building (left) in the CBD



Existing 2 - 2.5 story buildings in the CBD

Opportunities and Recommendations

Encourage the adaptive reuse of existing buildings traditionally designed for residential purposes by allowing them to be retrofitted to accommodate non-residential uses including small scale retail uses and personal service type businesses on the ground and residential and office type uses upper floors.

Ensure new development is designed and constructed in the context of the existing fabric and should generally be at least two (2) and not more than four (4) stories in height. First floor heights should generally be 12 - 16 feet.

Ensure new corner buildings are provided with two (2) entrances, with one on each street frontage or provided with one (1) corner entrance.



Example of an existing building with a corner entrance in CBD

Ensure that fifty to eighty percent (50- 80%) of a lot's frontage is occupied by a principal building facade.

Ensure windows are provided between three and ten (3 - 10) feet above the sidewalk along at least forty to seventy-five (40- 75) percent of the principal building's (ground floor) street-facing elevations.

Ensure building entrances are provided with weather protection, which include awnings, canopies, overhangs, or similar features.



Existing building with awning in the CBD

Consider allowing increases in building heights when developments are provided with upper floor residential uses.

Require new development to be oriented towards a public street.

Allow shared parking provisions between complimentary uses such as offices and residential; churches and residential, office, or retail uses.

Consider increasing lot coverage but limiting the parallel and horizontal expansion and size of building footprints of non-residential uses along street frontage to encourage the perpendicular and vertical expansion of the buildings within the individual lots.

Ensure all new buildings meet minimum safety requirements set forth by the Uniform Construction Code including fire resistant materials and fire protection systems.

Develop a rental inspection ordinance to ensure rental properties meet minimum safety and building requirements, as well as provide a record of the names and numbers of individuals living in certain buildings.

Building Setbacks

Most of the older buildings in the CBD are located close to the street rights-of-way and/or sidewalks, typically zero (0) to five (5) feet from the street right-of-way line. When viewed in relation to building height, ample window space, awnings, etc. mentioned above, buildings located not more than ten (10) feet from roadways and/or sidewalks, are in line with the small town, pedestrian context, provide more “eyes on the street”, and allow ease of access for emergency service. Additionally, buildings located closer than ten (10) feet from the street right-of-way typically do not allow for on-lot parking in front of the buildings, and require access to the lots from the rear, typically from service alleys. As mentioned earlier, side yard setbacks of buildings are either non-existent (attached) or are very small, usually not more than five (5) feet, with rear yard setbacks (with alley access) a bit larger than other traditional CBDs. The tendency of auto-dominated and auto-oriented “suburban” type development is to “squash” buildings and push them back from streets and other buildings, as a few of the newer and/or more intense commercial/retail buildings as mentioned before are shorter and are setback much farther from the rights-of-way and provided with on-lot parking in the between the right-of-way and the fronts of the buildings.



Aerial view of existing lots within the CBD with narrowly setback buildings (in yellow)

Opportunities and Recommendations

Retain existing buildings located closer to the street right-of-way.

Ensure new and infill buildings are constructed closer to the street rights-of-way lines by requiring build-to lines or requiring both minimum and maximum setbacks (i.e. between zero (0) and ten (10) feet from the street right-of-way); and allow attached buildings on separate lots or allow smaller side and rear yard (alley accessible) setbacks (0 - 5 feet).

Ensure new development is provided with one or more of the following: six to ten (6 - 10) foot sidewalks, plazas, open areas and other pedestrian features such as outdoor dining facilities, benches, trash receptacles, landscaping, awnings, etc. are provided at the front to the buildings which are setback farther from the street right-of-way line.

Ensure off-street parking and loading is relegated to the rear of the buildings, accessible from alleys and/or side streets.

Discourage drive-through and drive-up facilities.

Consider increasing lot coverage but limiting the parallel and horizontal expansion and size of building footprints of non-residential uses along street frontage to encourage the perpendicular and vertical expansion of the buildings within the individual lots.

Ensure all new buildings meet minimum safety requirements set forth by the Uniform Construction Code including fire resistant materials and fire protection systems.

Building Ownership

The majority of the buildings (31) in the CBD are owned by persons living within the building. This type of ownership tends to be associated with the single-family residentially designed and used structures, or those buildings owned and used by persons conducting a business on the ground floor and living within the same building, typically on the second (2nd) floor above the business. Ownership and permanent residency of buildings and property in the CBD not only instills and encourages a sense pride, but also increases opportunities for social interaction and additional “eyes on the street”.

The next largest building ownership type includes buildings owned by those persons living outside of the Borough of Highspire and totals twenty-two (22). These buildings may be owned by persons conducting a business within a CBD building but living in another community, by a property or building management company, or by another type of absentee landlord. The number of CBD buildings owned by persons owning multiple buildings, but living in only one within the Highspire CBD, as well as those buildings owned by those persons living outside of the CBD, but still living inside the Borough, both totally five (5) each.

Table 10-4

Ownership	Number of Buildings
Owner of a home or business living or working the building	31
Another CBD business or homeowner	5
A resident living in Highspire but not in the CBD	5
A non-resident of Highspire	22

Opportunities and Recommendations

Increase owner-occupancy of buildings within the CBD.

Ensure live/work units are permitted, whereby business owners may live above ground floor businesses.

Explore the feasibility of developing a program to grant some form of property tax relief on the value of any improvements for first-time business owners who purchase, rehabilitate, conduct a business and live in an existing building within the CBD.

Building Vacancy

Building vacancy is a key factor in residents', customers', visitors' and business owners' perception of the viability and desirability of the CBD. Vacant structures or buildings in small town CBDs tend to foster to negative perceptions that the area is declining, unsafe or undesirable. Of the sixty-three (63) buildings in the CBD, only one was completely vacant. Pertaining first (1st) floor vacancies, three (3) were partially vacant and one was completely vacant on the 1st floor. Finally, two (2) buildings had upper floors that appeared to be vacant, and one which appeared to have all of the upper floors vacant.

Table 10-5

Buildings with Vacancies	Number of Buildings
1 st floor partially vacant	3
1 st floor totally vacant	1
Upper floors partially vacant	2
Upper floors totally vacant	1
Completely vacant	1



Opportunities and Recommendations

Maintain or enhance existing building occupancies.

Conduct a detailed building inventory to determine size and amenities of various buildings (including age, stories, square footage, kitchen facilities, electric services, basements, etc.) in the CBD for marketing and speedy turnaround of the buildings when they become available.

Identify as part of the detailed building inventory the important buildings specifically on the 100% corner and determine if they are being fully utilized for the highest and best uses.

Explore the feasibility of developing a program to grant some form of property tax relief on the value of any improvements for first-time business owners who purchase, rehabilitate, conduct a business and live in an existing building within the CBD.

Buildings Used for Residential Uses

Of the sixty-three (63) buildings in Highspire's CBD, forty-one (41) had residential uses on the first (1st) floor and/or within the entire structure. Most of the buildings were originally designed for residential uses, but a few were not, including the Highspire Schoolhouse Apartments. The Schoolhouse Apartments building is an excellent example of adaptive reuse, whereby the structure was originally constructed for one purpose, in this case a schoolhouse, but over the years the needs of the property owner, the market, or other conditions may have changed, causing the original use (school) to either not be viable and not feasible. In the meantime, the schoolhouse was modified and configured to accommodate new multiple housing units. In addition those forty-one (41) buildings, an additional eight (8) buildings had residential on the upper floors, generally located over some type of first (1st) floor commercial use. These may include mixed use, commercial type buildings similar to those located at the intersection of 2nd, Rook and Broad Streets (the 100% corner), originally designed for mixed uses, or structures designed as or blending in as housing, but now have commercial on the first (1st) floor and residential on the second (2nd) floor.

Table 10-6

Buildings with Residential Uses	Number of Buildings
On 1 st floor (and/or entire building)	41
On upper floors only	8



School House Apartment existing example of adaptive reuse in the CBD



Existing example in the CBD of a structure designed as or blending in as housing, but now has commercial on the first (1st) floor and residential on the second (2nd) floor

Opportunities and Recommendations

Encourage the adaptive reuse of existing buildings traditionally designed for residential purposes by allowing them to be retrofitted to accommodate non-residential uses including

small scale retail uses and personal service type businesses on the ground and residential and office type uses upper floors.

Consider allowing increases in building heights when developments are provided with upper floor residential uses.

Ensure new development is designed and constructed in the context of the existing fabric and should generally be at least two (2) and not more than four (4) stories in height. First floor heights should generally be between twelve and sixteen (12 - 16) feet.

Allow shared parking provisions between complimentary uses such as offices and residential; churches and residential, office, or retail uses.

Discourage new ground floor residential uses.

General Businesses

Highspire's CBD has nearly an equal mix of service (8), retail (7), and entertainment/cultural (6) businesses, as well as public/semi-public establishments (6). There are four (4) professional offices in the CBD.

Table 10-7

General Business Type	Number of Businesses
Retail	7
Service	8
Retail/Service	1
Professional	4
Entertainment/Cultural	6
Public/Semi-Public	6

Retail, Service and Professional Businesses

There is a small cluster of restaurant establishments generally located along 2nd Street between Roop Street to just east of Lumber Street. They include sit down, full service restaurants (one serving alcohol), pizza shops (one serving alcohol) and fast food restaurants. There is also a cluster of service type businesses located along 2nd Street in and around the Roop to Paxton Streets area. These uses include a barber shop, a bank, a building material service office, and two (2) hair salons.

Table 10-8

Specific Retail, Service and Professional Business Type	Number of Businesses
Barber Shops	1
Financial (including banks)	1
Gift/Card Shops	2
Grocery - Food	1
Hair Styling - Nails	3
Laundromats	1
Other Offices	4
Restaurants (Total of a - c)	6
a. Fast Food	2
b. Full Service	2
c. Pizza	2
Tobacco Shops	1
Other Businesses (Total d - f)	5
d. Auto Part Sales	1
e. Motorcycle Sales and Service	1
f. Building Materials Service	2
g. Building Materials Sales	1



Existing cluster of restaurants in CBD

Opportunities and Recommendations

Build upon the data and information from this plan to conduct a Market Assessment of the existing business climate in the CBD which includes:

- Property inventory (vacancies, conditions, etc.)
- Business inventory (names, ownership, longevity, types of goods/services, number of employees, etc.)
- Business owner survey (primary/target customers, perceptions of the business climate, other desired businesses, etc.)
- Customers survey (shopping habits, services and goods desired, etc.)
- Building inventory (size and amenities of various buildings including age, stories, square footage, kitchen facilities, electric services, basements, etc.)
- Trade area definition (geographic limits of the CBD market based on 1, 3 and 5 mile radius or zip codes from existing customers)
- Socio-Economic/Psychographic Profile (lifestyle categories and market preferences of potential customers)

Increase retail businesses on the ground floors of buildings.

Discourage new ground floor residential uses.

Discourage drive-through and drive-up facilities.



Although not in Highspire, this is an example of a drive-through use

Discourage automobile-oriented and automobile-dominated uses

Build upon the existing restaurant and personal service cluster to attract new, share, and retain customers, residents and new businesses.

Allow outdoor seating/dining subject to specific criteria for restaurants.



Existing restaurant with outdoor seating in CBD

Ensure high-speed internet service is available to residents, business owners and Borough Officials in all parts of the Borough.

Increase, alter and/or coordinate store hours to attract more customers in the evenings and on the weekends.

Acknowledge new businesses by formal resolution by the Borough Council.

Public/Semi-Public Buildings

There are six (6) buildings in the CBD which are occupied by public or semi-public type uses. As mentioned above, public/semi-public uses and buildings serve as community focal points and provide opportunities for formal public gatherings and informal social interactions. Three (3) of the uses include places of worship. The remaining three (3) include one each of the following: fire department, post office and historical society. It should be noted that one of the places of worship and the post office are located and mixed within buildings that include other businesses or uses.

Table 10-9

Public/Semi-Public (Tax Exempt)	Number of Establishments
Place of Worship	3
Fire Department	1
Post Office	1
Historical Society	1

Opportunities and Recommendations

If at some point in the future the Borough should outgrow the facilities at the current location, the Borough Council, staff, Police Department and residents should consider locating in or immediately adjacent to the CBD. Any new municipal building should either be located in an existing building as an adaptive reuse project, or in a new, context sensitive building that not only is designed for all the desired municipal and community functions, but also in a building that takes its form and cues from and compliments the surrounding neighborhood and buildings. Then the existing building could be converted into a senior center, community center, library, or even back into a school at some point in the future.

Build upon existing public and semi-public buildings and uses as cluster of pedestrian activity within the CBD.

Work with the churches and other community organization to hold annual events on their properties to get residents, visitors, and customers to the CBD.

Develop a coordinated signage program directing users to important community facilities, including park and recreation locations and other points of interest including public parking.

Develop relationships between individuals, community groups and Borough Officials to create “synergy” for pursuing and successfully completing projects benefiting the community.

Parking

Parking within traditional small town CBDs is typically provided both on-street, along public roadways, and off-street in public and private parking lots and/or structures. On-street parking not only provides additional parking spaces on existing pavement, but it also serves as a barrier between vehicles traveling along the cartway and pedestrians walking along adjacent sidewalks. In Highspire’s CBD, although limited to the following locations, on-street parking is not metered:

Table 10-10

Street	Locations
Penn	between Vine and Roop
Penn	northside only between Roop and Paxton
Broad	northside only between Citizens Bank and Paxton
Broad	between Paxton and Lumber
2nd	southside only between mid-block Commerce/Railroad and east of Lumber
2nd	northside only between Commerce and Roop
Lusk	southside only between Commerce and Railroad
Commerce	between 2nd and Lusk
Paxton	westside only between Penn and Broad

These streets do not have lines delineating and designating individual parking spaces, but a good point of reference is that one on-street parallel parking space is typically twenty-two (22) feet in length. Parking is generally prohibited within twenty-five (25) feet of a street intersection.



Aerial view of existing on-street parking constraints (in purple hatching) in the CBD (red outline)

Additionally, the following street locations do accommodate on-street parking subject to specific restrictions such as the length of time vehicles are allowed to park in one location, as well as provisions limiting size of vehicle permitted to park along certain streets.

Table 10-11

Street	Locations	Restriction
Roop	between Penn and 2nd	30 minute limit
Lumber	between 2nd and Lusk	Vehicles class 6 or less

Off-street parking on smaller, narrower lots as typical in older small town CBDs is problematic. First parking regulations can require more parking spaces than can be accommodated along with the principal building and accessory structures on an individual lot, which either deters certain uses from locating there, or requires the acquisition and demolition of adjacent buildings to allow more space for parking.

Secondly, newer off-street parking lots are typically provided between the street right-of-way and the principal structure. This necessitates additional driveway access points onto major roadways, such as 2nd Street. Additional points of access create additional opportunities for conflicts between the vehicles traveling on the major corridors and vehicles entering and existing from the additional driveways. Additionally, off-street parking lots in front of buildings produce an automobile-friendly atmosphere, discourage and make pedestrians feel unsafe by creating additional conflict points between pedestrians and automobiles accessing the site.

Finally, off-street parking spaces create a break or “gap tooth” effect in the building line continuity along roadways. Either if older buildings are demolished and replaced by parking, or if new buildings are setback behind parking lots, the historic building line continuity, as mentioned above, traditionally closer to the street line, tends to be disrupted or broken. Without some regulations, slowly over time, the line is blurred, reduced and eliminated in favor of buildings and uses with large setbacks and parking in the front, destroying the traditional charm of the small town CBD.

There are approximately eight (8) larger off-street parking lots within Highspire’s CBD. These larger lots, with twenty or more (20+) parking spaces, either have delineated spaces or have the land area to accommodate three hundred eighty-four (384) parking spaces, at two hundred (200) square feet per space. The eight (8) parking lots are within two hundred (200) to three hundred (300) feet of all lots within the CBD. Seven (7) of the eight (8) larger parking lots are privately owned lots, or are restricted to customers of the businesses or patrons of the establishments. A large public parking lot is located along Broad Street, between Chestnut Street and Lumber Street. The public lot can accommodate approximately one hundred thirty-seven (137) automobiles.

Table 10-11

Location	Approximate Number of Parking Spaces
Fire Department (Public)	137
Highspire Mini-Mall (Private)	71
Fisher Auto Parts (Private)	55
Lutheran Church	29
United Methodist Church	25
Highspire Schoolhouse Apartments	24
Citizens Bank	23
Choice/Roma - Commercial Strip	20



Aerial view of existing large off-street parking lots (public and private) [in yellow hatching] in the CBD (in red outline)

Opportunities and Recommendations

Use the information from this plan to develop a specific plan to enhance the existing free public parking lot behind the Fire Company (near Broad and Lumber Streets) and corridors, specifically Broad Street, leading to the parking area to include

landscaping, street trees, lighting, paving and line space delineation, and other amenities.

Develop a coordinated signage program to direct customers, visitors, residents and business owners the points of interest in the Borough and Central Business District, including the free public parking lot behind the Fire Company (near Broad and Lumber).



Looking east along Broad Street,
existing public parking lot at the right

Ease parking standards for uses within the CBD.

Allow shared or joint use parking between compatible and complimentary uses (i.e. office and residential or restaurant, church and office or residential) through the use of agreements.

Allow a property's street frontage to count towards required off-street parking.

Encourage developments and uses within the CBD to use parking spaces in the existing free public parking lot to count towards required off-street parking.

Encourage business owners to notify customers about parking in the municipal lot.



Although not in Highspire, these are examples private business signs notifying visitors/customers of public parking locations

I-A-10

Central Business District

Discourage parking lots from fronting on streets, especially 2nd Street, or if allowed, require alley access and pedestrian scaled screening and landscaping along the major streets.



Although not in the CBD, this shows an existing example of landscaped and screened parking lot in the rear of a building, accessed by a side street



Although not in Highspire, this is an example of a parking lot fronting on a downtown's major (main) street

Require sidewalks and pedestrian ways intersecting with driveways to be continued or delineated across the driveways

through the use of similar material composition or colors as the sidewalks and pedestrian ways.



Although not in Highspire, this is an example of sidewalk material continued across intersecting driveway

Delineate on-street parking spaces with paint and striping.

Discourage automobile-oriented and automobile-dominated uses.

Develop a plan to identify additional streets appropriate for establishing regulations limiting large truck, boat, camper/RV and other large vehicle parking obstructions along certain roadways specifically along 2nd Street.

Sidewalks

A main component of any viable CBD, whether large city or small town, is its pedestrian accessibility within and connection to businesses, homes and public areas from outside of the area. Sidewalks serving mainly residential uses are typically four (4) to five (5) feet in width, while sidewalks serving commercial areas, specifically should include a clear space of not less than six (6) feet. The wider sidewalks allow for outdoor cafes, sidewalk seating and sales. The majority of Highspire's CBD is served with sidewalks, with the exception being Vine Street between Penn and 2nd Street. Sidewalks within Highspire's CBD measure between four (4) to five (5) feet in width, although varying in

conditions from newly constructed to deteriorated, for the most part, are constructed of concrete.



Aerial view of existing sidewalk locations [in yellow hatching] in the CBD (in red outline)

Opportunities and Recommendations

Enhance pedestrian connections within the CBD and to surrounding neighborhoods with improved sidewalks, street lighting, street trees, benches, etc.

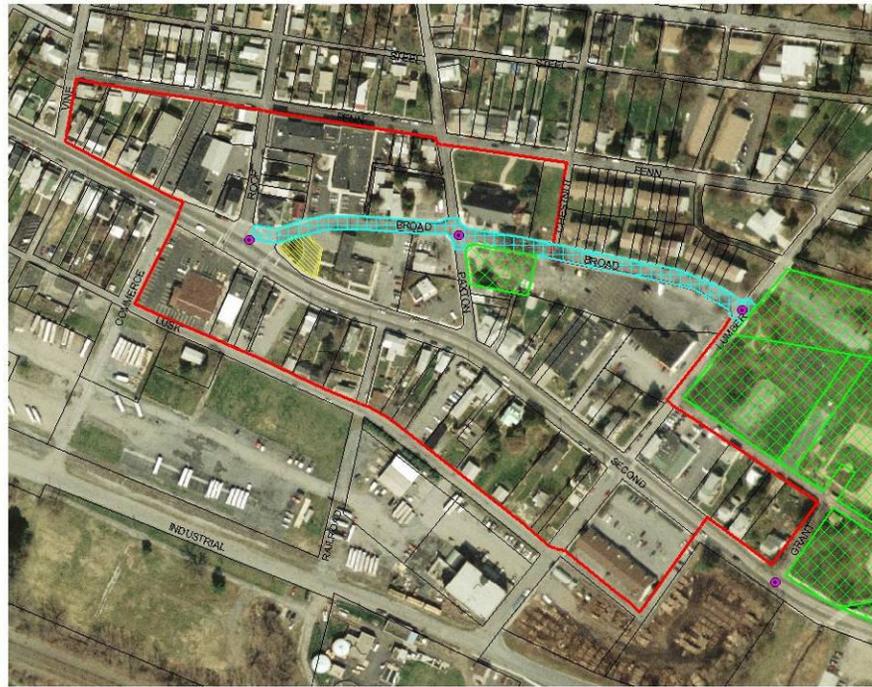
Ensure sidewalks are six to ten (6 - 10) feet in width within the CBD.

Work with County and State officials to sign and promote 2nd Street as part of the PA State Bicycle Route system.

Create a bicycle and pedestrian system connecting the Borough's parks to one another, the Central Business District, the Susquehanna River and other important social gathering places using existing sidewalks, pathways along stream and

other open space corridors, or bike facilities using existing roadways.

Enhance the Broad Street corridor leading to the parking area to include landscaping, street trees, lighting, paving and line space delineation, and other amenities.



Aerial view of existing park locations (in green hatching),
Broad Street corridor (in blue hatching),
The "Square" (in yellow hatching),
and gateway opportunity areas (purple points), and
in the CBD (in red outline)

Street Trees and Landscaping

Street trees and landscaping in small town CBDs provide numerous benefits. First, mature street trees combined with other traffic calming measures, such as on-street parking, create a visual effect of enclosure, whereby drivers feel the need to slow down while traveling along streets. Secondly, street trees provide shade in the summer and act as barriers in the winter, thereby reducing energy costs. Thirdly, street trees and landscaping enhance

property values. Finally street trees and landscaping help slow and reduce stormwater runoff.

Within Highspire's CBD, the presence of street trees is virtually non-existent. Typically, in most CBDs street trees are located within the rights-of-way, either between the backside of curbs and the front side of sidewalks as four (4) feet planting strips, or immediately abutting the rights-of-way within designated tree lawns behind the sidewalks. Narrow planting strips do exist on the northside of 2nd Street, west of Roop Street.



Although not in the CBD, this shows an existing example of mature street trees within a planting strip (at least 4' in width) within the Borough

Along Broad Street between Paxton and Lumber along the path where the Pennsylvania Canal once flowed, there are a number street trees, both larger, mature along the southside of Broad Street, and smaller maturing trees on the northside. The trees in this area have not been provided with the benefit of tree lawns or planting strips, as they are growing within the same path as the sidewalks, which cause vertical and horizontal displacement and heaving of the sidewalks. Additionally, in front of the Highspire Mini-Mall east of Lumber on 2nd Street, there are trees located between the parking lot and the sidewalk in a tree lawn as part of the required buffering. It should be noted that the bank property the area around the intersection of 2nd and Broad Streets is a good example of landscaping and hardscaping treatment (discussed further below).



Broad Street corridor
Left: Looking west
Right: Looking east

Opportunities and Recommendations

Consider developing a streetscape improvement plan along 2nd Street to include pedestrian context sensitive designs and traffic calming including street lighting and utility line relocation as well as the following:

- Curb Extensions/Bulb-Outs
- On-Street Parking
- Raised Median Islands/Pedestrian Refuges
- Textured Crosswalks
- Raised Intersections
- Street Trees
- Wayfinding and directional signage
- Street lighting
- Bus shelters
- Bicycle racks
- Wide sidewalks
- Benches
- Trash and recycling receptacles



Although not in Highspire, this is an example of street trees, street lights, wide sidewalks, benches and trash receptacles

Develop a coordinated gateway and signage program especially along 2nd Street, Eisenhower Boulevard, Lumber Street and Whitehouse Lane, as well as in and around the CBD.

Enhance the Broad Street corridor leading to the parking area to include landscaping, street trees, lighting, paving and line space delineation, and other amenities.

In lieu of installing four (4) foot planting strips or tree lawns in built areas, consider allowing four (4) foot by four (4) foot (sixteen [16] square feet) tree wells within appropriate sidewalk areas.



Although not in Highspire,
this is an example of a 4' x 4' tree well

Parks and Open Space

Formal parks and informal open space areas with CBDs provide visitors, residents, employees and customers areas of refuge and relaxation. There is a small urban-type park located at the northeast corner of Paxton and Broad. For a description of facilities, see background data and studies, Chapter 9 Community Facilities and Utilities (detailed below). Additionally, on the north side of 2nd Street, east of the intersection with Broad Street, there is a plaza area on the bank property used as an open space for public gatherings. The park area once housed the Highspire community Christmas Tree, but now includes a mix of pavers and grass, bus stop shelter, trash cans, benches, lighting, and an information board for public happenings. Finally, the private lot upon which the historical society building is located provides the CBD with an additional, “unofficial” park like setting.

Table 10-12

	Paxton Park
Owner / Operator	Citizen Engine House / Highspire Borough
Approximate Size	0.3 acres
Overall Condition	Good
Natural/Manmade Features	Brick pavers, trees, flowers
Swing Sets	---
Sliding Boards	---
Climbing Equipment	---
Merry-Go-Round	---
Seesaws	---
Sand Boxes	---
Rocking Toys	---
Hopscotch	---
Four Square	---
Baseball / Softball Fields	---
Soccer / Hockey Fields	---
Football Fields	---
Basketball Courts	---
Volleyball Courts	---
Racquetball / Handball	---
Shuffleboard	---
Pavilions	1 gazebo
Picnic Tables	---
Barbecue Pit	---
Benches	4
Outdoor Pool	---
Indoor Pool	---
Hiking / Jogging Trail	---
Restrooms	---
Water Fountains	1
Snack Bar	---
Waste Receptacles	2
Bike Rack	---
Signs	Yes
Other	3 planters, 1 light



Left: The "Square"
Right: Paxton Park

Opportunities and Recommendations

Work with bank officials to develop a site specific plan to coordinate, enhance and promote the formal community gathering place on "the square" with additional pedestrian amenities and comfort facilities.

Encourage and support the historical society to enhance their informal open space.

Banners

Banners can help instill a sense a place and pride, while providing an attractive means of communicating important public messages. First they announce to and welcome visitors to a community, by differentiating one place from another and letting visitors know they have arrived in a specific place. Secondly, they inform residents and visitors of important public events.

In Highspire's CBD, there are banners attached to utility poles within the public rights-of-way used for public events and happenings. In August 2006, the banners included patriotic red, white and blue stars and stripes as well as one with the Borough logo on it.



Existing banners in the CBD

Opportunities and Recommendations

Continue developing a coordinative approach with community groups for hanging appropriate decorative banners on electric and other utility poles to represent seasons, promote special community events, or commemorate dates in Highspire's history.

Crosswalks

Pennsylvania law states, "When traffic-controls are not in place or not in operation, the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection."²² Along with sidewalks, safe and visible crosswalks are essential to promoting and encouraging a safe and walkable CBD. In Highspire's CBD, there are designated crosswalks and pedestrian actuated signals at some of the local street intersections with 2nd Street. The crosswalks are delineated by white paint and striping on the pavement at the following locations.



²² Title 75, Section 3542 (a)4,
<http://www.dot.state.pa.us/pedestrian/web/general.htm#>

Table 10-13

Street Intersections	Locations
2 nd Street	West of Roop Street
2 nd Street	At Broad, East of Roop Street
2 nd Street	West of Lumber Street
2 nd Street	East of Lumber Street
Roop Street	North of 2 nd Street
Broad Street	At 2 nd and Roop Streets
Lumber Street	North of 2 nd Street
Lumber Street	South of 2 nd Street



Aerial view of existing crosswalk locations (in blue hatching) and sidewalk locations (in yellow hatching) in the CBD (in red outline)

Opportunities and Recommendations

Work with PennDOT to improve existing crosswalk delineations and obtain permanent and portable signage on 2nd Street, and consider adding alternative locations for such features.

Work with the Police Department to identify specific areas for increased pedestrian/automobile enforcement relating to crosswalks.

Streets

Highspire’s CBD is bisected by 2nd Street, which was identified in Chapter 8 Transportation and Circulation:

Table 10-14

Roadway Name	Roadway Number	Classification	Segment	Volume ²³	Level of Service ²⁴	Cartway Width ²⁵
2 nd Street	SR 0230	Principal Arterial	SR 3001 to White House Lane/Borough limit with Lower Swatara Township	13,082	B	32’ - 52’ ²⁶

The majority of the streets in the CBD accommodate two-way traffic. There are a few one-way streets located in Highspire’s CBD and indicated below:

Table 10-15

Street	Locations
Penn	Westbound from Chestnut to Vine
Vine	Southbound from Penn to 2nd
Roop	Northbound from 2nd to Penn
Paxton	Northbound from 2nd to Penn

Opportunities and Recommendations

The Borough should develop a Capital Improvements Plan (CIP). A CIP is a plan in which the Borough identifies various capital projects (roadways, sewer lines, stormwater facilities, sidewalks, parks, etc.) and large equipment purchases, provides a planning schedule and identifies options for

²³ Pennsylvania Department of Transportation, Bureau of Planning and Research, Geographic Information Division, 2005

²⁴ Dauphin County Comprehensive Plan, 2005

²⁵ Pennsylvania Department of Transportation, Bureau of Planning and Research, Geographic Information Division, 2005

²⁶ Approximately 63% of the roadway has a 44’ cartway width, generally west of Hanover Street, while 37% east of Hanover Street has either 32’ or 52’ wide cartway.

financing the plan. Essentially, the plan provides a link between a municipality's comprehensive plan and the municipality's annual budget. The CIP would not only help to prioritize projects and allocate financial resources for major public improvement projects for the Borough, but also to coordinate and maximize the benefits any future roadway and utility work with United Water, Highspire Borough Authority and other utility service providers. For example the Borough may identify a specific section of roadway needs to be rebuilt, curbs and sidewalks in the area may need replaced as well, and if the Borough Authority knows there are I/I problems in the area, the Borough and Borough Authority could plan and pool the resources and projects together to maximize project impact and minimize the cost and inconvenience.

Additionally, any major street improvement projects, including streetscaping, are opportunities for utilities either to be buried underground or relocated to alleys at the rear of properties, especially in the CBD. The Borough should notify and involve the utility service providers of this Plan as well as any potential projects which may involve or impact their infrastructure or services.

It is recommended that the arterials of 2nd Street and Eisenhower Boulevard, Lumber Street, a collector roadway, and to lesser extents Rosedale Avenue and Whitehouse Lane, also both identified as collectors, be identified as high priority access management corridors. The Borough should work with PennDOT, Tri-County, Lower Swatara Township and Steelton Borough to balance the number of required access points along these corridors and consider incorporating the following access management provisions within their subdivision and land development ordinances. Although PennDOT manages the creation of highway access points through its Highway Occupancy Permit (HOP) Program along state roadways such as 2nd Street and Eisenhower, the Borough has authority in permitting access to state owned roadways, as well as local. “. . . Local government has the authority to manage access points through the adoption and implementation of access management regulations. Additionally, local governments, through the adoption of local regulations, can regulate access on local and state-owned roads. This authority has been upheld in Pennsylvania by two key court cases . . . These court rulings uphold the authority of Pennsylvania municipalities to adopt

local ordinances to regulate access on both local and state-owned roads, as the applicant is required to meet both sets of requirements. Since applicants are still required to obtain PennDOT approval on state-owned roads, it is important for each municipality to notify their PennDOT district office of the adoption of local access management ordinances, and to coordinate with PennDOT when an applicant is seeking access to a state-owned road.”²⁷ Additionally, the Borough and Lower Swatara Township should apply the following additional provisions within their subdivision and land development ordinances for Lumber Street, Rosedale Avenue and Whitehouse Lane:

- **Cross Access Drives-** The Borough should implement a provision for the creation of cross access drives and easements;
- **Limited Access Points-** Right in/out access points with a physical island in place allows for limited access along collector roads or higher and should be incorporated into the subdivision and land development ordinance;
- **Shared Parking Areas-** As part of any Zoning Ordinance update, the Borough should consider encouraging shared parking areas, particularly when it can be determined when peak demand periods occur during different peak time periods;
- **Shared Driveways-** The Borough should include in a subdivision and land development ordinance a provision for shared driveways; and
- **Driveway, Intersection, and Roadway Spacing-** The Borough should consider including in the subdivision and land development ordinance a spacing requirement, typically 800 feet (outside of the Central Business District) for roads that serve as collectors or higher.

Work with PennDOT in continuously monitoring the resurfacing of 2nd Street and keeping residents and business owners informed of potential traffic delays and disruptions.

²⁷ PennDOT & USDOT. Access Management Model Ordinances for Pennsylvania Municipalities Handbook: April 2005 - Updated February 2006

Transit

There are two (2) transit stops in Highspire's CBD. The first one is a covered transit shelter located near the bank property on the north side of 2nd Street, east of the intersection with Broad Street. Additionally, there is a signed bus stop location on the south side of 2nd Street, west of the intersection with Commerce.

Opportunities and Recommendations

Work with CAT officials in continuously evaluating the appropriateness of the existing public transit stops and facilities (shelters, benches, signs) serving Highspire residents and businesses.



Existing bus stop shelter on
The "Square" in the CBD

Phase II – Community Development Goals and Objectives

A. Identification of Issues and Concerns

The purpose of this plan is to develop a set of policies that will guide Highspire Borough over the next ten years and to equip the Borough with a set of strategies that work together to support the stated goals. The effectiveness of a community's local planning program largely depends on the extent to which the public is engaged throughout the process and the degree to which the plan reflects the community's expressed desires. It is important to determine what the public and local municipal officials believe to be the strengths and weaknesses of the Borough. Failure to engage the public and keep them engaged will result in a plan that does not represent a common vision and one that will not achieve the desired results.

One of the most important components of the Highspire Borough Comprehensive Plan is the vision for the Borough and a set of goals and objectives that will direct the community towards this vision over the next ten years. The process of developing the vision, goals, and objectives is often more important than the actual written statements. The task force members for the Highspire Borough Comprehensive Plan recognized the importance of this element and developed and implemented a public participation program that included a community survey and community public meeting. The community public meeting was conducted at the Highspire United Methodist Church, a well known community gathering place and an excellent example of property rehabilitation and property improvement in the Borough. The community public meeting was held in May of 2006. Additionally, all task force committee meetings were open to the public.

B. Citizen Survey and Community Public Meeting

The community survey provided an opportunity for residents and business owners of the Borough to participate directly in the Comprehensive Plan process without leaving their homes. All survey questions were reviewed and developed by the task force. Questions were designed to poll residents and business owners on their attitudes, both subjectively and objectively. Approximately 1588 surveys were mailed to all residents (including property

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owners and renters) and business owners in Highspire. In total, 304 surveys were returned for a return rate of 19 percent.

In general, the majority of respondents felt that the overall quality of life was fair to good. However, specific components that contribute to quality of life, received less than desirable ratings. The majority of respondents rated Highspire as “poor” in the following categories: quality of schools; place to raise children; job opportunities; and cultural activities. The availability of places to shop, cost of living, downtown appearance, and transportation network were all rated “fair” by the majority of respondents, but the second greatest response to these categories indicated a “poor” rating. The majority of respondents also felt that the Borough has become a worse place to live over the last 10 years and expect the decline to continue over the next 10 years. Analysis of the survey shows the apparent need to improve upon various components that contribute to the quality of life experienced by residents of the Borough. Recognizing that a need exists to improve upon various components that contribute to the quality of life is the first step towards improving upon less than desirable conditions.

Respondents also offered valuable opinions relating to what they would like to see happen in Highspire and what they would like the Borough government to focus on. The following represent common themes that were identified in the analysis of the survey:

- The quality of life was rated as the most important thing to survey respondents, followed by the quality of schools and the cost of living.
- Residents are generally satisfied with police, fire, and emergency services and water and sewer infrastructure.
- Less than 15% of survey respondents accessed the Borough’s website in the last 5 months, but only 20% of respondents indicated that they had access to the internet at home.
- The majority of respondents indicated that they would be willing to support stricter oversight of property maintenance and new development.
- Respondents generally support a variety of development types including single family homes, mixed uses, restaurants, and small retail shops. Respondents were split on the issues of industrial development, office development, townhouse development and the

development of big box retail. In general, respondents were not in favor of new apartments coming to Highspire.

- The majority of respondents generally felt that the Borough government should actively pursue the diversification of Highspire's economy.

Respondents to the survey represented a diverse age mix of residents and business owners. Of the respondents that indicated their sex, slightly more females responded than males.

A copy of the community survey is located in Appendix A of this plan.

Community Public Meeting

A community public meeting was held at the Highspire United Methodist Church on May 24, 2006. A total of 50 people attended the community public meeting. Participants viewed a short presentation on the purpose of planning and then participated in a group facilitation exercise to determine strengths and weaknesses that exist in Highspire as they pertain to the following 5 topic areas: Downtown (aka the Central Business District) Highspire; Housing; Land Use and Community Design; Transportation; and Community Facilities and Infrastructure. The identified items were ranked to determine the relative importance of the item in each independent category. The top five strengths and weaknesses were listed and members of the public worked together to develop potential strategies to accentuate the assets of the Borough and to improve upon the identified important weaknesses. The attendees also participated in a short visioning session in which members of the community stated their vision for Highspire Borough in 10-15 years.

The results of the meeting are on file at Highspire Borough and were used in preparation of the recommendations and strategies in the plan. The following is a brief summary of some of the main points that were made at the meeting.

Downtown (the Central Business District)

- There needs to be more businesses and a better variety of businesses. New business activity should cater to college students.

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- There needs to be an increased awareness of the historic resources that the Borough has through historic preservation initiatives and standards.
- The availability of certain community facilities in the Central Business District is a huge asset to the Borough. These community facilities include parks and faith based organizations.
- Crime and vandalism and absentee landlords were noted as issues in the downtown the Central Business District.

Land Use and Community Design

- A financial burden is being placed on residents and on the school district.
- Currently, Highspire is seen as a “pass through” town.
- The zoning needs to be updated and enforced.

Community Facilities

- Although the fire department and post office are assets to the Borough, Highspire is lacking vital community services such as a library, dentist office and pharmacy.
- The community should consider a graduated curfew. The current curfew is 10:30 on school nights, 11:00 on weekends. Although this may be adequate for older kids, the younger children may need to be brought in earlier.
- Highspire needs to opt out of the joint school district.

Housing

- Absentee landlords are an issue. A moratorium should be placed on rental housing.
- Codes enforcement and maintenance are issues.
- Highspire benefits from the affordable diverse neighborhoods that do not represent conventional subdivision development.

Transportation

- Accessibility to major roads and the availability of public transportation are perceived as assets.
- Speed limit violations and the lack of clear sight distance out of parking lots were both seen as issues.

Open Task Force Meetings

A task force was assembled for this project and consisted of various residents, business owners, local officials and Borough staff. The task force met at the Highspire municipal building for all planning sessions. All of these meetings were open to the public and advertised to encourage public attendance.

C. Development of Goals and Objectives

An important by-product of the public participation program is the development of a Vision Statement. The Vision Statement must reflect the varied perspectives within the Borough, built through careful dialogue and thought, based upon accurate understanding of current conditions, supported by plans implementing and maintaining the vision, and it must have follow through. A Vision Statement is the framework around which implementable goals and objectives are developed. Without a strong vision guiding the Borough, there will be no follow through. The following Vision Statement was developed around the results of the public participation process. The Vision Statement is the mental image generated by residents and leaders of the Borough of the way it should appear and function in the future.

“ . . . Highspire Borough has transformed from what was once a sleepy, pass-through town south of Harrisburg, into a thriving prospering community which is recognized by many as a neighborhood oriented retail and residential hub. Many who come to Highspire may first feel as though they are walking back in time, to a place that resembles the epitome of Small Town America, where business owners and residents share a common pride in their community, neighbors are friendly and lend a helping hand, and citizens of all ages are constantly seeking out ways to contribute and become involved in various aspects of their community. The bustling shops and commercial businesses in the central business district, the stable industrial job centers, the prominent natural and historic features, the thriving community services and programs, and the distinct residential neighborhoods are all intertwined; it is these distinct parts of Highspire

that come together to represent one, self-sustaining community. The central business district of Highspire is often accessed by residents on foot and other pedestrians, and caters to this type of traffic. Landscape and streetscape improvements have been made throughout the downtown and in the residential sections of town to elevate the visual appearance. In the central business district, human scaled storefronts line the street and are occupied by a diverse mix of businesses. Grass covered medians, sidewalk benches and pedestrian areas add to the comfort and feeling of safety that is created by the smaller street lamps and brick inlaid crosswalks. Businesses are open later and the sidewalks stay crowded well into the evening. Various volunteer groups maintain the landscaping and plantings that beautify the community year round. In the residential neighborhoods, the Home Maintenance and Improvement Program, a sister program to the Highspire Asset Team, continues to assist residents in making general repairs and in rehabilitating older, deteriorating structures. As younger families continue to move into Highspire Borough, the amount of activities and community participants continue to increase. Highly regarded summer programs are held in Reservoir Park, and the snack bar at Memorial Park continues to be a favorite of spectators of the youth baseball games and of visitors to the historic Union Canal. Reservoir Park is also frequented often in the winter, during the months when the lake is frozen and public skating is available on the weekends. Perhaps the most memorable occurrence of the last 10 to 15 years however, was the celebration that lasted all summer long in 2014, celebrating Highspire's 200th Birthday. Events were held every weekend and residents encouraged friends and family members to come to Highspire to shop, visit, eat, and experience the success and tradition of Highspire. . ."

Goals to Achieve the Vision for Highspire Borough

A goal identifies what the Borough or organization tends to accomplish. A goal should be broad, not identifying specific activities. It is oriented towards achieving the vision of Highspire Borough. One goal cannot be implemented and others discarded; they all must complement each other in order to achieve the desired vision.

Objectives for Action

The objectives provide a framework for local officials in each of the municipalities that will help guide progress to achieve the broader goals and, in a larger sense, the vision of Highspire Borough.

Action Items

Action Items are very specific items or steps that need to occur to effectively attain an objective. An action item often explains the “how to” for an objective that may seem rather undefined or vague.

Community Planning Goals and Objectives

As is indicated in Phase I, A. Background Studies, Chapter 1, Introduction of this comprehensive plan, the legislative authority for Pennsylvania local governments to plan for, and manage development within their respective municipal boundaries is based on the Pennsylvania Municipalities Planning code, Act 247, as amended. This legislation has established the basic requirements for a comprehensive plan, the first of which is a statement of community goals and objectives:

“The municipal, multi-municipal or county comprehensive plan, consisting of maps, charts and textual matter, shall include, but need not be limited to, the following related basic elements: (1) A statement of objectives of the municipality concerning its future development, including, but not limited to, the location, character and timing of future development, that may also serve as statement of community development objectives as provided in Section 606.”²⁸

²⁸ Pennsylvania Municipalities Planning Code, Article III, Section 301. Act of 1968, P.L. 805, No. 247 as reenacted and amended.

Furthermore, Section 606, *Statement of Community Development Objectives*, states that, “Zoning ordinances enacted after the effective date of this act should reflect the policy goals of the municipality as listed in a statement of community development goals and objectives, recognizing that circumstances can necessitate the adoption and timely pursuit of new goals and the enactment of new zoning ordinances which may neither require nor allow for the completion of a new comprehensive plan and approval of new community development objectives. This statement may be supplied by reference to the community comprehensive plan or such portions of the community comprehensive plan as may exist and be applicable or may be the statement of community development objectives provided in a statement of legislative findings of the governing body of the municipality with respect to land use; density of population; the need for housing, commerce and industry; the location and function of streets and other community facilities and utilities; the need for preserving agricultural land and protecting natural resources; and any other factors that the municipality believes relevant in describing the purposes and intent of the zoning ordinance.”²⁹

As empowered and authorized by the above referenced sections of the Pennsylvania Municipalities Planning Code, and input from the community survey and community public meeting, the following Community Goals and Objectives have been developed for Highspire Borough:

1. Natural and Cultural Features
Protect, preserve, and enhance existing and potential natural, cultural and historic resources through an initiative for increased awareness, acceptance, and appreciation of these important manmade and natural assets within a sustainable community.
2. Human Composition and Geography
Broaden and stabilize the population base within the Borough by attracting a diverse mix of individuals and families of varying ages, cultures and income levels.

²⁹ Pennsylvania Municipalities Planning Code, Article VI, Section 606. Act of 1968, P.L. 805, No. 247 as reenacted and amended.

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Community Development Goals & Objectives

3. Housing
Promote a variety of safe and affordable housing opportunities for a diverse mix of individuals and families, which includes development of new housing that is well constructed and reinvestment in existing housing that is well maintained, both of which compliment and enhance the neighborhood feel of the community.
4. Transportation
Ensure the Borough is served by a safe, reliable and highly interconnected multi-modal transportation system that meets the needs of all residents and businesses, and one which also appeals to visitors from outside of the Borough due to the Borough's proximity to major transportation corridors and ease of navigation.
5. Land Use
Establish a compatible and consistent set of land uses within the Borough that encourage reinvestment in properties, foster a self sustaining community and strengthen the small town feel.
6. Economy
Expand and enhance commercial and industrial business opportunities within Highspire Borough to increase employment opportunities, broaden the tax base, and promote a diversified economy that will allow Highspire Borough to reach its full potential as a self-sustainable community.
7. Community Facilities
Continue to provide high quality services; initiate positive, productive working relationships with the school district and surrounding municipalities; and encourage development of various volunteer and civic organizations that contribute to the quality of life and instill a sense of pride within the community.
8. Central Business District
Transform the central business district of Highspire Borough into an attractive, identifiable, mixed residential and commerce hub that is self-sustainable, supports the surrounding neighborhoods,

and showcases an attractive, pedestrian friendly destination.

Highspire Borough Goals and Objectives

Natural, Cultural and Historic Resources

Goal: Protect, preserve, and enhance existing and potential natural, cultural and historic resources through an initiative for increased awareness, acceptance, and appreciation of these important manmade and natural assets within a sustainable community.

Objectives:

1. Support identification and documentation of Highspire's historic resources.
2. Support the Highspire Historical Society to encourage volunteer assistance and increase awareness of the Borough's historic assets, such as the former Union Canal through educational programs for residents and visitors.
3. Review and update ordinances when necessary to ensure preservation and enhancement of natural and historic resources in the built environment
4. Work with the surrounding municipalities and riverfront property owners to establish a written policy or agreement for river access and to initiate a coordinated approach for the development of a greenway corridor that links the Susquehanna River with other natural features and other important Borough assets.
5. Increase cultural awareness amongst the Borough's diverse population through the support of multi-cultural educational programs and events.

Human Composition and Geography

Goal: Broaden and stabilize the population base within the Borough by attracting a diverse mix of individuals and families.

Objectives:

1. Increase the Borough's appeal to attract new homeowners and young families with children.

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Community Development Goals & Objectives

2. Encourage young adults to stay and contribute to the community.
3. Increase awareness and participation among Borough residents and business owners in community programs and events.

Housing

Goal: Promote a variety of safe and affordable housing opportunities for a diverse mix individuals and families, which includes new housing that is well constructed and existing housing that is well maintained, but both which compliment and enhance the neighborhood feel of the community.

Objectives:

1. Determine priority areas within the Borough targeted for conservation, rehabilitation and redevelopment.
2. Encourage and support community organizations' efforts to address housing and property maintenance issues, as well as to educate residents in home improvement practices and tactics.
3. Seek to reverse the current trends of increasing rental occupancy and vacancy rates.
4. Review and update ordinances when necessary to implement the future land use and housing plan to ensure effective housing and property inspection maintenance regulations are in place and determine the most effective means of enforcement. Otherwise enforce existing ordinances to ensure that the purposes of the ordinances are fulfilled.
5. Broaden the tax base through a variety of housing styles that styles that are compatible with adjacent properties and the existing built environment by encouraging the construction of new, high quality housing, as well as the maintenance and enhancement of the existing housing stock.

Transportation

Goal: Ensure the Borough is served by a safe, reliable and highly interconnected multi-modal transportation system that meets the needs of all residents and businesses, and one which also appeals to visitors from outside of the Borough due to the Borough's

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Community Development Goals & Objectives

proximity to access to major transportation corridors and ease of navigation.

Objectives:

1. Work with PennDOT, Tri-County Regional Planning Commission and other transportation agencies to help implement the elements of the transportation plan.
2. Seek to capitalize upon and capture a portion of the large volume of pass through traffic to support community and economic development initiatives.
3. Maintain and enhance existing roadway and motorized transportation corridors and facilities within the Borough in a context sensitive fashion.
4. Improve pedestrian safety and accessibility through streetscape improvements and designated pedestrian corridor enhancements.
5. Increase connectivity for non-motorized forms of transportation.

Land Use

Goal: Establish a compatible and consistent set of land uses within the Borough that fosters a self sustaining community and strengthens the small town feel.

Objectives:

1. Discourage “strip” type development.
2. Encourage pedestrian scaled development.
3. Ensure that commercial businesses locating in residential districts support and are compatible with, rather than detract from, the residential character of the neighborhood.
4. Review and update ordinances when necessary to implement the future land use and housing plan. Otherwise enforce existing ordinances to ensure that the purposes of the ordinances are fulfilled.
5. Promote a structured development policy that first considers maintenance, rehabilitation and adaptive reuse, and then encourage infill and redevelopment within the Borough.

II-A

Community Development Goals & Objectives

6. Determine priority areas within the Borough targeted for conservation, rehabilitation and redevelopment.
7. Encourage a variety of attractive, appropriately scaled and compatible land uses specifically relating to context sensitive solutions involving issues such as buffering and landscaping, signs, parking, building location, scale, and massing.
8. When considering the spatial arrangement of land uses in the Borough, take into account the diverse mix of ages and differing degrees of mobility of the residents of the Borough.
9. Encourage a variety of for-profit businesses to broaden the tax base in the Borough.
10. Encourage the full utilization of industrial areas of the Borough.
11. Encourage mixed use development in appropriate areas of the Borough.
12. Encourage development that respects and incorporates natural features as part of the site planning and construction.
13. Encourage visual and aesthetic improvements such as betterments to the streetscape and landscape and general building and property improvements.

Residential Districts should be based on the following principles:

- Promote for the orderly expansion and improvement of existing neighborhoods;
- Make efficient use of limited land resources and existing public services to implement elements of the Comprehensive Plan;
- Designate land areas and neighborhoods for a range of housing types and intensities needed by the community, including owner-occupied and rental housing units;
- Provide flexible lot and building standards that encourage compatibility between land uses, efficiency in site design, and environmental compatibility;
- Provide for compatible building and site design at appropriate neighborhood, pedestrian-friendly scale;

II-A

Community Development Goals & Objectives

- Provide standards that are in character with the landforms, existing building and development patterns within the community;
- Reduce reliance on automobiles for neighborhood travel and provide options of alternative modes of transportation;
- Provide direct and convenient access to parks, public and neighborhood services, and the CBD.

Commercial Districts should be based on the following principles:

- Promote the efficient use and reuse of buildings, land, and community facilities and services within the established CBD and other commercial areas;
- Create a mixture of buildings and land uses that encourage compatible and complementary non-residential and residential uses within the same building and upon the same lot (CBD) or in close proximity to one another (CBD and other commercial areas);
- Provide formal and informal community gathering places and opportunities for socialization in commercial developments, but specifically within the CBD;
- Encourage pedestrian-oriented and pedestrian scaled development in all commercial development, but specifically in the CBD;
- Create or enhance a distinct storefront character at the ground floor level with residential or office uses located on upper floors, specifically in the CBD;
- Provide connections between the surrounding residential neighborhoods and commercial areas, including residential uses within the CBD;
- Provide an attractive, inviting, and safe environment for residents, business owners, customers, and visitors;
- Discourage automobile-oriented and automobile-dominated uses specifically within the CBD, while accommodating these more intense types of uses within other commercial areas;

II-A

Community Development Goals & Objectives

- Encourage alternative modes of transportation (transit, pedestrian and bicycle) and coordinated access in all commercial districts by reducing the reliance on the automobile and to minimize the need for off-street parking;
- Implement general commercial design guidelines that maintain and promote the principles mentioned above.

Industrial Districts should be based on the following principles:

- Provide for efficient use of land and public services;
- Provide appropriately zoned land with a range of parcel sizes for various intensities of industrial use;
- Provide multiple transportation options for employees and customers;
- Locate business, industrial support services close to major employment centers;
- Ensure compatibility between industrial uses and nearby commercial and residential areas;
- Provide appropriate design standards to accommodate a range of industrial uses;
- Provide attractive locations for business to locate.

Economy

Goal: Expand and enhance commercial and industrial business opportunities within Highspire Borough to increase employment opportunities, broaden the tax base, and promote a diversified economy that will allow Highspire Borough to reach its full potential as a self-sustainable community.

Objectives:

1. Encourage and support local business development, expansion, retention and business attraction through ordinance review and update where necessary, efficient and navigable permitting process, and potential financial incentives or abatements.
2. Encourage business owners to take an active and unified role in the Greater Middletown Area Economic Development Corporation (GMAEDC).

II-A

Community Development Goals & Objectives

3. Encourage a mix of small retail and specialty stores in addition to the wide range of personal services which currently exist.
4. Discourage “strip” type development.
5. Encourage pedestrian scaled development.
6. Ensure that commercial businesses locating in residential districts support and are compatible with, rather than detract from, the residential character of the neighborhood.
7. Encourage the full utilization of industrial areas of the Borough.
8. Encourage mixed use development in appropriate areas of the Borough.

Community Facilities

Goal: Continue to provide high quality services; initiate positive, productive working relationships with the school district and surrounding municipalities; and encourage development of various volunteer and civic organizations that contribute to the quality of life and instill a sense of pride within the community.

Objectives:

1. Work with the Steelton-Highspire School District to ensure that Highspire youth are receiving quality education in a safe, supportive atmosphere.
2. Monitor and maintain existing infrastructure and services to ensure that cost effective, high quality facilities and services continue to be provided to residents of the Borough.
3. Enhance existing community facilities and services that are assets to the Borough such as the parks, the historical society, and the recycling center.
4. Encourage the expansion of current community organizations such as the Highspire Asset Team, and support the creation of new organizations and programs that address issues such as homeownership and maintenance, or provide services such as a welcoming program for new residents, to increase overall community pride within the Borough.

5. Increase awareness and participation in community programs and events.

Central Business District

Goal: Transform the central business district of Highspire Borough into an attractive, identifiable, mixed residential and commerce hub that is self-sustainable, supports the surrounding neighborhoods, and showcases an attractive, pedestrian friendly destination.

Objectives:

1. Create and encourage a business friendly atmosphere to retain existing businesses and attract a variety of businesses in pedestrian scaled storefronts.
2. Encourage infill and redevelopment in a manner consistent and compatible with the existing built environment.
3. Discourage “strip” type development within the central business district.
4. Encourage pedestrian scaled development within the central business district.
5. Support developing a committee to work with business owners and the Greater Middletown Area Economic Development Corporation (GMAEDC) and focus on supporting the business environment through recruitment, education and retention of quality businesses, and attracting a diversified customer base to the central business district.
6. Encourage visual and aesthetic improvements such as betterments to the streetscape and landscape and general façade improvements.
7. Encourage business owners to take an active and unified role in the Greater Middletown Area Economic Development Corporation (GMAEDC).
8. Seek to capitalize upon and capture a portion of the large volume of pass through traffic to support community and economic development initiatives.

II-A

Community Development Goals & Objectives

Principles - The Central Business District should be based on the following principles:

- Promote the efficient use and reuse of buildings, land, and community facilities and services within the established CBD;
- Create a mixture of building and land uses that encourage compatible and complementary non-residential and residential uses within the same building, upon the same lot and within close proximity to one another;
- Provide formal and informal community gathering places and opportunities for socialization;
- Encourage pedestrian-oriented and pedestrian scaled development;
- Create or enhance a distinct storefront character at the ground floor level with residential or office uses located on upper floors;
- Provide connections between the surrounding residential neighborhoods and commercial areas, including those residential uses within the CBD;
- Provide an attractive, inviting, and safe environment for residents, business owners, customers, and visitors;
- Discourage automobile-oriented and automobile-dominated uses;
- Encourage alternative modes of transportation (transit, pedestrian and bicycle) and coordinated access in all commercial districts by reducing the reliance on the automobile and to minimize the need for off-street parking;
- Implement general design guidelines that maintain and promote the CBD principles mentioned above.

Phase III – The Comprehensive Plan

A. Plan Section

1. FUTURE LAND-USE PLAN

The Future Land Use Plan formally establishes the desired land uses, densities, intensities, and general development design guidelines for Highspire Borough. The plan is formulated from a variety of resources including the draft 2005 Dauphin County Comprehensive Plan, Highspire Borough Comprehensive Plan of 1974, and the existing zoning ordinance districts. Information contained in previous chapters of the Comprehensive Plan, including the existing land uses has also been analyzed and incorporated into the formation of the plan.

As with older, core communities, Highspire Borough is essentially built out. The built environment, especially in and around the Central Business District (CBD), has essentially been set over a century ago with traditionally:

- shorter blocks;
- smaller, narrower lots;
- mixture of commercial and retail uses;
- multi-story buildings closer to the streets; and
- alley access.

Over the years, the northern and eastern portions of the Borough developed in a more suburban pattern, especially dominated by single-family detached residential uses in one and two story buildings; on larger, wider lots; with larger setbacks. Along and south of 2nd Street there exists more intense commercial and industrial development on larger, wider lots; single and multi-story buildings; outdoor storage; large amounts of parking in front of the buildings and impervious surfaces.

Except for a few moderate sized tracts of undeveloped land on steeper slopes in the far northern portion of the Borough and a few larger undeveloped or underdeveloped parcels south of 2nd Street, there are only limited amounts of undeveloped land remaining within the Borough. As in most built out communities, this lends itself to inhibiting most new building and construction within the Borough. Additionally, the lack of larger contiguous tracks of land, combined with other manmade building and

development constraints, including developers seeking to construct readymade buildings or “cookie-cutter” developments better suited for suburban areas, severely affects new development potential in older boroughs. Furthermore other issues affecting new development within these older, built-up communities include:

- demolition of vacant, dilapidated, and underutilized buildings;
- assemblage of many smaller lots into a few larger parcels;
- environmental remediation;
- upgrading of utilities;
- ensuring consistency and compatibility with the existing development;
- complying with misguided suburban, auto-dominated land use regulations;
- pre-designed, cookie cutter buildings; and
- dealing with the construction and development impacts on large numbers of neighbors and property owners in close proximity.

Therefore, the challenge is to tailor the Borough’s land use and development polices and regulations to allow for and accommodate all uses while balancing the need to encourage and allow for market and societal changes in land use and development trends and processes within the context of and compatible with the existing pedestrian scaled built environment of the Borough.

This plan’s polices and recommendations support an appropriate mixed use, pedestrian scaled land use and development approach for allowing innovation and changes in business, technology and society specifically through maintenance, preservation, rehabilitation, and reuse of existing buildings, and new infill and redevelopment of undeveloped or underdeveloped building lots.

This plan provides for a conceptual framework that permits many types of land uses to interact in a harmonious way; to provide for a sound physical, economic and social basis for future land use; and to provide standards which will assure sound and aesthetically pleasing land uses.

Community Policies and Recommendations

An inherent value of the Future Land Use Plan is its potential for motivating property owners, developers, and decision makers toward achieving the highest and best use of the land.

Phase II.C of this Plan establishes and articulates community goals and objectives for the future of the Borough. Policy statements and objectives have been established to enhance the Borough's physical, social, and environmental components. These policies form the conceptual framework for providing for a sound physical, economic and social basis for future land use; delineating and ensuring appropriate and harmonious mixture of land use and development and open space patterns, design guidelines and standards which will assure an aesthetically pleasing mixture of land uses and types at various densities and intensities, and development expectations that permit many types of land uses.

Public Input

Overall, the residents, business owners and local officials within the Borough generally have mixed feelings concerning land use and development within the Borough. Specifically, respondents of the public surveys and attendees at the community public meeting indicated general satisfaction with the overall community appearance and the diversity and mixture of land uses, natural features, and enforcement of zoning/building codes. On the other hand, residents, business owners and local officials are generally concerned the Borough will become less desirable, that zoning is out of date and inflexible, and a need for economic development diversification. It should be noted that residents and business owners also indicated the Borough should focus on encouraging, attracting and accommodating compatible land uses such as small scale shops (neighborhood commercial businesses, in-home businesses, bed & breakfasts, child care), restaurants, offices, affordable and diverse housing, open space/parks. Finally, there is an interest in historic preservation, but not to the point of land use and development regulations.

Land Use Classifications

The Future Land Use Plan divides the Borough into seven (7) different land classifications. They include three (3) residential classifications, two (2) commercial classifications, one industrial classification, and one park, recreation and open space

conservation classification. In addition to the seven (7) land classifications, two (2) overlay classifications are proposed which include floodplain features and airport protection. These classifications are discussed in the following sections.

Residential

Residential Districts should be based on the following principles:

- Promote for the orderly expansion and improvement of existing neighborhoods;
- Make efficient use of limited land resources and existing public services to implement elements of the Comprehensive Plan;
- Designate land areas and neighborhoods for a range of housing types and intensities needed by the community, including owner-occupied and rental housing units;
- Provide flexible lot and building standards that encourage compatibility between land uses, efficiency in site design, and environmental compatibility;
- Provide for compatible building and site design at appropriate neighborhood, pedestrian-friendly scale;
- Provide standards that are in character with the landforms, existing building and development patterns within the community;
- Reduce reliance on automobiles for neighborhood travel and provide options of alternative modes of transportation;
- Provide direct and convenient access to parks, public and neighborhood services, and the CBD.

Low Intensity Residential District

This district is comprised of those areas where lower intensity residential dwellings are predominant, includes certain undeveloped areas where similar development could be extended, and provides for similar compatible infill development. The district seeks to stabilize and protect certain areas of the Borough where a pattern of low density residential dwellings have been established, and to promote suitable environment for family life.



Examples of existing single-family detached housing and land uses within the low intensity residential district

Uses should generally include single-family detached and possibly two family dwellings, group homes, and some non-residential uses including municipal parks, and utilities. Accessory uses and structures include those incidental and subordinate to permitted uses including home occupations (including no-impact), family and accessory daycare facilities, accessory dwellings (see table below), swimming pools, garages, fences, etc.

Low Intensity Residential District General Location

This district encompasses 95.6 acres, or nearly 24.6% of the Borough. Generally this district is located in the northcentral portion of the Borough, north of Bessimer Street, west of Lumber, and north of Memorial Park east of Lumber.

Low Intensity Residential District Dimensional and Design Criteria

This district generally includes the standards in Table 1-1 below:

<p>Density</p>	<ul style="list-style-type: none"> ○ 6 - 8 units per acre ○ New development proposed for lots that are at least twice the size of the required minimum lot size should be planned and sited so that future subdivision can occur as needed and meet all other dimensional requirements. This provision could include requiring at least one large side yard setback for the
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Future Land Use Plan

	principal and accessory buildings.
Lot Areas	<ul style="list-style-type: none"> ○ Residential: 5,000 sq. ft. ○ Non-Residential: 6,000 sq. ft.
Lot widths	<ul style="list-style-type: none"> ○ Residential: 40 - 50 ft. ○ Non-residential: 20 - 30 ft.
Building Orientation	<ul style="list-style-type: none"> ○ Principal: Facing an adjoining street.
Building Height	<ul style="list-style-type: none"> ○ Principal: Use average of principal building heights on the block, both sides of street, then permit 10% variation, or consider using a standard minimum and maximum height (i.e. 2 - 3 stories). ○ Accessory: 2 stories provided with appropriate setbacks and other design criteria.
Building Size	<ul style="list-style-type: none"> ○ Principal: Use average of principal building size on the block, both sides of street, then permit 10% variation, or consider using a standard relating to building size ratio to lot size ratio. ○ Accessory: Use ratio of principal building, or not to exceed 600 sq. ft.
Lot Coverage	<ul style="list-style-type: none"> ○ Residential: 30 - 40% ○ Non-residential: 50 - 60%
Setbacks	<ul style="list-style-type: none"> ○ Principal - Front: Use average of principal building facades on the block, both sides of street, then permit 10% variation, or consider using a standard minimum and maximum front setback line (i.e. 10 - 20 ft.). ○ Attached unenclosed porches, eaves, awnings, bay windows, etc. should be permitted to be located closer to the street right-of-way line.

	<ul style="list-style-type: none"> ○ Accessory - Front: All garages and carports should be setback behind the front façade of the principal building or only be accessible from the alley or side street. ○ Principal - Side: 8 feet. ○ Accessory - Side: less than principal. ○ Principal - Rear: 15 feet ○ Accessory - Rear: less than principal
Parking	<ul style="list-style-type: none"> ○ Parking should be required in the rear of the principal buildings, accessible from alleys. Residential parking may be permitted in garages or paved driveways when existing street access is provided and alley exists.
Landscaping	<ul style="list-style-type: none"> ○ 10% of lot area for all uses except for single-family detached.
Sidewalks	<ul style="list-style-type: none"> ○ 4' within right-of-way on both sides of streets.
Street Trees	<ul style="list-style-type: none"> ○ Located within right-of-way in 4' planting strip between curb and sidewalk or within from yard area behind the sidewalk.
Accessory Residential Uses	<ul style="list-style-type: none"> ○ Permitted subject to criteria regarding maximum size, location, parking, placement/design of windows, owner occupancy for lot, etc.

Moderate Intensity Residential District

This district is comprised of those areas where a variety of moderately intensive residential dwelling types, including single and multi-unit housing, are predominant and well established. This district includes certain areas where similar compatible infill

development could be constructed. The district seeks to promote and protect the mixed residential areas of the Borough where an existing pattern of diverse, moderate intensity residential dwelling types have been established.



Examples of existing single-family semi-detached (left) and detached (right) housing and land uses within the moderate intensity residential district

Uses should generally include a range of residential dwelling types including single-family detached, semi-detached, attached, two-family dwellings, multi-family units and group homes, along assortment of municipal and public uses such as libraries, firehouses, parks, schools, churches, and utilities. Accessory uses and structures include those incidental and subordinate to permitted uses including home occupations (including no-impact), bed and breakfasts, family and accessory daycare facilities, accessory dwellings (see table below), swimming pools, garages, fences, etc.

Moderate Intensity Residential District General Location

This district encompasses 92 acres, or nearly 23.7% of the Borough. Generally this district is located in four (4) areas of Borough: in the southwest portion of the Borough, south and west of Bank Avenue; in the central portion, east of Eisenhower Boulevard to Lumber, generally south of Bessimer Street; east portion, between Wolf and Whitehouse, north of Rhoda; and in the southeast of east of Hammaker, between Martin and Elizabeth.

Moderate Intensity Residential District Dimensional and Design Criteria

This district generally includes the standards in Table 1-2 below:

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Future Land Use Plan

Density	<ul style="list-style-type: none"> ○ 8 - 10 units per acre ○ New development proposed for lots that are at least twice the size of the required minimum lot size should be planned and sited so that future subdivision can occur as needed and meet all other dimensional requirements. This provision could include requiring at least one large side yard setback for the principal and accessory buildings.
Lot Areas	<ul style="list-style-type: none"> ○ Residential: 2,000 sq. ft. SFA - 4,000 sq. ft. SFD ○ Non-Residential: 6,000 sq. ft.
Lot widths	<ul style="list-style-type: none"> ○ Residential: 20 - 40 ft. ○ Non-residential: 20 - 30 ft.
Building Orientation	<ul style="list-style-type: none"> ○ Principal: Facing an adjoining street.
Building Height	<ul style="list-style-type: none"> ○ Principal: Use average of principal building heights on the block, both sides of street, then permit 10% variation, or consider using a standard minimum and maximum height (i.e. 2 - 3 stories). ○ Accessory: 2 stories provided with appropriate setbacks and other design criteria.
Building Size	<ul style="list-style-type: none"> ○ Principal: Use average of principal building size on the block, both sides of street, then permit 10% variation, or consider using a standard relating to building size ratio to lot size ratio. ○ Accessory: Use ratio of principal building, or not to exceed 600 sq. ft.
Lot Coverage	<ul style="list-style-type: none"> ○ Residential: 50 - 70% ○ Non-residential: 60 - 70%
Setbacks	<ul style="list-style-type: none"> ○ Front - Principal: Use average of principal building facades on the block, both sides of street, then permit 10% variation, or consider using a standard minimum and maximum front setback line (i.e. 10 - 20 ft.).

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	<ul style="list-style-type: none"> ○ Attached unenclosed porches, eaves, awnings, bay windows, etc. should be permitted to be located closer to the street right-of-way line. ○ Garages and carports should be setback behind the front façade of the principal building or only be accessible from the alley or side street. ○ Principal - Side: 8 feet, except for common-wall, then 0’. ○ Accessory - Side: Less than principal. ○ Principal - Rear: 15 feet. ○ Accessory - Rear: Less than principal.
Parking	<ul style="list-style-type: none"> ○ Parking should be required in the rear of the principal buildings, accessible from alleys. Residential parking may be permitted in garages or paved driveways when existing street access is provided and no alley exists. Shared parking should be required for multiple uses on one lot or in one building (commercial & residential) among neighboring compatible uses (office & church, office & residential).
Landscaping	<ul style="list-style-type: none"> ○ 7% of lot area for all uses except for single-family detached.
Sidewalks	<ul style="list-style-type: none"> ○ 4’ within right-of-way on both sides of streets.
Street Trees	<ul style="list-style-type: none"> ○ Located within right-of-way in 4’ planting strip between curb and sidewalk or within from yard area behind the sidewalk.
Accessory Residential Uses	<ul style="list-style-type: none"> ○ Permitted subject to criteria regarding maximum size, location, parking, placement/design of windows, owner occupancy for lot, etc.

Mixed Neighborhood Commercial District

This district is meant to include those areas where a combination of the wide variety of moderately intensive residential dwelling types permitted in the Moderate Intensity District, including single and multi-unit housing, are predominant, well established and able to support compatible neighborhood, pedestrian oriented public and commercial services. This district includes certain areas where compatible infill development could be constructed. The district seeks to protect the existing pattern of mixed residential areas and promote complimentary and supporting commercial and public uses to serve those and surrounding neighborhoods.

Uses should generally include a range of residential dwelling types including single-family detached, semi-detached, attached, two-family dwellings, multi-family units and group homes, live/work units with non-residential uses on the ground floor and residential use on the upper floors, along assortment of municipal and public uses such as libraries, firehouses, parks, schools and utilities. Other non-residential uses include offices, retail sales (with accessory manufacturing of items such as jewelry, crafts, etc. and when completely located within an enclosed building) and service uses limited to but not more than 5,000 sq. ft. of building area for each use. Automobile oriented and dominated uses such as gas stations, auto repair and sales facilities, drive through, drive-in and drive-up facilities shall be prohibited. Accessory uses and structures include those incidental and subordinate to permitted uses including, home occupations (including no-impact), bed & breakfasts, outdoor dining, accessory dwellings (see table below), swimming pools, garages, fences, signs, parking, offices, etc.





Top: Example of an adaptive reuse of former residential structure as a lower intensity non-residential use within the mixed neighborhood commercial district
 Bottom: Existing single-family detached housing within the mixed neighborhood commercial district, which may be appropriate for residential or low-impact non-residential uses permitted in the mixed neighborhood commercial district

Mixed Neighborhood Commercial District General Location

This district encompasses 15.7 acres, or nearly 4% of the Borough. Generally this district is located in two (2) areas of Borough, west and east of the CBD along 2nd Street. One area is located along the south side of 2nd Street between the Borough’s western boundary and Commerce, while the other area is located on both sides of 2nd Street between Wolf and Hanover.

Mixed Neighborhood Commercial District Dimensional and Design Criteria

This district generally includes the standards outlined in Table 1-3 below:

<p>Density</p>	<ul style="list-style-type: none"> ○ 8 - 10 units per acre ○ New development proposed for lots that are at least twice the size of the required minimum lot size should be planned and sited so that future subdivision can occur as needed and meet all other dimensional requirements. This provision could include requiring at least one large side yard setback for the principal and accessory buildings.
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Future Land Use Plan

Lot Areas	<ul style="list-style-type: none"> ○ Residential: 2,000 sq. ft. SFA - 4,000 sq. ft. SFD. ○ Non-Residential & Mixed Use: 6,000 sq. ft.
Lot widths	<ul style="list-style-type: none"> ○ Residential: 20 - 40 ft. ○ Non-residential: 20 - 30 ft.
Building Orientation	<ul style="list-style-type: none"> ○ Principal: Facing an adjoining street.
Building Height	<ul style="list-style-type: none"> ○ Principal: Use average of principal building heights on the block, both sides of street, then permit 10% variation, or consider using a standard minimum and maximum height (i.e. 2 - 3 stories). ○ Principal Non-Residential building height bonus: 1 additional story for each upper floor residential use, not to exceed 4 total stories for buildings which do not abut single-family detached. ○ Accessory: 2 stories if provided with appropriate setbacks and other design criteria.
Building Size	<ul style="list-style-type: none"> ○ Principal Residential: Use average of principal building size on the block, both sides of street, then permit 10% variation, or consider using a standard relating to building size ratio to lot size ratio. ○ Principal Non-Residential (new): 15,000 sq. ft. when located on a corner of two intersecting streets. ○ Accessory: Ratio of principal building, not to exceed 600 square ft.
Lot Coverage	<ul style="list-style-type: none"> ○ Residential: 50 - 70% ○ Non-residential: 60 - 70%
Setbacks	<ul style="list-style-type: none"> ○ Front - Principal: Use average of principal building facades on the block, both sides of street, then permit 10% variation, or consider using a standard minimum and maximum front setback line (i.e. 10 - 20 ft.). Unenclosed porches, eaves, awnings, bay windows, etc. should

	<p>be permitted to be located closer to the street right-of-way line.</p> <ul style="list-style-type: none"> ○ Garages and carports should be setback behind the front façade of the principal building or only be accessible from the alley or side street. ○ Principal - Side: 8 feet, except for common-wall (0’). ○ Accessory - Side: less than principal. ○ Principal - Rear: 15 feet, except for common-wall (0’). ○ Accessory - Rear: less than principal.
Parking	<ul style="list-style-type: none"> ○ Parking should be required in the rear of the principal buildings, accessible from alleys. Residential parking may be permitted in garages or paved driveways when existing street access is provided and no alley exists. Non-residential uses should screen parking facilities.
Landscaping	<ul style="list-style-type: none"> ○ 7% of lot area for all uses except for single-family detached.
Sidewalks	<ul style="list-style-type: none"> ○ 4’ within right-of-way on both sides of streets.
Street Trees	<ul style="list-style-type: none"> ○ Located within right-of-way in 4’ planting strip between curb and sidewalk or within from yard area behind the sidewalk.
Accessory Residential Uses	<ul style="list-style-type: none"> ○ Permitted subject to criteria regarding maximum size, location, parking, placement/design of windows, owner occupancy for lot, etc.
Hours of operation	<ul style="list-style-type: none"> ○ 6 or 7 am to 9 or 10 pm

Commercial

Commercial Districts should be based on the following principles:

- Promote the efficient use and reuse of buildings, land, and community facilities and services within the established CBD and other commercial areas;

- Create a mixture of buildings and land uses that encourage compatible and complementary non-residential and residential uses within the same building and upon the same lot (CBD) or in close proximity to one another (CBD and other commercial areas);
- Provide formal and informal community gathering places and opportunities for socialization in commercial developments, but specifically within the CBD;
- Encourage pedestrian-oriented and pedestrian scaled development in all commercial development, but specifically in the CBD;
- Create or enhance a distinct storefront character at the ground floor level with residential or office uses located on upper floors, specifically in the CBD;
- Provide connections between the surrounding residential neighborhoods and commercial areas, including residential uses within the CBD;
- Provide an attractive, inviting, and safe environment for residents, business owners, customers, and visitors;
- Discourage automobile-oriented and automobile-dominated uses specifically within the CBD, while accommodating these more intense types of uses within other commercial areas;
- Encourage alternative modes of transportation (transit, pedestrian and bicycle) and coordinated access in all commercial districts by reducing the reliance on the automobile and to minimize the need for off-street parking;
- Implement general commercial design guidelines that maintain and promote the principles mentioned above.

CBD Central Business District

See Chapter 10 for a more detailed description of the district, specific uses, dimensional standards and other such characteristics.

C-G Commercial General District

This district is comprised of an area in the Borough providing for a wider range of automobile-oriented and automobile-dominated commercial activity and related uses than permitted in the CBD. The purpose of this District is to augment the CBD by providing for more intense establishments generally requiring additional street frontage while also protecting the safe usage of streets.

Uses generally include a mix of larger, more intense automobile-oriented and automobile-dominated commercial uses including motor vehicle and mobile home sales/service stations/garages, motor vehicle washes, retail uses with drive-in and drive-through facilities and those retail uses over 20,000 sq. ft., hotels/motels, indoor and outdoor commercial recreation and entertainment facilities, manufacturing and production uses within a completely enclosed building, mini-storage facilities, wholesale sales within a completely enclosed building and subject to building size limitations, commercial education facilities, along with an assortment of municipal and public uses such as libraries, firehouses, parks, schools, churches, and utilities. Accessory uses and structures include those incidental and subordinate to permitted uses including residential dwellings, outdoor storage, temporary sales, offices, daycares, etc.



Examples of existing commercial land uses within the commercial general district

Commercial General District General Location

This district encompasses approximately 17.3 acres, or nearly 4.5% of the Borough. Generally this district is located in two (2) areas of Borough, west and east along 2nd Street. One area is located along the north side of 2nd Street between the Borough’s western boundary and Race, while the other area is located on both sides of 2nd Street between Concord and Whitehouse.

Commercial General District Dimensional and Design Criteria

This district generally includes the standards outlined in Table 1-4 below:

Lot widths:	○ 20 ft.
Building Orientation	○ Principal: Facing an adjoining street or parking lot subject to pedestrian and landscaping standards. Multiple buildings (shopping center or office complex) on one lot can face onto common open area (plaza, green, parking, etc.).
Building Height	○ Principal: 35 - 60 ft., but when adjacent to existing residential use, 2 stories. ○ Accessory Building: 2 stories if provided with appropriate setbacks and other design criteria.
Lot Coverage	○ 70 - 100%
Landscaping	○ 5 - 10%
Setbacks	○ Principal - Front: 0 feet. ○ Principal - Side: 5 feet, except for common-wall (0’). ○ Accessory - Side: less than principal. ○ Principal - Rear: 15 feet, except for common-wall (0’). ○ Accessory - Rear: less than principal. ○ When principal use is adjacent to existing residential use and/or district, 20’ (front, side, rear).
Parking	○ Permitted in front of principal buildings subject to specific

	<p>standards.</p> <ul style="list-style-type: none"> ○ Screening for parking facilities is required.
Other Building provisions	<ul style="list-style-type: none"> ○ Buildings with more than 20,000 sq. ft. of ground floor space and/or 100 ft. of building façade facing a street should be provided with articulated facades on all street-facing ground floor elevations which should include at least one or more of the following features every 40 ft. of horizontal length: windows, primary building entrances, weather protection features (awnings, canopies, etc.), building offsets, projections, changes in elevation or horizontal direction, sheltering roofs, distinct pattern of divisions in surface materials, ornamentation, screening/landscaping, etc.
Drive-through/Drive in provisions	<ul style="list-style-type: none"> ○ Should be oriented towards an alley, driveway or interior parking area. ○ Setbacks: 20 ft. from street (including queuing lanes) and no orientation to street corners. ○ No more than 1 Drive-through/Drive-in facility per block face (same side of street) or every 400 ft.

Industrial

Industrial Districts should be based on the following principles:

- Provide for efficient use of land and public services;
- Provide appropriately zoned land with a range of parcel sizes for various intensities of industrial use;
- Provide multiple transportation options for employees and customers;
- Locate business, industrial support services close to major employment centers;
- Ensure compatibility between industrial uses and nearby commercial and residential areas;

- Provide appropriate design standards to accommodate a range of industrial uses;
- Provide attractive locations for business to locate.

I Industrial District

This district is comprised of those areas where industrial and commercial uses are predominant, and includes certain undeveloped or underdeveloped areas of the Borough where similar development could be extended and provided with similar type, compatible development subject to design and performance standards. The district includes compatibility and performance standards to help minimize detrimental impacts on surrounding, lower density and/or intensity uses and districts.



Examples of existing industrial land uses within the industrial district

All uses permitted in the CG district and manufacturing and production, warehousing and freight movement and servicing, wholesale sales, along with an assortment of municipal and public uses such as libraries, firehouses, parks, schools, churches, and utilities. Accessory uses and structures include those incidental and subordinate to permitted uses including residential dwellings, outdoor storage, temporary sales, offices, daycares, etc.

Industrial District General Location

This district encompasses 74.8 acres, or nearly 19.3% of the Borough. Generally this district, located almost entirely within the New Baldwin Corridor Enterprise Zone, is located in the southern portion of Borough, west and east along the railroad tracks. This district also includes the Borough's only KOZ.

Industrial District Dimensional and Design Criteria

Table 1-5 below outlines this district’s standards:

Lot widths:	<ul style="list-style-type: none"> ○ 20 ft.
Building Orientation	<ul style="list-style-type: none"> ○ Principal: Facing an adjoining street or parking lot subject to pedestrian and landscaping standards. Multiple buildings (shopping center or office complex) on one lot can face onto common open area (plaza, green, parking, etc.).
Building Height	<ul style="list-style-type: none"> ○ Principal: 35 - 60 ft., but when adjacent to existing residential use, 2 stories. ○ Accessory Building: 2 stories if provided with appropriate setbacks and other design criteria.
Lot Coverage	<ul style="list-style-type: none"> ○ 70 - 100%
Landscaping	<ul style="list-style-type: none"> ○ 5 - 10%
Setbacks	<ul style="list-style-type: none"> ○ Principal - Front: 20 - 40 feet. ○ Principal - Side: 20 - 40 feet, except for common-wall (0’). ○ Accessory - Side: less than principal. ○ Principal - Rear: 10 - 20 feet, except for common-wall (0’). ○ Accessory - Rear: less than principal. ○ When principal use is adjacent to existing residential use and/or district, 40’ (front, side, rear).
Screening/Buffering	<ul style="list-style-type: none"> ○ When principal use is adjacent to existing residential use and/or district.

Open Space/Park and Recreation

PR-OS Park and Recreation - Open Space District

This district encompasses 77.2 acres, or nearly 20% of the Borough. Generally this district is located in four (4) areas of Borough: in the northwest portion of the Borough, west of

Eisenhower Boulevard, north of 2nd Street; in the central portion, east of Lumber to Wolf and north of 2nd Street bounded by Burd Run on the east; east portion, north of the canal; and along the southern border of the Borough, between the railroad tracks and the Susquehanna River.

This district is comprised of important natural and manmade features and land areas within the Borough essential for providing for a wide range of open space, park, and other leisure time recreational activities and related uses. The purpose of this District is to protect important natural and manmade areas, grounds, buildings, and uses within the Borough that support, enhance and provide for a variety of lower intensity outdoor recreation, open space, and other leisure time activities.



Examples of existing park, open space, and recreation land uses within the park, recreation and open space district

Uses should generally include municipal owned and operated parks and other recreation facilities and natural open areas. Accessory uses and structures include those incidental and subordinate to permitted uses including retail sales, offices and meeting rooms, boat docks, pavilions/shelters, swimming pools, storage sheds, trails, educational facilities, seating areas, fences, lights, signs, parking, etc.

Overlays

It should be noted that both of the following overlay districts are based upon the existing zoning ordinance designations and standards. When considering implementing this Future Land Use Plan through updating the zoning ordinance, the Borough should ensure that both the Flood Plain Management and Airport provisions are updated to reflect the most recent standards and guidelines provided by the National Flood Insurance Program and the Pennsylvania Flood Plain Management Act (Act 166-1978)/PA

Department of Community and Economic Development and the Pennsylvania Department Of Transportation respectively.

Flood Plain Management District

The purpose of this district is to enforce effective land use controls in areas subject to flooding in order to prevent the loss of property and life, the creation of health and safety hazards, the disruptions of commerce and governmental services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief and the impairment of the tax base by:

- Regulating uses, activities, and development, which acting alone or in combination with other existing or future uses, activities and development, will cause unacceptable increases in flood heights, velocities and frequencies;
- Restricting or prohibiting certain uses, activities and development from locating within areas subject to flooding;
- Requiring all those uses, activities, and developments that do occur in flood-prone areas to be protected and/or floodproofed against flooding and flood damage; and
- Protecting individuals from buying lands and structures with are unsuited for intended purposes because of flood hazards.

FF Flood Fringe District

FW Flood Way District

The provisions of the Floodplain Management Overlay District apply to all lands within the jurisdiction of Highspire Borough and identified as being subject to the one hundred (100) year flood in the Flood Insurance Study prepared for the Borough by the Federal Insurance Administration (FIA) dated December 11, 1981 and located within the boundaries of any identified flood plain district.

The various flood plain zones shall include areas subject to inundation by waters of the one hundred (100) year flood. The basis for the delineation of these zones shall be the Flood

Insurance Study prepared for the Borough by the Federal Insurance Administration (FIA) dated December 11, 1981.



The Flood Way District (FW)

This flood plain district is delineated using the criteria that a certain area within the flood plain must be capable of carrying the waters of the one hundred (100) year flood without increasing the water surface elevation of that flood more than one (1) foot at any point. The areas included in the Floodway District are specifically defined in the Floodway Data Table contained in the above referenced Flood Insurance Study and shown on the accompanying Flood Hazard Boundary and Floodway Map, as revised.

1. Permitted Uses

In the Floodway District the following uses and activities are permitted provided that they are in compliance with the provisions of the underlying district and are not prohibited by any other ordinance and provided that they do not require structures, fill, or storage of materials and equipment.

- a. Agricultural and farm uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, truck farming, forestry, sod farming, and wild crop harvesting.
- b. Public and private recreational uses and activities such as parks, day camps, picnic grounds, golf courses, boat launching and swimming areas, hiking, bicycling, and horseback riding trails, wildlife and nature

- preserves, game farms, fish hatcheries, trap and skeet game ranges, and hunting and fishing areas.
- c. Floating docks properly anchored and secured when either in the water or when stored on shore.
 - d. Accessory residential uses such as yard areas, gardens, play areas, and parking areas.
 - e. Accessory industrial and commercial uses such as yard areas, parking and loading areas, and helicopter landing areas.

The Flood-Fringe District (FF)

The flood plain district shall be that area of the one hundred (100) year flood plain not included in the Floodway District. The basis for the outermost boundary of this District shall be the one hundred (100) year flood elevations contained in the flood profiles of the above-referenced Flood Insurance Study (FIS) and as shown on the accompanying Flood Hazard Boundary and Floodway Map (in Zoning Ordinance).

In the Flood-Fringe District the development and/or use of land shall be permitted in accordance with the regulations of the underlying district provided that all such uses, activities, and/or development shall be undertaken in strict compliance with the flood proofing and related provisions contained in all other applicable codes and ordinances.

A Airport

This overlay district generally regulates and restricts the height to which structures may be erected or objects of natural growth, and otherwise regulating the use of property in the vicinity of the Harrisburg International Airport (HIA) and the Capital City Airport (CCA or CXY) by creating the appropriate zones for establishing the boundaries thereof.

The creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by the Harrisburg International Airport (HIA) and the Capital City Airport (CCA or CXY).

It is necessary in the interest of the public health, safety, morals and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented. The prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation. The prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, or the marking and lighting of obstructions are public purposes for which a political subdivision may raise and expend public funds and acquire land or interest in land.

Airport Surface Zones include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces as they apply to HIA and CCA/CXY. Such zones are shown on the HIA and CCA/CXY Height Limitation and Zoning District map prepared by the Pennsylvania Department of Transportation, Bureau of Aviation, and dated spring 1989.

There are nine (9) specific surface zones, each delineating horizontal distance and vertical height restrictions. They zones include:



- Utility Runway Visual Approach Surface Zone
- Utility Runway Nonprecision Instrument Approach Surface Zone
- Runway Larger Than Utility With A Visibility Minimum Greater than $\frac{3}{4}$ Mile Nonprecision Instrument Approach Surface Zone
- Runway Larger Than Utility With A Visibility Minimum As Low As $\frac{3}{4}$ Mile Nonprecision Instrument Approach Surface Zone
- Precision Instrument Runway Approach Surface Zone
- Transitional Surface Zone
- Horizontal Surface Zone
- Conical Surface Zone

Historic Preservation

The Future Land Use Plan for Highspire Borough also acknowledges the need to preserve the Borough's important historical features including the Highspire High School, also known as Highspire Elementary School, located at 221 Penn Street, which is listed on the National Register. Understanding the importance

of this building, and recognizing that it has been successively adaptively reused, the Borough's zoning ordinance, as mentioned previously, should be updated to include general reuse provisions for existing buildings, specifically including those buildings on the National Register.

- The Borough should consider working with the Historical Society to support and develop programs and presentations for local residents and business owners about the importance of and benefits associated with historic preservation within Highspire. This also may include requesting representatives from the Pennsylvania Historic and Museum Commission (PHMC) to meet and discuss such issues, including voluntary preservation techniques and the availability of financial incentives for income producing buildings on the National Register, with the Borough, residents and business owners.
- Additionally, the Historical Society may wish to conduct an inventory of locally important historic buildings and features within the Borough. A good start would be to consider those buildings and houses important to the community's identity and past, including public and semi-public buildings (churches), and buildings within the Central Business District which were constructed prior to 1940, or associated with some important historic event or significant person.
- At some point in the future, the Borough may wish to consider developing a historic zoning overlay which could include specific criteria and a review process for increased scrutiny regarding demolition of certain historic structures within the historic district, specifically those on the National Register. Relating to the demolition of existing structures on the National Register, provisions may include requirements for objective and relevant studies demonstrating the financial feasibility of reusing the structure and the impacts of the proposed development upon the historic integrity of the property.

Consistency

The Future Land Use Plan for Highspire Borough is generally consistent with the future land use plan of Dauphin County and

the future land use and/or zoning designations within Steelton Borough to the west and Lower Swatara Township to the north, east, and south.

Dauphin County Comprehensive Plan

The Pennsylvania Municipalities Planning Code (MPC), Act 247, mandates that all of Pennsylvania's 67 counties have a county level Comprehensive Plan. Dauphin County developed a draft Comprehensive Plan in 2005, which includes a Future Land Use Plan and map. The Future Land Use plan employs a broad-brush approach to designating certain areas for differing land-uses throughout the County. The County Comprehensive Plan designates the following land uses in these general locations of the Borough as follows: the area north of the railroad tracks to the northern municipal limits as village/mixed use; the area along the eastern portion of 2nd Street as commercial/service; the area around Reservoir Park and the area of the Borough along the western portion of the Susquehanna River as conservation; and the area around the railroad tracks in the eastern portion of the Borough as industrial. As such, these land use designations for these general areas are generally consistent with the Borough's more specific future land use plan.

Steelton Borough's Comprehensive Plan

Generally, Highspire is separated from Steelton by the Pennsylvania Turnpike right-of-way, which includes a bridge and elevated approaches. The large expanse of the right-of-way and large height of the bridge abutment and approaches create a manmade edge that physically separates the majority of the adjacent land within the boroughs. It should be noted that a small portion of Steelton Borough does extend east past the bridge along the Susquehanna River. This area of Steelton has been identified in the comprehensive plan as greenway space/recreation and riverfront revitalization, encouraging the use and restoration of the areas along the river as open space. The designation is consistent and compatible with Highspire's existing use and future designation park and recreation - open space.

Lower Swatara's Zoning Ordinance

Generally along the northern border, east of Eisenhower Boulevard, Highspire's existing uses and future residential land use designations are generally consistent and compatible with



those residential zoning designations within Lower Swatara Township. There is a portion of land within Lower Swatara Township, which separated from Highspire by the Pennsylvania Turnpike, designated as Industrial Park. As this lighter type industrial use area is adjacent to Highspire's proposed residential area, all new industrial development must comply with screening, buffering, and setback requirements as part of Lower Swatara's Zoning code. Additionally, with the large width of the Turnpike right-of-way along with the existing natural steep slopes, trees, and stream corridor within Highspire, it appears that development within each municipality is and will be provided with adequate natural and manmade buffers to help reduce any potential conflicts. Also, the area bounded by the eastern termination point of High Street and Whitehouse Lane further to the east within Highspire is proposed as a park/recreation and open space area. This area within Highspire is currently serving and is proposed to continue to be used as open space and park area (Reservoir Park), as the majority of the land is comprised of water and wetlands (canal), trees, and other undeveloped, natural feature lands; while the Lower Swatara zoning ordinance designates the land abutting this area, as residential. The current and proposed uses, along with the proposed future improvements for the park land, are generally consistent and compatible especially as the existing natural features/constraints serving as adequate natural buffers help to mitigate any potential conflicts.

Along the eastern border of Highspire, the proposed and existing residential and commercial uses and districts within both municipalities are generally consistent and compatible with existing and proposed uses and districts within the other. It should be noted that although the area north of Lisa Lake in Lower Swatara Township is designated as Industrial Park Limited zoning district and may have some conflicts with Highspire's proposed municipal/public district, the lower intensity, non-residential use and district west of Whitehouse Lane is generally compatible, not only as the area is separated by the Whitehouse Lane right-of-way, but also because Lower Swatara's zoning ordinance includes more intense screening, buffering, and setback requirements for the industrial uses.

Finally, along the southern border of Highspire, the proposed and existing industrial district and uses within Highspire are generally consistent and compatible with Lower Swatara's manufacturing limited zoning district in that area. While the land area within the

Township that is designated as a conservation zoning district and abutting the Borough's proposed park/recreation and open space area further to the west is comprised of the Susquehanna River. As this area within Highspire is designated as park and open space, this area is within the floodplain and generally includes the land proposed for the Susquehanna River greenway outlined in the public utility and facilities chapter. Therefore, any future development for this area within the Borough is consistent and compatible.

2. COMMUNITY FACILITIES AND UTILITIES PLAN

Introduction

A municipality's community facilities, services and utilities affect the overall quality of life for its residents and businesses. The types, availability, age, cost and levels of service for specific community services and facilities relating to education, fire/emergency and police protection, water, sewer and solid waste disposal service, stormwater management, park facilities, recreation opportunities and volunteer capacity, and gas, electric, telephone and cable are determined by the municipality's social, economic, and business climate. As the Borough's established land use, development, economic, social and environmental patterns evolve, these recommendations will provide a basis for decisions determining appropriate levels of public support services and facilities.

As community facilities, services and utility demands and needs change, the Comprehensive Plan should provide the framework for continual review and revisions of Borough policies. The Community Facilities and Utilities Plan provides basic recommendations and standards for facilities, utilities services necessary to support the resident and business population of the Borough. The Community Facilities and Utilities Plan recognizes that separate studies and plans developed by the individual utility providers, School District and other committees will provide more detailed recommendations and standards for community facilities and utilities. These mutually supportive studies and policy recommendations are encouraged within the Borough's continuous planning program.

Public Input

Overall, the residents, business owners and local officials within the Borough are generally satisfied with current levels of services of the various community facilities, services and programs provided. Respondents of the public surveys and attendees at the community public meeting indicated general satisfaction with fire, emergency and police services, trash collection and recycling facilities, water and sewer, other essential utilities, as well as the park facilities. On the other hand, residents, business owners and local officials are generally not satisfied with the quality of the educational, social, cultural, recreational and volunteer

opportunities, services and activities as well as stormwater management provided to or within the Borough. Specifically, when asked what the Borough should focus upon, respondents answered parks/recreation/open space, water/sewer, public safety/crime, and the relationship with the school district. When asked what the Borough should obtain grants for, the answers included upgrading existing utilities and expanding recreation. Also, when asked what the Borough should increase expenditures on, recreation facilities/programs and police protection were among the top five responses.

Goal: Continue to provide high quality services, initiate positive, productive working relationships with the school district and surrounding municipalities, and encourage development of various volunteer and civic organizations that contribute to the quality of life and instill a sense of pride within the community.

Education

The current and future educational needs of the Borough's student population are sufficed by the existing facilities and the recommendations of this plan.

Objective: Work with the Steelton-Highspire School District to ensure that Highspire youth are receiving quality education in a safe, supportive atmosphere.

- Borough residents and officials should open a dialogue and work with the School District and Steelton Borough to develop an official legal agreement for fair representation on the School Board based upon a formula or criteria. The formula or criteria for determining the number or percentage of representatives from each municipality and may include: an equal number of representatives from both boroughs; representation based on a percentage or proportion of total student or resident population residing in each borough; or representation based on a percentage or proportion of total assessed valuation of property and improvements within each borough.
- Borough residents and officials should continue meeting with the School District Superintendent and officials from both Steelton and Highspire quarterly to discuss major



community development, park and recreation and school/child related issues and opportunities.

- Borough residents and officials should open a dialogue and begin working with the School District officials in developing a strategic plan which would define the vision, objectives and develop strategies to enhance or overcome certain aspects of the School District. Issues to be examined should include representation, administration, operations, curriculum, facilities and public relations. The plan should identify an image enhancing campaign aimed at overcoming any negative perceptions of the School District, highlighting the positive attributes of the boroughs and the School District, and focusing on attracting new and retaining existing families, homeowners and business and industry.
- Borough residents and officials should still open a dialogue and begin working with the School District officials for examining the need for a process of developing a school facilities needs and siting plan. Many factors are typically examined when determining potential school sites including existing and future student population and density; location, size and availability of land; provision of utilities; accessibility and safety dealing with transportation facilities; etc. Newer accepted planning practices and issues for siting and design standards of neighborhood oriented schools include examining and ensuring³⁰:
 - o Size of sites (large enough to meet educational program needs, but small enough to fit easily and gracefully into the neighborhood served)
 - o Location of sites within the community
 - o Connectivity, bicycle and pedestrian standards
 - o Safety standards (including street design and speed)
 - o School design (encourage neighborhood pride in the school)
- Borough officials should work with school district officials to continuously monitor and update (when necessary) the

³⁰ The Oregon Transportation and Growth Management Program: Planning for Schools & Liveable Communities: The Oregon School Siting Handbook, June 2005.
28 September 06 www.lcd.state.or.us/LCD/TGM/docs/schoolsitinghandbook.pdf

school bus routes through the borough, specifically on local roadways.

Borough Building

The current and future needs of the Borough's municipal building are met by the existing facilities and the recommendations of this plan.

- The Borough should develop a plan and conduct annual walkthroughs and inspections of the building. This should be conducted and coordinated with the beginning of the annual budget development process. The plan should identify short, moderate and long term maintenance, repair and replacement priorities to allocate adequate funding.



The existing Borough building

- If at some point in the future the Borough should outgrow the facilities at the current location, the Borough Council, staff, Police Department and residents should consider locating in or immediately adjacent to the Central Business District. Any new municipal building should either be located in an existing building as an adaptive reuse project, or in a new, context sensitive building that not only is designed for all the desired municipal and community functions, but also in a building that takes its form and cues from and compliments the surrounding neighborhood and buildings. Then the existing building could be converted into senior center, community center, library, or even back into a school at some point in the future.

Fire, Emergency, Police

The current and future needs of the Borough's fire/emergency services and community's safety are met by the existing services and the recommendations of this plan.

Objective: Monitor and maintain existing fire/emergency and police services to ensure that cost effective, high quality community safety services continue to be provided to residents of the Borough.

Fire/Emergency

- The Borough Council and staff should work with the Fire Company Board of Directors to evaluate the existing relationship, identify issues and opportunities, and seek a long term solution to the existing situation. In doing so, both the Borough and the Fire Company should monitor facilities, personnel, and equipment carefully over the next 14 years to ensure the current high response level provided by the company is maintained.

Part of the dialogue or plan should include coordinating long term community support for the fire company by providing direct financial assistance, using Borough newsletters, website and mailings to highlight the importance of the fire company and the need for funding assistance, integrating school children, particularly high school seniors as well as retired and other personnel into an auxiliary that can assist with fundraising, and other means of raising public awareness getting the public involved, can be of great benefit to the overall condition of the fire company.



The existing fire company building

- As part of any update to the proposed zoning ordinance and subdivision and land development ordinance, the Borough should work with fire company officials to identify issues and opportunities relating to existing equipment and facility limitations when updating the Borough land use and development ordinances, specifically regarding roadway and alley specifications, hydrant locations, building heights and setbacks.
- Ensure all new buildings meet minimum safety requirements set forth by the Uniform Construction Code including fire resistant materials and fire protection systems.
- Develop a rental inspection ordinance to ensure rental properties meet minimum safety and building requirements, as well as provide a record of the names and numbers of individuals living in certain buildings.

Police

The current and future needs of the Borough's police protection and community's safety are met by the existing services and the recommendations of this plan.

- Police should increase the number or provide alternative forms of patrols including foot and bicycle, or make more regular contacts with residents, business owners and community groups. Also, residents could create neighborhood associations, organizations or crime watch committees to work with Borough officials and the Police Department to develop appropriate strategies for addressing crime and safety concerns in specific areas of the community.
- The Police Chief should continue to provide monthly or biweekly updates of recent and ongoing police activity and public safety issues to the Mayor and Borough Council. Additionally the Chief, Mayor and Council should closely review and monitor the annual reports to determine if and when any changes in future police needs should be addressed. If at some point in the future the Borough should need to hire additional full time officers due to an increase in population, crimes reported, or other



community safety issues, the police department has an adequate pool of candidates in its part time officers.

- Promote and educate the community on the existing curfew ordinance and continue to enforce and monitor the existing curfew's effectiveness to ensure the minors' and the community's safety.

Public Water and Public Sewer

The current and future needs of the Borough's water and sewer services and facilities are met by the existing services and the recommendations of this plan.

Objective: Monitor and maintain existing infrastructure and services to ensure that cost effective, high quality facilities and services continue to be provided to residents of the Borough.

Water

- The Borough should continue to work with United Water of PA to ensure high quality service of clean and safe water is provided to all residents and businesses within the Borough.

Sewer

- Continue to the implement the Corrective Action Plan and identify other portions of the collection system within the Borough to monitor for future considerations.

Additionally, because of the DEP's Chesapeake Bay Strategy, the WWTP will need to incorporate additional treatment in order to meet the Total Nitrogen and Total Phosphorus mass limits. Design of the improvements is currently under way and it is expected that the renovated facility will be on line in 2008.





The existing WWTP location

- Ensure the Chesapeake Bay Strategy is implemented through the incorporation of additional treatment at the existing WWTP in order to meet the Total Nitrogen and Total Phosphorus mass limits, by completing renovation of the facility by 2008.
- The Borough should meet regularly with Borough Authority representatives to ensure the levels of service and rates are adequate and regular operations, maintenance and replacement of the existing facilities including aging or damaged conveyance and collection lines are completed in a timely and efficient manor.
- The Borough should develop a Capital Improvements Plan (CIP). A CIP is a plan in which the Borough identifies various capital projects (roadways, sewer lines, stormwater facilities, sidewalks, parks, etc.) and large equipment purchases, and provides a planning schedule and identifies options for financing the plan. Essentially, the plan provides a link between a municipality's comprehensive plan and the municipality's annual budget. The CIP would not only help to prioritize projects and allocate financial resources for major public improvement projects for the Borough, but also to coordinate and maximize the benefits any future roadway and utility work with United Water, Highspire Borough Authority and other utility service providers. For example the Borough may identify a specific

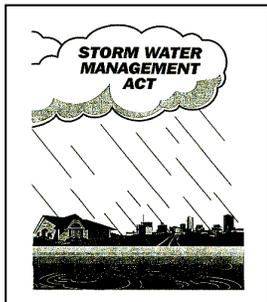
section of roadway needs to be rebuilt, curbs and sidewalks in the area may need replaced as well, and if the Borough Authority knows there are I/I problems in the area, the Borough and Borough Authority could plan and pool the resources and projects together to maximize project impact and minimize the cost and inconvenience.

Stormwater Management

The current and future stormwater management needs of the Borough are met by the existing services and the recommendations of this plan.

Objective: Improve existing stormwater problems and ensure future development incorporates appropriate Best Management Practices (BMPs) for managing stormwater.

- The Borough should continue to complete its NPDES Phase II requirements.
- Borough officials should approach and open a dialogue with surrounding municipalities including Lower Swatara, Steelton and Middletown Boroughs to work with the Dauphin County Conservation District and the Dauphin County Planning Commission to pursue future stormwater management planning efforts in the immediate region. Implementation strategies typically include updating the Borough's existing stormwater management ordinance to incorporate additional best management practices that may have been conceived or developed since it was adopted in 2004, and which may include the preservation of the natural drainage systems and management of stormwater impacts through structural and non-structural techniques during construction and post construction of land development.
- The Borough specifically identified in the chart below (Table 2-1) the areas of the community which are identified on the Community Facilities and Utilities Plan map as problem areas. Borough officials should work to develop a plan to identify the most immediate stormwater/flooding issues/needs, prioritize and consider coordinating them with other capital improvement or



III-A-2 Community Facilities and Utilities Plan

street maintenance projects in order to ensure the financial resources are available.

Table 2-1

10#	Location	Issue
1	Burd Run and Market Street Bridge	Stream stabilization project north and southside of Market Street
2	Race/Industrial (RR Tracks, Lusk and Commerce)	Uneven surface, ponding of water damaging railroad ties
3	Martin and Charles	Private stormwater management facility
4	Ann and Martin	Stormwater run-off
5	Railroad Street (south of WWTP)	Erosion, washing out
6	Burd Run in general	Flooding
7	Willow Street	Lower elevation than Canal
8	Canal (west of Ann)	Silting, and lower elevation than river
9	Burd Run and 2 nd Street Bridge	Ponding of water south of 2 nd Street
10	Laurel Run and 2 nd Street	Flooding

The Borough should consider removing applicable construction and materials specifications from its subdivision and land development ordinance and develop a separate construction and materials specification manual for roadways, stormwater and other utilities. This allows the Borough to update and revise the types and kinds of materials and construction specifications to reflect current industry standards without continuously granting waivers from such provisions during the land development approval process, or constantly amending the subdivision and land development ordinance.

Solid Waste and Recycling

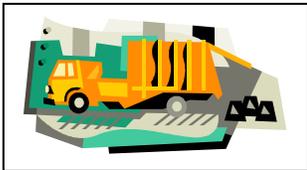
The current and future solid waste and recycling needs of the Borough are met by the existing services and the recommendations of this plan.

Objective: Ensure the existing levels of solid waste pick-up and removal services are continued as well as ready and convenient

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Community Facilities and Utilities Plan

access to the Borough's compost and the County's recycling facilities.



- Although the current and future expected population is expected to be easily accommodated with the existing level of service, the contract is up for renewal every 3 years, should be reviewed and the terms reconsidered. Prior to expiration of the contract, the Borough should review the services, rates, routes, pick up days, and general level of satisfaction of service provided under the existing contract to ensure the highest quality and various types of services for the best rates. Additional services may include the option allowing residents to put unlimited trash out for a flat fee, pay per bag option, or curbside recycling pick up (even though the Borough is not mandated to have curbside recycling pick-up, only municipalities of +5,000 population).
- In reviewing the contract the Borough should review the collection day and routes with the selected hauler to determine the most efficient and effective route. Primarily the alleys should be the principal collection locations since they are secondary travel routes by the public and tend to disrupt the least amount of traffic. The Borough should ensure the residents are informed and follow the ordinance regarding the times trash is to be put out or removed. The Borough can keep people updated and notified of such ordinance on the sewer bills, newsletters and the website, or provide a “friendly” reminder to those in violation.
- The Borough should work with the Dauphin County Solid Waste Authority (DCSWA) officials in determining if the recycling drop off center is adequate, appropriate and being used properly and effectively. If illegal dumping is occurring, police officials should be sure to patrol the area especially at nights and on weekends. Additionally, the DCSWA officials should install signs warning people about dumping and the consequences including fires and punishment if caught and convicted, or also install cameras to identify violators.

Natural Gas, Electric, Telephone, and Cable Service

The current and future natural gas, electric, telephone and cable service needs of the Borough are met by the existing services and the recommendations of this plan.

Objective: Monitor and maintain existing infrastructure and services to ensure that cost effective, high quality facilities and services continue to be provided to residents of the Borough.

- Borough Council should gauge the level of satisfaction of the residents and businesses and keep an open dialogue with the service providers for quick and effective responses when needed.
- Additionally, any major street improvement projects, including streetscaping, are opportunities for utilities either to be buried underground or relocated to alleys at the rear of properties, especially in the CBD. The Borough should notify and involve the utility service providers of this Plan as well as any potential projects which may involve or impact their infrastructure or services.
- Ensure high-speed internet service is available to residents, business owners and Borough Officials in all parts of the Borough.

Parks and Recreation

The current and future park and recreation needs of the Borough are met by the existing services and the recommendations of this plan.

Objective: Enhance existing community facilities and services that are assets to the Borough such as the parks.

- The Borough should consider creating a parks and recreation commission (or joint commission including School District and Steelton Borough officials) to help plan, promote and maintain existing parks, while developing new park and recreational, social and cultural opportunities and programs. One of the first jobs of the commission should be to use the park inventory from this plan as a basis for developing a municipal parks and recreation plan. The plan

should also include a needs assessment and users survey and specifically include the needs for certain types of recreational, social and cultural programs and services. Through the planning stages, the commission could also review the existing Borough Subdivision and Land Development Ordinance requirements for parkland land dedication or fees provided in lieu of land to determine if the current requirements are adequate in terms of amount of land or fees.

- In developing a parks and recreation plan, the following should be considered:
 - o The top five (5) recreational activities respondents of the survey indicated their families participate in are: Walking; Biking; Hiking (Tie); Fishing; Other (Tie); Skateboarding; and Boating.
- To supplement non-motorized transportation mobility and provide additional parks, recreational and natural open space opportunities, this Plan supports the development of greenways and trails. Trails are recommended to be included in existing parks and in any required open space of large new developments or redevelopment projects, as well as along roadways and streams connecting parks and greenways to residential, recreational, institutional and commercial development. Table 2-2 lists areas that greenways and trails may be proposed for transportation, recreation, economic development and/or natural resource protection which should be incorporated and studied as part of any Parks and Recreation Plan:



III-A-2 Community Facilities and Utilities Plan

Table 2-2

Feature	Location/Description
Susquehanna River	Entire length within Borough, connects the Steelton boat launch to the Highspire Boat Club
Laurel Run	South of 2nd Street connecting to the River
Burd Run	Entire length, connecting Lower Swatara Township on the north, Memorial Park and the Pennsylvania Canal in the center of the Borough, and the River on the South
Unnamed stream in bed of Pennsylvania Canal	Entire length, connecting Whitehouse Lane and Reservoir Park to Memorial Park

- Create a bicycle and pedestrian system connecting the Borough’s parks to one another, the Central Business District, the Susquehanna River and other important social gathering places using existing sidewalks, pathways along stream and other open space corridors, or bike facilities using existing roadways.
- Develop a pedestrian connection to Reservoir Park over the Canal to Hanover Street.
- Develop a walking path along Lindsay Avenue.
- Develop a coordinated signage program directing users to important community facilities and points of interest, including park and recreation locations.
- Develop a plan to create a greenway or enhance the area along the banks of the Susquehanna River for fishing, boating and other outdoor recreation, water sport related opportunities.
- Work with County and State officials to sign and promote Rt. 230 as part of the PA State Bicycle Route system.
- Enhance and promote a formal community gathering place on “the square” with pedestrian amenities and comfort facilities.
- Seek additional funding to enhance Reservoir Park: The project involves the further development of Reservoir Park. Work is to include construction of nature trails, boardwalks and viewing platforms for upland and wetland educational, interpretive and general public recreation use. Features include approximately 4,690 linear feet of nature trails,



910 linear feet of boardwalk, and three (3) viewing platforms roughly 15 feet square. Educational/interpretive signs will be placed along the trails and boardwalk depicting various ecological, natural and historical aspects of the Marsh and Pennsylvania Canal, including information about the history of the canal, plants, wildlife, functions, values and importance of wetlands. Based upon most recent estimates, the total project would cost approximately \$401,600.

- The Borough should develop a routine park maintenance plan as equipment and resources must be maintained on an annual basis. As part of the annual budgeting process, dangerous and outdated equipment must be identified and budgeted for removal or repair.



Existing tennis court facilities located in Memorial Park



The future volunteer and community pride and participation needs of the Borough will be met by through recommendations of this plan.

Objective: Increase awareness and participation in community programs and events.

- The Borough should consider holding annual, semi-annual or quarterly meetings with commissions and committees appointed by the Borough, including Staff, Borough Council, Planning Commission, Zoning Hearing Board, the

III-A-2

Community Facilities and Utilities Plan

Sewer Authority etc. to meet and discuss issues and the status of implementation of this comprehensive plan.

- Encourage the expansion of current community organizations such as the Highspire Asset Team, and support the creation of new organizations and programs that address issues such as homeownership and maintenance, or provide services such as a welcoming program for new residents, to increase overall community pride within the Borough.
- Use the plan as a unifying tool or rallying point to help “kick start” community pride and participation.
- Select a few key “low hanging fruit” projects to quickly and visually demonstrate successes to build momentum.
- Focus on volunteer recognition and retention for specific existing groups and committees before seeking to create new groups or committees.
- Work with local businesses to provide donations, gift certificates and celebrations of “volunteer appreciation”.
- Develop relationships between individuals, community groups and Borough Officials to create “synergy” for pursuing and successfully completing projects benefiting the community.



3. TRANSPORTATION AND CIRCULATION PLAN

Introduction

A safe and efficient multi-modal transportation system, which includes pedestrian, automobile, truck and bus service to name a few, is essential for the free flow of people and goods to destinations within, as well as through, a community. The transportation network also provides the foundation for the necessary and efficient response by public and emergency services, typically via the roadway network. The location, quality, and availability of transportation facilities have a significant impact and influence on where future growth and development, and in terms of the Borough, infill and redevelopment is likely to occur. It is important to assure the convenience for those using the system, whether it be students, businesses, and commuters, is either continued or enhanced for the long term sustainability of the community.

As transportation demands and needs change, the Comprehensive Plan should provide the framework for continual review and revisions of Borough policies. The Transportation and Circulation Plan provides basic recommendations and standards for facilities and services necessary to support the resident and business population of the Borough. The Transportation and Circulation Plan recognizes that separate studies and plans developed by PennDOT, Tri-County, and CAT will provide more detailed recommendations and standards for specific transportation facilities and public transit services. These mutually supportive studies and policy recommendations are encouraged within the Borough's continuous planning program.

Public Input

Overall, the residents, business owners and local officials within the Borough generally have mixed feelings concerning current transportation facilities within the Borough. Specifically, respondents of the public surveys and attendees at the community public meeting indicated general satisfaction with the Borough's accessibility to major roads, general traffic flow, street lighting and cleanliness of streets, as well as public transit availability. On the other hand, residents, business owners and local officials are generally not satisfied with the enforcement of speed limits along 2nd Street and in alleys, the sight distances

from parking lots and side streets, overall condition of side street and alley surfaces, directional/points of interest signs, parking in certain areas provided to or within the Borough. It should be noted that residents and business owners also indicated walking, hiking, and biking, the top recreational activities in which they or family members participate.

Goal: Ensure the Borough is served by a safe, reliable and highly interconnected multi-modal transportation system that meets the needs of all residents and businesses, and one which also appeals to visitors from outside of the Borough due to the Borough's proximity to access to major transportation corridors and ease of navigation.

Transportation Network

The current and future motorized and non-motorized needs of the Borough are sufficed by the existing facilities and services and the recommendations of this plan.

Objective: Work with PennDOT, Tri-County Regional Planning Commission and other transportation agencies to help implement the elements of the transportation plan.

- Determine the need for a detailed traffic analysis and planning to address any traffic related issues at 2nd Street and Eisenhower Boulevard.
- Use the existing traffic signal warrant study to help justify and secure funding to install a traffic signal at the intersection of 2nd Street and Lumber Street. In addition, consider conducting a detailed traffic study to determine the feasibility of coordinating those intersection improvements with any intersection improvements at 2nd Street and Race Street. Since issues related to that intersection include increased congestion and lower level of service, high accident location, close proximity to Eisenhower, truck traffic, and limited sight distance options may include making Race Street one way south from 2nd Street and/or prohibiting left turns (westbound) onto 2nd Street during specific high volume times of the day.



Looking west on 2nd Street at Lumber Street

- Work with CAT officials in continuously evaluating the appropriateness of the existing public transit routes, stops, and facilities (shelters, benches, signs) serving Highspire residents and businesses.
- The Borough should work with CAT and airport officials in determining the feasibility of increasing frequency of trips to the intermodal facility at the airport should the proposed commuter rail service move forward.



Bus stop facilities located at 2nd Street and Broad Street

Objective: Maintain and enhance existing roadway and motorized transportation corridors and facilities within the Borough in a context sensitive fashion.

Transportation Capital Improvements Programming

A CIP is a plan in which the Borough identifies various capital projects (roadways, sewer lines, stormwater facilities, sidewalks,

parks, etc.) and large equipment purchases, provides a planning schedule and identifies options for financing the plan. Essentially, the plan provides a link between a Borough's comprehensive plan and the Borough's annual budget. The CIP not only helps to prioritize projects and allocate financial resources for major public improvement projects for the Borough, but also to coordinate and maximize the benefits any future roadway and utility work with United Water, Highspire Borough Authority and other utility service providers. For example the Borough may identify a specific section of roadway needs to be rebuilt, curbs and sidewalks in the area may need replaced as well, and if the Borough Authority knows there are I/I problems in the area, the Borough and Borough Authority could plan and pool the resources and projects together to maximize project impact and minimize the cost and inconvenience.

Highspire Roadway Rehabilitation Program

Borough officials and residents recognized that the existing roadways within the Borough have over the years deteriorated due to deferred maintenance. Many roadways have deteriorated to the point that they are in need of a major reconstruction, as their surfaces consist of potholes, rutting and cracking. Additionally, stormwater does not drain properly, adding to the deterioration of the road. Therefore, in order to begin to prioritize and address these roadway needs, as well as to help identify and secure financial resources to address these issues, Borough officials and the Borough Engineer conducted a comprehensive analysis of the Borough's existing roadway network. The result of that analysis was the development of a long term implementation plan called the Highspire Roadway Rehabilitation Program. The plan prioritizes the needs and suggests specific roadway improvements and estimated costs to rectify these existing roadway deficiencies in the Borough over approximately a ten (10) year period. The long-range roadway rehabilitation project plan will be phased in over time.

Below in Table 3-1 is the prioritized list of roadways in need of repair or replacement along with their estimated costs:

Table 3-1

ITEM	DESCRIPTION	RATING	COST ¹
		(1-10)	
1	RHODA ALLEY BETWEEN HAMMAKER & LOGAN	2	\$429,598.40
2	ELIZABETH STREET	2	\$145,792.57
3	HAMMAKER STREET	3	\$51,590.00
4	FRANKLIN STREET	3	\$46,431.00
5	UNNAMED ALLEY BETWEEN LUSK & 2 nd (RIGHT)	4	\$10,318.00
6	UNNAMED ALLEY BETWEEN MARKET & PENN	4	\$12,897.50
7	RHODA ALLEY BETWEEN LUMBER & GRANT	5	\$41,522.25
8	CHESTNUT BETWEEN MARKET & BROAD	5	\$30,954.00
9	CRESCENT ALLEY	5	\$29,664.25
10	GRANT ALLEY	5	\$23,215.50
11	UNNAMED ALLEY BETWEEN LUSK & 2 nd (MID)	5	\$18,807.25
12	UNNAMED ALLEY BETWEEN LUSK & 2 nd (LEFT)	5	\$12,897.50
13	POPLAR ALLEY	5	\$11,607.75
14	BROAD STREET	6	\$38,192.00
15	POPLAR STREET	6	\$34,342.00
16	WALNUT STREET	6	\$19,226.90
17	ROSEDALE AVENUE	7	\$86,702.00
18	KLUGH STREET	7	\$22,407.00
19	CHESTNUT BETWEEN CEDAR & MARKET	7.5	\$46,585.00
		TOTAL	\$1,112,750.87

¹ 2006 dollars

Plan Map 3-1 shows the location of the roadways identified as part of the Highspire Roadway Rehabilitation Program.



Existing roadway conditions,
looking west along Elizabeth Street

In the summer of 2006, the Borough submitted a Community Development Block Grant (CDBG) Application to Dauphin County to fund Phase 1. Phase 1 of the project consists of the rehabilitation of Elizabeth Street, Hammaker Street between 2nd Street and Elizabeth, and Franklin Street between 2nd Street and Elizabeth Street. The surfaces of these roadways have deteriorated to the point of failure as evidenced by the un-even road surface, potholes and cracking. There are storm water issues and resulting safety issues with ice accumulation. Complete reconstruction is warranted. Construction will include a new road surface, curb and sidewalk repair and storm sewer upgrades.

As of October 2006, the Borough had not yet secured a dedicated funding source for Phase 1, or any other phases. In lieu of receiving any grants-in-aid from outside agencies, Borough officials should consider allocating funds from its coffers to begin making the necessary improvements.

It should be noted that the Roadway Rehabilitation is only the roadway component of a much broader CIP and that the Borough should still consider developing a larger, more inclusive CIP to coordinate other infrastructure related needs.

Additionally, the Borough specifically identified other areas they consider problem roadway areas. Some of these street and roadway issues may be addressed through routine maintenance and should, after closer inspection and determination of the causes of such issues, be incorporated into the maintenance plan,

while others may be incorporated into the Roadway Rehabilitation plan. Either way, Borough officials should annually review the Rehabilitation Program and maintenance plan to ensure once other planned projects are completed, these areas are considered for inclusion to those plans. Again, this helps the Borough to justify and seeks the financial resources to fund these projects.

Below in Table 3-2 is the list of roadways identified as in need of repair or replacement along with their generalized issues. It should be noted that these have been coordinated with the problem areas identified in the Community Facilities and Utilities Plan:

Table 3-2

ID Letter	Street/Location	Issue
A	Lumber Street (north of Rosedale at curve)	Falling retaining wall
B	Wetzel Street & 2 nd Street	1 way, limited sight distance.
C	Paxton (Penn & Steel)	Parking
D	Bank (Laurel Run & 2 nd Street)	1 way
E	Charles Street	Road surface, sewer line installation
F	Charles Street extended	No emergency access to 84 Lumber
G	2 nd Street (Race & Eisenhower)	High accident location
H	Jury (Laurel Run & Race)	Road surface, unknown ownership
I	Race Street (north of 2 nd Street)	Trucks illegally accessing Race Street
J	Race/Industrial (RR Tracks, Lusk & Commerce)	Uneven surface, ponding of water damaging railroad ties
K	Poplar (Roop & Oakland)	Road surface
L	Roop (Broad/2 nd & Cedar)	Road surface
M	Ann & Martin	Stormwater Run-off
N	Railroad Street (south of WWTP)	Erosion, Washing out

III-A-3 Transportation and Circulation Plan



ID Letter	Street/Location	Issue
O	Willow Street	Lower elevation than Canal
P	Steel & Penn	Turning/curve radius
	Parking (in general)	Lack of

- Work with property owners to remove brush, trim trees and alter existing fences and other structures to improve sight distances from side streets and alleys accessing 2nd Street, specifically from Franklin, Ann, and Hammaker Streets.
- Develop a plan to identify additional streets appropriate for establishing regulations limiting large truck, boat, camper/RV and other large vehicle parking obstructions along certain roadways specifically along 2nd Street.
- Increase police presence and traffic enforcement along:

Table 3-3

Street/Location	Issue
2 nd Street (entire length)	Speed and Pedestrian crossings
Alleys (general)	Speed
Lumber Street	Speed
Rosedale Ave	Speed
Paxton	Speed
Roop Street and Market Street	Stop Sign
2 nd and Eisenhower	Traffic Signal

Access Management

Managing access to and from the roadway’s abutting properties is a valuable tool because it manages the capacity and safety of the roadway. According to PennDOT’s “Access Management Model Ordinances for Pennsylvania Municipalities” the Transportation Research Board’s (TRB) Access Management Manual defines access management as “the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. It also utilizes roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals. The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and

efficiency of the transportation system.”³¹ Access management incorporates the delicate balance between constitutional rights, private property rights and state regulations. The principles of access management seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems for development.

Access management programs seek to limit and consolidate access points along major roadways, while promoting a supporting street system and unified access and circulation systems for development. The result is a roadway that functions safely and efficiently for its useful life, and a more attractive corridor. The goals of access management are accomplished by applying the following principles.

1. Provide a specialized roadway system - it is important to design and manage roadways according to the primary functions that they are expected to serve;
2. Limit direct access to major roadways - Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function;
3. Promote intersection hierarchy - An efficient transportation network provides appropriate transitions from one classification of roadway to another;
4. Locate signals to favor through movements - Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and ensure continuous movement of traffic at the desired speed;
5. Preserve the functional area of intersections and interchanges - The functional area is where motorists are responding to the intersection (i.e., decelerating, maneuvering into the appropriate lane to stop or complete a turn);
6. Limit the number of conflict points - Drivers make more mistakes and are more likely to have collisions

³¹ Access Management Manual/Committee on Access Management, Transportation Research Board, Washington, DC 2003

when they are presented with the complex driving situations created by numerous conflicts. Traffic conflicts occur when the paths of vehicles intersect and may involve merging, diverging, stopping, weaving or crossing movements;

7. Separate conflict areas - Drivers need sufficient time to address one potential set of conflicts before facing another;
 8. Remove turning vehicles from through-traffic lanes - Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn, thereby reducing the severity and duration of conflict between turning vehicles and through traffic;
 9. Use non traversable medians to manage turn movements - They minimize left turns or reduce driver workload and can be especially effective in improving roadway safety; and
 10. Provide a supporting street and circulation system - A supporting network of local and collector streets to accommodate development, and unify property access and circulation systems. Interconnected streets provide alternate routes for bicyclists, pedestrians, and drivers.
- It is recommended that the arterials of 2nd Street and Eisenhower Boulevard, Lumber Street, a collector roadway, and to lesser extents Rosedale Avenue and Whitehouse Lane, also both identified as collectors, be identified as high priority access management corridors. The Borough should work with PennDOT, Tri-County, Lower Swatara Township and Steelton Borough to balance the number of required access points along these corridors and consider incorporating the following access management provisions within their subdivision and land development ordinances. Although PennDOT manages the creation of highway access points through its Highway Occupancy Permit (HOP) Program along state roadways such as 2nd Street and Eisenhower, the Borough has authority in permitting access to state owned roadways, as well as local. “. . . Local government has the authority to manage access points through the adoption and implementation of access

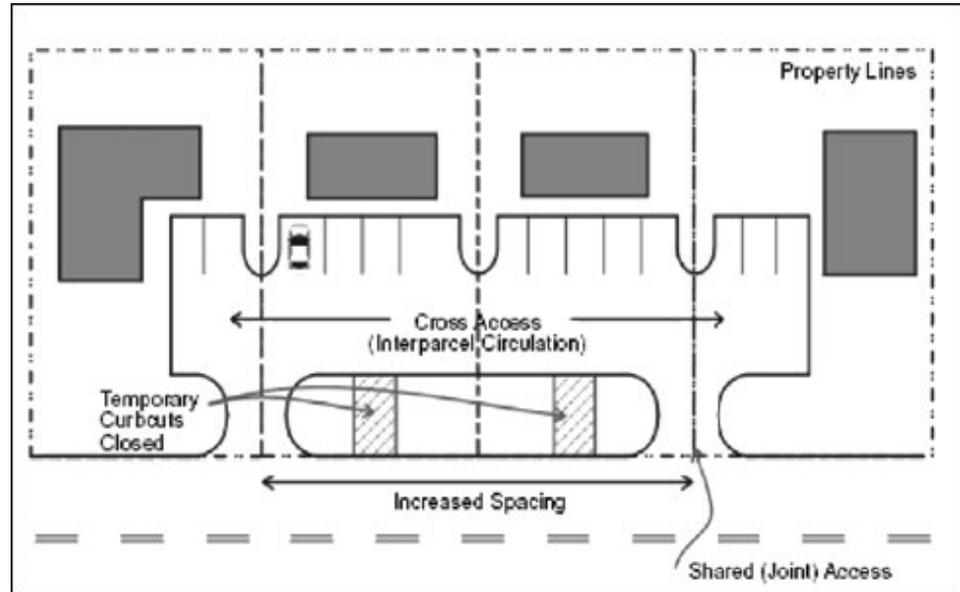


management regulations. Additionally, local governments, through the adoption of local regulations, can regulate access on local and state-owned roads. This authority has been upheld in Pennsylvania by two key court cases . . . These court rulings uphold the authority of Pennsylvania municipalities to adopt local ordinances to regulate access on both local and state-owned roads, as the applicant is required to meet both sets of requirements. Since applicants are still required to obtain PennDOT approval on state-owned roads, it is important for each municipality to notify their PennDOT district office of the adoption of local access management ordinances, and to coordinate with PennDOT when an applicant is seeking access to a state-owned road.”³² Additionally, the Borough and Lower Swatara Township should apply the following additional provisions within their subdivision and land development ordinances for Lumber Street, Rosedale Avenue and Whitehouse Lane:

1. Cross Access Drives- The Borough should implement a provision for the creation of cross access drives and easements;
2. Limited Access Points- Right in/out access points with a physical island in place allows for limited access along collector roads or higher and should be incorporated into the subdivision and land development ordinance;
3. Shared Parking Areas- As part of any Zoning Ordinance update, the Borough should consider encouraging shared parking areas, particularly when it can be determined when peak demand periods occur during different peak time periods;
4. Shared Driveways- The Borough should include in a subdivision and land development ordinance a provision for shared driveways; and
5. Driveway, Intersection, and Roadway Spacing- The Borough should consider including in the subdivision and land development ordinance a spacing requirement,

³² PennDOT & USDOT. Access Management Model Ordinances for Pennsylvania Municipalities Handbook: April 2005 - Updated February 2006

typically 800 feet (outside of the Central Business District) for roads that serve as collectors or higher.



Right-of-Way Preservation

The practice of right-of-way preservation allows the Borough the opportunity to acquire additional areas of land needed to accommodate new or future expansion of transportation facilities or other public functions associated with safety, access or aesthetics. Right-of-way preservation can be accomplished either through dedication of land or the use of easements.

- To coordinate for future traffic demand associated with the future land use designations, Highspire Borough should place right-of-way preservation provisions to incorporate within the existing subdivision and land development ordinance for roadway widening and providing additional turning lanes and shoulders for all roadways within the Borough. The Borough should especially focus its efforts along the certain portions of 2nd Street, Eisenhower Boulevard, Lumber Street, Rosedale Avenue and Whitehouse Lane.

Subdivision and Land Development Ordinance - Public Improvements Design and Construction Standards

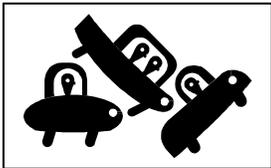
Streets, sidewalks, trails and other public improvements have a direct impact on the character and quality of the Borough. Streets, which should be designed based on their intended function to move traffic, provide for pedestrian circulation, direct access to homes and businesses, are an important element of the community setting and character. Street, sidewalk and trail design standards are generally located in municipal subdivision and land development ordinances.

- It is recommended that the Borough consider reviewing and updating its subdivision and land development ordinance to include minimum criteria and specifications from the most recent street design and construction improvement standards set forth in PennDOT Publication 408, Roadway Specifications, and Publication 70, Guidelines for Design of Local Roads and Streets and any applicable newer roadway planning and design concepts and standards identified in the Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities developed by the Institute of Transportation Engineers.
- The Borough should consider removing applicable construction and materials specifications from its subdivision and land development ordinance and develop a separate construction and materials specifications manual for roadways, stormwater and other utilities. This allows the Borough to update and revise the types and kinds of materials and construction specifications to reflect current industry standards without continuously granting waivers from such provisions during the land development approval process, or constantly amending the subdivision and land development ordinance. Updates should include the newer standards for superpave, which is, “A new technology of bituminous materials (black-top) being used to pave our roadways. The materials in the pavement are matched to climate of area where it's being used. The chief advantage

of superpave is reduced rutting of the pavement by heavy trucks.”³³

Developer Contributions

Developers can be required to mitigate the effects of the traffic generated by their site within their project area. Therefore, the Borough should ensure that with each new development project, appropriate traffic studies are completed and appropriate roadway and signal improvements are required of the developer. Although the Borough needs to encourage a business friendly economic development climate to attract desired businesses and other forms of quality non-residential development, the Borough should be very hesitant in the granting of waivers or accepting any type of fee-in-lieu of for required transportation improvements. All too often, in these cases, the required improvements are never made. In addition, the Borough should take every opportunity to encourage different developers working on projects in the same area to pool their resources to provide necessary roadway upgrades.



- Borough officials should consider amending their subdivision and land development ordinance to ensure the Borough will be able to work with developers in negotiating needed roadway and other public improvements.
 - o One tool Borough officials should consider utilizing is a traffic impact study. A traffic impact study can be adopted as part of the subdivision and land development ordinance. Traffic impact studies may be required for land developments meeting certain thresholds (number of units, gross floor area, etc.), and generally contain analysis of existing traffic conditions, impact on major intersections and street volume vs. capacity levels, as well as any suggested improvements to help mitigate any identified issues attributed to the new development.

³³

<http://www.dot.state.pa.us/PENNDOT/Districts/district4.nsf/gloss4.htm?readform>: PennDOT District 4.0 website.



Maintenance Program

A properly integrated regular program of maintenance is equal in importance to new transportation capital projects when it comes to maintaining the functionality of the Borough's roadway system. Improperly constructed and/or maintained roadways will deteriorate. Drivers may bypass these deteriorated routes and in the process put additional traffic on relief routes, increasing the rate at which the relief routes will deteriorate. Intersections where sight distance is inadequate either due to improper construction, or because adjacent landowners have been allowed to encroach upon clear sight triangles, act as bottlenecks in the Borough's transportation system and increase the incidence of accidents at these intersections.

- It has been noted that most of the roads within the Borough were constructed prior to or during the 1960s. As is evident, many of the roadways are in need of routine maintenance, if not total repair or replacement. In order to ensure that the Borough's roadways are properly maintained, the Borough should establish a multi-year maintenance program, similar to the capital improvements program, but focused on maintenance issues. In order to establish this program, the Borough road master, manager and engineer should utilize the general data collected for this Plan (the Generalized Roadway Pavement Conditions inventory) and focus on those roadways identified as "fair" and "poor" and intimately examine the conditions, determine the causes (if any) of the problems/issues, and develop solutions and cost estimates for these Borough-owned roadways. Once this is completed, a prioritized list of maintenance needs should be established. Projects requiring only light repair or routine maintenance should then be placed into a five (5) year program and a long-term budget established to fund them. Projects requiring intensive repair and replacement should be included in the Transportation Capital Improvements Program/Highspire Roadway Rehabilitation Program. Additionally all other public infrastructure issues, priorities and plans should be reviewed and considered when ranking these projects, specifically stormwater, sewer and other utility projects planned for specific roadways. The roadway survey should then be conducted and updated on an annual basis and the

prioritized list updated so that the Borough continually finances its maintenance needs five (5) years out.

- To ensure that future roadway and other infrastructure is designed and built properly, the Borough should review and revise if necessary its subdivision and land development ordinance or develop a stand alone construction and materials specification manual, regarding minimum design and construction specifications. Borough officials should continue their periodic inspection of public improvements during the land development process.
- Borough officials should continue to work with other municipalities to obtain roadway materials and labor at reasonable rates.
 - o Improve pedestrian safety and accessibility through streetscape improvements and designated pedestrian corridor enhancements.
 - o Increase connectivity for non-motorized forms of transportation.

Non-Motorized Transportation Mobility

This Plan recognizes that the personal vehicle will never be replaced in Highspire Borough. The Borough's existing development and commuting patterns require the use of an automobile for daily activities. However, the ability to safely navigate the Borough's road network is extremely important. In terms of this Plan, non-motorized transportation mobility should be viewed as a means of being able to safely walk, jog and/or bike from one point to another. For example, these points or nodes can consist of public and private recreation centers and areas, established neighborhoods, the Central Business District and commercial centers to name a few. The means of connecting these nodes include sidewalks, trails, and designated bike paths. Although the Borough has an existing network of sidewalks, unfortunately past development activity did not provide for this level of connectivity for bicycles, except for existing streets and alleys. This Plan recognizes that in order for the Borough to achieve its community development and revitalization strategies, non-motorized transportation mobility must be addressed.



The Commonwealth of Pennsylvania has recognized the importance of non-motorized transportation mobility and authorized PennDOT to develop a Statewide Bicycle and Pedestrian Master Plan. That Plan was completed in 1996 and the recommendations form the foundation and guidelines for this Plan.

Bicycling

The purpose of the Master Plan is to provide design and engineering information for use in developing on-road and off-road facilities in Pennsylvania. The Master Plan establishes the following guiding principles:

- Bicycles are considered to be a vehicle in Pennsylvania.
- Roadways should as a minimum be bicycle compatible.

Bicyclists are broken down into the following groups depending on their ability:

Group A - Advanced Bicyclist: These are experienced riders who can operate under most traffic conditions. They comprise the majority of the users of collector and arterial streets.

General Guidelines

- Direct access to destinations usually via the existing street and highway network.
- Enjoy the ability to operate at maximum speed with minimum delays.
- There should be sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.

Group B - Basic Bicyclists: These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles.

General Guidelines

- Comfortable access to destinations using low speed, low traffic volume, street or designated bike paths.
- There should be a well-defined separation of bicycles and motor vehicles on arterial and collector streets, or on a separate bike path.



Group C - Child Cyclist: These are pre-teen riders whose roadway use is initially monitored by parents.

General Guidelines

- Access to key destinations surrounding residential areas, including schools, recreation facilities and other residential areas.
- Residential streets with low motor vehicle speed limits and volumes.
- Well defined separation of bicycles and motor vehicles on arterial and collector streets or on separate bike paths.

The Borough's goal towards bicycling fits neatly into PennDOT's goal, which is to accommodate cyclists on new roadways, and where possible to improve existing roadways to meet the needs of cyclists. In order to accomplish this goal, the Borough should consider revising the Subdivision and Land Development Ordinance to include standards for roadway widening, signage and right-of-way width. Unobstructed connectivity between activity nodes is the ultimate goal. Bike paths do not have to follow roads; in fact, they should be integrated along alleys, greenways and also within parks.

Walking

According to the State's Pedestrian Guideline Manual, good pedestrian planning begins with a comprehensive plan that encourages walking as a non-motorized mode of transportation. This Plan supports and encourages walking and bicycling as alternate modes of transportation. In order to make pedestrian travel work, facilities such as the Borough's parks, Central Business District, and other pedestrian destination nodes must be within a reasonable distance of the population center. Unlike the bicycle plan, designated walking paths will be focused in and around the Central Business District, surrounding neighborhoods, parks, and other community gathering places. The average person can walk one mile in about twenty (20) minutes.

The current Subdivision and Land Development Ordinance requires all new land developments to be provided with sidewalk facilities and provides for minimum construction and materials specifications. Most of Highspire has been developed with sidewalks along both sides of most if not the entire length of all



the streets. Unfortunately the conditions of the sidewalk facilities range from excellent to dangerous or non-existent. As is customary with most boroughs throughout the State, individual property owners are responsible for the repair and replacement of sidewalks within Highspire.

This Plan supports the design guidelines as recommended in the Statewide Bicycle and Pedestrian Master Plan.

- In order to ensure that the Borough's sidewalks are properly safe and adequate, the Borough should establish a multiyear sidewalk repair or replacement program, similar to a maintenance program or capital improvements program for roadways and other public infrastructure, but focused on sidewalk repair and replacement issues. In order to establish this program, Borough officials along with the Borough engineer should walk and catalogue the condition of every Borough sidewalk. Once this is completed, a prioritized list of replacement needs on a block by block or along specific roadways should be established, compared against the Roadway Rehabilitation plan, and planned for accordingly. Those sidewalks that coincide with roadway improvement projects should be budgeted for by the Borough as part of any roadway improvements. Those other areas needing to be addressed should then be placed into a three (3) to five (5) year program. Residents should be made aware annually of the prioritized list so that the Borough property owners can plan for and begin to secure finances to repair or replace their sidewalks three (3) to five (5) years out. The sidewalk survey and plan should then be revisited and completed on an annual basis.



Greenways and Trails

The Susquehanna River and streams traversing the Borough can be significant assets to the Borough in terms of maintaining open space, biological/ecological diversity and in terms of attracting tourism and development, while at the same time be viewed as constraints due to flooding, erosion and sedimentation directly impacting lives and properties. The areas along the Susquehanna River and the Borough's streams are often ideally suited for providing bikeways, pedestrian trails, open space corridors, etc. that serve not only an environmental benefit by protecting the waterway, but also add to the community by making it more

III-A-3 Transportation and Circulation Plan

livable. Greenways can be linked to other bicycle and pedestrian facilities such as sidewalks and trails to create longer, continuous recreation and transportation opportunities, especially when connecting to parks, neighborhoods, the Central Business District and other community gathering places. To that extent, a greenway plan, which preserves and enhances these corridors, is a significant planning tool.

- To supplement non-motorized transportation mobility and provide additional parks, recreational and natural open space opportunities, this Plan supports the development of greenways and trails. Trails are recommended to be included in existing parks and in any required open space of large new developments or redevelopment projects, as well as along roadways and streams connecting parks and greenways to residential, recreational, institutional and commercial development. Table 3-4 below lists of areas that greenways and trails may be proposed for transportation, recreation, economic development and/or natural resource protection which should be incorporated and studied as part of any Parks and Recreation Plan:

Table 3-4

Feature	Location/Description
Susquehanna River	Entire length within Borough, connects the Steelton boat launch to the Highspire Boat Club
Laurel Run	South of 2 nd Street connecting to the River
Burd Run	Entire length, connecting Lower Swatara Township on the north, Memorial Park and the Pennsylvania Canal in the center of the Borough, and the River on the South
Unnamed stream in bed of Pennsylvania Canal	Entire length, connecting Whitehouse Lane and Reservoir Park to Memorial Park



Potential greenway location along the stream connecting Memorial and Reservoir Park

- Create a bicycle and pedestrian system connecting the Borough's parks to one another, the Central Business District, the Susquehanna River and other important social gathering places using existing sidewalks, pathways along stream and other open space corridors, and/or bike facilities using existing roadways.
- Develop a pedestrian connection to Reservoir Park over the unnamed stream in the bed of Pennsylvania Canal to Hanover Street.
- Develop a walking path along Lindsay Avenue.
- Develop a coordinated signage program directing users to important community facilities and points of interest, including park and recreation locations.



Although not in Highspire, this is a good example of gateway and wayfinding signage

- Develop a plan to create a greenway or enhance the area along the banks of the Susquehanna River for fishing, boating and other outdoor recreation, water sport related opportunities.
- Work with County and State officials to sign and promote 2nd Street as part of the Bicycle PA Route system.

Plan Map 2-2 shows the location of the proposed greenways.

Official Map

In order to facilitate the planning, acquisition and implementation of the Transportation and Circulation Plan and Community Facilities and Utilities Plan, the Borough should develop an Official Map. The Official Map is a useful but underutilized planning tool. Its purpose is to identify public and private lands for which the public has a current or future need. It can be used to legally establish the location of existing and proposed streets, waterways, parks, bikeways, pedestrian paths, floodplains, stormwater management areas, public facilities, intersections needing improvement, and historic sites. Any or all of these features may be shown on the Official Map. The land that is shown on the map is not a “taking” from the landowner. The municipality must at all times be prepared to compensate the

owner for the fair value of the land. The reservation on the map merely gives the Borough the first opportunity to purchase the identified property. The property owner must notify the Borough in writing of intent to develop or subdivide the property. From the date that the Borough receives the notice it has one year to purchase the property, obtain easements, or seek condemnation. The properties and routes on the map need not be surveyed to reserve them. Until 1988 a metes and bounds survey was required, but the current standard is that the methods used to identify the property sufficiently describe the location of the plan components.

In order to help facilitate planning, acquisition and implementation, as well as providing notice to landowners of the Borough's future plans for transportation projects, it is recommended that Borough officials consider developing an Official Map. An Official Map for Highspire Borough should indicate at a minimum existing Borough and other publicly owned and operated facilities such as the roadway network, parks, sewer lines, buildings, trails and sidewalks, and other properties.

- Extend Aviation Way from its current terminus east to Whitehouse Lane. In addition to designating it on the official map, Borough officials should closely coordinate any future planning and development of this roadway with Lower Swatara Township officials.

Plan Map 2-2 shows the location of areas identified for non-motorized mobility improvements projects, including sidewalks, trails, greenways, etc.

Traffic Calming

This Plan identifies problematic areas throughout the Borough. Speeding has been identified as an issue, especially on 2nd Street and the Borough's alleys. Corrective measures to curtail speeding include increased police presence and employing traffic calming techniques. Increasing police presence is not always possible and comprehensive safety improvements may not be possible due to existing development and financial limitations. In lieu of increasing police presence or reconstructing entire sections of roadway to curtail speeding and other problems associated with vehicular traffic, this Plan recommends the use of traffic calming techniques in areas of the Borough that can incorporate such

techniques. The Pennsylvania Department of Transportation developed a “Traffic Calming Handbook” to provide information on traffic calming and its place on the roadways of Pennsylvania. The handbook contains information on various traffic calming issues such as legal authority, liability, funding, and impacts on emergency services.

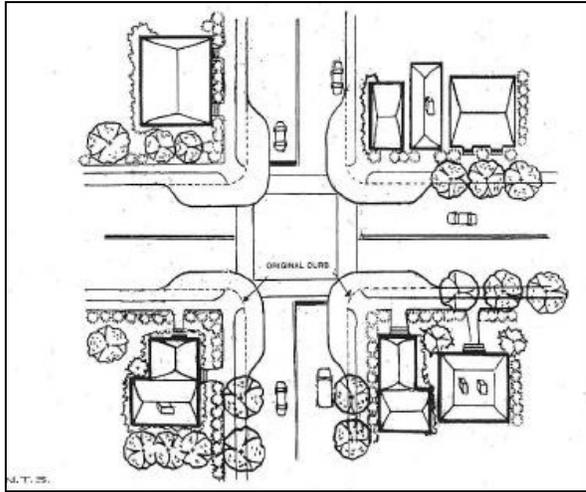
Traffic calming began in the Netherlands in the 1960s with the design of “Woonerven” or “living yards.” “Woonerven” integrated motor traffic with pedestrian and bicycle traffic on shared street space. Traffic calming measures are typically limited for use on local streets; however, they have been incorporated on collector streets with predominantly residential land-use and on streets through downtown business districts. Because traffic calming devices are designed to slow traffic and reduce cut-through volumes, they are generally not appropriate for use on arterial streets, which are intended to accommodate higher speeds and larger traffic volumes.

Traffic calming measures are mainly used to address speeding and cut-through traffic volumes on neighborhood streets. These issues can create an atmosphere in which non-motorists are intimidated or even endangered by motorized vehicles. By addressing high speeds and cut-through volumes, traffic calming can increase both the real and perceived safety of pedestrians and bicyclists, and improve the quality of life within the neighborhood. Table 3-5 below outlines types of techniques that can be applied to existing roadways where appropriate, and/or incorporated into the Borough’s subdivision and land development ordinance:

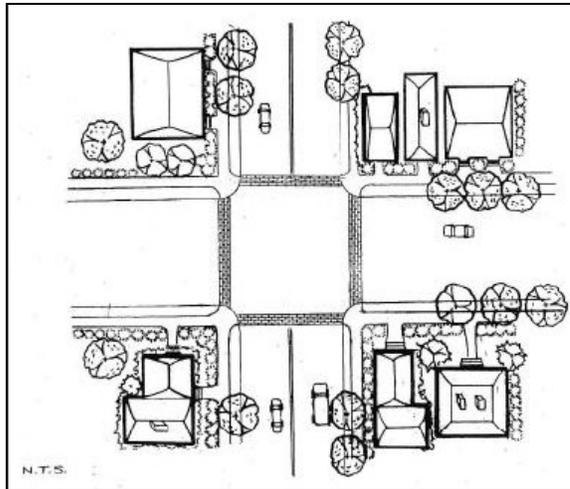
Table 3-5

Types of Traffic Calming	
Horizontal Deflection	<ol style="list-style-type: none"> 1. Curb extension/bulb-out 2. Chicane 3. On-street parking 4. Raised median island/pedestrian refuge 5. Modern roundabout
Vertical Deflection	<ol style="list-style-type: none"> 1. Textured crosswalk 2. Speed hump 3. Raised crosswalk 4. Raised intersection
Physical Obstruction	<ol style="list-style-type: none"> 1. Semi-diverter

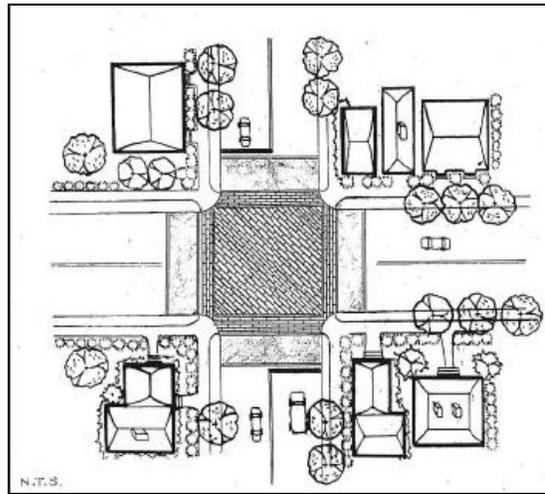
Types of Traffic Calming	
	<ul style="list-style-type: none">2. Diagonal diverter3. Right-in/Right-out island4. Raised median through intersection5. Street closure



Example of curb extensions/bulb-outs



Example of textured crosswalks



Example of raised intersection

Retrofitting existing roadways with traffic calming techniques may be difficult due to costs and disruption to existing traffic during construction. Nevertheless, the Borough should consider exploring options for retrofitting certain, existing roadways with traffic calming techniques to help reduce the speed and cut-through traffic. This should be initiated through the Traffic Calming Study and Approval Process as identified by PennDOT³⁴. Table 3-6 below includes existing roadways for which traffic calming techniques may be appropriate:

Table 3-6

Street/Location	Issue
2 nd Street (entire length)	Speed and pedestrian crossings
Alleys (general)	Speed
Lumber Street	Speed
Rosedale Ave	Speed
Paxton	Speed

- It is recommended that the Borough consider developing traffic calming techniques in a subdivision and land development ordinance for all new developments, while

³⁴ traffic calming handbook
 PennDOT. Pennsylvania's Traffic Calming Handbook; Publication No. 383. January 2001

considering installing them in any existing developments with through-traffic or speeding issues.

Objective: Seek to capitalize upon and capture a portion of the large volume of pass through traffic to support community and economic development initiatives.

- Encourage development of an attractive, desirable, viable and pedestrian friendly Central Business District to help capture a portion of the large amounts of daily pass through traffic along 2nd Street. In addition to economic incentives and land use regulations, the Borough should work with partnering agencies, committees and interested stakeholders in developing a plan to incorporate new context sensitive transportation improvements or enhancing exiting features including traffic calming and streetscaping improvements:
 - o Curb Extensions/Bulb-Outs
 - o On-Street Parking
 - o Raised Median Islands/Pedestrian Refuges
 - o Textured Crosswalks
 - o Raised Intersections
 - o Street Trees
 - o Wayfinding and directional signage
 - o Street lighting
 - o Bus shelters
 - o Bicycle racks
 - o Wide sidewalks
 - o Benches
 - o Trash and recycling receptacles

*It should be noted that specific detailed traffic studies and designs are required.

- Develop a specific plan to enhance the existing free public parking lot behind the Fire Company (near Broad and Lumber) and corridors leading to it including landscaping, street trees, lighting, paving and line space delineation.
- Develop a coordinated signage program to direct customers, visitors, residents and business owners the points of interest in the Borough and Central Business

District, including the free public parking lot behind the Fire Company (near Broad and Lumber).

Gateways

Gateways identify the beginning or the end of distinct places, such as boroughs, districts, downtowns or neighborhoods. They provide a sense of welcome and transition, as well help to orient pedestrians and motorists. Gateway treatments typically include signs, landscaping, lighting, and other amenities, and are typically located at entrances to a borough, or when transitioning from one distinct neighborhood or district to another.



Existing gateway sign and landscaping southbound along Eisenhower Boulevard

- Develop a coordinated gateway and signage program especially along 2nd Street, Eisenhower Boulevard, Lumber Street and Whitehouse Lane, as well as in and around the Central Business District.

Plan Map 3-2 graphically shows the location of suggested gateways.

4. HOUSING PLAN

Introduction

A municipality's housing stock condition and affordability affect the overall quality of life for its residents. The types, tenure, availability, age, cost and condition of housing are determined by the municipality's social, economic and regulatory climate.

This Plan component provides the basic policy direction for housing within Highspire Borough, as it is the responsibility of the municipality to provide for a variety of housing types for all affordability levels. As housing demands and needs change, the Comprehensive Plan should provide the framework for continual review and revisions of Borough policies. The Housing Plan serves to provide basic recommendations, guidelines and standards for maintaining and/or enhancing existing housing units within the Borough, while also providing a framework for the type, location and development of any new, smaller scaled infill housing opportunities necessary to support the existing and future resident population of the Borough.

The quality and condition of housing is extremely important to the growth and prosperity of the community. Attractive, affordable housing in well maintained neighborhoods ensures a sound tax base that will continue to appreciate in value and ensure that residents live in an environment that is conducive to a healthful and pleasing life. Where substandard or deteriorated conditions exist, public and private action is necessary to prevent the spread of these conditions and to restore these areas to a sound state.

Public Input

Overall, the residents, business owners and local officials within the Borough generally have mixed feelings concerning housing within the Borough. Specifically, respondents of the public surveys and attendees at the community public meeting indicated general satisfaction with the overall community appearance and the diversity, affordability, and quality of housing within the various neighborhoods of the Borough. On the other hand, residents, business owners and local officials are generally concerned the Borough will become less desirable and are not satisfied with the enforcement of housing and property maintenance codes and the high number of rental units,

specifically those owned and operated by absentee landlords. It should be noted that residents and business owners also indicated the Borough should focus on grants and programs aimed at increasing community and neighborhood pride; thereby attracting younger families with children, as new homeowners.

Housing

Goal: Promote a variety of safe and affordable housing opportunities for a diverse mix of individuals and families, which includes new housing that is well constructed and existing housing that is well maintained, but both of which compliment and enhance the neighborhood feel of the community.



Existing housing style
within Highspire

Housing Needs

According to the Dauphin County Comprehensive Plan and based upon the population projection for the year 2020, Highspire Borough can expect to provide for an additional 29 - 49 housing units by the year 2020. The lower figure (29) represents additional units projected utilizing the Year 2000 vacancy rate of 6.8%, while the larger figure (49) assumes a vacancy rate of 5%. Although the Borough, as is with most other core urban communities, is virtually built out, and the possibility of any new large residential land developments occurring within the Borough is remote, there are a few small to medium sized lots of undeveloped or

underdeveloped land within the Borough. As such, these additional housing units can reasonably be expected to be provided through new small infill residential and mixed use development projects in appropriate areas, accessory residential units upon properties with principal owner-occupied single-family detached dwellings, and residential units over commercial uses in the Central Business District. Therefore, with the Borough's current and expected population, range of housing types, varied status of ownership, reasonably affordable rental units and housing prices, and slightly elevated vacancy rate, the current and future housing needs of the Borough are sufficed by the recommendations of this plan, specifically through a program of public and private financial incentives, partnerships and regulations supporting conservation, rehabilitation, and enhancement.

Objective: Determine priority areas within the Borough targeted for conservation, rehabilitation and redevelopment to effectively and efficiently focus financial resources and code enforcement.

Conservation, Rehabilitation, and Redevelopment

Although the Borough does have a few small to medium sized lots of undeveloped land, much of the land has previously been developed. As such, the possibility of any new large residential land developments occurring within the borough is remote.



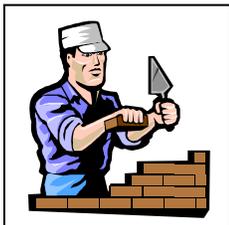
Existing housing style
within Highspire

A majority of the homes built in Highspire are single family detached structures constructed prior to 1970. As with many older boroughs, housing conditions vary from good to poor. Many of these homes if not properly maintained in the past are currently or will be in need of some maintenance or rehabilitation. Others have been converted to multiple units. Additionally, some homes within Highspire are periodically affected by flood waters. If not completely destroyed by flood waters or demolished, many of these homes have been repaired and continue to be a viable source of sound housing. As such, a traditional program approach to housing rehabilitation and redevelopment can be effectively applied to Highspire Borough to meet the overall housing needs of the existing and future residents, especially those homes around the Central Business District.



Existing housing styles
within Highspire's CBD

- Borough officials should develop a housing conservation, rehabilitation and redevelopment program comprised of the functions below.
 1. Conduct a generalized building condition survey for all buildings, specifically principal residential dwellings, using objective, measurable criteria which may include the following standards:



- a. Generalized Conditions³⁵
- 1) Standard - (no Substandard Major and/or Minor defects [listed below] apparent).
 - 2) Substandard Minor - (includes 1 or 2 of the following Substandard Minor Defects apparent):
 - Paint: cracking, peeling, missing
 - Porches: slight damage such as rotting boards or cracked concrete
 - Steps: slight damage such as sagging or cracked boards or concrete
 - Windows: cracked or broken panes
 - Wooden exterior walls: cracked or small amount of rotted boards
 - Brick/masonry exterior walls: cracked or slightly worn brick, masonry or mortar
 - Roof: few shingles missing or other minor damage
 - 3) Substandard Major (includes 3 or more Substandard Minor Defects above and/or the any of the following):
 - Porches: major damage such as broken or missing railings or supports
 - Steps: major damage such as missing boards, large cracks, and holes that have a potential of tripping people
 - Windows: missing panes, covered boards, rotted or badly damaged frames and sashes
 - Wooden exterior walls: extensive cracks and rotten boards, holes not over one foot in length, unless the damage extends to the interior wall (if so, classify as dilapidated)
 - Brick/masonry exterior walls: missing bricks and stones, holes not

³⁵ Daniel, Thomas L., John W. Keller, and Mark B. Lapping. The Small Town Planning Handbook. Washington D.C.: Planners Press, American Planning Association, 1988

over one foot in length unless the damage extends to the interior wall (if so, classify as dilapidated)

- Roof; many shingles missing; hole not over one-half foot in length and not extending into the roof surface
- Chimney, any bricks missing

4) Dilapidated (includes 3 or more Substandard Major Defects above and/or the any of the following):

- House tilts
- Foundation sags
- Collapsed porch
- Collapsed chimney
- Fire damage

b. Compile and analyze the survey data and display it graphically by block level. Based upon the findings of the survey and analysis, the Borough should consider targeting specific areas for focusing code enforcement and/or obtaining grant funding to increase home ownership and maintenance opportunities.

2. Conservation

This technique is directed toward the prevention of deteriorated(ing) structures and/or blighted conditions. As these factors or issues are permitted to continue unabated, neighboring property owners tend to become less willing to maintain their properties and thus perpetuate a cycle of decline in specific neighborhoods and the community in general. This technique should be applied to those areas of the Borough with little or no existing blight or deterioration, specifically those areas with a high incidence of buildings considered standard or substandard minor. Conservation involves continued maintenance of structures and properties, repair of deteriorated structures, repair or removal of dilapidated structures and conditions, and development and fair enforcement of housing, building, property maintenance and rental inspection code standards further described below.





3. Rehabilitation

This technique is directed toward the revitalization of more intensely deteriorated areas, typically those with large numbers of buildings identified as substandard minor and/or substandard major, by turning them into sound, healthy neighborhoods. This is accomplished by the use of an area wide renovation plan and facilitating rehabilitation activities of deteriorated structures and properties. Community Development Block Grant (CDBG) money and other forms of government financial assistance further described below can be used for housing rehabilitation.

4. Redevelopment

This technique is directed towards the removal of severely blighted area wide conditions through the combined use of conservation and rehabilitation methods. In a redevelopment project, property is normally acquired by a public body and substantially modified and sold to an agency to improve in accordance with an approved plan. This method, although the most costly and time consuming, is the most comprehensive method of eliminating blight. Proceeding with redevelopment should be conducted with the County, and should be utilized in an extremely cautious manner.

Good quality well maintained housing contributes to a healthy community. Work is needed to ensure that the Borough's housing stock is conserved and updated for healthy living conditions for existing and future home owners. Those blocks that exhibit a number of substandard minor and substandard major structures must be targeted by conservation and rehabilitation programs to update plumbing, electrical, and weather proofing to reduce energy dependency. Residents living in those structures may not have the wherewithal or economic means to initiate needed improvements. Redevelopment, although a viable option, is the most controversial and should only be used as a last resort to improve housing specifically considered dilapidated.



- Explore the feasibility of developing a program to provide some form of property tax relief on the value of any improvements for property owners who rehabilitate their homes within the Borough.

Objective: Encourage and support community organizations' efforts to address housing and property maintenance issues, as well as to educate residents in home improvement practices and tactics.

- Consider working with local educational institutions, housing groups, development and construction trade organizations or businesses, and the County to develop and promote a home improvement educational program for local residents.
- Encourage residents to form neighborhood associations that address neighborhood scale issues, such as safety, property and housing maintenance and neighborhood beautification.
- Work with the Highspire Asset Team and/or other community groups such as the Boy and Girl Scouts to develop, promote and conduct periodic community clean and fix up days in specific targeted areas, or on certain blocks or properties within the Borough (tied to areas identified by the housing conservation, rehabilitation and redevelopment program). These community groups could assist the property owners who voluntarily submit their names in performing minor housing repairs and/or property maintenance, in addition to helping to clean up vacant lots of trash, debris and brush. These special events and programs could be conducted as part of competitions in which the winners or specific place finishers would be acknowledged and/or rewarded by a resolution or plaque from the Borough, an article in the newspaper, or some prizes donated by local businesses.
- Explore opportunities for working with Steelton, Middletown, the County and local financial institutions to develop a home improvement program to provide grants and revolving low interest loans to low and middle income property owners.
- Work with the Dauphin County Department of Community and Economic Development³⁶ to promote and educate Borough residents about the program, process, and



³⁶ <http://www.dcoed.org/>

eligibility for weatherizing their homes further described below.

The Dauphin County Home Weatherization Program

The Dauphin County Home Weatherization Program, which is under the direction of The Dauphin County Department of Community and Economic Development, provides the following services:

- Weather-stripping
- Caulking
- Oil and Gas Inspections
- Insulation of Hot Water Tanks
- Attic Insulation and Ventilation
- Primary Windows (As Needed)
- Reglazing Windows
- Insulating unheated basements

Eligible applicants include:

- Low income residents of Dauphin County who own or rent a residence
- All Mobile homes are eligible.
- Special consideration is given to the elderly and the handicapped.

The service is free to eligible applicants. There is no lien placed on property, and there is no loss of income as a result of participating in the program.

Income Eligibility Guidelines:

Persons in Household	1	2	3	4	5	6	7	8
Household Income	\$12,885	\$17,415	\$21,945	\$26,475	\$31,005	\$35,535	\$40,065	\$44,595

For family units with more than eight (8) members, add \$4,530 for each additional household member.

Applicants may automatically be eligible if they receive Supplemental Security Income (SSI), or if an applicant receives

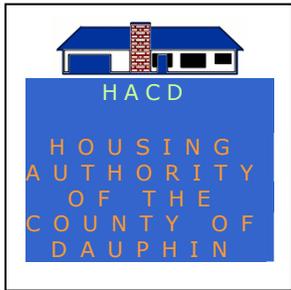
fuel assistance through the Department of Public Welfare and are identified through the low income home energy assistance program (LIHEAP) lists of eligibles. Successful applicants who previously had their homes weatherized before September 30, 1993 are not eligible.

Objective: Seek to reverse the current trends of increasing rental occupancy and vacancy rates.

- Work with the Housing Authority of Dauphin County³⁷ and the Dauphin County Department of Community and Economic Development³⁸ to educate and promote potential homeowners within the Borough to participate in the programs described below.

Dauphin County Home Ownership Program

The Housing Authority of the County of Dauphin indicated plans to sell a number of its Public Housing units, based upon availability, to eligible families participating in the Low-Income Homeownership Program. The properties are single-family dwellings owned by the Authority known as "Scattered Sites". The Authority indicated they will rehabilitate the properties so that at the time of sale each of the properties will be able to pass a comprehensive HUD Housing Quality Standard inspection.



FY 2006 MFI: \$64,300	1	2	3	4	5	6	7	8
30% of Median Income	\$13,500	\$15,450	\$17,350	\$19,300	\$20,850	\$22,400	\$23,950	\$25,500
Very Low Income	\$22,500	\$25,700	\$28,950	\$32,150	\$34,700	\$37,300	\$39,850	\$42,450
Low Income	\$36,000	\$41,150	\$46,300	\$51,450	\$55,550	\$59,700	\$63,800	\$67,900

Eligible families selected to purchase "Scattered Site" houses are solicited from low-income families in the following categorical

- Families currently occupying the sites
- Families residing in other Public Housing Units owned by the Authority

³⁷ <http://www.dauphinhousing.org/>

³⁸ <http://www.dcoed.org/>

- Families currently being assisted by the Authority through the Section 8 Assisted Housing Program
- Families on the Authority waiting lists for Public Housing and Section 8 Assistance
- Families among the general public who meet the eligibility criteria for Housing Assistance through the Authority, according to HUD regulations.

The Authority indicated that houses will be offered to eligible families according to those categorical priorities indicated above. Within those categories, houses will be offered to eligible families who have met all qualifications in accordance to the order, by time and date, in which the families have met all qualifications.

Eligible families requirement are required to meet the following criteria in order to purchase a Scattered Site house:

- Be able to obtain a mortgage from a Community Lending Institution
- Successfully complete a required homeownership course and obtain a Homeownership Course Certificate
- Have no outstanding debt to the Housing Authority of the County of Dauphin or any other Housing Authority

Dauphin County Section 8 Home Ownership

The Housing Authority of the County of Dauphin administers a new program to help low-income families become homeowners. Under the program, eligible families participating in the Housing Choice Voucher Program may choose a house for purchase anywhere in Dauphin County (outside the City of Harrisburg) and receive financial assistance for homeownership expenses (mortgage payments) for up to 15 years. For the elderly or disabled there is no time limit.

A family may not exceed the maximum gross income limits as listed below in Table 4-1.

Table 4-1: Harrisburg-Carlisle, PA MSA - Effective March 2006

FY 2006 MFI: \$64,300	1	2	3	4	5	6	7	8
30% of Median Income	\$13,500	\$15,450	\$17,350	\$19,300	\$20,850	\$22,400	\$23,950	\$25,500
Very Low Income	\$22,500	\$25,700	\$28,950	\$32,150	\$34,700	\$37,300	\$39,850	\$42,450
Low Income	\$36,000	\$41,150	\$46,300	\$51,450	\$55,550	\$59,700	\$63,800	\$67,900

Eligibility requirements for applicants include the following:

- Must live in Dauphin County with Section 8 Housing Choice Voucher assistance
- Enrollment in the Family Self Sufficiency Program (FSS) is not required, although participation is strongly urged
- Be a first-time homebuyer and have not owned a home during the last three (3) years
- At least one adult family member who will own the home must have been employed for one year prior to receiving homeownership assistance (Elderly and disabled persons do not have to comply with this employment requirement)
- Have yearly household income of at least \$10,300 (Welfare income cannot be counted towards minimum income requirement; only the elderly or disabled can count welfare)
- Have had no family-caused violations of HUD's Housing Quality Standards within the previous year
- Not be within the initial one year period of a HAP contract
- Not owe money to any Housing Authority
- Successfully complete homeownership counseling sessions approved by the Housing Authority
- Be able to obtain mortgage financing
- Have not defaulted on a mortgage securing debt to purchase a home under the homeownership option
- Make a minimum initial down payment of 3% of the purchase price
- Have a minimum cash down payment of one percent of purchase price, which is paid from the families' own resources

Required Steps In order to purchase a new home through the Section 8 Homeownership Program

- Be currently assisted through the Housing Choice Voucher Program
- Attend a HACD program briefing session
- Successfully complete homeownership counseling sessions
- Receive pre-approval from a mortgage lender
- Find a house in Dauphin County, outside the City of Harrisburg
- Sign an agreement of sale
- Bring the proposed purchase price and property description to HACD for review
- Have the home inspected by HACD and also by a professional inspector
- Go back to the bank to be issued a mortgage loan
- Have settlement on the property, and occupy the new home

Dauphin County Family Self-Sufficiency (FSS) Program

The Family Self-Sufficiency Program is a program offered by the Dauphin County Housing Authority to assist participants to become financially independent and self-sufficient. FSS focuses on such areas as education, job training, job placement and addressing other family needs. Eligible applicants include all participants in the Housing Choice Voucher Program (Section 8) and Public Housing residents.

Program Features and Services

- Provide a Contract of Participation
- Help develop personal service plan based on personal goals
- Referral to services and other agencies for assistance
- Open and maintain an Escrow Account when appropriate
- Provide other Supportive Services

Applicant's responsibilities

- Have no lease violations
- Pay rent on time
- Sign the Contract of Participation which is in effect for five years
- Establish goals, including the ultimate goal of freedom from the need for government assistance
- Further education or job training or seek employment

Summary of the Escrow Account

The escrow account is a type of savings account for the participant which is opened when the participant has employment income. Once the participant's portion of the rent increases because of higher income, the Authority places an amount approximately equivalent to the rental increase in the escrow account every month on behalf of the participant. The monthly amount deposited increases as income and rent increase, but can also decrease with a decrease in income. Some participants have accumulated nearly \$10,000 in their escrow accounts.

Dauphin County Family Savings Account (FSA) Program

The purpose of the Family Savings Account Program is to encourage individuals and families to save money, to acquire assets or increase the value of assets they already have (asset building), to take control of their financial situation, to save for future goals and to aim toward financial self-sufficiency.

Cash Incentive

As an incentive to save for a goal and develop a savings plan, grant funds are used to match a participant's savings up to a maximum of \$2,000 for a two year period -- a 100% return on their savings.

Each saver must set a specific goal for the use of his/her savings and match. Goals relating to housing include purchase and/or repair. But savings and match funds must be used for achieving the goal.

Eligibility requirements are outlined below.

- The program is open to everyone.
- Family income cannot exceed 200% of the Federal Poverty Guidelines as follows in Table 4-2:

Table 4-2

Persons in Family	1	2	3	4	5	6	7	8
Maximum Income	\$19,600	\$26,400	\$33,200	\$40,000	\$46,800	\$53,600	\$60,400	\$67,200

Minimum Deposit

A participant must promise to deposit at least \$10.00 per week in a separate savings account for at least 12 months and up to 24 months at an approved financial institution. Current participating banks are: Commerce Bank, Community Banks, Mid Penn Bank, PNC Bank and Sovereign Bank.

Workshops

Each saver must participate in at least four (4) financial workshops during a two (2) year period on topics such as budgeting, savings and investing, credit and credit repair, loans, insurance, wills and tax planning. The workshops are provided at no cost to the participants.

Dauphin County First-Time Home Buyer Second or Subordinate Mortgage Program

This program provides second or subordinated loans to eligible first-time buyers of Dauphin County homes. Applicants must attend and receive certification of completion from the Capital Region Community HomeBuyers Coalition Workshop or another HomeBuyers Workshop only when the above Workshop is not able to accommodate the applicant to be eligible for the program. The Capital Region Community HomeBuyers Coalition Workshop includes a three (3) night, six and a half-(6.5) hour, Freddie Mac certified pre-purchase basic educational program, facilitated by the Harrisburg Fair Housing Council.

The County recommends that applicants attend the Capital Region HomeBuyers Coalition Workshop prior to entering into an Agreement of Sale, but applicants with executed Agreements are also welcome.

Once the applicant has received certification, she/he may proceed directly to any lender to make application for a First Mortgage. The second or subordinated mortgage available through this program can be initially projected by an approved counseling agency, realty agent or loan representative, and may be definitively calculated by the first mortgage lender. Review and approval of the Dauphin County Second or Subordinated Mortgage

application will occur by the Dauphin County Department of Community and Economic Development staff.



Applications may be received continuously throughout the year. Applications can be acquired through the first mortgage lender and/or approved agency. Funds will be distributed as they become available through Dauphin County mortgage and deed recording fees. When, and if, funds are depleted, the approved, but unfunded applications will be held to await additional funding. The second or subordinated mortgage funds will be reserved upon receipt of firm commitments of first mortgages from the chosen lender.

Repayment of Loans

Repayment of the second or subordinated mortgage is required upon homeowner's resale of the home. Upon this sale, the original principle amount of the loan is due and payable in full. If the homeowner refinances, the original Dauphin County mortgage may be subordinated to the new first mortgage. Subject premises shall be released from the lien and operation of the written mortgage in the event of an arms length sale and in the event the net proceeds from the sale are not sufficient to satisfy the obligation, although the borrower shall continue to be personally obligated to repay the unpaid loan in such event.

Lease-Purchase Program

The Lease-Purchase program allows a family in a lease-purchase program to receive a second or subordinated mortgage by receiving a Letter of Commitment from the Dauphin County Affordable Housing Fund Board. The Letter of Commitment establishes the homeowner's qualification for the monies. The lease-purchase applicant must also complete the Capital Region Community HomeBuyers Coalition Workshop.

Lease-Purchase Program Process

1. The applicant must qualify according to the family income limit guidelines.

2. The applicant must complete the Capital Region Community HomeBuyers Coalition Workshop or another HomeBuyers Workshop only when the above cannot accommodate the applicant.
3. With a clear knowledge of the price and type of home which she/he requires and can afford, an applicant will then enter into an Agreement of Sale to purchase a home. The Dauphin County Department of Community and Economic Development will only accept an application after the homebuyer has signed a Sales Agreement on a property. The down payment and/or closing cost assistance provided to the homebuyer is attached to the property.
4. With the help of an approved counseling agency or realtor, if needed, the applicant should then apply for a First Mortgage from any lender or a lender participating in a Pennsylvania Housing Finance Agency (PHFA) program. The approved counseling agencies retain a list of lenders with special programs directed at first time homebuyers. Each applicant is free to select the lender desired, but must check to ensure that the lender is willing to accept the recording of a second or subordinated mortgage offered by this Program.
5. When a lender approves the First Mortgage, it will calculate the amount of second or subordinated mortgage required to enable the applicant to purchase the house. The lender must submit a copy of its calculations to the Dauphin County Department of Community and Economic Development.
6. The applicant will proceed to settlement and will be assisted in purchasing the home by the lender providing the First Mortgage, and second or subordinated mortgage, which is funded by the Dauphin County Affordable Housing Trust Fund. The Dauphin County Affordable Housing Trust Fund will issue a check to the title company/settlement agent for closing.

Eligibility

Household income cannot exceed 80% the median income of Dauphin County. The income limits are calculated for Fiscal Year 2004 by the U.S. Department of Housing and Urban Development (HUD) and shown below in Table 4-3.

Table 4-3

Family Size	1	2	3	4	5	6	7	8
Maximum Annual Income	\$36,000	\$41,150	\$46,300	\$51,450	\$55,550	\$59,700	\$63,800	\$67,900

- The income limits listed above are adjusted yearly (fiscal year) by the U.S. Department of HUD. The program's income limits will adjust accordingly to HUD's standards.
 - o The applicant must be a first-time home buyer or not have owned a home within the last three years.
 - o Applicants for any family size are eligible.
 - o The house to be purchased must be located within Dauphin County. The applicant need not currently reside within Dauphin County. At no time during the term of residency shall the homeowner lease the premises or any portion thereof to any person or entity.
 - o The applicant must contribute a minimum of 3% of the lesser of the purchase price or the appraised value or \$1,000 (whichever is less) from the applicant's assets, which must be verified on the HUD1 settlement sheet. Items paid outside of closing may be used towards the minimum investment. These items may include, but not be limited to, application and appraisal fees, homeowners insurance, and earnest money deposits.
 - o At the time of settlement, the buyer's liquid assets may not exceed the total of \$5,000.00.
 - o At completion of settlement, if the amount of the committed second or subordinated mortgage is \$100 or more than actually required to achieve the purchase of the home and closing costs, then the entire excess amount will be paid to the County of Dauphin and returned to the pool.
 - o In order to be selected, the applicant must need the second or subordinated mortgage in order to afford the house, but also must require assistance, which does not

exceed the maximum second or subordinated mortgage amount of \$5,000 other than through PHFA's Closing Cost Assistance Program.

- o Eligible applicants may be assisted by this program to purchase homes in Dauphin County.
- o Note that each lender may require that the applicant meet additional underwriting guidelines (e.g. length of employment, credit history, etc.) in order to qualify for a commitment of its First Mortgage.
- o Pennsylvania Housing Finance Agency (PHFA) offers a closing cost program (Lower Income Homeownership and Closing Cost Assistance Program) associated with this Program. Eligible borrowers, after they have received Dauphin County's \$5,000, may receive as much as \$2,000 toward closing costs.



- Work with the Steelton-Highspire School District to promote the Borough and the School District as an attractive, stable community for first-time homebuyers.
- Explore the feasibility of developing a program to grant some form of property tax relief on the value of any improvements for first-time homebuyers who purchase and rehabilitate a deteriorated property within the Borough.
- Continue to monitor and evaluate the affects of prohibiting new conversion apartments. If the need should arise to allow for those uses, consider amending the zoning ordinance to require specific review and approval criteria including but not limited to owner-occupancy.
- Consider modifying the zoning ordinance to allow for accessory apartments subject to specific review and approval requirements, be located in detached buildings secondary and accessory to owner-occupied single-family detached dwellings.

Objective: Review, update and/or develop new ordinances when necessary to implement the future land use and housing plan, ensuring effective housing and property inspection maintenance regulations are in place and determining the most effective means of enforcement. Otherwise enforce existing ordinances to ensure that the purposes of the ordinances are fulfilled.

Rental Inspection

As is typical in older, urbanized boroughs, Highspire has been experiencing a general increase in the number of rental occupied housing units, and seeing a reduction in the number of owner occupied housing units. This generally is due to one of two factors: an increase in absentee ownership and rental use of a number of existing detached or multiple and attached dwelling units which were traditionally owner occupied; and/or an increase in the number of larger single-family detached dwelling units being carved into multiple dwelling units and rented out for profit.

Also, it can be assumed that non-owner-occupied dwelling units are generally maintained at a standard significantly less than owner-occupied dwelling units. This is related to pride and presence of ownership and occupancy. Any failure to maintain rental units can and frequently does result in dwelling units which are unsafe, unsanitary and, in many instances, not maintained to generally “acceptable”, or much less minimum standards required by the various applicable codes. Renters should be provided some assurance that their housing and living conditions are acceptable and in line with the rent they pay to the landlords.

The Borough currently has an adopted building code, the Pennsylvania Uniform Construction Code. This code applies to both residential and non-residential buildings and properties which are newly constructed, altered, repaired and/or remodeled in Highspire. The building code requires that minimum acceptable standards for the occupancy of structures and buildings be met prior to issuance of a building permit. This ordinance is strictly administered and enforced.

Additionally, the Borough has a “landlord” ordinance. The “landlord” ordinance states in part that all landlords shall, within 30 days of any change in the tenancy or occupancy of any unit, parcel or portion of real estate, file with the Borough, in writing, a report specifying the unit, parcel or portion of real estate in which the change of tenancy or occupancy has occurred, the name or names of the tenants or occupants previously reported for such unit, parcel or portion and name or names of any new tenants or occupants of said unit, parcel or portion. This ordinance is difficult to enforce as the Borough has no way of ensuring compliance, except for the good faith and due diligence



of the landlords. Additionally, the current ordinance does nothing to ensure that some level of objective minimum living condition standards are in place to protect the health and safety of the inhabitants of and visitors to the rental dwellings, but also to protect the surrounding residents and properties as well.

- The Borough should consider reviewing, revising and more systematically enforcing the existing regulations for the licensure and inspection of non-owner occupied dwelling units. Enforcement and inspection of properties and rental units should be fairly, equitably and objectively conducted, focusing not on smaller cosmetic or minor issues such as peeling paint, but addressing larger and more intense deficiencies relating to structural, fire or sanitary issues.

In general, rental inspections should review and determine compliance with minimum standards including:

- Smoke detectors in operating order on every floor, including the basement.
- Handrails and guardrails on all stairs exceeding three steps. Such handrails and guardrails shall be firmly fastened.
- All doors must open from the inside without the use of a key.
- The property address must be posted outside and be clearly visible by emergency personnel.
- Regarding the exterior and interior of the building, all structures and equipment must be properly maintained. This would include foundation, beams and joists, roof, windows, gutters, and downspouts.
- Kitchen: Sink with hot and cold running water; stove in safe working condition; floor in good repair.
- Bathroom: All plumbing fixtures maintained in working order free from obstructions; leaks and defects; approved sewage disposal system; an operable window or ventilation system available.
- Thermal standards: Heating facilities properly installed and capable of heating all habitable rooms. Kerosene or portable propane heaters are not permitted.
- Electrical standards: Electric service available; properly installed and maintained.
- General standards: Third floor units must have two (2) means of egress.
- Common Halls in multiple unit buildings must be lit.



Property Maintenance

The Borough currently has an adopted grass/weed ordinance that states in part that no grass or weeds or any vegetation whatsoever is to exceed 8 inches in height. Any grass, weeds or other vegetation growing upon any premises in violation is declared to be a nuisance and detrimental to the health, safety, cleanliness and comfort of the inhabitants of the Borough. Owners and/or the occupants are required to remove, trim, or cut all grass, weeds or other vegetation growing or remaining upon such premises in violation. This code is enforced on a complaint driven basis, but it only relates to tall grass and weeds. In addition to weeds, other deficiencies causing properties to be considered public nuisances exist.

- The Borough should consider reviewing, revising and more systematically enforcing the existing regulations relating to property maintenance. An enhanced property maintenance code would help to ensure that the equitable enforcement of express standards designed to alleviate public nuisances are applied to those properties or portions of properties that bear said nuisances. Enforcement and inspection of properties should be fairly, equitably and objectively conducted to ensure the health, safety, and welfare of a property's visitors and residents, to ensure both the aesthetic and structural integrity of existing and future neighborhoods and business districts, to protect against related nuisances that may promote health risks including but not limited to rodent infestation and fire hazards, and ultimate violations of the Pennsylvania Uniform Construction Code. The enforcement should focus on ensuring existing residential and nonresidential structures, and all existing premises, structures, equipment, and facilities meet minimum standards and safety criteria to provide adequate light, ventilation, space, heating, sanitation, protection from the elements, safety of life, safety from fire and other hazards, as well as for safe and sanitary maintenance.



Objective: Broaden the tax base through a variety of housing types and styles that are compatible with adjacent properties and the existing built environment by encouraging the construction of new, high quality housing, as well as the maintenance and enhancement of the existing housing stock.

- Consider reviewing and revising the existing zoning and subdivision regulations to ensure that:
 - o Permitted residential densities are achieved.
 - o Existing homes can be altered, repaired, remodeled and/or expanded consistent and compatible with the existing neighborhood context.
 - o New homes are built in the existing neighborhood context specifically relating to consistent and compatible lot sizes, lot coverages, lot frontages and widths, lot depths, building sizes, building setbacks, building heights, and building orientations.



New, infill housing consistent with the existing housing of the neighborhood in terms of lot size, lot coverage, lot frontage and width, lot depth, building size, building setback, building height, and building orientations

- o Accessory residential uses and structures such as home occupations and day care facilities and swimming pools, garages and sheds are permitted by right, subject to specific standards.
- o New residential units are permitted by right in the Central Business District only as above ground floor non-residential uses such as apartments above restaurants, stores, or offices.
- o Apartments are permitted to be taller than two stories, subject to UCC codes for fire suppression, etc.
- o Mixed uses which specifically include residential uses are not required to provide for minimum lot areas and

building sizes for both uses and are permitted to share parking.



New infill housing within Highspire

5. INTERRELATIONSHIP OF PLAN COMPONENTS

Highspire Borough's Comprehensive Plan has been prepared in four phases:

- Phase I - Background & Data Collection;
- Phase II - Community Development Goals & Objectives;
- Phase III - The Comprehensive Plan; and
- Phase IV - Implementation Strategy.

Data and policies concerning how the individual plan elements, including each of the following, the Future Land Use, Central Business District, Transportation & Circulation, and Housing, were developed, are based on data and information found in the background sections, the input received from public meetings and survey, as well as in relation to each of the other individual plan elements. As such, the goals, objectives, and strategies for implementation set forth in this plan have been developed to guide the community development and revitalization efforts of Highspire Borough over the next 10 to 15 years.

6. RELATIONSHIP TO OTHER PLANS

Dauphin County Comprehensive Plan

Dauphin County Planning Commission, as part of Tri-County Regional Planning Commission, has completed a draft Dauphin County Comprehensive Plan 2005. The Dauphin County Comprehensive Plan is the long-term guide for maintaining the quality of life for its residents. It is intended to offer recommendations on growth and land use. These recommendations are designed to:

- Provide guidance to the County, municipalities and other agencies
- Coordinate land use with transportation
- Promote coordination between the County and municipalities, as well as among municipalities.

The Dauphin County Comprehensive Plan consists of two (2) parts: Part 1: Basic Studies & Trends and Part 2: Action Plan. Part 1 the Basic Studies & Trends provides historical data and existing conditions in ten (10) chapters: Introduction; Historic & Cultural Resources; Natural Resources; Population & Socio-Economic Profile; Economic Base; Land Use; Housing; Transportation; Community Facilities, Services & Utilities; and Administration & Finance.

Part 2: The Action Plan develops goals, objectives, and strategies to meet the needs identified in the Basic Studies & Trends chapters and includes the following: Introduction; Historic & Cultural Resources; Natural Resources; Population & Socio-Economic; Economic Development; Land Use; Housing; Transportation; Community Facilities, Services & Utilities; and Implementation.

Dauphin County has been divided into 4 plan development sections: North, Southeast, Southwest and Harrisburg City. These sections are utilized for data collection and analysis throughout the comprehensive plan. Highspire Borough is identified as part of the Southwest section and includes townships and other boroughs such as Middletown, Paxtang, Penbrook, Royalton and Steelton.

The Dauphin County Comprehensive Plan is the long-term guide for maintaining the quality of life for its residents. It is intended to offer recommendations on growth and land use. These recommendations are designed to:

- Provide guidance to the County, municipalities and other agencies
- Coordinate land use with transportation
- Promote coordination between the County and municipalities, as well as among municipalities.

It is important to note, that the Tri-County Regional Planning Commission used a concept of Planned Growth Areas (PGAs) in developing the Regional Growth Management Plan (adopted in 2003) which Dauphin County, and subsequently Highspire Borough are both included. This concept was utilized and incorporated into the Dauphin County Comprehensive Plan and its Future Land Use Plan. The basic overriding goal of the Regional Growth Management Plan and the Dauphin County Comprehensive Plan is to focus development towards Community Service Areas (CSAs). CSAs are areas, typically older, established urban areas or current developing areas, which include important services and infrastructure such as water, sewer, transit, highway access and community facilities (parks, libraries, fire/police service). By encouraging future development (new, infill, conservation, rehabilitation, rebuilding, etc.) in and around the CSAs, the hope is that past and future investment in the existing infrastructure systems will be maximized; land within and surrounding the CSAs will be utilized and built upon more wisely as well as prior to developing “green fields” outside of the CSAs; and land outside of the CSAs designated as Rural Reserve/Agriculture or Conservation will continue to be utilized mainly open space, agriculture, rural resources, and other types of rural uses not relying upon or encouraging the extension of important services and infrastructure such as water, sewer, transit, highway access and community facilities (parks, libraries, fire/police service).

As previously mentioned Highspire Borough is located in the southwest planning area. The southwest planning area contains numerous areas identified as part of a CSA. Highspire Borough, being an established urban area possesses all of the important services and infrastructure such as water, sewer, transit, highway access and community facilities (parks, libraries, fire/police service) identified as essential for land and development within CSAs. As such, it should be noted that much of Dauphin County’s

future land and housing development, as well as improvements to the services and infrastructure is encouraged to be focused on and directed towards the CSAs, including Highspire Borough.

Since much of the base data, information, projections and mapping have been developed by the DCPC is used in development of the Highspire Borough Comprehensive Plan, as well as the general goals and objectives set forth in the County Comprehensive Plan being relevant, the plans are and will continue to be “generally consistent”.

Finally, as stated in the Future Land Use Plan chapter, the County and adjacent municipalities plans and/or zoning ordinances were reviewed to ensure consistency between future land use designations.

Phase IV – Implementation Strategy

Adoption of this Comprehensive Plan should not be interpreted to suggest that the planning program for Highspire Borough is complete. Actually, adoption of the Plan signifies the Borough's future planning activities are just beginning. Policies and recommendations have been established for the future of the Borough in a number of social, environmental, and physical areas. It will be up to the community, its leadership, and volunteers to implement and administer the planning program to attain these visions.

This Section outlines techniques that may be used to implement the policies and recommendations of the Plan. Implementation of the Plan is achieved by assigning responsibilities to the Borough's officials, staff, committees, and local businesses and volunteers.

The Comprehensive Planning Process

The underlying principle being stressed in the Borough's planning program is that the Comprehensive Plan should assist with all local decisions, support funding requests, and identify potential improvement projects. The Comprehensive Plan is the one place where a formally recognized set of objectives and rationale for the future of the Borough are articulated consistently. Its value as an educational instrument, a resource inventory, and the center for the Borough's goals should not be overlooked.

Review and Updates

Because times and circumstances change and external conditions related to the community are not stagnant, the Borough must coordinate periodic updates of the Plan. Offering the Comprehensive Plan for public comment will keep the Plan on the agenda and allow new ideas and concerns regarding local and regional issues to surface and be addressed and incorporated as new policies and recommendations. Policies that are outdated and obsolete may be removed or amended to address the Borough's current needs and goals.

It is recommended that the Comprehensive Plan be formally reviewed at least once every two (2) years.

Data contained in the Background Studies should be updated when new information becomes available.

Following review of the Comprehensive Plan, a schedule for the year's activities related to implementation of the Plan should be developed.

Citizen participation should be promoted and encouraged during the Plan's review and amendment process.

Land Use Management

This Plan establishes a set of policies that outline the rationale and expectations of the Borough's physical infill growth and redevelopment.

The Future Land Use Plan has been formulated in a manner that situates future infill growth and redevelopment wisely based on the existing built and natural environment, utility and transportation infrastructure, and existing land uses and community character.

A. Land-Use Development Controls

The recommendations contained within this Plan are policy statements. The Plan has no authority other than to support other land use controls, such as a subdivision and land development ordinance, or a zoning ordinance. Currently, the Borough does have both a locally developed and administered zoning ordinance, and subdivision and land development ordinance. There are various general and specific strategies recommended in the Plan, some of which suggest the need to review and update of ordinances. This is reflected in the goals and objectives stated in this Plan. Additionally, the Plan calls for an official map ordinance, which is also a type of land control authorized by the MPC. The Plan recognizes the need for, and recommends that a supportive relationship be developed with the Dauphin County Planning Commission and state agencies to assist in implementing the proposed recommendations.

Implementation Tasks and Activities

The following tables define immediate, short-, and long-range tasks and studies that need to be initiated if recommendations and guidelines established in the Plan are to be implemented. While this listing in no way covers all the detailed plan recommendations and policies, it does emphasize those that are the most important. These tasks are vital if the Borough is to

optimally manage its infill growth and redevelopment. The completion of many of these tasks should result in an improved quality of life within the Borough.

While some agencies listed may have a stronger interest or expertise in certain tasks and activities, this table in no way suggests that only those agencies should be involved. In keeping with the theme of this Plan, any group or individuals interested will be encouraged to participate in the planning and implementation process.

Immediate - These activities are currently underway or should be initiated within one to two (2) years of adoption of the Plan. They represent core activities important to Plan implementation.

Short Term - These activities are moderately important and relate to many of the immediate activities and should be initiated within two (2) to five (5) years from adoption of the Plan.

Long Term - At the present time, these activities are of low priority and should be initiated six (6) years and beyond from the adoption of the Plan.

Funding Sources

There are numerous funding sources available from federal government, state government, private organizations, and foundations for a variety of activities. The implementation table identifies appropriate funding sources; however, all funding sources are not identified.

B. Short- and Long-Range Implementation Strategies and Participation

Future Land Use Plan						
Overriding Goal: Establish a compatible and consistent set of land uses within the Borough to foster a self sustaining community and strengthen the small town feel.						
Land Use Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Enforce existing ordinances to ensure the fulfillment of their purposes.	X	X		Borough Council, Planning Commission, Staff	No funding needed
2	Review and update the Zoning Ordinance and map to reflect the Future Land Use Plan (RE: land use principles and purposes, dimensional and design criteria relating to the seven land use districts and two overlay districts, principal and accessory uses and structures, and lots).	X			Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
3	Reveiw and update the Subdivision and Land Development Ordinance to reflect the principles, purposes, design standards, and processes for designing, reviewing, approving, and constructing public improvements, subdivisions and land developments.	X			Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
4	Determine priority conservation, rehabilitation and redevelopment areas within the Borough.	X	X		Borough Council, Planning Commission, Staff	No funding needed
Historic Preservation Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Develop and/or sponsor educational programs for Borough residents and business owners about the importance of and benefits associated with historic preservation within Highspire.		X		Historical Society	Borough, PHMC, DCED (CRP)
2	Conduct an Historic Resources Inventory of the Borough.		X		Historical Society, Planning Commission	Borough, PHMC, DCED
3	Develop and adopt an historic zoning overlay which could include specific criteria and review process for increased scrutiny regarding demolition of certain historic structures within the Borough			X	Borough Council, Planning Commission, Historical Society	Borough, PHMC, DCED
4	Investigate the creation of an Historic District within the Borough			X	Borough Council, Planning Commission, Historical Society	Borough, PHMC, DCED

Transportation

Overriding Goal: Ensure the Borough is served by a safe, reliable and highly interconnected multi-modal transportation system that meets the needs of all residents and businesses, and one which also appeals to visitors from outside of the Borough due to the Borough's proximity to access to major transportation corridors and ease of navigation.

Transportation Network Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Conduct a detailed traffic analysis of 2 nd Street and Eisenhower Boulevard and include the 2nd Street and Race Street intersection.		X	X	Borough Council, Staff	Borough, TCRPC, DCED
2	Install a traffic signal at the intersection of 2 nd Street and Lumber Street.			X	Borough Council, Staff	Borough, TCRPC, DCED
3	Work with CAT officials to evaluate the existing public transit system serving Highspire residents and businesses. Evaluation should consider routes, stops, signage, and facilities (i.e., shelters and benches) .		X	X	Borough Council	No funding needed
4	Work with CAT and airport officials to determine the appropriate frequency of trips to the intermodal facility at the airport should the proposed commuter rail service move forward.			X	Borough Council	No funding needed
Transportation Capital Improvements Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Implement the Highspire Roadway Rehabilitation Program	X	X	X	Borough Council, Staff	Borough, TCRPC, DCED, CDBG, USDA
2	Work with property owners to remove brush, trim trees and alter existing fences and other structures to improve sight distances from side streets and alleys accessing 2 nd Street, specifically from Franklin, Ann, and Hammaker Streets.	X	X	X	Staff	No funding needed
3	Identify all streets appropriate for establishing regulations limiting large truck, boat, camper/RV and other large vehicle parking obstructions (specifically along 2 nd Street).		X	X	Borough Council, Planning Commission, Staff, Police Department	No funding needed

IV-B

Implementation Strategy

Subdivision and Land Development Ordinance Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Review and update the Subdivision and Land Development Ordinance to incorporate right-of-way preservation provisions, including roadway widening, additional turning lanes, and shoulders for all roadways within the Borough. The Borough should especially focus its efforts along the certain portions of 2nd Street, Eisenhower Boulevard, Lumber Street, Rosedale Avenue and Whitehouse Lane.	X	X		Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
2	Review and update the Subdivision and Land Development Ordinance to include minimum criteria and specifications from the most recent street design and construction improvement standards set forth in PennDOT Publication 408, Roadway Specifications, and Publication 70, Guidelines for Design of Local Roads and Streets and any applicable newer roadway planning and design concepts and standards identified in the Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities developed by the Institute of Transportation Engineers.	X	X		Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
3	Review and update the Subdivision and Land Development Ordinance to enable the Borough to work with Developers in negotiate and secure needed roadway and other public improvements.	X	X		Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
4	Review and update the Subdivision and Land Development Ordinance to designate 2nd Street, Eisenhower Boulevard, Lumber Street, Rosedale Avenue, Whitehouse Lane, Lumber Street, and Rosedale Avenue as roadways for enhanced access management strategies.	X	X		Borough Council	Borough, DCED (LUPTAP)
5	Review and update the Subdivision and Land Development Ordinance to include traffic calming techniques both for all new developments and any existing developments with through-traffic or speeding issues.	X	X		Borough Council, Planning Commission, Staff, Police Department	Borough, DCED (LUPTAP)
6	Review and update the Subdivision and Land Development Ordinance to develop a stand alone construction and materials specification manual, regarding minimum design and construction specifications for roadways, stormwater and other utilities. Borough officials should continue their periodic inspection of public improvements during the land development process.	X	X		Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
Maintenance Program Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Work with other municipalities to obtain roadway materials and labor at reasonable rates.	X	X	X	Borough Council, Staff	No funding needed

IV-B

Implementation Strategy

Pedestrian Infrastructure Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Develop and implement a multiyear sidewalk repair or replacement program.		X	X	Borough Council, Planning Commission, Staff	Borough, TCRPC, DCED, CDBG, USDA
2	Develop a Borough-wide bicycle and pedestrian system linking the parks, Central Business District, Susquehanna River and other community gathering places (using existing sidewalks, pathways along stream and other open space corridors, and/or bike facilities using existing roadways).		X	X	Borough Council, Planning Commission, Environmental Advisory Council	Borough, TCRPC, DCED, DCNR, CDBG, USDA
3	Develop a pedestrian connection to Reservoir Park over the unnamed stream in the bed of Pennsylvania Canal to Hanover Street.		X	X	Borough Council, Planning Commission, Environmental Advisory Council	Borough, TCRPC, DCED, DCNR, CDBG, USDA
4	Develop a walking path along Lindsay Avenue.		X	X	Borough Council, Planning Commission, Environmental Advisory Council	Borough, TCRPC, DCED, DCNR, CDBG, USDA
5	Develop a coordinated signage program directing customers, visitors, residents and business owners (motorized and non-motorized) to important community facilities and points of interest, including park and recreation locations, the Central Business District, and parking facilities (including the Fire Company lot).		X	X	Borough Council, Planning Commission, Fire Company	Borough, TCRPC, DCED, DCNR
6	Develop a plan to enhance the greenway area along the banks of the Susquehanna River for fishing, boating and other outdoor recreation, water sport related opportunities.		X	X	Borough Council, Planning Commission, Environmental Advisory Council	Borough, TCRPC, DCED, DCNR
7	Work with County and State officials to sign and promote 2 nd Street as part of the Bicycle PA Route system.		X	X	Borough Council, Planning Commission, Staff	Borough, TCRPC, DCED, DCNR
8	Identify specific areas for increased pedestrian/automobile enforcement relating to crosswalks.		X		Mayor, Borough Council, Police Department	No funding needed
	(a) Improve existing crosswalk delineations and obtain permanent and portable signage on 2nd Street, and consider adding alternative locations for such features.					
Official Map Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Develop an Official Map	X	X		Borough Council, Planning Commission	Borough, DCED (LUPTAP)

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<p>(a) Extend Aviation Way east from its current terminus to Whitehouse Lane. Borough officials should closely coordinate any future planning and development of this roadway with Lower Swatara Township officials.</p>						
Parking & Streetscape Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
2	Develop a plan to enhance both the existing public parking lot behind the Fire Company and corridors leading to it (near Broad and Lumber Streets), including, landscaping, street trees, lighting, paving and line space delineation.		X	X	Borough Council, Planning Commission, Fire Company	Borough, TCRPC, DCED, USDA
Gateways Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Develop a coordinated gateway and signage program especially along 2 nd Street, Eisenhower Boulevard, Lumber Street and Whitehouse Lane, as well as in and around the Central Business District		X	X	Borough Council, Planning Commission	Borough, TCRPC, DCED

Housing

Overriding Goal: Promote a variety of safe and affordable housing opportunities for a diverse mix of individuals and families, which includes development of new housing that is well constructed and reinvestment in existing housing that is well maintained, both of which compliment and enhance the neighborhood feel of the community.

Conservation, Rehabilitation & Redevelopment Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Develop a housing conservation, rehabilitation and redevelopment program	X	X		Borough Council, Planning Commission, Staff	No funding needed
2	Explore the feasibility of developing a program to provide property tax relief on the value of any improvements for property owners who rehabilitate their homes.		X	X	Borough Council, Staff	No funding needed
3	Coordinate home improvement educational programming for local residents in cooperations with both the County and local non-profit and business partners.		X	X	Borough Council, Staff	Borough
4	Encourage residents to form neighborhood associations that address neighborhood issues (e.g., safety, property maintenance and neighborhood beautification).	X	X	X	Borough Council, Planning Commission, Staff, Police Department	No funding needed
5	Coordinate community clean-up and fix-up days in cooperation with the Highspire Asset Team and/or other community groups such as the Boy and Girl Scouts to target specific areas, blocks, or properties within the Borough	X	X	X	Borough Council, Environmental Advisory Council	Borough
6	Work with Steelton, Middletown, the County and local financial institutions to develop a home improvement program that would provide grants and revolving low interest loans to low and middle income property owners.		X	X	Borough Council, Staff	Borough, County, DCED, USDA, CDBG
7	Work with the Dauphin County Department of Community and Economic Development to promote the County's home weatherization program.	X	X	X	Borough Council, Staff	Borough, County

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Programming, Policy & Regulatory Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Work with the Steelton-Highspire School District to promote the Borough and the School District as an attractive, stable community for first-time homebuyers.	X	X	X	Borough Council, Staff	Borough, Local Partners
2	Monitor and evaluate the affects of prohibiting new conversion apartments. If necessary, amend the Zoning Ordinance to require specific review and approval criteria for conversion, including but not limited to owner-occupancy.	X	X	X	Planning Commission, Staff	Borough, DCED (LUPTAP)
3	Amend the Zoning Ordinance to allow for accessory apartments in detached buildings (secondary and accessory to owner-occupied single-family detached dwellings).	X	X		Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
4	Review and update ordinances to ensure effective housing maintenance and property inspection regulations are in place.	X	X	X	Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
5	Enforce existing ordinances to ensure that the purposes of the housing maintenance and property inspection regulations are fulfilled.	X	X	X	Borough Council, Planning Commission, Staff	No funding needed
6	Review, revise (as necessary) and more systematically enforce the regulations for the licensure and inspection of non-owner occupied dwelling units.	X	X	X	Borough Council, Staff	Borough, DCED (LUPTAP)
7	Review, revise (as necessary) and more systematically enforce the existing regulations relating to property maintenance	X	X	X	Borough Council, Staff	Borough, DCED (LUPTAP)
8	Review and revise the existing Zoning Ordinance and Subdivision and Land Development Ordinance to:	X	X		Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
	(a) Realize desired residential densities.					
	(b) Require altered, repaired, remodeled and/or expanded homes to be consistent and compatible with the existing neighborhood context.					

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<p>(c) Ensure new homes are built in context with the existing neighborhood (i.e., consistent and compatible lot sizes, lot coverages, lot frontages and widths, lot depths, building sizes, building setbacks, building heights, and building orientations).</p>	
<p>(d) Permit by right (subject to specific standards) accessory residential uses and structures such as home occupations, day care facilities, swimming pools, garages and sheds.</p>	
<p>(e) Permit by right new residential units in the Central Business District only as above ground floor non-residential uses (e.g., apartments above restaurants, stores, or offices).</p>	
<p>(f) Permit apartments to be taller than two stories, subject to UCC codes for fire suppression, etc.</p>	
<p>(g) Reduce (or waive) minimum lot area and building size regulations, and allow for shared parking, for mixed uses, especially those including residential uses.</p>	

Community Facilities						
Overriding Goal: Continue to provide high quality services; initiate positive, productive working relationships with the school district and surrounding municipalities; and encourage development of various volunteer and civic organizations that contribute to the quality of life and instill a sense of pride within the community.						
Education Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Work with both the School District and Steelton Borough to develop an official legal agreement for fair representation on the School Board	X	X	X	Borough Council	No funding needed
2	Continue quarterly meetings with the School District Superintendent and Steelton and Highspire officials to discuss major community development, park and recreation and school/child related issues and opportunities.	X	X	X	Borough Council	No funding needed
3	Work with School District officials to develop a strategic plan (vision, goals, objectives and strategies) to enhance or overcome certain negative aspects of the School District	X	X	X	Borough Council	Borough, School District, DCED
4	Work with School District officials to develop a school facilities needs and siting plan.			X	Borough Council, Planning Commission	Borough, School District
5	Work with school district officials to continuously monitor and update (when necessary) the school bus routes through the borough, specifically on local roadways.	X	X	X	Borough Council, Committee, Staff, Police Department	No funding needed
Borough Building Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Conduct annual walkthroughs and inspections of the municipal building and develop a plan for routine and annual maintenance, along with any longer term future capital improvements.	X	X	X	Staff	Borough
2	Locate any new municipal facility in or immediately adjacent to the Central Business District (should the Borough outgrow its current building).			X	Borough Council, Planning Commission	Borough, DCED, USDA

Fire, Emergency, and Police Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Cultivate a better working relationship with the Fire Company (e.g., identify issues, opportunities, and long term partnership solutions).	X	X	X	Borough Council	No funding needed
2	Involve the Fire Company when updating Borough ordinances to identify issues and opportunities relating to existing equipment and facility limitations (i.e, roadway and alley specifications, hydrant locations, building heights and setbacks).	X	X	X	Borough Council, Planning Commission, Staff	No funding needed
3	Ensure all new buildings meet minimum safety requirements set forth by the Uniform Construction Code including fire resistant materials and fire protection systems.	X	X	X	Staff	No funding needed
4	Develop a rental inspection ordinance to ensure rental properties meet minimum safety and building requirements, as well as provide a record of the names and numbers of individuals living in certain buildings.		X	X	Borough Council, Planning Commission, Staff, Police Department, Fire Company	Borough
5	Increase the visibility and interaction of police through alternative forms of patrols (e.g., foot and bicycle) and more regular contacts with residents, business owners and community groups.	X	X	X	Mayor, Police Department	Borough, (US)DHS
6	Support the creation of neighborhood associations, organizations or crime watch committees to work with Borough officials and the Police Department to address crime and safety concerns in specific areas of the community.	X	X	X	Mayor, Borough Council, Planning Commission, Staff, Police Department	Borough, Local Partners, (US)DHS
7	Continue to provide the Mayor and Borough Council with regular updates of police activity and public safety issues.	X	X	X	Mayor, Borough Council, Police Department	No funding needed
8	Review and monitor the annual police reports to determine if and when to address any changes in police and public safety needs.	X	X	X	Mayor, Borough Council, Committee	No funding needed
9	Educate the community on the existing curfew ordinance and continue to enforce and monitor it's effectiveness.	X	X	X	Mayor, Police Department	Borough, (US)DHS

Public Water and Sewer Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Work with United Water of PA to continue the provision of clean and safe water for all Borough residents and businesses.	X	X	X	Borough Council, Staff	No funding needed
2	Continue to implement the Corrective Action Plan and identify other portions of the sanitary sewer collection system for future improvements.	X	X	X	Sewer Authority, Borough Council, Staff	Borough
3	Renovate the WWTP facility by 2008 to meet the Total Nitrogen and Total Phosphorus mass limits called for in the Chesapeake Bay Strategy.	X	X		Sewer Authority, Borough Council, Staff	Borough, DEP, USDA
4	Meet regularly with Sewer Authority to ensure adequate levels of service, reasonable rates, regular maintenance and/or timely and efficient replacement of existing infrastructure (e.g., aging or damaged conveyance and collection lines).	X	X	X	Sewer Authority, Borough Council, Staff	No funding needed
5	Develop a Capital Improvements Plan (CIP) to both identify capital expenses (roadways, sewer lines, stormwater facilities, sidewalks, parks, large equipment, etc.) and provide for the scheduling and financing of the plan.		X	X	Borough Council, Planning Commission, Staff, Sewer Authority	Borough, DCED
Stormwater Management Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Complete NPDES Phase II requirements.	X	X	X	Staff, Environmental Advisory Council	Borough, DEP
2	Work with surrounding municipalities (Lower Swatara, Steelton and Middletown Boroughs), the Dauphin County Conservation District, and the Dauphin County Planning Commission to pursue regional stormwater management planning.	X	X	X	Borough Council, Planning Commission, Staff, Environmental Advisory Council	No funding needed
3	Develop a plan which identifies and prioritizes the most immediate stormwater and flooding issues and needs. Coordinate implementation of the plan within the Borough Capital Improvement Plan.	X	X		Borough Council, Planning Commission, Staff, Environmental Advisory	Borough, DEP, DCED

						Council				
4	Remove applicable construction and materials specifications from the Subdivision and Land Development Ordinance and develop a separate construction and materials specification manual for roadways, stormwater and other utilities.	X	X			Borough Council, Planning Commission, Staff	Borough			
Solid Waste and Recycling Recommendations						Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Prior to expiration of the contract, review the services, rates, routes, pick up days, and general level of satisfaction of service provided under the existing contract to ensure the highest quality and various types of services for the best rates.	X	X	X		Borough Council, Staff	No funding needed			
2	For subsequent contracts, the Borough should review the collection day and routes with the selected hauler to determine the most efficient and effective route	X	X	X		Borough Council, Staff	No funding needed			
3	Work with the Dauphin County Solid Waste Authority (DCSWA) to determine if the recycling drop off center is adequate, appropriate and being used effectively.	X	X	X		Borough Council, Staff	No funding needed			
Natural Gas, Electric, Telephone, and Cable Service Recommendations						Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Monitor resident and business satisfaction with the service providers for ensure quick and effective responses when needed.	X	X	X		Borough Council, Staff	No funding needed			
2	2. Ensure that every major street improvement projects, including streetscaping, is a opportunity for utilities either to be buried underground or relocated to alleys at the rear of properties, especially in the CBD.	X	X	X		Borough Council, Planning Commission, Staff	No funding needed			
3	3. Ensure high-speed internet service is available to all parts of the Borough.		X	X		Borough Council, Staff	No funding needed			
Parks and Recreation Recommendations						Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source

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1	Consider creating a parks and recreation commission (or joint commission including School District and Steelton Borough officials) both to help plan, promote and maintain existing parks and to develop new park facilities as well as recreational, social and cultural opportunities and programs.	X	X			Borough Council, Planning Commission, Staff	No funding needed
2	Develop a plan for the routine maintenance of park facility, equipment and resources.	X	X	X		Borough Council, Staff	No funding needed
3	Plan for and develop a system of greenways and trails (in existing parks, as required open space of large new (re)development projects, as well as along roadways and streams) to connect parks and greenways to residential, recreational, institutional and commercial areas.		X	X		Borough Council, Planning Commission, Environmental Advisory Council	Borough, DCED, DCNR
	(a) Develop a pedestrian connection to Reservoir Park over the Canal to Hanover Street.						
	(b) Develop a walking path along Lindsay Avenue.						
	(c) Develop a plan to create a greenway or enhance the area along the banks of the Susquehanna River for fishing, boating and other outdoor recreation, water sport related opportunities.						
4	Develop a coordinated signage program directing users to important community facilities and points of interest, including park and recreation locations.		X	X		Borough Council, Planning Commission, Environmental Advisory Council	Borough, DCED, DCNR
5	Work with County and State officials to sign and promote 2nd Street as part of the Bicycle PA Route system.		X	X		Borough Council, Planning Commission, Staff	Borough, TCRPC, DCED, DCNR
6	Enhance and promote a formal community gathering place on “the square” with pedestrian amenities and comfort facilities.		X	X		Borough Council, Planning Commission, Staff, Environmental Advisory	Borough, Local Partners, DCED, DCNR, CDBG, USDA

					Council, Historical Society, Private Owners	
7	Seek additional funding to enhance Reservoir Park.	X	X	X	Staff, Environmental Advisory Council	Borough, Local Partners, DCED, DCNR
Comprehensive Plan Implementation Recommendations		Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
1	Hold regular (annual, semi-annual or quarterly) meetings with commissions and committees appointed by the Borough (e.g., including Staff, Borough Council, Committee, Planning Commission, Zoning Hearing Board, the Sewer Authority etc.) to discuss Comprehensive Plan issues and implementation status.	X	X	X	Borough Officials, Residents and Businesses	No funding needed
2	Encourage the expansion of current community organizations such as the Highspire Asset Team, and support the creation of new organizations and programs that address issues such as homeownership and maintenance, or provide services such as a welcoming program for new residents, to increase overall community pride within the Borough.	X	X	X	Borough Officials, Residents and Businesses	No funding needed
3	Use the Comprehensive Plan as a unifying tool or rallying point to help “kick start” community pride and participation.	X	X	X	Borough Officials, Residents and Businesses	No funding needed
4	Select a few key “low hanging fruit” projects from the Comprehensive Plan to quickly and visually demonstrate successes to build momentum.	X	X		Borough Officials, Residents and Businesses	No funding needed
5	Focus on volunteer recognition and retention for specific existing groups and committees before seeking to create new groups or committees.	X	X	X	Borough Officials, Residents and Businesses	No funding needed
6	Work with local businesses to provide donations, gift certificates and other ways to celebrate and show appreciation for community volunteers.	X	X	X	Borough Officials, Residents and Businesses	No funding needed
7	Develop relationships to create “synergy” for pursuing and successfully completing projects from the Comprehensive Plan that benefit the community.	X	X	X	Borough Officials, Residents and Businesses	No funding needed

Central Business District Plan					
Central Business District Recommendations	Immediate (1-2 years)	Short Term (2-5 years)	Long Range (6+ years)	Local Responsibility	Funding Source
Overriding Goal: Transform the Central Business District of Highspire Borough into an attractive, identifiable, mixed residential and commerce hub that is self-sustainable, supports the surrounding neighborhoods, and showcase an attractive, pedestrian-friendly destination					
1 Investigate the level of local interest, support, and capacity for undertaking the Main Street four-point approach and subsequent Main Street Program designation.	X	X		Borough Council	No funding needed (for initial investigation)
(a) In lieu of developing an entirely new Main Street group exclusively for Highspire, continue working with the Greater Middletown Area Economic Development Corporation (GMAEDC), and approaching the Dauphin County Department of Community and Economic Development and Main Street Steelton to develop a "regional" approach to downtown revitalization for the three (3) boroughs along the 2nd Street corridor.					
(b) If not participating in a regional approach to "main street" consider supporting the development a committee to work with business owners and the GMAEDC and focusing on supporting the business environment through recruitment, education and retention of quality businesses, and attracting a diversified customer base to the CBD.					
2 Develop a streamlined land development review and approvals for developments in the CBD.	X	X		Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
3 Review, revise (as necessary) and more systematically enforce the regulations for the licensure and inspection of non-owner occupied dwelling units.	X	X	X	Borough Council, Staff	Borough, DCED (LUPTAP)
4 Require all new buildings meet minimum safety requirements set forth by the Uniform Construction Code including fire resistant materials and fire protection systems.	X	X	X	Borough Council, Staff	No funding needed
5 Develop a program to grant some form of property tax relief on the value of any improvements for first-time business owners who purchase, rehabilitate, conduct a business and live in an existing building within the CBD.		X	X	Borough Council, Staff	No funding needed
6 Conduct a detailed building inventory to determine size and amenities of various buildings (including age, stories, square footage, kitchen facilities, electric services, basements, etc.) in the CBD.		X		Borough Officials, Residents and Businesses	Borough, DCED

7	<p>Conduct a Market Assessment of the existing business climate in the CBD which includes:</p> <ul style="list-style-type: none"> • Property inventory (vacancies, conditions, etc.) o Business inventory (names, ownership, longevity, types of goods/services, number of employees, etc.) o Business owner survey (primary/target customers, perceptions of the business climate, other desired businesses, etc.) o Customers survey (shopping habits, services and goods desired, etc.) o Building inventory (size and amenities of various buildings including age, stories, square footage, kitchen facilities, electric services, basements, etc.) o Trade area definition (geographic limits of the CBD market based on 1, 3 and 5 mile radius or zip codes from existing customers) o Socio-Economic/Psychographic Profile (lifestyle categories and market preferences of potential customers) 					
8	<p>Work with cable & telephone companies high-speed internet service is available to residents, business owners and Borough Officials in all parts of the Borough.</p>	X	X		Borough Council	No funding needed
9	<p>Work with business owners to Increase, alter and/or coordinate store hours to attract more customers in the evenings and on the weekends.</p>	X	X		Borough Officials, Residents and Businesses	No funding needed
10	<p>Acknowledge new businesses by formal resolution.</p>	X	X	X	Borough Council	No funding needed
11	<p>Support the historical society to enhance their informal open space.</p>	X	X		Borough Council	Borough, PHMC, DCED
12	<p>Work with the churches and other community organization to hold annual events on their properties to get residents, visitors, and customers to the CBD.</p>	X	X	X	Borough Officials, Residents and Businesses	No funding needed
13	<p>Develop a plan to prioritize and enhance pedestrian connections within the CBD and to surrounding neighborhoods with improved sidewalks, street lighting, street trees, benches, etc.</p>			X	Borough Officials, Residents and Businesses	Borough, DCED
14	<p>Develop relationships to create “synergy” for pursuing and successfully completing projects from the Comprehensive Plan that benefit the community.</p>	X	X	X	Borough Officials, Residents and Businesses	No funding needed
15	<p>Develop a plan to enhance both the existing public parking lot behind the Fire Company and corridors leading to it (near Broad and Lumber Streets), including, landscaping, street trees, lighting, paving and line space delineation.</p>	X	X		Borough Council, Planning Commission, Fire Company	Borough, TCRPC, DCED, USDA

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16	Develop a coordinated signage program directing customers, visitors, residents and business owners (motorized and non-motorized) to important community facilities and points of interest, including park and recreation locations, the Central Business District, and parking facilities (including the Fire Company lot).		X	X	Borough Council, Planning Commission, Fire Company	Borough, TCRPC, DCED, DCNR
17	Encourage business owners to notify customers about parking in the municipal lot.	X	X	X	Borough Officials, Businesses	No funding needed
18	Delineate on-street parking spaces with paint and striping.		X		Borough Council	Borough
19	Work with County and State officials to sign and promote 2nd Street as part of the Bicycle PA Route system.		X	X	Borough Council, Planning Commission, Staff	Borough, TCRPC, DCED, DCNR
20	Develop a Borough-wide bicycle and pedestrian system linking the parks, Central Business District, Susquehanna River and other community gathering places (using existing sidewalks, pathways along stream and other open space corridors, and/or bike facilities using existing roadways).		X	X	Borough Council, Planning Commission, Environmental Advisory Council	Borough, TCRPC, DCED, DCNR, CDBG, USDA
21	Develop a streetscape improvement plan along 2nd Street to include pedestrian context sensitive designs and traffic calming including street lighting and utility line relocation.			X	Borough Council, Planning Commission	Borough, TCRPC, DCED
22	Develop a coordinated gateway and signage program especially along 2nd Street, Eisenhower Boulevard, Lumber Street and Whitehouse Lane, as well as in and around the Central Business District		X	X	Borough Council, Planning Commission	Borough, TCRPC, DCED
23	Develop a plan to enhance both the existing public parking lot behind the Fire Company and corridors leading to it (near Broad and Lumber Streets), including, landscaping, street trees, lighting, paving and line space delineation.		X	X	Borough Council, Planning Commission, Fire Company	Borough, TCRPC, DCED, USDA
24	Enhance and promote a formal community gathering place on "the square" with pedestrian amenities and comfort facilities.		X	X	Borough Council, Planning Commission, Staff, Environmental Advisory Council, Historical Society, Private Owners	Borough, Local Partners, DCED, DCNR, CDBG, USDA
25	Approach community groups to develop a coordinated plan for hanging and maintaining appropriate decorative banners on electric and other utility poles to represent seasons, promote special community events, or commemorate dates in Highspire's history.			X	Borough Council	No funding needed
26	Improve existing crosswalk delineations and obtain permanent and portable signage on 2nd Street, and consider adding alternative locations for such features.	X	X		Borough Council, Police Department	No funding needed

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27	Identify specific areas for increased pedestrian/automobile enforcement relating to crosswalks.	X			Mayor, Borough Council, Police Department	No funding needed
28	Ensure that every major street improvement projects, including streetscaping, is a opportunity for utilities either to be buried underground or relocated to alleys at the rear of properties, especially in the CBD.	X	X		Borough Council, Planning Commission, Staff	No funding needed
29	Monitor the resurfacing of 2nd Street and keeping residents and business owners informed of potential traffic delays and disruptions.	X	X		Borough Council, Staff	No funding needed
30	Work with CAT officials to evaluate the existing public transit system serving Highspire residents and businesses. Evaluation should consider routes, stops, signage, and facilities (i.e., shelters and benches) .	X	X		Borough Council	No funding needed
31	Review and update the Zoning Ordinance and Map and the Subdivision and Land Development Ordinance to reflect the specific land use, building, lot, parking, sign, and public improvement recommendations for the CBD including:	X			Borough Council, Planning Commission, Staff	Borough, DCED (LUPTAP)
	(a) Retention of the existing small lot sizes and narrow lot widths to foster pedestrian scaled development. Generally lot widths should not be smaller than 20' for new non-residential and mixed use developments. Otherwise, to encourage flexibility in development, the CBD should not necessarily have minimum lot size requirements, but instead may have a maximum building footprint or gross floor area standard and also rely upon lot width, setback and coverage standards to regulate land use and development.					
	(a.1) Allow for additions/expansions of existing buildings and in-fill of new buildings towards the rear of these lots.					
	(b) Maintain existing block sizes and dimensions.					
	© Encourage redevelopment of larger and wider lots through infill, redevelopment, and/or expansion of existing buildings especially toward the front portions of these lots where parking is currently located, and the re-subdivision of the lots.					
	(d) Encourage the reuse and rehabilitation of existing development, new development, redevelopment, and infill development to include mixed residential and non-residential uses within one building, with ground floor pedestrian scaled and oriented commercial, and with residential and office uses on the upper floors; upon the same lot; and within close proximity to one another. Additionally, uses may:					
	(e) Allow for existing stand alone residential uses to continue.					
	(f) Discourage the creation of new ground floor or stand alone residential uses.					

<p>(g) Accommodate ground floor non-residential uses in existing residential and non-residential buildings or new buildings (generally limited to not more than 20,000 sq. ft. of building area for each non-residential use) which should include:</p> <ul style="list-style-type: none"> o offices, o retail sales (with accessory manufacturing of items such as jewelry, crafts, etc. and when completely located within an enclosed building) and service uses. 	
<p>(h) Accommodate residential or office type uses above other non-residential uses in one building including live/work units.</p>	
<p>(i) Discourage automobile oriented and auto dominated uses such as:</p> <ul style="list-style-type: none"> o gas stations, o auto repair and sales facilities o drive through, drive-in and drive-up facilities. 	
<p>(j) Allow for municipal, public and civic uses such as:</p> <ul style="list-style-type: none"> o libraries, o firehouses, o parks, o utilities, and o places of worship. 	
<p>(k) Permit accessory uses and structures incidental and subordinate to permitted uses such as:</p> <ul style="list-style-type: none"> o parking (behind principal building), o retail supporting office uses, o storage of goods (behind principal building), o outdoor sales and dining, o home occupations (including no-impact), o bed and breakfasts in existing residential dwellings, o family and accessory daycare facilities, o garages, o fences, etc. 	
<p>(l) Encourage the adaptive reuse of existing buildings traditionally designed for residential purposes by allowing them to be retrofitted to accommodate non-residential uses including small scale retail uses and personal service type businesses on the ground and residential and office type uses upper floors.</p>	

<p>(m) Ensure new corner buildings are provided with two (2) entrances, with one on each street frontage or provided with one (1) corner entrance.</p>	
<p>(n) Ensure that fifty to eighty percent (50- 80%) of a lot's frontage is occupied by a principal building facade.</p>	
<p>(o) Ensure windows are provided between three and ten (3 – 10) feet above the sidewalk along at least forty to seventy-five (40-75) percent of the principal building's (ground floor) street-facing elevations.</p>	
<p>(p) Ensure building entrances are provided with weather protection, which include awnings, canopies, overhangs, or similar features.</p>	
<p>(q) Require new development to be oriented towards a public street.</p>	
<p>Ⓜ Retain existing buildings located closer to the street right-of-way.</p>	
<p>(s) Ensure new and infill buildings are constructed closer to the street rights-of-way lines by requiring build-to lines or requiring both minimum and maximum setbacks (i.e. between zero (0) and ten (10) feet from the street right-of-way); and allow attached buildings on separate lots or allow smaller side and rear yard (alley accessible) setbacks (0 – 5 feet).</p>	
<p>(t) Ensure new development is provided with one or more of the following: six to ten (6 – 10) foot sidewalks, plazas, open areas and other pedestrian features such as outdoor dining facilities, benches, trash receptacles, landscaping, awnings, etc. are provided at the front to the buildings which are setback farther from the street right-of-way line.</p>	
<p>(u) Increase lot coverage but limit the parallel and horizontal expansion and size of building footprints of non-residential uses along street frontage to encourage the perpendicular and vertical expansion of the buildings within the individual lots.</p>	
<p>(v) Ensure live/work units are permitted, whereby business owners may live above ground floor businesses.</p>	
<p>(w) Consider allowing increases in building heights when developments are provided with upper floor residential uses.</p>	
<p>(x) Ensure new development is designed and constructed in the context of the existing fabric and should generally be at least two (2) and not more than four (4) stories in height. First floor heights should generally be between twelve and sixteen (12 – 16) feet.</p>	
<p>(y) Allow outdoor seating/dining subject to specific criteria for restaurants.</p>	
<p>(z) Ease parking standards for uses within the CBD.</p>	
<p>(aa) Ensure off-street parking and loading is relegated to the rear of the buildings, accessible from alleys and/or side streets.</p>	

IV-B

Implementation Strategy

<p>(bb) Allow shared or joint use parking between compatible and complimentary uses (i.e. office and residential or restaurant, church and office or residential) through the use of agreements.</p>	
<p>(cc) Allow a property's street frontage to count towards required off-street parking.</p>	
<p>(dd) Allow developments and uses within the CBD to use parking spaces in the existing free public parking lot to count towards required off-street parking.</p>	
<p>(ee) Discourage parking lots from fronting on streets, especially 2nd Street, or if allowed, require alley access and pedestrian scaled screening and landscaping along the major streets.</p>	
<p>(ff) Require sidewalks and pedestrian ways intersecting with driveways to be continued or delineated across the driveways through the use of similar material composition or colors as the sidewalks and pedestrian ways.</p>	
<p>(gg) Ensure sidewalks (paved portion) are six to ten (6 – 10) feet in width .</p>	
<p>(hh) Encourage planting strips or tree lawns not less than four (4) foot in width or four (4) foot by four (4) foot (sixteen [16] square feet) tree wells.</p>	
<p>(ii) Designate 2nd Street, Eisenhower Boulevard, Lumber Street, Rosedale Avenue, Whitehouse Lane, Lumber Street, and Rosedale Avenue as roadways for enhanced access management strategies.</p>	



Survey



Help us Plan Our Community's Future!

The Borough of Highspire is at a turning point. As a community we face tremendous challenges, fortunately we have some great assets. In order to set the course for our future, **we need your energy, concern, and creative ideas now!**

The Borough is in the process of updating our 1974 Comprehensive Plan. The purpose of the Comprehensive Plan is to provide our community with a vision of what we want to be and to lay out the goals and objectives needed to realize that vision. The Plan provides a "road map", based on **input from you and your neighbors**, to help structure and guide planning and revitalization efforts within the Borough. **Your involvement** in this **Citizen Survey for the Highspire Borough Comprehensive Plan** is extremely important, but just one of many ways for **you and your fellow neighbors to participate and express your valuable thoughts and feelings** about the existing conditions and future desires of the community. Please take approximately 15 to 20 minutes to answer all of the questions and kindly **return the completed survey by April 17, 2006 to RETTEW Associates, Inc. by using the enclosed postage paid envelope.** Additionally, as part of the ongoing public participation process Highspire officials will be holding a **Comprehensive Plan Public Meeting**, early in the comprehensive planning process, which will offer another **opportunity for you and your neighbors to provide guidance and direction** to help achieve our desired community vision and to help make our community a great place to live, work, play and do business!

Please join with your neighbors and others in the community – attend Highspire Comprehensive Plan Public Meeting on:

Wednesday, May 24th from 5:00 pm - 9:00 pm

at:

**Highspire United Methodist Church
170 2nd Street
Highspire, PA 17034**

(light refreshments provided)

Please RSVP by May 19th to the Borough Office at Phone 717-939-3303.

Citizen Survey for the Highspire Borough Comprehensive Plan



Please take approximately 15 to 20 minutes to answer all of the questions and kindly **return the completed survey by April 17, 2006 to RETTEW Associates, Inc.** by using the **enclosed postage paid envelope**. The results of this survey will be scanned and entered by computer, so it is important to fill each circle completely, using a pencil or **non-bleeding** blue or black ink, and avoid making any stray marks. *Please be assured that all of your individual answers and written comments will remain confidential.*

Correct	Incorrect
●	⊗ ✓ ⊙ ⊖ ●

1. Where do you live in the Borough (refer to the locator map below)?

<input type="radio"/>	A	
<input type="radio"/>	B	
<input type="radio"/>	C	
<input type="radio"/>	D	
<input type="radio"/>	E	

2. Please rate Highspire in terms of the following	Excellent	Good	Fair	Poor	No Opinion
Quality of schools	<input type="radio"/>				
Place to raise children	<input type="radio"/>				
Job opportunities	<input type="radio"/>				
Natural features (streams, trees, wetlands, etc.)	<input type="radio"/>				
Social activities	<input type="radio"/>				
Recreational opportunities	<input type="radio"/>				
Cultural activities	<input type="radio"/>				
Availability of places to shop	<input type="radio"/>				
Quality of businesses	<input type="radio"/>				
Availability of reasonably priced housing	<input type="radio"/>				
Quality of housing	<input type="radio"/>				
Overall quality of life	<input type="radio"/>				
Cost of living	<input type="radio"/>				
Downtown appearance	<input type="radio"/>				
Transportation network (Road, public transit, bicycle, etc.)	<input type="radio"/>				
Availability of parking	<input type="radio"/>				
Directional/points of interest signs	<input type="radio"/>				

3. Which three (3) are the most important to you? (Answer only once for each 1st, 2nd and 3rd choice)	1st	2nd	3rd
Quality of schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Place to raise children	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Job opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Natural features (streams, trees, wetlands, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreational opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cultural activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of places to shop	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall quality of life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cost of living	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downtown appearance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality and mix of businesses			
Transportation network (Road, public transit, bicycle, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Directional/points of interest signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Which BEST describes how you think Highspire Borough has changed over the past ten (10) years:

The area has become a more desirable place to live.

The area has become a less desirable place to live.

The area has not changed much as a place to live.

I have not lived here long enough to form an opinion.

5. Which BEST describes how you think Highspire Borough will change in the next five (5) to ten (10) years:

The area will become a more desirable place to live.

The area will become a less desirable place to live.

The area will not change much as a place to live.

Not sure.

6. Please indicate your household's level of satisfaction with each service listed:	Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	No Opinion
Fire services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency medical services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Police services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Water services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sewer services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Electrical services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Garbage pick-up services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recycling opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street surface conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cleanliness of streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic flow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General community appearance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cleanliness of neighborhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Zoning and building codes enforcement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nuisance code enforcement (junk, weeds)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of biking and walking trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreational facilities/services/opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support for community senior services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support for library facilities/services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Borough web site	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economic development efforts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. What recreational activities do you or your family participate in?
(Select all that apply)

<input type="radio"/> Field sports	<input type="radio"/> Fishing	<input type="radio"/> Biking
<input type="radio"/> Basketball	<input type="radio"/> Hunting	<input type="radio"/> Camping
<input type="radio"/> Tennis	<input type="radio"/> Shooting	<input type="radio"/> Other (Please list)
<input type="radio"/> Golf	<input type="radio"/> Archery	
<input type="radio"/> Gymnasium activities	<input type="radio"/> Boating	
<input type="radio"/> Cultural arts	<input type="radio"/> In-line skating/rollerblading	
<input type="radio"/> Swimming	<input type="radio"/> Skateboarding	
<input type="radio"/> Cross country skiing	<input type="radio"/> Hiking	
<input type="radio"/> Picnicking	<input type="radio"/> Walking	

8. Please indicate if you, or other members of your household, have access to the internet for personal use at:

Yes	No	
<input type="radio"/>	<input type="radio"/>	Home
<input type="radio"/>	<input type="radio"/>	Work
<input type="radio"/>	<input type="radio"/>	School

9. Please indicate if you, or other members of your household, have accessed the Borough's internet web site at www.highspire.org within the last five (5) months:

<input type="radio"/>	Yes
<input type="radio"/>	No

10. If you answered yes to question #5, please indicate if you could easily find the information that you sought on the Borough's web site:

<input type="radio"/>	Yes
<input type="radio"/>	No

11. Please indicate if you, or other members of your household, would use the online services listed below if they were available on Highspire's web site:

Yes	No	
<input type="radio"/>	<input type="radio"/>	View utility account
<input type="radio"/>	<input type="radio"/>	Pay utility bill
<input type="radio"/>	<input type="radio"/>	Apply for or receive online building permits
<input type="radio"/>	<input type="radio"/>	Schedule park resources (ball fields, gazebos and tables)
<input type="radio"/>	<input type="radio"/>	File citizen complaints or requests for service (building/zoning issues, potholes, etc.)
<input type="radio"/>	<input type="radio"/>	Search official documents for information (Borough Ordinances)
<input type="radio"/>	<input type="radio"/>	Participate in a community survey

12. Please indicate if you, or other members of your household, would use a credit card or electronic check (automatic transfer) to pay for municipal services or fees online (examples: sewer bills, parking ticket fines, etc.):

<input type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Don't Know

13. Please indicate how well informed you, and members of your household, are about each of the following:	Well Informed	Somewhat Informed	Poorly Informed	Not at all Informed	No Opinion
Borough of Highspire programs and services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Borough Council decisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Borough Council's community priorities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Borough Council's vision statement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Borough Budget	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Planning Commission/zoning decisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

14. Please indicate your household's assessment of Borough Council:	Always	Sometimes	Rarely	Never	No Opinion
Borough Council welcomes citizen involvement	<input type="radio"/>				
Borough Council seeks citizen involvement	<input type="radio"/>				
Borough Council is responsive to citizen input	<input type="radio"/>				

15. Please indicate your household's assessment of Borough Council's approach to municipal issues within the last 1-3 years:

<input type="radio"/>	Too quick to decide; need more process and study time
<input type="radio"/>	Right amount of process and study time
<input type="radio"/>	Too slow to decide; need less process and study time
<input type="radio"/>	No Opinion

16. Please indicate your household's preference for Borough Council's approach to municipal issues:

<input type="radio"/>	More action-oriented with less study time
<input type="radio"/>	Satisfied with current approach
<input type="radio"/>	More study before decisions are made
<input type="radio"/>	No Opinion

17. Please indicate if you, or other members of your household, have had contact with a Borough employee in the last 12 months:

Yes	No	
<input type="radio"/>	<input type="radio"/>	By phone
<input type="radio"/>	<input type="radio"/>	By email
<input type="radio"/>	<input type="radio"/>	In person

18. If you answered yes to any part of question # 17, please rate the most recent Borough employee with whom you had contact, in these 5 areas:	Excellent	Good	Average	Poor	No Opinion
Courteous	<input type="radio"/>				
Helpful	<input type="radio"/>				
Knowledgeable	<input type="radio"/>				
Professional	<input type="radio"/>				
Prompt	<input type="radio"/>				

19. Compared to what you currently observe, please indicate how visible you think the Highspire Police should be in Borough neighborhoods:
<input type="radio"/> More visible
<input type="radio"/> About the same
<input type="radio"/> Less visible
<input type="radio"/> No opinion

20. Compared to the current level of traffic enforcement, please indicate how much traffic enforcement you think the Highspire Police should do:
<input type="radio"/> More traffic enforcement
<input type="radio"/> About the same
<input type="radio"/> Less traffic enforcement
<input type="radio"/> No opinion

21. Please indicate how safe you feel in your neighborhood:	Very Safe	Somewhat Safe	Somewhat Unsafe	Very Unsafe	No Opinion
During the day	<input type="radio"/>				
After dark	<input type="radio"/>				

22. I am willing to support zoning and building codes that encourage stricter oversight of property maintenance and new development.
<input type="radio"/> Agree
<input type="radio"/> Somewhat agree
<input type="radio"/> Somewhat disagree
<input type="radio"/> Disagree
<input type="radio"/> No opinion

24. Should Highspire Borough increase expenditures in any of the following areas to improve services?
<input type="radio"/> Road improvements
<input type="radio"/> Zoning and land use
<input type="radio"/> Recreation facilities and programs
<input type="radio"/> Increased police protection
<input type="radio"/> Improved fire protection
<input type="radio"/> Improved ambulance service
<input type="radio"/> Improved municipal building
<input type="radio"/> No increase
<input type="radio"/> Other

23. Currently, most municipalities work separately from one another. Would you like to see Highspire pursue more joint municipal service efforts?
<input type="radio"/> Yes
<input type="radio"/> No

25. Highspire Borough officials should focus on:	Agree	Somewhat Agree	Somewhat Disagree	Disagree	No Opinion
Recreation/parks/open space	<input type="radio"/>				
Water/sewage systems	<input type="radio"/>				
Residential housing	<input type="radio"/>				
Public safety services / crime	<input type="radio"/>				
Road Maintenance / parking / traffic control	<input type="radio"/>				
Property maintenance	<input type="radio"/>				
Relationship with school district	<input type="radio"/>				
Revising the zoning ordinance & subdivision and land development ordinance	<input type="radio"/>				
Supporting economic development and diversification	<input type="radio"/>				
Streetscape improvements and building facades	<input type="radio"/>				

26. Local governments can apply for grant funds for a variety of activities. Please indicate level of importance for activities listed below:	Very Important	Somewhat Important	Not Important
Rehabilitating owner-occupied housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rehabilitating rental housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Assisting residents in developing small businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Extending or upgrading utilities such as water and sewer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanding recreational opportunities for residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Protecting open space from development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing sites to attract industry and commerce	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Property maintenance codes in deteriorating areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Assist existing business/business areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

27. I am willing to support a more flexible zoning ordinance to encourage economic development opportunities and mixed use developments	
<input type="radio"/>	Agree
<input type="radio"/>	Somewhat agree
<input type="radio"/>	Somewhat disagree
<input type="radio"/>	Disagree
<input type="radio"/>	No opinion

28. Building codes and zoning ordinances are enforced fairly and consistently.	
<input type="radio"/>	Agree
<input type="radio"/>	Disagree

29. Have you read or reviewed the Final Part 150 Noise Compatibility Study for Harrisburg International Airport (HIA)?	
<input type="radio"/>	Yes
<input type="radio"/>	No

30. I would like to see more of the following types of development in Highspire Borough:	Agree	Somewhat Agree	Somewhat Disagree	Disagree	No Opinion
Retail (small shops)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Retail (big-box retail)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restaurants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Industrial	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Offices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Single-family homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Apartments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Town homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mixed Use (Residential / commercial / public / semi-public)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
None	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

31. How compatible do you believe the following types of NEW residential development or commercial activity would be for Highspire Borough?	Compatible Everywhere	Compatible Some Places	Not Compatible Anywhere	Not Sure
Single-family homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mobile home parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Townhouses / apartments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Conservation subdivision / open space residential development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mixed use development (Residential / commercial / public / semi-public)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Small stores in concentrated areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Office parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreational opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Small scale commercial development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Light manufacturing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Agricultural uses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

32. Pennsylvania land use law does not permit municipalities to exclude particular development types. Keeping that in mind, what should the Borough's position be on each of the following land uses? (Please select one opinion per use.)			
	Encourage	Discourage	No opinion
Agricultural uses / farms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bed and breakfasts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Single-family homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Two family homes (duplexes/twins)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi-family (apartments/townhouses)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Manufactured homes park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Neighborhood commercial (local stores)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community commercial (shopping centers)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Office buildings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Industrial development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Schools and school facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bed and breakfasts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In-home businesses (home occupations)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cellular phone facilities on existing structures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stand alone cellular phone towers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Senior housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Affordable housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Child care centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restaurants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Continuing care facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Open space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks and recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation center / hub	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

33. What measures should Highspire Borough encourage in order to preserve important historical resources? Please choose all that apply.

<input type="radio"/>	Increase public knowledge of these resources via a Borough newsletter or web site
<input type="radio"/>	Provide increased financial contributions directed at historic resource protection
<input type="radio"/>	Adopt regulations that provide additional protection to the historical resources located in the Borough
<input type="radio"/>	The Borough should not increase its efforts at historic preservation

34. Are you pleased with the overall land development patterns of the Borough?

<input type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	No opinion

35. Would you support a traffic light at Second and Lumber Streets?

<input type="radio"/>	Yes
<input type="radio"/>	No

36. What are the most problematic or dangerous intersections in Highspire? (List all that are applicable)

37. Please indicate your household's level of agreement with the following statements regarding economic development issues:	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
The Borough government should actively pursue the diversification of Highspire's economy.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To encourage economic diversification and targeted development, the Borough should use public funds to develop streets, utilities and other infrastructure and provide other incentives to support economic development.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Borough should take a more active role in assisting new commercial development and recruiting new retail and commercial businesses.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Borough should support the creation of a public or private entity to spur rehabilitation or redevelopment of the downtown area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

38. Please indicate your household's assessment of how important the following types of economic activities are to Highspire's diversification efforts:	Very Important	Important	Somewhat Important	Not Important	No Opinion
Recruitment of new business and industry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recruitment of new service and retail businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Assistance to new start-up businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Retention of existing successful businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Employment and training programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expansion of local research and development capabilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Leverage of outside visitor dollars through tourism promotion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

39. I visit the "downtown" area of Highspire:

Once a day

Once a week

2 or more times a week

1 or 2 times a month

Rarely

40. Highspire businesses are in good condition and well maintained.

Agree

Disagree

41. There is a well-diversified economic base in the Borough.

Agree

Disagree

42. The zoning districts are appropriate to support business development.

Agree

Disagree

43. Which best describes your housing status?

Owner

Renter

44. How long have you lived in Highspire?

Less than 1 year

1 - 5 years

6 - 10 years

11 - 20 years

21 - 35 years

36 - 50 years

More than 50 years

45. How much longer do you plan to live in Highspire?

Less than 1 year

1 - 3 years

4 - 7 years

8 - 12 years

More than 12 years

46. What factor affected your response to the previous question?

Expected job transfer

Expected job elimination

Retirement in Highspire

Retirement elsewhere

Other

47. If you moved to the Highspire area in the last ten years, where did you come from?	
<input type="radio"/>	Harrisburg City
<input type="radio"/>	Other parts of Dauphin County
<input type="radio"/>	Cumberland County
<input type="radio"/>	Lebanon County
<input type="radio"/>	York County
<input type="radio"/>	Lancaster County
<input type="radio"/>	Other parts of Pennsylvania
<input type="radio"/>	Out of state
<input type="radio"/>	Out of the country

48. Age of survey respondent	
<input type="radio"/>	Under 18 years
<input type="radio"/>	18 - 24 years
<input type="radio"/>	25 - 44 years
<input type="radio"/>	45 - 60 years
<input type="radio"/>	61 - 80 years
<input type="radio"/>	80+ years

49. Sex	
<input type="radio"/>	Female
<input type="radio"/>	Male

50. Highest education completed by survey respondent	
<input type="radio"/>	Less than high school
<input type="radio"/>	High school diploma
<input type="radio"/>	Some College, no degree
<input type="radio"/>	Associate degree
<input type="radio"/>	Bachelor's degree
<input type="radio"/>	Master's degree
<input type="radio"/>	Doctoral degree

51. Including you, how many people live in your home?	
<input type="radio"/>	1
<input type="radio"/>	2
<input type="radio"/>	3
<input type="radio"/>	4
<input type="radio"/>	5
<input type="radio"/>	6
<input type="radio"/>	7
<input type="radio"/>	8
<input type="radio"/>	More than 8

52. Which best describes your family?	
<input type="radio"/>	Single no children
<input type="radio"/>	Single parent
<input type="radio"/>	Couple with children at home
<input type="radio"/>	Empty nester (couple or single, no children at home)
<input type="radio"/>	Retired single (including widow/widower)
<input type="radio"/>	Retired married

53. What do you anticipate your household's total pre-tax income will be for the current year? (Please include money from all sources for all persons living in your household.)	
<input type="radio"/>	Less than \$10,000
<input type="radio"/>	\$10,000 - \$25,000
<input type="radio"/>	\$25,001 - \$40,000
<input type="radio"/>	\$40,001 - \$60,000
<input type="radio"/>	\$60,001 - \$80,000
<input type="radio"/>	\$80,001 - \$100,000
<input type="radio"/>	\$100,001 - \$150,000
<input type="radio"/>	More than \$150,000

54. If you are employed, where do you work?	
<input type="radio"/>	Home based business
<input type="radio"/>	Highspire Borough
<input type="radio"/>	Harrisburg City
<input type="radio"/>	Other parts of Dauphin County
<input type="radio"/>	Cumberland County
<input type="radio"/>	Lebanon County
<input type="radio"/>	York County
<input type="radio"/>	Lancaster County
<input type="radio"/>	Other

55. Please indicate the current primary occupation of all employed household members. (Please check one box for every adult household member.)	
<input type="radio"/>	Executive, Admin., or Managerial
<input type="radio"/>	Professional, Paraprofessional, or Technical
<input type="radio"/>	Marketing or Sales
<input type="radio"/>	Clerical, Administrative, or Support
<input type="radio"/>	Agricultural, Forestry, or Fishing
<input type="radio"/>	Precision Production or Craft and Repair
<input type="radio"/>	Operators, Fabricators, or Laborers
<input type="radio"/>	Retired
<input type="radio"/>	Other

56. How far is your daily commute to work?	
<input type="radio"/>	I work in Highspire
<input type="radio"/>	Less than 5 miles
<input type="radio"/>	5 to 10 miles
<input type="radio"/>	11 to 20 miles
<input type="radio"/>	21 to 30 miles
<input type="radio"/>	More than 30 miles
<input type="radio"/>	Not available

57. I own a business in the Borough	
<input type="radio"/>	Yes
<input type="radio"/>	No

If you indicated "Yes", to question # 57, please answer the following questions. If you indicated "No", please skip to question # 62:

58. How many people do you employ?	
<input type="radio"/>	1
<input type="radio"/>	2-5
<input type="radio"/>	6-10
<input type="radio"/>	11-25
<input type="radio"/>	26-100
<input type="radio"/>	100+

59. I contact the Borough regarding my business needs:	
<input type="radio"/>	Once a day
<input type="radio"/>	Once a week
<input type="radio"/>	2 or more times a week
<input type="radio"/>	1 or 2 times a month
<input type="radio"/>	Rarely

60. The things that most support my business in Highspire Borough are:	
<input type="radio"/>	Residents
<input type="radio"/>	Location
<input type="radio"/>	Current zoning ordinance
<input type="radio"/>	Current zoning districts
<input type="radio"/>	Appearance
<input type="radio"/>	Road network
<input type="radio"/>	Community services
<input type="radio"/>	Borough officials
<input type="radio"/>	Other

61. The things that most negatively affect my business in Highspire Borough are: (select all that apply)	
<input type="radio"/>	Residents
<input type="radio"/>	Location
<input type="radio"/>	Current zoning ordinance
<input type="radio"/>	Current zoning districts
<input type="radio"/>	Appearance
<input type="radio"/>	Transportation network
<input type="radio"/>	Community services
<input type="radio"/>	Borough officials
<input type="radio"/>	Parking
<input type="radio"/>	Promotions
<input type="radio"/>	Other

62. Please list additional comments here:

Thank you for participating in this survey.