

Section I.

INTRODUCTION / OVERVIEW

Community development goals and objectives are commonly developed through preparation of a comprehensive plan; however the Borough of Paxtang has not previously adopted a comprehensive plan, and therefore policy statements and the community development objectives required by Article VI of the Pennsylvania Municipalities Planning Code (MPC), Act 247 as amended, to support the Borough's current zoning and subdivision / land development ordinances, do not exist. Paxtang Borough Council recognized the importance of having an updated and uniquely tailored set of community development objectives that mutually support its current and future zoning and subdivision / land development ordinances. Therefore the Borough Council decided to pursue a mini-comprehensive (herein this Part A) and related downtown improvements* planning effort that specifically focuses on developing a community vision, goals and objectives, future land use and development plan, and implementation strategy, based upon local input sight and analysis of key trends and issues relating to people and housing, transportation and community facilities, and land use and development patterns and characteristics, to update the existing zoning ordinance and subdivision and land development ordinance.

**It should be noted that the downtown improvements plan titled Paxtang Borough Downtown Improvements Plan Part B, although part of this Mini-Comprehensive Plan, is further articulated in a separate but related document.*

Additionally, the uses of this mini-comprehensive plan are as follows:

- First and foremost, the mini-comprehensive plan provides a means for setting forth a unified group of general proposals for the physical development of the borough.

- Second, after adoption, the mini-comprehensive plan will enable the Borough Council and the public to review current issues and proposals against a clear picture of what has been decided as the most desirable plan for the future physical development and character of Paxtang Borough.
- Third, through the mini-comprehensive plan, the Borough will be able to present a clear picture of its general policies of development to all persons concerned with the location and character of the borough's development.
- Fourth, the mini-comprehensive plan will help educate all that read it regarding existing conditions, problems and opportunities; and the policy of government with respect to physical development.

To be effective, this mini-comprehensive plan must reflect the common vision and shared goals of the residents, property and business owners, and officials of the Borough. These goals range from physical policies, such as the appropriate use of land and buildings, to social, economic, environmental, and educational policies. Once these goals are formed, they represent a context within which public and private decisions can be made regarding the conservation, rehabilitation, use, reuse, infill, and redevelopment of land, housing, buildings, and other structures, community infrastructure and services, and the conservation of manmade and natural resources.

Section II. Community Vision / Development Goals & Objectives of this Paxtang Borough Mini-Comprehensive Plan sets forth the Borough's desired future community vision, along with providing a general set of community development goals and more specific, yet related objectives for the following topics to help the Borough realize their vision, including:

- General Community and Land Use Development
- Residential Neighborhoods and Housing
- Commercial Business
- Community Facilities

- Transportation
- Community Pride and Identity
- Heritage Preservation
- Environmental / Natural Resources
- Community Design
- Downtown Improvements (See specific Paxtang Borough Downtown Improvements Plan)

Section III. The Future Land Use and Development Plan and Map texturally and graphically represents the future conservation, rehabilitation, reuse, infill, and redevelopment patterns of the borough's built and natural environments and will serve as the supporting policy statement for the Borough's future zoning and land development policy and ordinance decisions.

Section IV. Implementation Strategy provides a few specific implementation strategies by carrying out specific objectives intended to help move the borough further towards realizing the desired community vision.

Section V. Status of the Borough provides a more detailed analysis of current and past demographic, housing, community facilities, transportation, and land use / development trends, patterns, and characteristics of Paxtang.

It should be noted the Borough Council intends to adopt the most recent version of the Dauphin County Comprehensive Plan as its general guiding community planning document but also intends to adopt this Paxtang Borough Mini-Comprehensive Plan which includes the related Paxtang Borough Downtown Improvements Plan (Part B) document as a specific addendum, as the current proposal for Paxtang Borough's community development and revitalization efforts. It is not the intent of this mini-comprehensive plan to substitute the general recommendations and policy statements of the most recent version of the Dauphin County Comprehensive Plan, but this mini-comprehensive plan does more closely examine the microclimate of the borough to develop a unique vision and related set of goals and objectives specifically tailored to address the needs of Paxtang. Although this mini-comprehensive plan and downtown improvements plan document sets forth the borough's vision, goals, objectives, and initiatives for

the borough and the “downtown” which are supported, complemented, and—in most instances—provided with more detail than the Dauphin County Comprehensive Plan where appropriate, it should be noted that whenever there is a conflict or inconsistency between the information contained in this Paxtang Borough Mini-Comprehensive Plan along with the related Downtown Improvements Plan document, and the Dauphin County Comprehensive Plan, the Paxtang Borough Mini-Comprehensive Plan and related Downtown Improvements Plan document shall take precedence and shall be deemed to amend the applicable content of the general County Comprehensive Plan document.

The Paxtang Borough Mini-Comprehensive Plan and related Downtown Improvements Plan was developed for the Borough of Paxtang via of a steering committee comprised of elected and appointed officials, Borough staff, residents, business owners, and representatives of community organizations with the financial assistance of the Dauphin County Department of Community and Economic Development and the technical planning assistance of RETTEW Associates, Inc.

Finally, it is important to note, the Mini-Comprehensive Plan and related Downtown Improvements Plan is not a solution for all the problems and concerns of the borough, nor is it a finished product only to be reviewed and updated every decade or so. Rather, it is a set of on-going process and framework which the borough may use as a roadmap or blueprint to guide them through future decisions relating to community development and downtown revitalization.

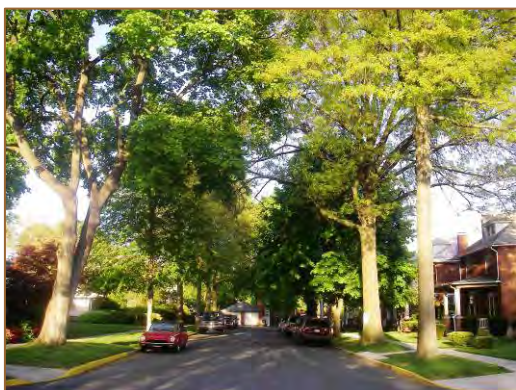
Section II.

COMMUNITY VISION / DEVELOPMENT GOALS & OBJECTIVES

PAXTANG BOROUGH'S VISION

A vision statement reflects an end-product and should not reflect present conditions within the borough. Rather, the vision statement draws a positive image of what Paxtang Borough can and should look like in the future.

Paxtang Borough is a quaint enclave of active officials, residents, business owners, and organizations who seek to maintain, enhance, and promote the borough's clean, safe and green neighborhoods and downtown, traditional neighborhood building and development patterns, sustainable businesses, high quality elementary school, parks/recreation, utilities, and services, interconnected transportation network, and important historic and natural heritage.



COMMUNITY DEVELOPMENT GOALS AND OBJECTIVES

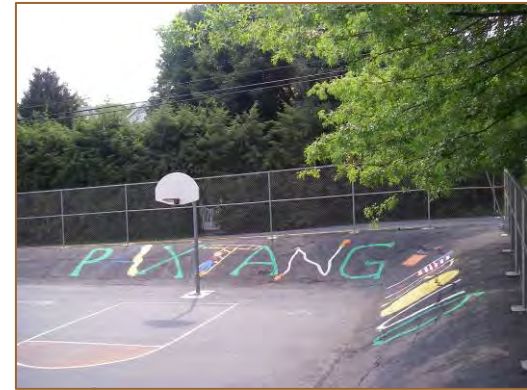
Goals define the broad interest of the borough's officials, residents, business owners, and civic organizations on specific items such as land use, development, or transportation that when implemented will enable the borough to attain its desired future vision. Objectives provide single action items or strategies necessary for individuals or committees to engage in implementing. The culmination of several objectives allows the borough to achieve a given goal which in turn moves the borough closer to reaching its desired future vision.

In order for Paxtang Borough to achieve its desired future vision, all goals must have equal value and none should be discarded. Following each goal are objectives that further define the intention of each goal. (It should be noted that the downtown improvements goals, objectives, standards, and strategies, although part of this Mini-Comprehensive Plan, will be further articulated in a separate but related document, Part B Paxtang Borough Downtown Improvements Plan.)

GENERAL COMMUNITY AND LAND USE DEVELOPMENT

Goal:

The borough should provide for a mix of compatible land use development and building designs for the reuse, infill, and redevelopment of buildings and land that are in harmony with the borough's established, quaint small town character, to accommodate existing and future residents and businesses.



Objectives:

1. The borough should orient itself toward the “downtown” or “central business district”, near the intersection of Derry Street and Paxtang Avenue.
2. The borough should protect the existing predominately single-family detached residential areas with appropriate design standards.
3. The borough should utilize traditional neighborhood design to protect and enhance the traditional mixed neighborhoods around the “downtown”.
4. The borough should promote and enhance the Paxtang Avenue corridor with appropriate design standards.

5. The borough should develop a Community Heritage Conservation District to promote and enhance of the larger contiguous areas of civic, historic, and natural resources including the Capital Area Greenbelt, community parks, cemeteries, historic church site, and other natural resources.
6. The borough should develop a true “downtown” or “central business district” with appropriate design standards.
7. The borough should develop a mixed neighborhood business district along Derry Street to accommodate a mix of residential/businesses with appropriate design standards.
8. The borough should ensure auto-oriented, auto-dominated, and other intensive business uses are accommodated for in appropriate areas with design standards.
9. The borough should utilize appropriately scaled design standards to protect and enhance the traditional pedestrian oriented, neighborhood character of the borough in general.
10. The borough should continue to regulate development in floodplain areas in accordance with State & Federal standards.

RESIDENTIAL NEIGHBORHOODS AND HOUSING

Goal:

The borough should provide for a variety of existing and new housing opportunities that are consistent with the existing neighborhoods and housing stock characteristic, to accommodate existing and future residents:

- *within established single-family residential neighborhoods in a consistent and compatible manner;*
- *within traditional mixed neighborhoods around the “downtown” in a consistent and compatible manner;*
- *within the “downtown” area on upper floors.*



Objectives:

1. The borough should encourage the maintenance, rehabilitation, and reasonable expansion of existing housing.
2. The borough should provide for a variety of housing types for various price ranges that are consistent and compatible with existing housing within the surrounding neighborhood.
3. The borough should attempt to reduce housing blight.

4. The borough should prevent overcrowding of residences.
5. The borough should the encourage neighborhoods that are well-kept, safe, and green.
6. The borough should provide for interconnections within the neighborhoods; between the neighborhoods; and to a variety of neighborhood serving civic uses and businesses either within the neighborhood or close by, especially the “downtown”.
7. The borough should provide for opportunities for neighbors to interact and develop and promote neighborhood pride.
8. The borough should encourage opportunities for energy efficiency in new construction to conserve energy and lower costs for inhabitants.

COMMERCIAL BUSINESS

Goal:

The borough should continue supporting and promoting sustainable local businesses (new and existing) that are consistent with the existing building and development characteristics to serve existing and future residents.



Objectives:

1. The borough should enhance and promote its "downtown" area as a pedestrian oriented, neighborhood serving, and niche business accommodating destination.
2. The borough should consider allowing small scale, neighborhood serving businesses designed to fit into the character of the surrounding neighborhood, in the traditional mixed neighborhoods around the "downtown", in a fashion that does not overpower or detract from the existing residential character of the neighborhood.
3. The borough should provide a "business/light industrial" district to permit other business uses, including auto oriented businesses and smaller industrial businesses at the east end of the borough south of Derry Street and north end of the borough along 29th Street instead of in the "downtown".

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COMMUNITY FACILITIES

Goal:

The borough should ensure complete and adequate community facilities and services (public and private) are provided to businesses and citizens (existing and new) in an efficient, cost-effective, and quality driven manner.



Objectives:

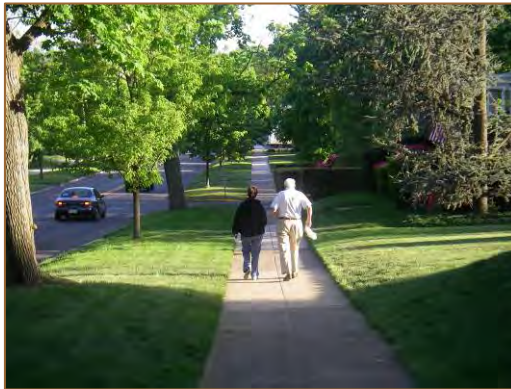
1. The borough should ensure the existing levels of public water and public sewage services are maintained and enhanced.
2. The borough should ensure utility service providers maintain and enhance current levels of service.
3. The borough should continue exploring ways to reduce the amount of solid waste needing to be disposed of, while continuing to look for efficient and effective programs and options for reusing and recycling materials.
4. The borough should continue to ensure the high levels of public safety service and quick responses for police, fire and other emergency service providers, while continuing to pursue opportunities to maximize time, energy, and resources.
5. The borough should maintain and enhance its presence as a civic anchor in and around the “downtown”.
6. The borough should continue to maintain and enhance the existing parks and recreational opportunities as important community assets.

7. The borough should help maintain and enhance the existing elementary school within the borough as an important community asset.
8. The borough should maintain and enhance the existing cemeteries within the borough as important community assets.
9. The borough should help maintain and enhance the Capital Area Greenbelt as an important community asset.
10. The borough should develop longer term capital improvement planning and coordination with the involvement and support of government entities, utility providers, businesses, and residents.
11. The borough should continue to complete its NPDES Phase II requirements and monitor needs for stormwater improvements.
12. The borough should continue enforcing existing ordinances to ensure the fulfillment of their purposes.

TRANSPORTATION

Goal:

The borough should protect and promote safe and efficient access and mobility for people and goods (existing and new) within the borough, through preserving and enhancing the well established, appropriately designed and interconnected network of streets, public transportation, and non-motorized opportunities.



Objectives:

1. The borough should better coordinate and link land use, community and economic development, and transportation decisions.
2. The borough should ensure cost effective maintenance and rehabilitation of existing transportation facilities.
3. The borough should be friendly to and safe for pedestrians through maintaining and enhancing its existing interconnected network of sidewalks and pathways.
4. The borough should maintain and enhance connections to the Capital Area Greenbelt.
5. The borough should maintain and enhance its interconnected street and alley network.
6. The borough should continue to provide for on-street and off-street parking opportunities in appropriate areas.

7. The borough should continue to support mass-transit opportunities within the borough.
8. The borough should coordinate the design/color of street name signs.
9. The borough should maintain and enhance its streetscapes through a series of improvements and traffic calming (slowing) techniques including appropriately designed and installed street trees, sidewalks/crosswalks, curb extensions, period style street lights, on-street parking, etc. especially in the “downtown”.
10. The borough should continue to foster relationships and partnerships with federal, state, county, and local entities, transportation providers, business owners and residents.

COMMUNITY PRIDE AND IDENTITY

Goal:

The borough should promote community pride, cohesiveness, and social interaction through a variety of sustainable community organizations, activities, and events.



<http://www.paxtang.com/wiki/images/6/62/Paxtangspring2008>

Objectives:

1. The borough should continue to maintain, update, and expand the Borough's website www.paxtang.com.
2. The borough should continue to support and enhance the borough's newsletter, the *Paxtang Post*.
3. The borough should continue to support and promote community events and happenings including but not limited to the following:
 - Annual Tony Surace-Clyde Stohler Memorial Day Picnic
 - Annual Halloween Parade
 - Annual Community-Wide Yard Sale
 - Fire Company's Annual Crabfest and chicken barbeques

- “First Fridays”
 - “Scarecrows” on the Avenue
 - Paxtang Elementary School International Walk to School Day
 - Capital Area Greenbelt Association Annual Tour de Belt
 - Paxtang Art Association Annual Art Sale
 - Paxtang Historical Society Annual Summer Picnic
 - Christmas Tree Lighting
 - Easter Egg Hunt
4. The borough should continue to support and partner with various borough committees and related community groups including but not limited to:
- Capital Area Greenbelt Association
 - Civic Association
 - Citizens Advisory Committee
 - Lenker Manor/Paxtang Women's Club
 - Paxtang Art Association
 - Paxtang Elementary PTO
 - Paxtang Fire Company
 - Paxtang Fire Company Auxiliary

- Paxtang Historical Society
- Paxtang Lions Club
- Shadetree Commission
- Swatara Paxtang Softball Association
- Swatara Youth Soccer
- Wilhelm / Paxtang Athletic Association

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HERITAGE PRESERVATION

Goal:

The borough should preserve, enhance, and promote the borough's historic, cultural, and architectural heritage.



<http://www.paxtanghistoricalsociety.com/>



Objectives:

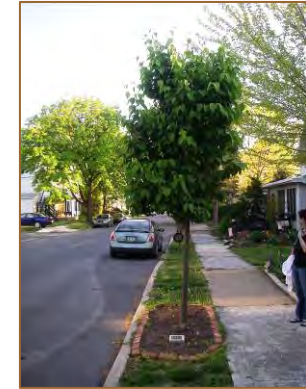
1. The borough should encourage historic, cultural, and architectural resources identification, documentation, and preservation.
2. The borough should encourage new development to be sensitive to the historical context of the region by taking into consideration details such as building placement, building height, setbacks, color scheme, and façade characteristics.
3. The borough should encourage increased awareness of and support of cultural diversity in the borough.
4. The borough should encourage increased awareness of history, culture, and architecture in the borough through coordinated educational and promotional efforts.
5. The borough should consider developing specific criteria and review process for increased scrutiny regarding demolition of certain historic, cultural, and architectural buildings within the borough.

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ENVIRONMENTAL / NATURAL RESOURCES

Goal:

The borough should preserve, enhance, and promote the borough's natural resources.



Objectives:

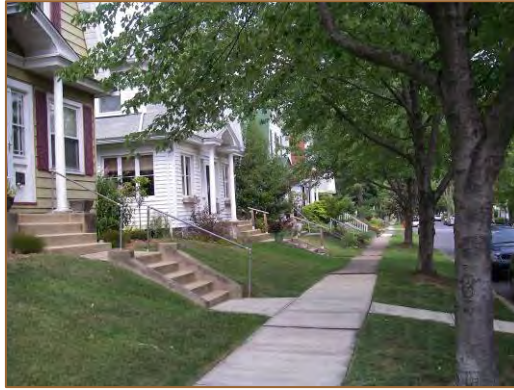
1. The borough should encourage the preservation and enhancement of the quality of natural resources in the borough including floodplains (streams and water courses), larger clusters of trees, various sized parklands, undeveloped lots, etc.
2. The borough should support and protect the Capital Area Greenway Greenbelt as an important natural corridor for sustaining flora and fauna.
3. Encourage green building techniques for new development.
4. Encourage neighborhood greening through landscaping using native vegetations, plantings, and street trees.
5. Encourage the maintenance of sustainable community parks or creation of pocket parks that balance natural resources conservation with recreation.

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COMMUNITY DESIGN

Goal:

The borough should preserve, enhance, and promote the borough's quaint, small town character through specific building and land development design standards.



Objectives:

1. The borough should ensure new residential and business development be designed to fit into the character of the surrounding neighborhood with appropriate land use and development design standards.
2. The borough should incorporate appropriate land use, design and architectural standards to maintain and enhance the boroughs unique appearance, character, and feel in the “downtown” and surrounding neighborhoods.
3. The borough should maintain and enhance its "green" community appearance through the planting of trees and landscaping and preservation of existing vegetation.
4. The borough should regulate signs and billboards.
5. The borough should regulate wireless communications facilities.

6. The borough should regulate exterior lighting.
7. The borough should develop coordinated and attractive gateways into the community.

DOWNTOWN IMPROVEMENTS

See specific Paxtang Borough Downtown Improvements Plan, Part B for additional information.

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Section III.

FUTURE LAND USE AND DEVELOPMENT PLAN

The future land use and development plan is presented in the form of a map showing the land use categories similar to those in the “Existing Land Use” map. This future land use map is intended to form the basis for zoning within the Borough of Paxtang.

Future Land Use and Development is heavily dependent on the borough’s goals and objectives; and the patterns of existing land use, zoning, and development including lots, blocks, sidewalks, and roadways. It is not the intention to create substantial changes in existing land use, zoning, and development patterns but rather to build upon and protect appropriate existing forms and pattern of development.

The Future Land Use and Development plan recommends protecting and enhancing the established pattern of building and development by indicating the types of activities that should be located within the borough, and the intensity and spatial distribution of land uses and building types. The Plan is structured based on several influential factors. These include: (1) the existing pattern of land use, development and buildings; (2) the existing zoning classifications; (3) the borough’s community facilities; (4) the borough’s transportation facilities; (5) the natural features of the borough; (6) the projected population; and (7) the capability of the borough to support and accommodate growth in the form of infill, replacement, and redevelopment..

The Future Land Use and Development Plan categories include:

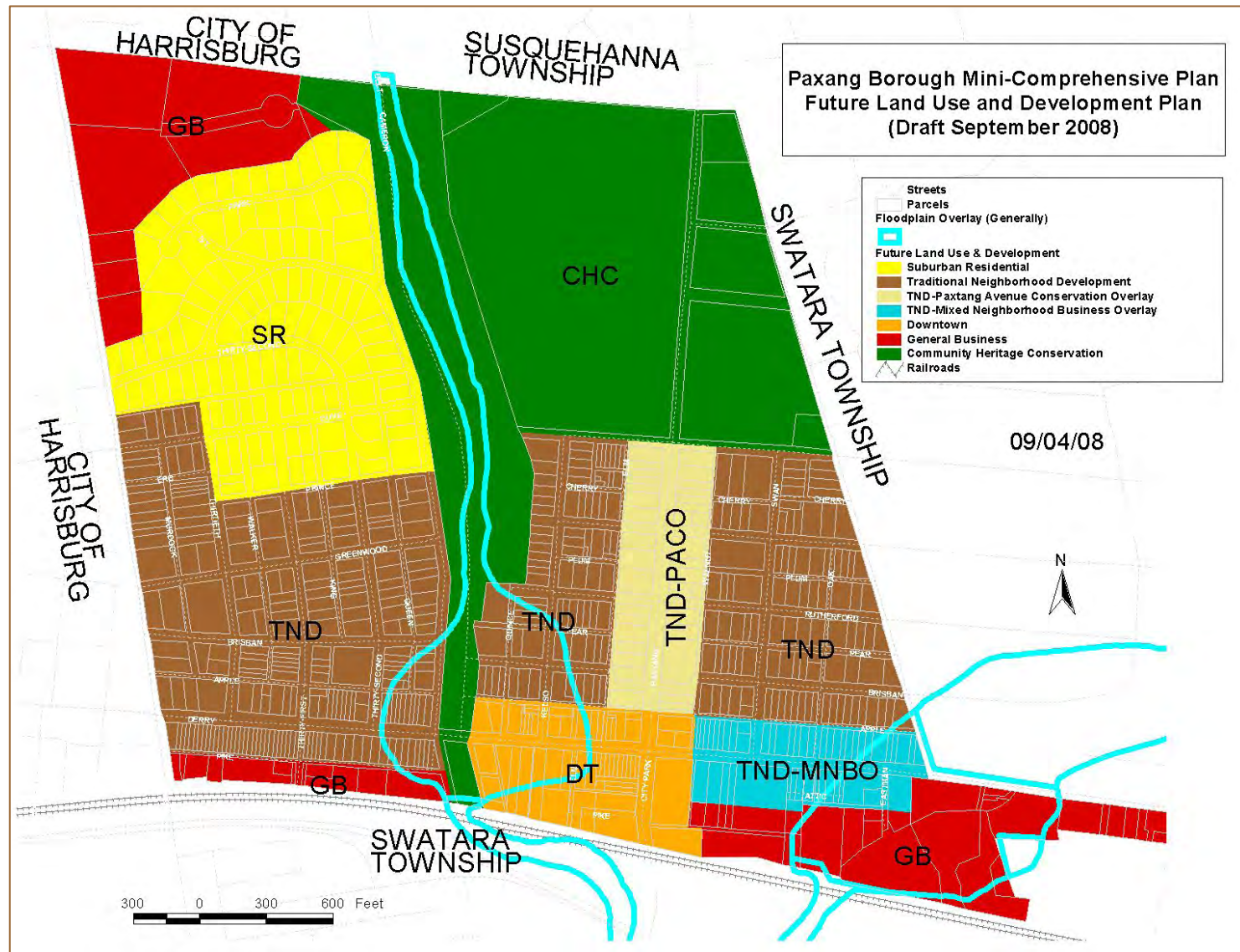
- Suburban Residential
- Traditional Neighborhood Development
- TND-Paxtang Avenue Conservation Overlay
- TND-Mixed Neighborhood Business Overlay

- Downtown
- General Business
- Community Heritage Conservation
- Floodplain Management Overlay

The following paragraphs describe the land use categories shown on the Future Land Use and Development Map. It must be remembered that the plan is generalized and conceptual in nature, and thus the boundaries of the various land use categories are not meant to be exact.

Additionally, to help borough officials, residents, business owners, and civic organizations better understand the concepts and practices relating to Traditional Neighborhood Development or Design (further described below), as such concepts and practices apply for future building and development with Paxtang, this plan provides more specific information which may be used as a basis for guiding the future desired land use, building, and development in the borough, not only generally through-out, but specifically in the traditional mixed neighborhoods around the “downtown” area. These concepts and practices are consistent and support many, if not all, of the community development goals and objectives stated above. This information, although provided with some specifics, should be used as a “jumping off point” for guiding future land use, building, and development in Paxtang. It is recommended that the borough develop more specific guidelines and standards in their respective building, housing, zoning, and/or subdivision and land development standards. Article VII-A of the Municipalities Planning Code specifically authorizes municipalities to adopt TNDs into local zoning ordinances.

Finally, to better provide for stronger coordination and linkage of land use, community development, and transportation decisions within the borough, this future land use and development plan, along with the specific community development goals and objectives relating to transportation listed above, serves as the borough’s transportation plan.



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SUBURBAN RESIDENTIAL DISTRICT

Suburban Residential District General Purpose/Intent

This district is comprised of those areas where lower intensity, suburban type residential dwellings are predominant, and provides for similar compatible reuse, infill, and redevelopment. The district seeks to stabilize and protect certain areas of the borough where a pattern of lower density, suburban type residential dwellings has been established.

Uses should generally include single-family detached dwellings and some non-residential uses including municipal parks, and essential services. Accessory uses and structures include those incidental and subordinate to permitted uses including no-impact home occupations, family and accessory daycare facilities, swimming pools, garages, fences, etc.



Suburban Residential District General Location

Generally, this district is located in the northwestern portion of the borough, bounded by 29th/30th Streets on the west and Park Terrace on the east, and the area from Prince Street on the south to the lots just north of Park Terrace on the north.

Suburban Residential District Dimensional and Design Criteria

Generally, new building and development and reuse of existing buildings and developed areas in this district should use the average of the appropriate characteristics of existing building and development on the same block face (between intersections) with a maximum 25% variation. General characteristics include but are not limited to:

General Land/Building Characteristics	General Standards
Lot Size/Area	<ul style="list-style-type: none"> ○ Approximately 6,000 square feet
Lot width	<ul style="list-style-type: none"> ○ Approximately 60 feet
Building Orientation	<ul style="list-style-type: none"> ○ Facing abutting street
Building Height	<ul style="list-style-type: none"> ○ 1 to 2 stories, including split levels
Building Width	<ul style="list-style-type: none"> ○ Wider than taller
Building Size	<ul style="list-style-type: none"> ○ At least 1,000 square feet
Lot Coverage	<ul style="list-style-type: none"> ○ Not more than 35%
Setbacks	<ul style="list-style-type: none"> ○ Approximately 20 feet – Front ○ Approximately 10 feet – Side ○ Approximately 20 feet - Rear
Parking	<ul style="list-style-type: none"> ○ On-Street ○ Off-street <ul style="list-style-type: none"> ▪ No alley access

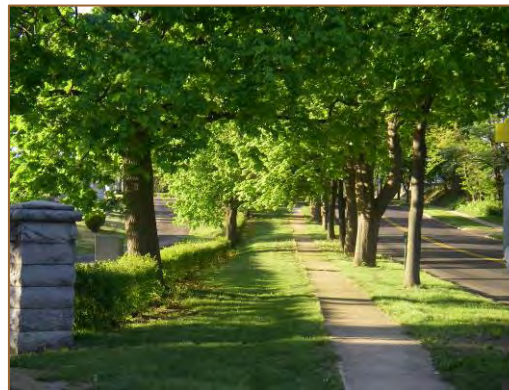
General Land/Building Characteristics	General Standards
	<ul style="list-style-type: none"> ▪ Paved driveways less than 20 feet wide ▪ Private garages beside or behind front building facade
Sidewalks	<ul style="list-style-type: none"> ○ At least 4 feet within right-of-way on both sides of streets.
Street Trees	<ul style="list-style-type: none"> ○ Located within right-of-way in at least 4 feet planting strip between curb and sidewalk and within front yard area behind the sidewalk.
Accessory Residential Dwellings (Apartments)	<ul style="list-style-type: none"> ○ Not Permitted

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TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND) DISTRICT

TND District General Purpose/Intent, Principles and Design Standards

The Borough should incorporate traditional neighborhood development principles and practices into borough development codes. Traditional Neighborhood Development, or Traditional Neighborhood Design, is a principal that has gained acceptance in recent years as a viable design standard for suburban communities. TNDs authorized by Article VII-A of the Pennsylvania Municipalities Planning Code, creates, recreates, or strengthens a small borough, village, or neighborhood with housing for a diverse population, a mix of land uses, walkable streets, public space that is a focal point for the borough, village, or neighborhood, integrated civic and business centers, and accessible open space. TNDs are more compact communities that are designed to encourage bicycling and walking for short trips. This is accomplished by providing destinations that are close to home and work as well as by providing sidewalks and a pleasant environment for walking and biking. TND is a concept of New Urbanism. New Urbanism combines aspects of eighteenth (18th) - and nineteenth (19th) -century American and European towns with a consideration for modern elements such as the automobile.



Historically, the Paxtang Borough was developed incorporating many, if not all, of the following TND principles. Today, TND design principles are generally incorporated into larger, new mixed-use developments typically on previously undeveloped land but can occur as infill, replacement, and redevelopment or extensions of existing built areas. Since the Borough of Paxtang is currently built out, there are limited opportunities for TND principles to be implemented on a large scale. Therefore, any new development within the borough will generally include infill, replacement, and redevelopment using TND principles, which are defined below:

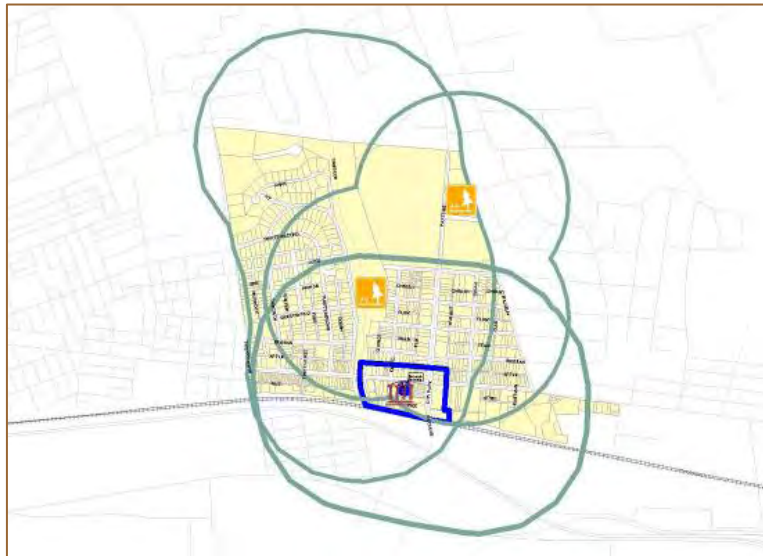
- in•fill \’in-fill\ n : development of vacant or remnant lands passed over by previous development in urban areas
- re•pla•ce•ment \ri-pleys-muhnt\ n: the act of remodeling or reusing a previously developed or improved lot, building or structure
- re•de•vel•op•ment \ri-d-i-’vel-epment\ n: the act or process of rehabilitating or rejuvenating a blighted area or accommodating new development within the context of existing streets and buildings

As such, infill, replacement, and redevelopment involves the siting and design of new buildings, uses, parking, and other improvements on vacant or underutilized lots or reusing existing buildings and previously developed areas within an established core area such as a borough, village, or neighborhood. New buildings and development in these areas or reusing existing buildings and previously developed areas should occur in a manner that is consistent, compatible, and reflective of the uses and design of the surrounding built environment. Elements contributing to the character of these areas include the types and location of permitted uses; building types, heights, footprints, orientation, and entryways; lot and block standards; parking supply and locations; roadways, sidewalks, trails, street trees / lighting, other pedestrian improvements. These provisions that ensure infill, replacement, and redevelopment principles and standards should be incorporated into the existing zoning, subdivision / land development, and stand alone ordinances to make certain new development contributes to and enhances the existing small town character of the borough.

Elements of TNDs relating to Paxtang should generally include:

Limited Size: A small borough, village, or neighborhood is limited to a quarter-mile radius (up to 200 – 250 acres) or a five-minute walk from the center to a clearly-defined edge. People can walk to school, local stores, restaurants, and public recreation. This proximity is especially important for those who do not drive, such as children and the elderly. Size and density together are crucial factors for a neighborhood to work well.

- The current size of Paxtang Borough (roughly 250 acres), combined with a 5 minute walking distance radius around the defined limits of the downtown area, appears to provide support that the borough meets these suggested area/size and walking distance standards. But strategies suggested elsewhere propose to enhance existing conditions including pedestrian oriented facilities including sidewalks/ crosswalks/curbcuts, street trees/lighting, narrower roadways/slower traffic speeds/on-street parking, building types/sizes/orientation/location, uses, recreation areas, etc.



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Mixed Uses: The inclusion of retail and commercial activity with residential uses brings the needs of life within walking distance for all ages and social groups. A variety of housing types is a standard element, including single-family, duplex, townhouses and apartments over shops, which can bring safety and vitality to the town center. Additionally, the locations of schools often define a neighborhood.

- The Borough of Paxtang does have a variety of housing compatible types and styles, as well as a variety of business uses (pedestrian oriented and heavier), civic oriented, and recreation uses. It appears the borough meets these suggested mixtures of residential and non-residential uses. The following suggested guidelines propose to preserve and enhance the existing conditions.

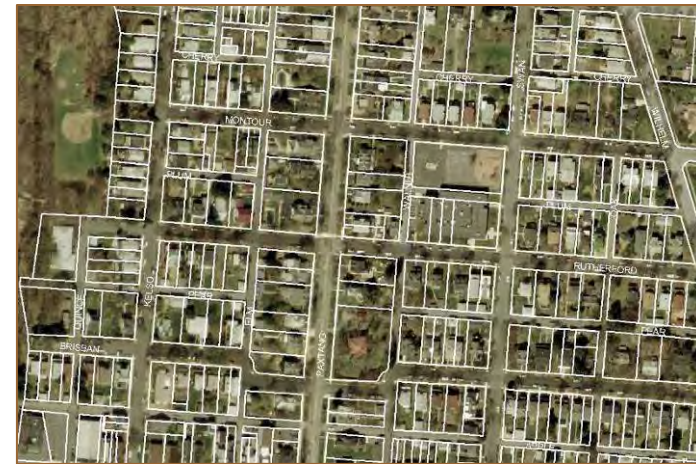
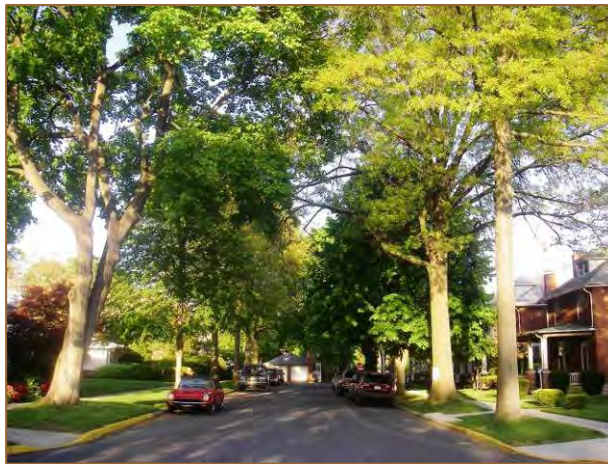


- General infill, replacement, and redevelopment (new construction, major additions, and reuse) principles relating to a mixture of uses in buildings and on lots that are consistent and compatible with other development on the block face or in the borough should generally include but not be limited to the following:

- Mixture of residential and non-residential uses within same building, same lot, or in close proximity
 - Variety of residential uses including single, two, and two-plus family dwellings
 - Variety of neighborhood serving businesses including offices, bed and breakfasts, home occupations in residential neighborhoods; and retail, office, and other niche pedestrian-oriented/dominated businesses above office and residential uses in the “downtown”
 - Variety of civic uses including places of worship, schools, municipal uses, etc.
 - Variety of open space and recreation uses including parks, playgrounds, etc.
- Existing density, intensity, and mix of pedestrian-oriented/dominated businesses and uses should be maintained
- Automobile-oriented/dominated uses and businesses including drive-thru, drive-up, and drive-in businesses should be discouraged
- Accessory residential uses in accessory structures in the rear of principal buildings
- Owner-occupied/resident manager uses should be considered
- Deconversion of single-family detached units from multi-unit residential uses should be considered.



Lot/Block/Street Network: A traditional grid or web pattern creates a more explicable system and more choices for travel routes, which is effective for pedestrians as well as automobiles. A grid of interconnected streets defining short blocks, comprised of longer narrow lots, creates several alternative routes as opposed to one or two (2) collector streets creating longer, curvilinear blocks, often connecting to local cul-de-sac streets that are found in conventional, suburban subdivision designs. Sidewalks are generally provided on both sides of streets. Combined with periodic bus stop locations and bicycle paths, TNDs provide an increased amount of alternate routes resulting in a traffic pattern that is more dispersed and less congested. On-street parking slows traffic down and acts as a buffer between pedestrians and moving traffic, making the area more pedestrian-friendly. Typical speed limits in a TND are 20 to 25 miles per hour. Vehicles are accommodated without being dominating.



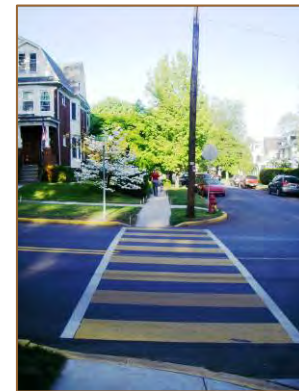
- The Borough of Paxtang meets these suggested mixtures of transportation options including interconnected blocks/streets, sidewalks, trails, and public transit facilities. The following suggested guidelines propose to preserve and enhance the existing conditions.

- General infill, replacement, and redevelopment principles relating to lots, block, and streets include the following:
 - Lots – Generally lots and lot characteristics should be consistent and compatible with other lots on the block face and/or within the borough and should involve:
 - Narrow widths and longer depths
 - Lot depths should not be less than two (2) times the lot width
 - Blocks – Generally blocks and block characteristics should be consistent and compatible with other blocks within the borough and should involve:
 - Grid or modified grid pattern
 - Blocks should not be less than two hundred fifty (250) feet in length, and should not more than six hundred (600) feet in length without pedestrian access points provided mid-block
 - Blocks traversed by alleys



- Streets –Generally streets including rights-of-way and cartways should be consistent and compatible with existing streets within the borough and should involve:

- Slower speeds, 25 mph or less
- Narrower cartways/pavement
- Grid or modified grid pattern forming interconnections
 - Not to include cul-de-sacs or single access streets
- Stormwater management improvements
- Intersection improvements
- Curb extensions/bulb-outs
- On-street parking
- Raised median islands/pedestrian refuges
- Textured and/or enhanced crosswalks
- Overhead utility relocation
- Street trees, treelawns/treewells
- Pedestrian scaled and styled lighting
- Bicycle racks
- Wider sidewalks
- Benches
- Trash and recycling receptacles
- Information kiosks



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Alleys: Alleys are often discouraged from conventional suburban subdivision design because driveways and garages are accessed from the front of the house. In a TND, alleys give secondary access to properties for residents or for commercial deliveries. Locating parking garages, unsightly utilities, and garbage collection in the rear of a property preserves the beauty of the streetscape.



- The Borough of Paxtang meets these suggested alley standards with many areas of the borough served by alleys. Strategies suggested elsewhere propose to enhance existing conditions.
- General infill, replacement, and redevelopment principles relating to alleys include the following:
 - Two (2) way
 - Minimum sixteen (16) feet of pavement
 - Minimum twenty (20) feet of right-of-way
 - Parking parallel prohibited
 - New curb cuts onto existing roadways should be prohibited if the property is abutting an alley.



Sidewalks and Pedestrian Paths: An emphasis on walkability, or the needs of the pedestrian, makes various destinations accessible to all residents, including children, the elderly, and the disabled. Sidewalks in a TND are often designed to be more than four (4) feet wide to allow two (2) pedestrians to walk side by side. This fosters a safe and pleasant walking environment. Street lights are often shorter and closer together in a TND than in a conventional subdivision where there are large, efficient luminaries on high poles spaced at relatively large distances. The purpose of street lights in both types of development is to illuminate the street for safer vehicle operation and to improve pedestrian and neighborhood security. Placing an increased number of street lights with shorter poles closer together still lights the street but is less obtrusive to adjacent properties and allows the nighttime sky to be seen.

- The Borough of Paxtang meets these suggested mixtures of sidewalk and pedestrian path options and standards. The following suggested guidelines propose to preserve and enhance the existing conditions.



- General infill, replacement, and redevelopment principles relating to a sidewalks and pedestrian facilities should generally include the following:
 - Improve and/or maintain existing curbing, sidewalks, crosswalks, handicap-accessible/mountable curb cuts, street trees, and tree lawns/tree wells in a safe manner
 - Complete continuous pedestrian connections via installation of new curbing, sidewalks, crosswalks, handicap-accessible/mountable curb cuts, street trees, and tree lawns/tree wells in areas where they are deficient
 - Sidewalk widths should generally be no less than four (4) feet wide, but they should be wider in areas of higher pedestrian traffic or outdoor seating/dining areas on the sidewalk specifically including the downtown area
 - Crosswalk widths should generally be no less than six (6) feet wide
 - Street trees should be trimmed to have at least eight (8) foot clearance above sidewalks and higher over roadways
 - Tree lawns for street trees should be no less than four (4) feet wide, and/or tree wells should be no less than sixteen (16) square feet (4 feet by 4 feet)
 - Outdoor seating/dining should be permitted where sidewalk width and other circumstances permit specifically including the downtown area
 - Handicap-accessible/mountable curb cuts should be provided at all street intersections/crosswalk locations
 - New curb cuts onto existing roadways should be prohibited if the property is abutting an alley.
 - Require sidewalks intersecting with existing driveways to be continued or delineated across the driveways through the use of material or colors similar to the sidewalks
 - Allow alternate surface materials, including rubber, crushed limestone, porous pavement, bricks, asphalt, etc., to be used in lieu of concrete for sidewalk/pedestrian improvements in specific areas
 - Ensure adequate lighting is provided in all pedestrian corridors

Town Center and Square: The town center and square should serve as a central focal point for community life, providing a special place for public events and an appropriate place for mixing retail, civic, and business life. The neighborhood's main street should support healthy businesses that are vital to a durable neighborhood and located at the core.



- Currently the Borough of Paxtang does not have an official identified “town center” or “square”. In the “downtown” area, the intersection of Derry Street and Paxtang Avenue should be considered the “heart” or “center” of the Borough of Paxtang. Consider special standards permitting specific uses to strengthen and reinforce the location as a focal, destination, and “jumping off” point for visitors. Such standards may include limiting uses to those which encourage visitors and pedestrian traffic, support, and anchor “the square”. For further information, see Part B Paxtang Borough Downtown Improvements Plan.

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Shallow, Uniform Setbacks: Placing buildings close to sidewalks creates a friendlier “outdoor room.” Distances across streets and from building to building do not exceed five (5) times the building height. The goal is to integrate residential activity and street activity. Conversely, in conventional suburban subdivision design, front setbacks are fifteen (15) feet or more for several reasons—it allows for road widening, allows sunlight to reach buildings, and improves air circulation.

- The Borough of Paxtang meets these suggested building setback standards. Strategies suggested elsewhere propose to enhance existing conditions.



- Consistency and compatibility with other buildings on the block face and/or within the neighborhood architectural character or may be a contemporary expression of traditional styles and forms, respecting the scale, proportion, wall to opening ratios, roof pitch, porches or stoops, character, and materials of traditional examples in Paxtang, and should involve the following:
 - Oriented to and located near the street and/or sidewalk (0 to 15 feet) with primary entrance, including corner lots
 - Attached buildings or with narrow side setbacks (5 feet) from property line, at least ten (10) feet between buildings

Outbuildings: Secondary structures located at a rear alley allow for off-street parking, storage, workshop space, home offices, or a rental apartment or guest house.

- The Borough of Paxtang meets these suggested outbuilding standards. Strategies suggested elsewhere propose to enhance existing conditions.



- General infill, replacement, and redevelopment principles relating to accessory structures should generally include the following:
 - Located in the rear of principal buildings and accessible via alley
 - Smaller footprint and lower height than principal building.
 - Not more than two (2) stories in height
 - Setback at least ten feet (10) feet from center of alley, and at least twenty (20) feet between buildings across alleys
 - If attached to the principal building or front loaded:

- should be setback at least eighteen (18) feet behind the front of the principal building
- garage door opening not more fifty (50) percent of the width of the principal building if facing the street.



Porches: Front porches create space for a sociable transition from the public street to the private home and provide shelter and shade.

- The Borough of Paxtang meets these suggested porch standards strategies suggested elsewhere propose to enhance existing conditions.



- General infill, replacement, and redevelopment (new construction, major additions, and reuse) principles relating to front porches characteristics should generally include the following:
 - Covered/roofed unenclosed porches (minimum 5 feet in depth, 50% of front façade) and/or covered stoops
 - Front porches, especially in the residential areas should not be enclosed
 - Front porches should be used to ensure similar/compatible front setbacks

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Building Types: Structures should be designed for adaptation from one use to another, as the market dictates, emphasizing local historical style.

- The Borough of Paxtang meets these suggested building type standards. Strategies suggested propose to enhance existing conditions



- General infill, replacement, and redevelopment (new construction, major additions, and reuse) principles relating to building types and characteristics should generally include the following:
 - Consistency and compatibility with other buildings on the block face and/or within the neighborhood architectural character or may be a contemporary expression of traditional styles and forms, respecting the scale, proportion, wall to opening ratios, roof pitch, porches or stoops, character, and materials of traditional examples in Paxtang, and should involve the following:

- Oriented to and located near the street and/or sidewalk (0 to 15 feet) with primary entrance, including corner lots
- Attached buildings or with narrow side setbacks (5 feet)
- At least 2 stories
- Front porches (minimum 5 feet in depth, 50% of front façade) and/or covered stoops
- Ground floor retail uses and upper floor office and/or residential units in the downtown area
- Taller than wide
- Narrow widths, longer depths, and/or smaller footprints (unless façade treatments include break up wide, blank walls)
- Wall to opening ratios of not more than 4:1
- Roof pitches of not less than 4:12
- Exterior materials/finishes generally using natural or modern materials resembling stone, brick, wood clapboard/siding, shingles, slate, etc., but generally not including industrial or artificial materials such as poured “cast in place” concrete panels, raw nondecorative concrete/cinder block, tilt-up concrete panels with a ribbed or corduroy appearance, anodized, galvanized or other sheet metal panels, tinted glass, etc.
- Building additions/expansions located to the rear, similar and/or compatible with the existing building including materials and proportions
- Adaptive reuse of buildings for appropriate new uses instead of demolition



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Open Space: A variety of types of open space are included for specific needs. Whether it is a central plaza or square, a neighborhood playground, or green riparian buffer, it is the shared common places such as these that most clearly show the character of a community and that bring nature into the human environment.

- The Borough of Paxtang meets these suggested open space and recreations standards.



- General infill, replacement, and redevelopment principles relating to parks, playgrounds, and open space characteristics should generally include the following:
 - Smaller neighborhood greens, pocket parks, playgrounds, etc.
 - School and place of worship open space and recreation facilities.

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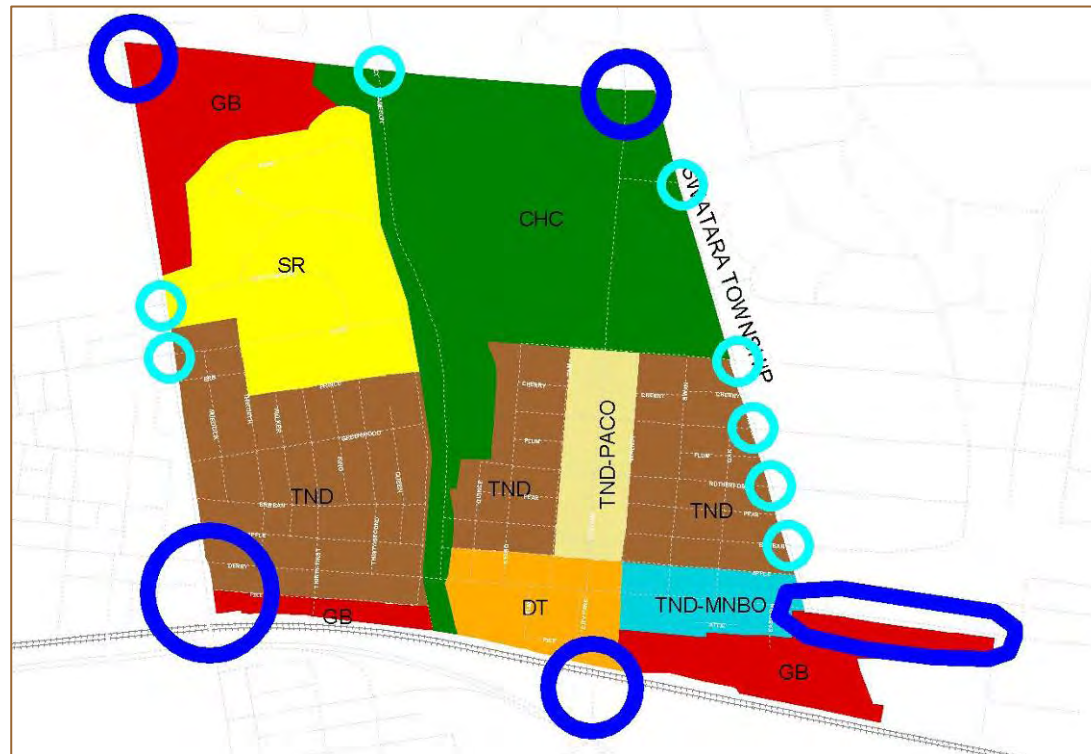
Edges and Gateways: Clear edges and natural gateways create well-defined places with character that nurture the residents' sense of place in their community. Boundaries also define the ways in which the community is connected to the surrounding neighborhoods.

- Currently the Borough of Paxtang has a few designated gateway treatments. Strategies suggested propose to enhance to existing conditions.



- General infill, replacement, and redevelopment principles relating to a gateways treatments should generally include the following
 - Gateway treatments should be unique but compatible with the specific location and setting, but all specific treatments should include a similar design feature/element (logo/branding, light fixture, etc.)
 - Gateway treatments should be professionally sited, designed, manufactured/created, installed, and maintained to ensure the longest lifespan
 - Locations for gateway treatments can be secured via fee simple ownership of the site and/or easements

- Develop a coordinated gateway treatment and coordinate with wayfinding sign, traffic calming/streetscape improvements for common thematic design/format, for entrances/exits.
- Gateway treatments location, function, and design should consider the intended audience, volumes of traffic, functional classification of roadway, etc. as a hierarchy of major and minor gateway treatments may be appropriate.
 - Major gateways (dark blue) are oriented to “welcoming” visitors, customers, and other travelers on major transportation routes or those carrying higher volumes of traffic from outside of the borough.
 - Minor gateways are oriented “welcoming home” residents and citizens of the borough on local or minor transportation routes or those carrying lower volumes of traffic (including the Greenbelt).



Defining Views: Memorable views are key visual references and the heart of a neighborhood's identity and character. A monument or tall building at a curve in a street helps to visually create a sense of place as well.

- The Borough of Paxtang has many defining views, specifically of the borough building, prominent homes along Paxtang Avenue, the Capital Area Greenbelt, and the cemeteries and park at the north end of the borough.



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Parking: Parking, or the storage of automobiles, is provided both on-street and off-street in traditional villages and downtown areas. On-street parking is provided along public streets in both parallel and angled fashions. In these areas, “extra” public pavement is used for parking private vehicles, reducing the need for additional driveway and private parking pavement, as well as acting as a deterrent to speeding traffic as on-street parking “narrows” wider cartways. Since pedestrian orientation, dominance and safety are keys, any off-street parking is limited to areas accessible from alleys and in located in the rear of buildings in parking lots, garages, etc. Conversely, in conventional suburban subdivision design, parking is generally only provided in off-street locations in front of principal buildings, either in private residential garages accessible from and protruding in front of the house toward the streets, or in large surface parking lots along the street with commercial buildings behind “seas’ of asphalt.

- The Borough of Paxtang meets these suggested on-street and off-street parking standards. Strategies suggested propose to enhance existing conditions.



- General infill, replacement, and redevelopment (new construction, major additions, and reuse) principles relating to parking types, locations, and characteristics should generally include the following:
 - Consistency and compatibility with off-street parking options on the block face and/or within the neighborhood character examples in Paxtang, and should involve the following:
 - In lots to the rear of buildings (or side of screened/landscaped)
 - Shared parking lot areas (public and private)
 - Reduced requirements for parking and loading
 - If surface lots are permitted along street frontages, should be screened with vegetation and fencing
 - Deck/structured parking include ground-floor/liner businesses (in downtown)
 - open surface lots should not be located on corners of street intersections
 - Consistency and compatibility with on-street parking options on the block face and/or within the neighborhood character examples in Paxtang, and should involve the following:
 - Reduce off-street requirements for spaces on-street along continuous street frontage of subject property
 - Angled on-street parking.
 - Provide striping/demarcation of specific on-street parking spaces using paint on the pavement
 - Allow street frontage to count toward off-street parking requirements.

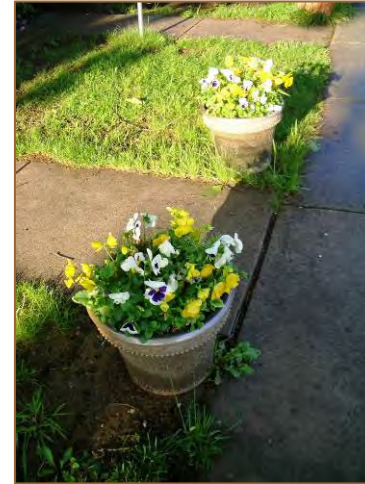
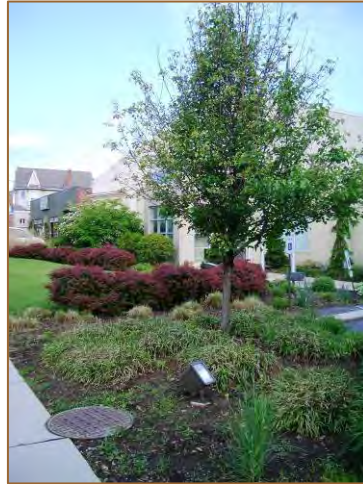
Landscaping and Fencing: Landscaping and fencing provide an attractive means to demarcate and strengthen the edge between public, semi-public, and private areas streets or other public areas.

- The Borough of Paxtang meets these suggested landscaping and fencing standards.



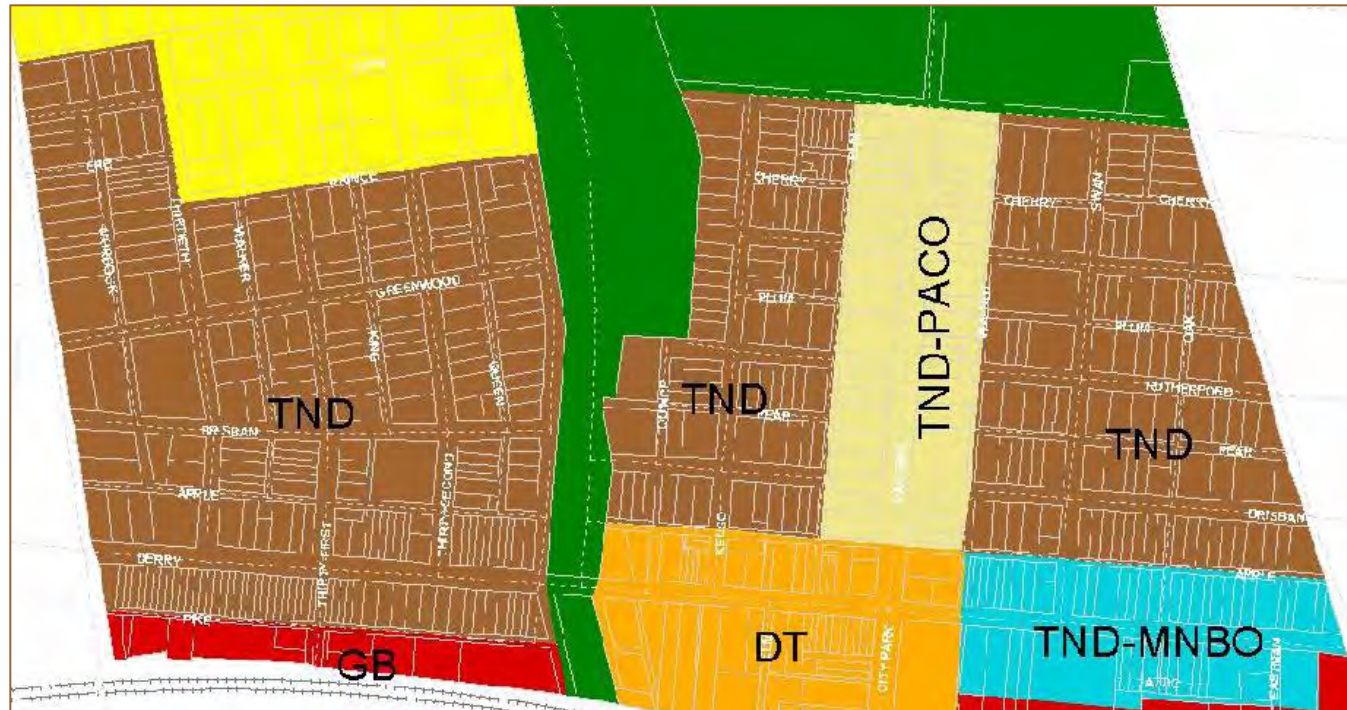
- General infill, replacement, and redevelopment (new construction, major additions, and reuse) principles relating to landscaping and fencing for the Borough of Paxtang should include the following:
 - Street trees should be installed uniformly along both sides of streets not less than 15 to 40 feet apart, in tree lawns/tree wells, or front yard areas (at least 4 feet in depth/width)
 - Other private landscaping treatments including native specimens of shrubs, plants, flowers, as well as hardscaping (pavers, low-rise stone/ brick walls, concrete or brick patios, tile paths, wooden decks and wooden arbors) should be incorporated to help define the public and private areas
 - Parking lots should be provided with trees and grass/landscaped strips
 - Fencing should not be greater than 3 ½ feet in front of the principal building and not include chain link-type material

- Fencing along side and rear property lines should not be higher than 6 feet.
- Also buffers/screening for parking, loading, dumpsters, etc.



TND District General Location

Generally this district makes up the majority of the borough. On the west side of the borough, this district extends from 29th Street to Park Terrace, and Pike Street (south of Derry Street) to the boundary of the Suburban Residential district. On the east side of the borough, the district extends east from the Greenbelt to Wilhelm Road (borough limit), and north from Apple Street to Sharon Street. The district surrounds the downtown district and includes two (2) specific subareas: the Paxtang Avenue Conservation Subarea and the Mixed Neighborhood Business Subarea. In addition to any specific criteria listed for each subarea, the concepts and standards of the TND shall also apply.



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Paxtang Avenue Conservation SubArea

Included within the Traditional Neighborhood Development District is the Paxtang Avenue Conservation SubArea. This subarea of the TND is located along both sides of Paxtang Avenue (Elm to Walnut) from just north of Apple Street to Sharon Street. This subarea is noted because of its unique characteristics, generally including larger, multi-story, stately single-family detached homes with front porches; larger and wider lots; street trees, tree lawns (green area between curb and sidewalk), and sidewalks setback from the cartway of Paxtang Avenue (an arterial) make this area an important “gateway” corridor into the borough from locations outside of the area.

Due to the size of these locally important buildings, and proximity and access to downtown and a major gateway corridor, uses should be limited to single-family dwellings, bed and breakfasts, and accessory uses generally associated with single-family dwellings.



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Mixed Neighborhood Business SubArea

Included within the Traditional Neighborhood Development District is the Mixed Neighborhood Business SubArea. This subarea of the TND is located east of Walnut Street (abutting the downtown) along both sides of Derry Street (Pike to Apple) to just east of Eastman Road. This subarea is noted due to its unique characteristics generally including a mixture of multi-story residential building types with front porches, used for a mix of residential and some compatible business uses; proximity to Derry Street (an arterial and major bus route); street trees, tree lawns, and sidewalks; location between the downtown to the west and other intensive businesses to the east and south; proximity to off-street parking. Such assets protect the existing pattern of mixed residential uses; promote complimentary, compatible, and supporting neighborhoods, pedestrian oriented public and business services to serve those and surrounding neighborhoods; as well as serve as natural future extension of the downtown.



Uses should generally include a range of residential dwelling types including single-family detached, semi-detached, attached, two-family dwellings, multi-family units, live/work units with non-residential uses on the ground floor and residential use on the upper floors, along with an assortment of civic uses. Other non-residential uses include offices and service uses limited to but not more than 5,000 square feet 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 and breakfasts, outdoor dining, accessory dwellings, swimming pools, garages, fences, signs, parking, etc.

DOWNTOWN DISTRICT

See specific Paxtang Borough Downtown Improvements Plan Part B for additional information.

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GENERAL BUSINESS DISTRICT

General Business District General Purpose/Intent

This district is comprised of areas in the borough providing for a wider range of automobile-oriented and automobile-dominated commercial and light industrial activity and related uses, than permitted in the downtown. The purpose of this district is to augment the CBD by providing for more intense establishments generally requiring additional street frontage, larger building footprint, additional off-street parking and loading, outdoor storage, etc.



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 square feet, billboards, cellular towers, 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

offices, and utilities. Accessory uses and structures include those incidental and subordinate to permitted uses including outdoor storage, temporary sales, offices, signs, fences, etc.

General Business District General Location

This district is comprised of those areas where industrial and non-downtown 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, residential and lower intensity uses and districts.



Generally this district is located in three (3) areas of the borough, including:

- North along 29th Street, between the Suburban Residential District and the borough limits;
- South of Pike Street, between 29th Street/borough limits and Park Terrace; and
- South of Attic Street, east to the borough limits.



General Business District Dimensional and Design Criteria

General characteristics include but are not limited to:

General Land/Building Characteristics	General Standards
Lot widths:	<ul style="list-style-type: none"> o Minimum 50 feet
Building Orientation	<ul style="list-style-type: none"> o 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"> o Maximum 40 feet for buildings, but less, when adjacent to existing residential use o Accessory Building: 25 feet if provided with appropriate setbacks and other design criteria.
Lot Coverage	<ul style="list-style-type: none"> o 70 - 90%
Landscaping	<ul style="list-style-type: none"> o 10 – 30%
Setbacks	<ul style="list-style-type: none"> o 20 feet (50 feet when abutting residential)
Parking/Loading	<ul style="list-style-type: none"> o Off-street parking/loading - landscaped <ul style="list-style-type: none"> ▪ In front, side, rear of building, but

General Land/Building Characteristics	General Standards
	oriented away from residential
Screening/Buffering	<ul style="list-style-type: none"> ○ When principal use is adjacent to existing residential use and/or district ○ Outdoor storage ○ Waste areas ○ Off-street parking/loading
Sidewalks	<ul style="list-style-type: none"> ○ At least 4 feet within right-of-way on both sides of streets.
Street Trees	<ul style="list-style-type: none"> ○ Located within right-of-way in at least 4 feet planting strip between curb and sidewalk and within front yard area behind the sidewalk.

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COMMUNITY HERITAGE CONSERVATION DISTRICT

Community Heritage Conservation District General Purpose/Intent

This district is comprised of important natural and manmade community assets including the Capital Area Greenbelt, major cemetery lands, the Old Paxton Presbyterian Church, and Saussaman Park. These civic uses together form a large contiguous swath of low to moderate intensity public and semi-public uses including open space, park/recreation, historic sites, etc. The purpose of this district is to protect this important grouping of natural and manmade areas, grounds, buildings, and uses that support, enhance and provide for a variety of lower intensity civic and outdoor recreation, open space, and other leisure time activities.



Uses should generally include municipal owned and operated parks and other recreation facilities (including playgrounds and fields), natural open areas, cemeteries (mausoleums), place of worship/assembly, museums, educational facilities, etc. Accessory uses and structures include those incidental and subordinate to permitted uses including sales, concession stands, pavilions/shelters, storage sheds, trails, seating areas, fences, lights, signs, parking, etc.

Community Heritage Conservation District General Location

Generally this district is located in the central portion of the borough, including the Capital Area Greenbelt lands and the lands north of Sharon Street eastward to Wilhelm Road.

General Land/Building Characteristics	General Standards
Lot Size/Area	o N/A
Lot width	o N/A
Building Orientation	o N/A
Building Height	o Maximum 40 feet
Building Width	o N/A
Building Size	o Limited to maximum lot coverage
Lot Coverage	o Not more than 35%
Setbacks	o 20 feet
Screening/Buffering	o When adjacent to existing residential use and/or district.
Landscaping	o At least 65% in native vegetation
Parking	o On-Street o Off-street, landscaped

General Land/Building Characteristics	General Standards
Sidewalks	<ul style="list-style-type: none"> ○ At least 4' within right-of-way on both sides of streets. ○ Multi-use trails of at least 8 feet in width.
Street Trees	<ul style="list-style-type: none"> ○ Located within right-of-way in at least 4 feet planting strip between curb and sidewalk and within front yard area behind the sidewalk.

FLOODPLAIN MANAGEMENT OVERLAY DISTRICT

Floodplain Management Overlay District General Purpose/Intent

The purpose of this district is to enforce effective land use controls in areas subject to flooding in order to:

- promote the general health, welfare, and safety of the community;
- encourage the utilization of appropriate construction practices in order to prevent or minimize flood damage in the future;
- minimize danger to public health by protecting water supply and natural drainage;
- reduce financial burdens imposed on the community, its governmental units, and its residents, by preventing excessive development in areas subject to flooding;
- comply with federal and state floodplain management requirements.



The provisions of the Floodplain Management Overlay District apply to all lands within the jurisdiction of Paxtang Borough. Those areas considered to be flood-prone within the Borough of Paxtang shall be those identified as being subject to the One Hundred (100) Year Flood in the Flood Insurance Study prepared for the Borough of Paxtang by the Federal Insurance Administration dated September 18, 1979, or any subsequent properly approved updates (including any digital data). Floodprone areas include those within the floodway (generally that the portion of the flood plain 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) and flood fringe (generally the area of the one hundred (100) year flood plain not included in the floodway.)

Floodplain Management Overlay District General Location

Generally this district is located in the central portion of the borough, along a narrow strip within the Capital Area Greenbelt lands, but begins widening east to west around Brisbane and Rutherford as it approaches Derry Street. Additionally, the floodplain also extends into the southeastern portion of the borough paralleling Spring Creek around Derry and Wilhelm.

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CONSISTENCY ANALYSIS

Zoning ordinances of the adjacent municipalities were all taken into consideration when preparing the Future Land Use and Development Plan. This activity attempts to secure compatibility with the borough's future land use and developments with the adjoining planned activities of its neighboring communities.

The future land use and development proposed for the Borough of Paxtang are generally consistent or compatible with the planning activities of adjacent municipalities. The following is a brief discussion, by municipality, of the impact the proposed land use and development within Paxtang Borough will have on its neighbors.

City of Harrisburg

The City of Harrisburg lies adjacent to the entire western border of Paxtang Borough, generally west of 29th Street, as well as occupying a portion of the northern border of the borough generally between 29th Street and the area near where the Greenbelt extends into the borough. Paxtang proposes retaining its mixture of existing business uses generally north of Brookwood Street and south of Pike Street; along with retaining its existing residential neighborhood uses along its western border between Brookwood and Pike Street. With the exception of the business area east of the intersection of Rudy and 29th Streets in Paxtang, which abuts existing residential zones and uses, generally Harrisburg's existing zoning provides for similar or compatible uses along most of its borders adjacent to Paxtang. Since the land in both municipalities is generally built out, and both municipalities are generally separated physically by major transportation infrastructure corridors, adjacent but not abutting one another, impacts on the adjacent uses will be minimal. But it should be noted that with many of the proposed enhanced screening, landscaping, buffering, and coordinated access requirements provided in this mini-plan, future redevelopment of business uses east of the intersection of Rudy and 29th Streets in Paxtang would have less of an impact on the nearby residential zones to the north in the City than currently exists.

Susquehanna Township

Susquehanna Township is adjacent to the north-northeastern border of Paxtang Borough, generally lying east of and including the Greenbelt to the area around Paxtang Avenue. Paxtang proposes retaining the existing heritage conservation uses along its entire north-northeastern border with Susquehanna Township. Susquehanna's existing zoning provides medium to higher density residential uses, along with cemeteries, greenways/parks/recreation and other public/institutional and conservation/recreation uses. Although there is a home and vacant commercial land in Susquehanna Township, the majority of the land both municipalities is generally restricted from further intense development (i.e. cemeteries and the Greenbelt). It should be noted that with along with the proposed enhanced screening, landscaping, and buffering requirements provided in this mini-plan for Paxtang, any future low impact public and semi-public uses generally associated with accessory and service facilities for the Greenbelt and/or cemeteries in Paxtang along this border would have little to no impact on the adjacent uses.

Swatara Township

Swatara Township is adjacent to the entire southern border of Paxtang Borough, generally lying south of railroad corridor, as well as the eastern border of the borough generally east of Wilhelm Avenue. Additionally, a small portion of the borough generally extends east of Wilhelm to 38th Street, between Derry Street and the railroad. Paxtang proposes a mixture of business (including downtown) and heritage conservation uses along its entire southern border. Swatara's existing zoning provides general commercial and limited industrial in these areas. Along Wilhelm, Paxtang proposes retaining the existing residential neighborhood and heritage conservation uses. Swatara's existing zoning provides single family residential and related uses. With the exception of the business area along the south side of Derry Street, east of Wilhelm in Paxtang, generally, Swatara's existing zoning provides for similar or compatible uses in those same vicinities. Since the land in both municipalities is generally built out combined with the fact that both municipalities are generally separated physically by major transportation infrastructure corridors and generally do not abut one another, impacts on the adjacent uses will be minimal. But it should be noted that with many of the proposed enhanced screening, landscaping, buffering, and

coordinated access requirements provided in this mini-plan, future redevelopment in the borough along Derry Street would have less of an impact than currently exists.

Dauphin County (Relationship to and Consistency with the Dauphin County Comprehensive Plan)

The Pennsylvania Municipalities Planning Code MPC mandates that all of Pennsylvania's 67 counties have a county level Comprehensive Plan. Dauphin County Planning Commission, as part of Tri-County Regional Planning Commission, has completed the Dauphin County Comprehensive Plan 2008. 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 and Trends and Part 2: Action Plan. Part 1 the Basic Studies and Trends provides historical data and existing conditions in ten (10) chapters: Introduction; Historic and Cultural Resources; Natural Resources; Population and Socio-Economic Profile; Economic Base; Land Use; Housing; Transportation; Community Facilities, Services and Utilities; and Administration & Finance.

Part 2: The Action Plan develops goals, objectives, and strategies to meet the needs identified in the Basic Studies and Trends chapters and includes the following: Introduction; Historic and Cultural Resources; Natural Resources; Population and Socio-Economic; Economic Development; Land Use; Housing; Transportation; Community Facilities, Services and Utilities; and Implementation.

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 Paxtang 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” (undeveloped lands) 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).

Dauphin County has been divided into four (4) plan development sections: North, Southeast, Southwest, and the City of Harrisburg. These sections are utilized for data collection and analysis throughout the Dauphin County Comprehensive Plan. Paxtang Borough is identified as part of the Southwest section and includes townships and other boroughs such as Highspire, Middletown, Penbrook, Royalton, and Steelton. The southwest planning area contains numerous areas identified as part of a CSA. Paxtang 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 Paxtang Borough.

In the County’s Future Land Use Plan, many of Dauphin County’s boroughs or established downtown centers are designated Village/Mixed Use. The County Plan’s policies generally encourage infill, rehabilitation, and redevelopment in the “village/mixed use

areas”. The majority of Paxtang Borough is identified as Village/Mixed Use, which is characterized by human scaled development, streetscaping and overall historic fabric with the following features:

- a variety of housing types at different densities in and around a mix of neighborhood serving commercial and civic uses;
- interconnected narrow streets;
- street trees;
- sidewalks;
- old-style lamp posts; and
- planned open space and parks helping create a pleasant and comfortable environment for pedestrians; encouraging interaction with fellow citizens; and fostering a stronger sense of community and a connection to a specific place.

Additionally, the County’s Future Land Use plan designates smaller portions of the borough as both public/semi-public and residential uses. The far northeast portion of the borough is designated as public/semi-public and generally includes the borough park and the Paxtang Cemetery. The far northwest and far eastern end of the borough (between Derry and Sharon Street) are identified as residential. The residential designation provides for a variety of housing types, densities, and affordability levels in walkable, connected and diverse neighborhood patterns. Since these residential areas within Paxtang are serviced with centralized water and sewer, and are currently built or surrounded by established residential development at moderate to higher densities, any new growth and development will be limited to residential and/or mixed use “infill” and/or redevelopment of vacant land and underutilized properties.

As stated earlier, this mini-comprehensive plan does not substitute the recommendations and policy statements of the 2008 Dauphin County Comprehensive Plan, but looks more closely at the microclimate of the borough. Therefore, much of the base data, information, projections and mapping have been developed by the DCPC is used in development of the Paxtang Borough Mini-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” and support one another.

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Section IV.

IMPLEMENTATION STRATEGY

The aforementioned community development goals, objectives, and related Future Land Use and Development Plan are intended to give direction to Paxtang Borough's public policies over the course of the next five (5) to ten (10) years. The objectives should be reviewed annually to determine whether or not they have been achieved or not and whether or not they are still part of the borough's vision and goals. This is only the first step in reaching the borough's vision. Additional steps in implementation will require a combination of leadership, flexibility, creativity, public support and cooperation, effective land use and development regulations, financial resources, and the ability to succeed.

Although there are many objectives provided in this mini-comprehensive plan which lend themselves to a variety of implementation strategy recommendations relating to people (partnerships), policies, programs, and projects, the intent of this mini-community planning effort was to provide Paxtang Borough officials, business and property owners, and citizens with an updated land use and development planning guidance document to:

- provide a means for setting forth a unified group of general proposals for the physical development of the borough;
- enable the Borough Council and the public to review current issues and proposals against a clear picture of what has been decided as the most desirable plan for the future physical development and character of Paxtang Borough;
- present a clear picture of its general policies of development to all persons concerned with the location and character of the borough's development; and
- educate all that read it regarding existing conditions, problems and opportunities; and the policy of government with respect to physical development.

Therefore, this implementation strategy is limited to a few key recommendations that Paxtang Borough Council, Borough staff, community leaders, business and property owners, and citizens should initially consider. Along with the recommendations, the implementation strategy assigns responsible entities and related stakeholders responsible for ensuring the recommendations are carried out. Finally, there are numerous resources, including sources of project and program financing, that are available from federal, state, and county government, as well as regional and local public and private organizations to implement the proposed strategic recommendations. The implementation table identifies appropriate resources; however, it is not an exhaustive list of resources.

It should be noted that overtime, as these suggested recommendations are successfully carried out, Paxtang should continue to review and evaluate the other objectives and concepts set forth in the plan for potential future implementation projects.

Paxtang Borough Mini-Comprehensive Plan Implementation Strategies

Community Development Improvements	Responsibility / Stakeholder	Potential Resources
Determine support for and feasibility of creating a Borough Planning Commission	Borough Council / Staff	Borough
Determine support for and feasibility of updating the Borough Zoning Ordinance	Borough Council / Staff	PA DCED; Dauphin County DCED; Borough
Determine support for and feasibility of updating the Borough Subdivision and Land Development Ordinance	Borough Council / Staff	PA DCED; Dauphin County DCED; Borough