

Chapter Two: Inventory & Analysis

Data Collection & Methodology

Data found within this report was compiled from many different sources, including previous planning efforts summarized later in this chapter, and new field reconnaissance data provided by the consultant.

Geographic Information System (GIS) base map information was obtained from Lower Paxton Township GIS department and the Tri-County Regional Planning Commission. Field maps were prepared from the GIS database consisting of the base aerial photography and other identifying features. The consultants performed initial field reconnaissance on 12/19/06 and 3/20/07 to inventory, analyze and document existing conditions. Field data was recorded by the consultant onto the field maps, and photographs were taken of existing site conditions for use in the evaluation process of the trail alignment alternatives. Secondary field visits were performed to field check proposed alignments and verify existing conditions during the conceptual trail alignment design phase.

The Township assembled a study committee to represent a diverse cross section of the community. This committee provided valuable insight and direction to the consultant for development of the plan. In addition to the site visits, a series of public meetings and study committee meetings were held throughout the planning process. These meetings provided additional information and community feedback that contributed to the development of the Lower Paxton Township Greenway Plan.

The completed Final Greenway Plan, GIS mapping was forwarded to the Township in PAMAGIC consortium standard to be utilized for future planning endeavors. It should be noted that a topographic survey of existing conditions must be prepared for any specific trail sections prior to commencing design development and construction documentation.

Programming / Public Participation Summary

Public participation is a key ingredient in the success of any community project. Public meetings are designed to inform the public of the project status; to receive input as to the desired facilities; and address questions, comments, or concerns relative to the greenway development.

Three (3) public meetings and four (4) Study Committee meetings were held during the Lower Paxton Township Greenway planning process. Public Meeting #1 was held on December 5, 2006 and focused on the consultant's scope of work, programming, benefits of greenways, and initial ideas and

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concerns. Public Meeting #2 was held on February 6, 2007 and presented the initial alignment options and findings from the consultant site reconnaissance and analysis. Public Meeting #3 was held on April 3, 2007 and included a presentation of the recommendations included in the DRAFT Plan. Study committee meetings took place in November, 2006 and prior to Public Meetings #1 & #2. A fourth and final study committee meeting was held in June 2007 to present the final plan and consider the next possible steps. All Public Meetings were held at the Lower Paxton Township Municipal Building while Study Committee meetings were also held at the Friendship Community Center.

Existing Planning Documents – Review

Existing and on-going planning documents that contributed to the development of The Lower Paxton Township Greenway Master Plan include:

- 1997 Swatara Creek Greenway and River Conservation Plan
- 2002 Master Plan Report for the Pedestrian Path Plan, West Hanover Township
- 2004 Lower Paxton Township Comprehensive Plan for Community Resources
- 2005 Natural Areas Inventory of Dauphin County, Pennsylvania
- 2006 Paxton Creek Rivers Conservation Plan
- Lower Paxton Township Zoning Ordinance, July 11, 2006
- Lower Paxton Township Subdivision and Land Development Ordinance (under development - consultant in-progress review comments can be found in the report appendix.)
- Walnut Street Corridor Redevelopment Planning Study (under development)
- Kittatinny Ridge Conservation Project-Audubon Society (under development)

Planning Documents - Summaries

Swatara Creek Greenway and River Conservation Plan - Completed in 1997, this plan provides a vision for 12 mile area along the Swatara Creek beginning north of Hummelstown in South Hanover Township and extending south to the Susquehanna River in Swatara Township. Professional analytical research and public participation identified potential problems and opportunities within the study area. Goals and objectives were established for varying issues such as; natural resources, cultural resources, land use, recreation, land protection, and land management. Key themes of the plan included the following:

- A three phase plan, with the most obtainable phases being implemented first;

- A multimodal transportation approach was suggested that included separate on and off-road walking and biking trails, canoe access, and the reconstruction of important infrastructure to convey these activities;
- Enhanced open space and natural resource ordinances are called for to protect the existing resources and proposed enhancements along the corridor;
- The plan proposes using the former Union Canal Towpath. This towpath is now located on private land, requiring the municipality to obtain many easements for the proposed trail alignment;
- The report suggests that various committees and support groups be formed to oversee the implementation of this project; and,
- No trail or bike connections are proposed to connect to Lower Paxton Township.

The nearest connection point from Lower Paxton Township would be approximately 1 mile south of the township boundary along the Nyes Road Corridor.

2002 Master Plan Report for the Pedestrian Path Plan, West Hanover Township - This plan used public participation, legal constraints, and site data/analysis to determine the best possible pedestrian path locations for West Hanover Township. The final master plan lays out approximately 55 miles of interconnected trails/routes intended for pedestrian, bicycle, and equestrian uses that connect to key destinations throughout the township. A connection to the Horseshoe Trail - which eventually connects to the Appalachian Trail - is proposed with this plan. The many route alternatives presented for implementation in this plan will take many years to complete. The report outlines several ordinance changes needed to expedite construction of the project. Several path connections to Lower Paxton Township are proposed in the following areas:

- Bicycle/pedestrian connections along State Route 443 (Fishing Creek Valley Road);
- Bicycle/pedestrian linkages along State Route 39;
- CAT bicycle and pedestrian catchment areas
- Bicycle/pedestrian route along Route 22;
- Equestrian routes along the GPU electric transmission line in the western portion of the Township; and,
- A pedestrian route along Terrann Drive.

The report includes an in-depth cost estimate for the implementation and maintenance for each of the proposed improvements.

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Lower Paxton Township Comprehensive Plan for Community Resources - Completed in 2004, this plan builds upon comprehensive plans adopted in 1972, 1982, and 1992, and developed a vision and action plan which resulted in a township-wide Comprehensive Plan being adopted by the Township. Analysis included demographic information, land use, transportation, cultural resources, community facilities and services, utilities, and natural resources. Transportation networks were analyzed which included vehicular, public, pedestrian, and bicycle traffic.

From these studies, action plans were designed to improve traffic flow and implement strategies to meet objectives for recommended bicycle and pedestrian routes. Many intersection improvements were recommended to improve pedestrian and vehicular safety in the Township. Major regional bike routes were identified along Nyes Road, Route 22, and Route 39. The plan shows many other local bike routes and an interconnected bike route system that links cultural resources such as schools, parks, and commercial centers. An improved pedestrian corridor is recommended in Paxtonia along Jonestown Road and Johnson Lane. Other pedestrian improvements are recommended around Central Dauphin Jr. and Sr. High Schools, and around Linglestown Jr. High School. The proposed completion date for all of the aforementioned improvements is 2012.

2006 Paxton Creek Rivers Conservation Plan - This plan takes a three step approach that calls for the protection of watershed resources, remedies to watershed problems, and enhancement of watershed attributes. The study area encompasses 27 square miles that make up the Paxton Creek watershed. The Paxton Creek starts in Lower Paxton Township and travels through the City of Harrisburg where it empties into the Susquehanna River. The report claims that the Paxton Creek is among the highest sediment generators in the Middle Atlantic Region, and that during the last half century sprawl type development has resulted in a 30% increase in impervious coverage. The identification of watershed issues, problems, and opportunities were paramount to the analysis of this plan. The results of the analysis concluded that specific best management practices (or BMP's) need to be implemented to stem the current rate of erosion, flooding, and pollution. Some of the BMP's suggested include swales, rain gardens, bioretention areas, and riparian reforestation. More specific goals of this plan include the following:

- Reduce stormwater runoff and erosion;
- Improve water quality
- The rehabilitation and expansion of forested blocks and riparian areas;
- Public education and awareness; and,
- Encouragement of neo-traditional / urban types of development.

The plan goes on to describe various types of projects that will assist in facilitating the aforementioned goals. For plan implementation, both technical administrative components were assessed and a strategy for implementing the

plan which included partnership arrangements and funding alternatives were examined. The estimated cost for the project is \$12.4 million over a period of twenty years.

2005 Natural Areas Inventory of Dauphin County, Pennsylvania - The Pennsylvania Science Office and The Nature Conservancy was commissioned by The Tri-County Regional Planning Commission to prepare this plan. The project was financed in part by PA DCNR and PA DCED. The purpose of this plan was to assess the size, quality, and type of the following natural features in Dauphin County:

- Hydrologic features;
- Geologic features;
- Forested areas;
- Animal species; and,
- Vegetation species.

Demographics, culture, and government policy were assessed to determine the threats associated with the aforementioned natural areas and species. The results of these inventories were provided to every municipality within the Tri-County planning area to aid them with development of their comprehensive plans.

The inventory findings for Lower Paxton Township produced little evidence of extensive natural landscapes due to the Township's current high development density. However, the inventory did find an extensive system of forested areas along the major stream corridors in the Township. These findings reinforced the need for greater preservation of the existing forested riparian areas for the improvement of water quality and plant and animal habitat. The study also called for the preservation of the continuously forested Blue Mountain ridge to protect water quality and to promote a continuous wildlife corridor.

Walnut Street Corridor Redevelopment Study (2006) - This is a study to improve economic development, traffic movement, and aesthetics along the Route 22 corridor and is being conducted as a joint study utilizing capital improvement monies in the Borough of Pennbrook, City of Harrisburg, Susquehanna Township, and Lower Paxton Township. The goal of the plan is to create a unified corridor that focuses on pedestrian and vehicular safety while encouraging sensible commercial redevelopment.

The study area in Lower Paxton Township focuses on reducing the visual clutter, curb cuts, and ensuring efficient transportation along the corridor. Gateway beautification opportunities west of Colonial Road and redevelopment opportunities are examined by this study. Landscape and lighting beautification

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are considered a priority for the intersection of Routes 22 and 83 as well as the intersection of Mountain Road and Allentown Boulevard. The report calls for new developments along the corridor to be comprised of mixed uses. Transit oriented developments (T.O.D.) in the form of multi story, mixed use commercial/residential; multi-story, mixed-use commercial/office buildings; and multi-story, parking garages are outlined in the plans. These developments focus on three main locations; Colonial Park Mall, Paxton Towne Centre, and the Mountain Road and Allentown Boulevard area. The plan proposes connecting the corridor with continuous sidewalks and bicycle lanes with the utilization of unit paver crosswalks at intersections to promote safer crossings.

Kittatinny Ridge Conservation Project

The Kittatinny Ridge, or Blue Mountain forms the eastern most edge of the “ridge and valley region” in Pennsylvania, and the northern most border of Lower Paxton Township. This ridge provides a vital habit for a diverse variety of wildlife, and is recognized as a “globally significant” migration flyway for many species of birds. Traversing 185 miles, the ridge facilitates various types of wildlife movement by serving as a virtually uninterrupted forested corridor through Pennsylvania. In addition to its wildlife benefits, the ridge also serves as a crucial source of drinking water for thousands of residents, and forms the headwaters of many area streams. The serenity and beauty of the ridge draws many hikers, bikers, and sportsmen to the area. To that end, the Audubon Society, along with efforts from state, local, and regional officials have combined to focus public attention on the importance of this mountain. It’s goal is that this focus will help to promote the conservation of the ridge, and its supporting landscapes from further habitat loss, fragmentation, and inappropriate land use. The symbiotic relationship between the ridge and Lower Paxton Township has prompted the Audubon Society to include the entire Township in the designated Kittatinny Ridge conservation corridor. This project suggests that conservation measures be enforced by the ordinances of the townships found in the designated conservation corridor. These conservation measures include; floodplain conservation, natural resource conservation, scenic preservation, historic preservation, and ridgeline protection. More information on this project can be found at <http://pa.audubon.org/kittatinny>.

Review of Lower Paxton Township Zoning Ordinance - The recently adopted Lower Paxton Township Zoning Ordinance provides an above average level of guidance and regulation for increased building density and mixed uses in mixed uses. The following are districts which encourage a more dense type of development pattern:

- Traditional Neighborhood Development (TND) Overlay District (Sec. 314) encourages mixed uses and diverse building types with a size and scale similar to developments predating 1946 are encouraged in this

section. Also, encouraged is a circulation hierarchy that includes pedestrian, vehicular, and automobile circulation.

- Age Restricted Development (Sec. 315) gives incentives for increasing the housing and lot density in this district. If the age restricted development is approved under the provisions of Sec. 315 the applicant may be able to reduce minimum lot area and maximum density by 15%.
- Business Campus District (Sec. 317) is intended to provide a campus like setting for offices and other complementary types of business development. Higher impervious coverage and a 60' maximum height is intended to allow for larger office building types.
- R-C Residential Cluster District (Sec. 320) offers the developer more choices when selecting housing and lot types and sizes. The process for determining the density of the developments is based on the existing Features Map and a Yield Plan that is to be approved by the Township. Ultimately, this allows the Township to determine the density, bulk, and area requirements for a development based on the existing conditions, allowing the standards for developments to change on a case by case basis. Also, included are provisions for lots that are smaller than usually permitted in a residential district, with the intended use of the resulting land balance to be used for common open space. Freedom of lot layout and the encouragement of variety are intended to produce subdivisions that are more economically feasible and environmentally sensitive.
- Village District (Sec. 318.D) emphasizes a central community focus that is pedestrian friendly and contains a variety of commercial and residential uses that are relatively small in scale. This will create a traditional neighborhood development that helps to protect historic structures and adapt existing buildings to new uses. This district will preserve the scale and character of existing village characteristics by encouraging such amenities such as village greens, town squares, and mixed use developments. Safe pedestrian and bicycle routes will be promoted and will help to foster a safe and livable community. Off street parking is encouraged on small parcels and parcels adjacent to alleys. Utilizing diverse architectural features and a variety of building materials is another important component of this district. All streetscape elements and circulation routes are to be designed to a human scale.
- Residential-Retirement Development (Sec. 319) is an overlay district that allows for the incorporation of the mixed uses typically found in assisted living and independent retirement living facilities.

The Lower Paxton Township Zoning Ordinance provides an average level of guidance and regulation for protection of its natural resources. Considering the

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current limited state of natural areas as outlined in the County Natural Areas Inventory (CNAI), the Township should analyze the zoning ordinance in further detail with the goal of providing a higher level of protection to its natural resources. Each of the following districts or regulations are clearly defined with performance standards that developers must comply with to encourage more sensitive development in regards to natural resources.

- Open Space Development Overlay District (Sec. 311) allows for site sensitive development that strives to protect areas of environmental sensitivity and important farmland. Flexibility for the use of land is prescribed and is intended to take advantage of unique site conditions of each site while protecting environmentally sensitive areas. Extra precautions are outlined for the reduction of stormwater runoff, sedimentation, and erosion. This ordinance also calls for developments to be situated where they are best suited to the physical characteristics of the land and suggests avoiding steep road and driveway grades to ensure safety and reduce maintenance costs. Acceptable developments within this district include single family detached dwellings, nature preserves, and active or passive recreation that is of a non-commercial use. The minimum tract size for this district is 10 acres and density will be based on review of the Yield Plan and Existing Features Map.
- Steep Slopes (sec. 310.A) provides performance standard protections to all non man-made slopes in excess of fifteen percent (15%).
- Wetlands and Lakes (Sec. 308) this ordinance is intended to protect wetlands that are subject to subdivisions or land developments. Wetlands shall not count towards more than 50% of the lot area. The Township reserves the right to make the applicant prove that the lot contains sufficient buildable area that is outside of wetlands. If deemed necessary the Township can require official wetlands delineation from the applicant. Any new building or "construction" shall be setback 20' from all wetlands under this provision.
- Preserved Open Space (Sec. 311.E) this ordinance is referenced for most of the district open space regulations. The preserved open space is to be permanently deed-restricted or protected by a conservation easement to prevent the construction of buildings, and to provide for non-commercial passive or active recreation. Maintenance roads and trails are to be provided to the preserved open space and if required, they should be able to accommodate both pedestrian and bicycle use. This open space is to be publicly owned, kept clean of rubbish, and access ways are to be routinely maintained. Any open space over 10 acres requires the completion of a landscape plan and preservation plan prepared by a registered landscape architect. The intent of this plan is to show how mature healthy trees will be protected and to implement

proposed landscaping that will filter views from adjacent housing developments.

- Conservation Along Creeks (Sec. 312.) Setbacks from perennial creeks are outlined in this section. This prohibits any new building, parking area, business or outdoor storage area from being located less than 75 feet from the center of a perennial creek. If vegetation is removed within the setback as a part of a development then replacement trees and shrubs are required to be planted.
- Conservation District (Sec. 301.D.1) This district outlines regulations that promote low intensity development in areas that contain important natural features such as wetlands, creeks, flood plains, steep slopes, and Blue Mountain. Density of developments can vary based upon the natural features of the site. Flexibility of layout for conservation oriented developments is encouraged in this section. Protection of habitats along creeks and enhanced ground water recharge is promoted under this district.
- Floodplain District (Sec.504) This is an overlay district that includes areas of floodplains as identified by FEMA to be subject to periodic inundation of floodwaters. The purpose of this district is to limit the building of structures in areas prone to flooding, protect water quality, promote safe drainage, and to prevent materials from being swept away and damaging properties located downstream.
- Landscaping (Sec. 804) This section provides general requirements for planted buffers, street trees, stormwater, and parking lot landscaping. The following potential issues were found in this section:
 1. Sec. 804.C.4 allows shade trees that are required in the buffer yard to be utilized towards meeting the street tree requirements. This statement should be rewritten to state that the shade trees required in the buffer yard can be utilized towards meeting the street tree requirements providing that the buffer is adjacent to a street.
 2. A note should be added to this section which requires all plantings to be in accordance with the latest version of American Standard for Nursery Stock.
 3. A note should be added to this section which requires that all landscape plans be prepared by a registered landscape architect.

Through discussions with Lower Paxton Township Zoning and Planning officials, it was discovered that due to the relatively steep topography in the Township, some developers have been forfeiting the pedestrian circulation aspects (mainly trails) because of the difficulty of achieving the minimum slope requirements of 4.99%.

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Zoning Ordinance Summary Analysis

This section does not provide enough protection for wetlands considering the current density of the township. Wetlands are important natural features that capture stormwater runoff, promote groundwater recharge, and provide an important habitat for native species of plants and animals. It would be advantageous of the Township to require a greater building setback around wetlands. Also, the incorporation of bioswales and riparian plantings should be required around the wetlands to capture stormwater runoff before it enters the wetlands. Permeable paving options should also be outlined to reduce runoff in areas adjacent to wetlands. It was noted that the 'Wetlands and Lakes' section does not include any mention of lakes other than in the title. It is unclear whether or not this section applies to lakes.

It is recommended that an amendment be made to the pedestrian circulation requirements for recreational trails that states that not all trails will have to be 100% handicap accessible. Existing site conditions may dictate that achieving 100% accessibility will be either cost prohibitive or next to impossible. Providing proper signage to indicate that a particular segment of the trail system is not accessible is an acceptable alternative solution to discarding all trail plans because a singular trail segment within the system cannot achieve 100% accessibility.

Natural Resources “Green Infrastructure”

Please refer to the exhibits found at the end of this chapter and corresponding to each of the following descriptions:

Hydrology & Natural Areas

This exhibit depicts the Township streams, floodplains, wetlands, watershed boundaries, and forest cover. Generally, the streams in the southeast portion of the Township flow in the direction of south-southeast. The majority of the streams in the western area of the township typically flow to the southwest. Flood plain information was obtained using 1996 FEMA flood data, and is normally found surrounding streams and wetlands. Wetlands are typically found near the streams and floodplains, and near the headwaters of minor tributaries. Three minor watersheds are located in the Township that are part of the greater Susquehanna River major watershed. The northwest portion of the Township is located in the Paxton Creek minor watershed and generally drains to the southwest. The east portion of the Township is a part of the Beaver Creek minor watershed typically draining to the east. The Spring Creek West minor watershed encompasses the southwest corner of the Township. Forested areas are generally located along the major stream corridors and on the slopes of Blue Mountain along the Township's north border. The south facing portion of Blue Mountain is listed by Dauphin County CNAI as a

supporting landscape that provides a continuous forested ridge along Blue Mountain which serves as a wildlife corridor and protects the water quality of the headwater streams flowing into the valley below.

Topography and Soils

This exhibit illustrates the hydric soils and 15%-25% slopes found within the Township. Typically, these hydric soils are located in the flood plains, along streams, and in wetlands. The steep slopes are found in the stream valleys and in the north portion of the Township along the hills leading up to and including Blue Mountain.

Manmade Resources – “Gray Infrastructure”

Please refer to the exhibits found at the end of this chapter corresponding to each of the following descriptions:

Utilities

Utilities depicted in this exhibit include sewer, water, overhead power lines, and utility owned lands. Most of the Township is serviced by public water and sewer utilities. A majority of the stream valleys contain sewer lines or easements for sewer lines. There are two major overhead power lines that pass through the Township - one in the north, and one in the south.

Land Use

Illustrated in this exhibit are the current land use patterns for the Township including the following categories: commercial, high density residential, low density residential, estate type residential, recreational, utilities, industrial, institutional, farmland, and vacant land uses. Commercial use corridors can be found along the entire length of Jonestown Road, the south west corner of the Township at the intersection of Union Deposit and I-83, both I-81 interchanges, Linglestown Road, and portions of Mountain Road. Industrial uses are found in the southwest corner of the Township, along the northern township boundary (logging), both I-81 interchanges, and dispersed along the Jonestown Road corridor. Agricultural and vacant land is situated in the north portion, along the east boundary, and the south area of the Township. All of the above mentioned areas are surrounded by residential uses that are inter-dispersed with recreational and institutional uses.

Traffic and New Developments

Traffic data was supplied by PennDOT 2005 Traffic Survey and traffic data from the Lower Paxton Township year 2000 Comprehensive Plan. Traffic volume is heaviest along the west central portion of the Township along the Route 22 and Route 81 corridors. Other roads with great volume include: the western portions of Linglestown and Union Deposit Roads, Mountain Road, Lockwillow Avenue, and Colonial Road. Other roads with significant volume are typically

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found in the south west area of the Township and include: Nyes Road, Rutherford Road, Locust Lane, Arlington Avenue, Londonderry Road, Dartmouth Street, Prince Street, Newside Road, Crums Mill Road, Elmerton Avenue, Old Jonestown Road, and Balthaser Street. Capitol Area Transit (CAT) park and ride areas can be found at Union Deposit Road and I-83, along Jonestown Road, and near the intersection of Mountain Road and Lockwillow Avenue.

Newly proposed or recently completed residential land developments can be found primarily in the southeast, central, and northwest portions of the Township. These new developments will ultimately increase the current traffic volume once these developments are populated.

Greenway Destinations

Illustrated in this exhibit are important community assets such as schools, parks, historic, and cultural resources identified as important destination points within a township-wide greenway system. Also noted in this exhibit are existing natural area preservation areas and agricultural security areas. The parks and schools are dispersed throughout the township, while most of the cultural resources can be found along the Route 22 corridor. There is one sizeable agricultural security area located in the north central portion of the township. Lands along the east portion of the Township's north border have been acquired by PA DCNR and the Central Pennsylvania Conservancy for the protection of the Darlington Trail and Blue Mountain. There are three (3) historic markers located in the Township to memorialize the sites of Barnett's Fort, Patton's Fort, and the Paxton Riflemen. The exact location of these sites are unknown, and no visible historic structures remain.

Key Issues, Opportunities, and Constraints

Environmental

Existing open space parcels within the Township are few in number and under constant threat from new developments. Efforts should be made to preserve existing wooded areas in the Township as a means to reduce the risk of erosion and promote continuous wildlife corridors. One way to preserve these areas is by incorporating higher natural resource protection standards into the Township Zoning Ordinance as previously mentioned in this chapter in the review of the Township's Zoning Ordinance. The Township can also solicit efforts from non-profit groups to reforest existing woodlands that are in a declining state, or riparian areas that have been subject to deforestation from erosion or human impacts. The Township should conduct a study to determine which areas have the highest priority for these efforts.

Because of the high impervious cover in the Township, severe erosion, poor water quality, and stormwater runoff are threats that will continue to multiply in

the face of future development pressures. As less developable land becomes available, wetlands could be seen as possible development sites. Because wetlands are relatively rare in south-central Pennsylvania, they become essential refuges for many native and migratory animals. Wetlands play an important role in recharging groundwater and controlling stormwater runoff. Efforts should be made to preserve existing wetlands wherever possible by strengthening existing ordinances

Existing Township zoning and subdivision & land development ordinances provide limited protection for woodlands, wetlands and stream corridors, and will require additional protective measures to preserve these sensitive natural features.

Greenway / Trail Potential

The opportunity exists to establish regional connections to the Horseshoe Trail, Swatara Creek Greenway, West Hanover Twp. Trail System, and the Capital Area Greenbelt;

New residential land developments offer the most significant opportunity for the construction of pedestrian facilities and off-road trails.

Existing roadway shoulders and new roadway or sewer construction projects offer the best opportunity for on-road bike route development and walkway improvements within existing roadway rights-of-way.

“Protective” Greenways have the potential to preserve long corridors of natural land or sensitive natural features and can serve as a placeholder for future trail plans.

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