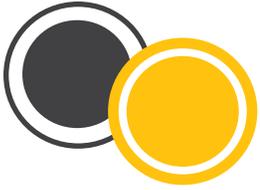
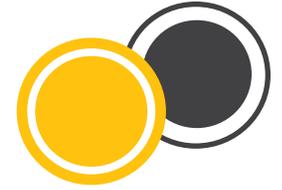


Conclusion







Summary of Findings/Recommendations

The Division Street Corridor Revitalization plan will help the City of Harrisburg to understand the unique needs and opportunities of the Division Street Corridor. The consideration of and implementation of the recommendations in this plan will help to achieve the vision for the corridor. By creating a multi-modal boulevard, the plan will provide facilities for all modes of transportation and users and will provide key connections within Uptown. The proposed redevelopment at the William Penn High School and the Uptown Shopping Center provide additional options for apartment living in the city and fill a need for live/work spaces. The William Penn High School redevelopment also creates spaces for business development, vocational training, recreation, a dog park, and community garden, which provide additional amenities to area residents. Through the development of a new grocery store at the Uptown Shopping Plaza jobs will be created and residents along the corridor will also have improved access to fresh food. The recommendations also include the use of sustainable environmental practices for both transportation and economic improvements, which can serve as examples for implementation in other areas of the city and region. Further investigation into creative financing for these recommendations will be key to implementation. With a proactive team of the city, stakeholders, residents, and developers the Division Street Corridor can be revitalized to support local residents, the economy, and advance the use of green infrastructure.

Vision Statement

The Division Street Revitalization will create an improved, multi-modal corridor that promotes economic vitality, strengthens surrounding neighborhoods, and fosters environmental sustainability, utilizing the following principles:

1. Improved transportation and streetscape conditions for motor vehicles, transit, bicyclists, and pedestrians
2. New opportunities for residential and commercial growth at identified catalyst sites
3. Increased connections to the surrounding neighborhood and inclusive economic opportunities for nearby residents
4. Green infrastructure and sustainable environmental practices

References

- American Planning Association (2010). Complete streets: best policy and implementation practices. Retrieved from <http://www.atpolicy.org/sites/vdefault/files/Complete%20Streets%20-Best%20Policy%20and%20Implementation%20Practices%20American%20Planning%20Association%20-%202010.pdf>
- Barker, P. (2014, June). Mayor's tax abatement presentation for "informational purposes", say administration and school board. The BURG. Retrieved from <https://theburgnews.com/news/abatement-informational-purposes>
- Bennett Williams. (2015). Uptown plaza lease brochure. Retrieved from http://bennettwilliams.catylist.com/jsp/listings/listing_error.jsp?listingID=xRZG9PKcuFI
- Butcher, D. (2013, December). Cause for optimism: in addition to resolving its financial crisis, Harrisburg may benefit from a growing preference for urban life. The BURG. Retrieved from <https://theburgnews.com/in-the-burg/optimism-addition-resolving-financial-crisis-harrisburg-benefit-growing-preference-urban-life>
- Capital Region Economic Development Corporation (2016). Keystone opportunity zone. Retrieved from <http://credcpa.org/economic-development-zones-2/keystone-opportunity-zone/>
- City & County of San Francisco. (2015). Street lighting. Sfbetterstreets. Retrieved from <http://www.sfbetterstreets.org/find-project-types/streets-cape-elements/street-lighting/>
- City of Harrisburg. (2013a). City of Harrisburg Floodplain Overlay Districts Map. Retrieved from <http://harrisburgpa.gov/file/2013/04/Harrisburg-Floodplain-Map-2013-FEMA-Data-LARGE.pdf>
- City of Harrisburg. (2013b). Harrisburg Historic Districts: Municipal, National & Eligible Map. Retrieved from <http://harrisburgpa.gov/file/2013/04/All-Historic-Districts-Map-2013-LARGE.pdf>
- City of Harrisburg. (2016a). beHBG. Retrieved from <http://behbg.com>

- City of Harrisburg (2016b). beHBG Data-Demographics. Retrieved from <http://behbg.com/data-demographics/>
- The Council of Economic Advisors. (2014). 15 facts about millennials. Retrieved from https://www.whitehouse.gov/sites/default/files/docs/millennials_report.pdf
- Daisa, J. and Peers, J. (1997). Narrow residential streets: do they really slow down speeds? Retrieved from http://nacto.org/docs/usdg/narrow_residential_streets_daisa.pdf
- Derck & Edson (2014). Crosswalks. Retrieved from <http://www.derckandedson.com/crosswalks/>
- Environmental Protection Agency (2015). Green infrastructure. Retrieved from <https://www.epa.gov/green-infrastructure/what-green-infrastructure#bioswales>
- Environmental Protection Agency (2016). Framework for creating a smart growth economic development strategy: a tool for small cities and towns. Retrieved from https://www.epa.gov/sites/production/files/2016-01/documents/small_town_econ_dev_tool_010516.pdf
- Federal Highway Administration. (2010). Safety benefits of raised medians and pedestrian refuge areas. Retrieved from http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_trifold/
- Federal Highway Administration. (2012) Lighting Handbook. Retrieved from http://safety.fhwa.dot.gov/roadway_dept/night_visib/lighting_handbook/
- Frew, K. (2009). Building Harrisburg: the architects and builders, 1719-1941. Harrisburg, PA: Historical Society of Dauphin County and Historic Harrisburg Association.
- Green Urban Initiative. (2016). About GUI. Retrieved from <http://www.greenurban.org/>
- Harrisburg Planning Commission. (2014). City of Harrisburg 2014 Zoning Code (September 4, 2013). Department of Building and Housing Development/Planning Bureau. Retrieved from <http://harrisburgpa.gov/file/2014/09/2014-Zoning-Code-As-Amended-07.08.2014.pdf>

Harrisburg Area Transportation Study. (2014). 2040 Regional Transportation Plan. Retrieved from <http://www.tcrpc-pa.org/HATS/Regional-Transportation-Plan/Pages/2040-Plan.aspx>

Hayakawa, A. (2008). Harrisburg schools: a timeline. Pennlive. Retrieved from http://www.pennlive.com/specialprojects/index.ssf/2008/09/harrisburg_schools_a_timeline.html

Malawskey, N. (2015). One-way traffic coming? Harrisburg to study sixth, seventh, and division streets. Pennlive. Retrieved from http://www.pennlive.com/midstate/index.ssf/2015/04/big_changes_in_the_burg_city_t.html

Meekel, T. (2016, January 29). Keppel Building conversion in downtown Lancaster gets \$7M in tax credits. LancasterOnline. Retrieved from http://lancasteronline.com/business/local_business/keppel-building-conversion-in-downtown-lancaster-gets-m-in-tax/article_868e5210-c6a8-11e5-a49e-6f835033fb78.html

NACTO (2014). Urban Bikeway Design Guide. Retrieved from <http://nacto.org/publication/urban-bikeway-design-guide/>

New Markets Tax Credit Coalition. (2015). New Markets Tax Credit Fact Sheet. Retrieved from <http://nmtccoalition.org/fact-sheet/>

PennDOT. (2016a) Roundabout information & feedback. Retrieved from <http://www.penndot.gov/ProjectAndPrograms/RoadDesignEnvironment/RoadDesign/Pages/Roundabouts.aspx#.VvQY1tIrKUk>

PennDOT. (2016b). Transportation alternatives program. Retrieved from <http://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation-Alternatives-Program.aspx#.VvRm59IrKUk>

PennDOT. (2016c). Multimodal transportation. Retrieved from <http://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx#.VvWWt1jD-M8>

Pennsylvania Apprentice Coordinators Association. (2016). Southcentral chapter. Retrieved from <http://apprentice.org/southcentral.html>

Pennsylvania Department of Community and Economic Development. (2016a). Multitmodal transportation fund. Retrieved from <http://www.new->

pa.com/programs/multimodal-transportation-fund/

Pennsylvania Department of Community & Economic Development. (2016b). Historic Preservation Tax

Credit (HPTC). Retrieved from <http://community.newpa.com/programs/historic-preservation-tax-credit-hptc/>

Pennsylvania Historical and Museum Commission. (2005). Academy manor historic district – historic resource information. Retrieved from <https://www.dot7.state.pa.us/CRGIS/Application/ASPNET/Report/Report.aspx?R=108&T=KEYNO&I=140832>

PM Study Circle. (2016). Ultimate PMP exam prep study guide - stakeholder classification and management strategy. Retrieved from <http://pm-studycircle.com/2012/06/stakeholder-analysis-stakeholder-management-strategy/>

Project for Public Spaces. (2015). Traffic calming 101. Retrieved from <http://www.pps.org/reference/livememtraffic/#WIDENING%20SIDEWALKS/NARROWING%20STREETS%20AND%20TRAFFIC%20LANES>

Smart Growth America. (2016a). Implementing complete streets – costs of complete streets. Retrieved from <http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-costs.pdf>

Smart Growth America. (2016b). Benefits of complete streets – complete streets stimulate the local economy. Retrieved from <http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-economic.pdf>

Speck, J. (2014, October 6). Why 12-foot traffic lanes are disastrous for safety and must be replaced now. City Lab. Retrieved from <http://www.citylab.com/design/2014/10/why-12-foot-traffic-lanes-are-disastrous-for-safety-and-must-be-replaced-now/381117/>

Teampete. (2016). LUX-Harrisburg. Retrieved from <http://www.teampete.com/lux/>

Thompson, C. (2010, June). End of an era for harrisburg's william penn school?. Pennlive. Retrieved from http://www.pennlive.com/midstate/index.ssf/2010/06/end_of_era_for_harrisburgs_wil.html

Tri-County Regional Planning Commission. (2014). Complete streets policy. Retrieved from <http://www.tcrpc-pa.org/Planning-Toolkit/Transportation/Pages/Complete-Streets-Policy.aspx>

Tri-County Regional Planning Commission. (2015). Regional Bicycle Connections Study. Retrieved from <http://www.tcrpc-pa.org/RGMP/Documents/Regional%20Bicycle%20Connections%20Study%20Final%20Document.pdf>

Umble, C. (2015). Make717 innovation center opens in lancaster with tools, resources for 'makers'. LancasterOnline. Retrieved from http://lancasteronline.com/business/local_business/make-innovation-center-opens-in-lancaster-with-tools-resources-for/article_de1e1ed8-6c22-11e5-9c92-7b2d31ae156b.html

U.S. Census Bureau (1950). Census of population and housing, 1950 – volume 1. number of inhabitants. Retrieved from <https://www.census.gov/prod/www/decennial.html>

U.S. Census Bureau. (2015). American community survey 5-year estimates 2009-2014. Retrieved from http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

Velazquez, L. (2011, July 4). Roofmeadow creates philly's first bust shelter green roof. Sky Gardens Blog. Retrieved from <http://www.greenroofs.com/blog/2011/07/04/roofmeadow-creates-phillys-first-bus-shelter-green-roof/>

Vendel, C. (2015a). Going up? Harrisburg sees resurgence of downtown residential projects. Pennlive. Retrieved from http://www.pennlive.com/midstate/index.ssf/2015/09/harrisburg_downtown_residentia.html

Vendel, C. (2015b). PennDOT traffic study Oks two-way conversion of north second street in harrisburg. Pennlive. Retrieved from http://www.pennlive.com/midstate/index.ssf/2015/03/harrisburg_second_street_two-w.html

Vendel, C. (2015c). Harrisburg city council approves property tax breaks for home improvements and new construction. PennLive. Retrieved from http://www.pennlive.com/midstate/index.ssf/2015/05/harrisburg_tax_breaks_approved.html

Westcott, L. (2014, March). More americans moving to cities, reversing the suburban exodus. *The Wire: News from the Atlantic*. Retrieved from <http://www.thewire.com/national/2014/03/more-americans-moving-to-cities-reversing-the-suburban-exodus/359714/>

Wilson, W. H. (1980). Harrisburg's successful city beautiful movement, 1900–1915. *Pennsylvania History: A Journal of Mid-Atlantic Studies*, 47(3), 213-233. Retrieved from <http://www.jstor.org/stable/27772668>

Zembo Shrine Center. (2010). History. Retrieved from http://zembo.org/index.php?option=com_content&task=view&id=22&Itemid=40

